

Part 573 Safety Recall Report

19V-803

Manufacturer Name : Daimler Trucks North America LLC**Submission Date :** NOV 07, 2019**NHTSA Recall No. :** 19V-803**Manufacturer Recall No. :** FL-837**Manufacturer Information :****Population :**

Manufacturer Name : Daimler Trucks North America LLC

Number of potentially involved : 4

Address : 4747 N. Channel Avenue

Estimated percentage with defect : 100 %

Portland OR 97217-3849

Company phone : 800-745-8000

Vehicle Information :

Vehicle 1 : 2020-2020 Freightliner Cascadia

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Cascadia vehicles built with certain air disc brakes and axle seats limiting clearance between brake chambers and the frame.

Production Dates : APR 04, 2019 - MAY 16, 2019

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential**Description of Defect :**

Description of the Defect : On the affected vehicles, there was a report of the brake chambers contacting the frame rail. This issue is limited to four vehicles that were specified with incorrect axle seat angles resulting in reduced clearance between the brake chambers and the frame rail. The reduced clearance can lead to the brake chambers contacting the frame rail when the suspension is lowered and could result in separation or damage of the brake chamber. Of the four vehicles, there was one confirmed event of a brake chamber separating from the brake assembly on the vehicle.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Broken or damaged brake chamber may reduce the braking efficiency of the vehicle

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

August 2019, DTNA received a field report concerning brake chambers hitting frame rail when the suspension was lowered. September-October 2019, DTNA conducted a thorough investigation to understand population and severity of consequence. It was confirmed that the only time there would be contact is when the suspension is lowered. A lowered suspension is not a normal operational condition while during highway travel. October, 2019 DTNA reviewed the topic with the Office of Defect Investigation at NHTSA. November 1st, 2019, because the number of vehicles was low and had already been repaired, a full study analyzing the potential safety consequences of an impact between the brake chamber and frame rail was not undertaken, however, DTNA with an abundance of caution, decided to conduct a voluntary recall on the potentially affected vehicles.

Description of Remedy :

Description of Remedy Program : Warranty claims indicate that all vehicles in the population have been repaired. DTNA will ensure that repairs were performed with no cost to customer.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : All the vehicles in the population have been repaired. DTNA will not be notifying customers.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported