

Part 573 Safety Recall Report

21V-369

Manufacturer Name : Daimler Trucks North America, LLC**Submission Date :** MAY 20, 2021**NHTSA Recall No. :** 21V-369**Manufacturer Recall No. :** FL-888**Manufacturer Information :****Population :**

Manufacturer Name : Daimler Trucks North America, LLC

Number of potentially involved : 8,482

Address : 4747 N. Channel Avenue

Estimated percentage with defect : 1 %

Portland OR 97217-3849

Company phone : 800-745-8000

Vehicle Information :

Vehicle 1 : 2021-2022 Freightliner Cascadia

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 2 : 2021-2022 Freightliner 114SD

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 3 : 2021-2022 Freightliner 108SD

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR Not sequential

Vehicle 4 : 2021-2022 Freightliner 122SD

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 5 : 2021-2022 Freightliner Business Class M2

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 6 : 2021-2022 Western Star 4700

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 7 : 2021-2022 Western Star 4900

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 8 : 2021-2022 Western Star 5700

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 9 : 2021-2022 Freightliner Custom Chass S2 Chassis

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 10 : 2021-2022 Freightliner Custom Chass RV Chassis

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 11 : 2021-2022 Freightliner Custom Chass XC Chassis

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Vehicle 12 : 2021-2022 Freightliner Custom Chass MT Chassis

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Vehicles built with certain suspect tie rod clamp nuts.

Production Dates : DEC 15, 2020 - APR 14, 2021

VIN Range 1 : Begin : NR End : NR

Not sequential

Description of Defect :

Description of the Defect : On certain vehicles, the tie rod clamp may be loose due to the supplied lock nuts being over-crimped. This can cause thread galling of the bolt and nut during installation. When galling occurs, it is possible that assembly torque may be achieved but the clamp is still loose.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The tie rod clamp being loose could lead to the threaded tie rod ends becoming loose and eventual steering loss if the rod end pulls out of the tie rod, or the tube is broken due to vibration of the loose joint.

Description of the Cause : NR

Identification of Any Warning that can Occur : Decrease in steering response

Involved Components :

Component Name 1 : Tie Rod Clamp Nut

Component Description : NR

Component Part Number : 10010(MPTUE0171)

Supplier Identification :

Component Manufacturer

Name : USK International S.A. de C.V.

Address : Av. Huehuetoca S/N
San Mateo Foreign States 54713

Country : Mexico

Chronology :

Late December, 2020, despite a lack of warranty claims and any other indications of failures on customer vehicles, DTNA's axle assembly plant in Mexico reported a tie rod clamp nut quality concern and promptly began a containment effort. January, 2021, DTNA discussed with the tie rod supplier the concerns, and the supplier established what it believed to be a "clean" date for tie rods assembled with properly crimped clamp nuts. No information suggested that the problem extended further, and all indications were that no defective parts escaped the production plant. February 2021, DTNA's axle assembly plant in Detroit reported finding similarly suspect parts and promptly began containment. March 2021, DTNA resumed discussions with the supplier on this issue to understand scope of issue. Early May 2021, DTNA received DFMEA from the supplier suggesting a potential safety concern. May 2021, even though DTNA is not aware of any field failures related to this concern nor has any information to suggest the existence of a defect with an unreasonable risk to the safety of any vehicles in the field, DTNA decided to conduct a voluntary safety recall.

Description of Remedy :

Description of Remedy Program : Tie rod clamp bolts and nuts will be replaced. Repairs will be performed by Daimler Trucks North America authorized service facilities. Details of the reimbursement plan will be included in the owner's notification letter.

How Remedy Component Differs from Recalled Component : NR

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

Recall Schedule :

Description of Recall Schedule : Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.

Planned Dealer Notification Date : JUL 17, 2021 - JUL 17, 2021

Planned Owner Notification Date : JUL 17, 2021 - JUL 17, 2021

* NR - Not Reported