

# Part 573 Safety Recall Report

# 22V-405

**Manufacturer Name :** Daimler Trucks North America, LLC**Submission Date :** OCT 24, 2022**NHTSA Recall No. :** 22V-405**Manufacturer Recall No. :** FL-938**Manufacturer Information :****Population :**

Manufacturer Name : Daimler Trucks North America, LLC

Number of potentially involved : 5,768

Address : 4747 N. Channel Avenue

Estimated percentage with defect : 10 %

Portland OR 97217-3849

Company phone : 800-745-8000

**Vehicle Information :**

Vehicle 1 : 2022-2023 Freightliner Cascadia

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "A small number of steering gears were assembled without the required number of DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047 recirculating balls. The recall population was determined by identifying the oldest production lot associated with a gear failure, and including all production from that lot to the date in February 2022 when the improvements in the assembly process were instituted."

Production Dates : JUN 28, 2021 - MAR 29, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2022-2023 Freightliner Custom Chass MT45 / MT45G

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "A small number of steering gears were assembled without the required number of recirculating balls. The recall population was determined by identifying the oldest production lot associated with a gear failure, and including all production from that lot to the date in February 2022 when the improvements in the assembly process were instituted."

Production Dates : JUN 09, 2021 - MAY 23, 2022

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

## Description of Defect :

Description of the Defect : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "Steering gear was assembled with fewer than the required number of recirculating balls which can lead to a fracture in the steering gear worm-shaft and loss of vehicle steering."

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "A steering gear with fewer than the required number of recirculating balls may bind when loads are applied. In some cases the balls may align on the same side of the gear's worm-shaft and concentrated loads may cause the gear's internal parts to fracture resulting in loss of vehicle steering. Loss of steering increases the likelihood of a crash."

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

## Involved Components :

Component Name 1 : Steering Gear

Component Description : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "NR"

Component Part Number : Per Bendix, "NR"

## Supplier Identification :

### Component Manufacturer

Name : Bendix Corp Heavy Vehicle Systems Group

Address : 100 Jessica Ln  
Del Rio Texas 78840-8527

Country : United States

## Chronology :

DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047: "2/8/22-Sheppard warranty lab receives a gear built 8/20/2021 with failed worm-shaft. 2/9/22 - warranty lab inspection/disassembly indicates fracture of the worm-shaft and less than the required number of recirculating balls 2/10/22-plant stops production. Additional inspections and process verifications put in place. Clean point is established. Material on hand is inspected and confirmed defect free. Production resumes. (2/10/22 - 5/13/22): review of all warranty from 2015-present indicated no similar failure ever received. engineering tests are performed to understand and to reproduce failure mode. 3/10/2022 - Sheppard contacted vehicle driver for description of event and confirmed no accident or injury, low speed and while backing up. 4/12/22 - Sheppard receives a second gear at incoming shipping facility 5/5/22- Sheppard warranty lab receives/inspects/disassembles the second gear built on 6/26/21 with failed worm-shaft and less than the required number of recirculating balls 5/6/22- The Product Integrity Committee meets for update on the product investigation. 5/13/22 - The Product Integrity Committee meets and recommends submission of a defect report 573."

Bendix notified DTNA on May 25, 2022 of a possible defect. DTNA investigated the matter and promptly declared a recall.

Meanwhile, thru early June of 2022, Bendix continued to refine the serial numbers of the suspect parts and around mid-June, provided DTNA an updated list of suspect component serial numbers. DTNA immediately began the process of matching vehicle serial numbers to the suspect steering gear serial numbers. After an exhaustive review of available data, DTNA was able to refine and match the list from Bendix to the population as of this filing. There are no known deaths or injuries related to issue to the best of DTNA's knowledge. (Full description provided in the report)

### Description of Remedy :

Description of Remedy Program : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 22E-047, "Purchasers will identify the unique serial number imprinted on the recalled equipment. A web-based tool is available after August 1, 2022 to vehicle manufactures and their service networks to classify the serial number. Serial numbers will classified as either suspect and must be replaced or as not-suspect and may remain in service."

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 : AUG 06, 2022 - AUG 06, 2022

Planned Owner Notification Date : AUG 06, 2022 - AUG 06, 2022

\* NR - Not Reported