

## Defect / Noncompliance Information Report

(Section 573.6)

### FL952

**Date of Submission:** September 12, 2022

**Manufacturer:** Daimler Truck North America LLC  
P.O. BOX 3849  
Portland, Oregon 97208

**Type of Report:**  Safety Defect  Non-Compliance

#### Vehicle Information

**Model Yr. Start:** 2022

**Model Yr. End:** 2023

**Make:** Western Star

**Model:** 49X

**Production Dates: Begin:** October 8, 2021

**End:** August 10, 2022

**Number Potentially Involved:** 174

#### Vehicle Information

**Model Yr. Start:** 2022

**Model Yr. End:** 2023

**Make:** Western Star

**Model:** 47X

**Production Dates: Begin:** October 8, 2021

**End:** August 10, 2022

**Number Potentially Involved:** 28

#### Descriptive Information:

On certain vehicles, a steering component lower U-joint pinch bolt may not have been properly installed and inspected. Out of an abundance of caution, DTNA is recalling this limited population of vehicles to ensure inspection of this bolt.

#### Basis for Determination of the Recall Population:

Trucks built in one particular plant during the time period above that experienced a discrepancy in the steering components may not have been properly inspected for joint integrity.

**Total Number potentially involved:** 202

**Estimated percentage of involved with defect:** 1%

## **Defect / Noncompliance Description**

### **For this Defect/Noncompliance:**

#### **Describe the defect or noncompliance:**

On certain vehicles, the lower U-joint pinch bolt on the steering intermediate shaft may not have been properly inspected following DTNA's normal quality assurance procedures, thereby creating a risk that some small fraction of vehicles left the manufacturing line with the bolt improperly installed.

#### **Describe the safety risk:**

Improperly inspected joints increase the chances of an improperly installed joint. An improperly installed joint could disconnect leading to a loss of steering control and increase the risk of a crash.

#### **Identify any warning which can precede or occur:**

Regular maintenance intervals and pre-trip inspections require steering component inspections. It may be possible to detect loose components during routine inspections. Additionally the defect might be detected by visual recognition of the spline sticking out from the joint or from the pinch bolt groove being mislocated.

#### **If applicable, identify the manufacture of the defective or noncompliant component.:**

This is not applicable because the components involved were not defective.

## **Involved Components**

Component Name: Pinch Bolt

Component Description: Lower U Joint Connection from Intermediate Shaft and Steering Gear

Component Part Number: 14-18771-000

## **Chronology of Defect / Noncompliance Determination**

### **Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision:**

In early August, 2022 DTNA received a report of a mis-installed pinch bolt where the intermediate shaft connects to the steering gear, and an investigation was immediately initiated. Later in August, 2022, the plant where the defect originated completed an internal investigation establishing a clean date. That investigation determined the issue to be a problem with inspection on a limited population of vehicles, which has been identified. There were no warranty claims or reports confirmed to be related to the defect. On September 6<sup>th</sup>, 2022, out of an abundance of caution DTNA decided to conduct a safety recall on the above referenced vehicles.

## Identify the Remedy

**Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.**

Vehicles will be inspected and the joint will be re-installed correctly if needed. Repairs will be performed by Daimler Truck North America authorized service facilities. Daimler Truck North America shall be offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which will be posted with owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

## Identify the Recall Schedule

**Describe the recall schedule for notifications.:**

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

<b>Planned Dealer Notification Begin Date:</b>	11/11/2022
<b>Planned Dealer Notification End Date:</b>	11/11/2022
<b>Planned Owner Notification Begin Date:</b>	11/11/2022
<b>Planned Owner Notification End Date:</b>	11/11/2022

**Does DTNA plan to file inconsequentiality petition?**  Yes  No

**Manufacturer's identification code for this recall (if applicable):** FL952

**DTNA Representative;**

*Sam Geser*

Sam Geser  
Manager, Compliance and Regulatory Affairs