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OFFICE OF
DEFECTS INVESTIGATION

Timothy A. Blubaugh
Director
Government Technical Affairs

Freightliner LLC
4747 N. Channel Avenue
Portland, OR 97217-7599
503.745.5219 Telephone
503.745.6800 Facsimile
TimothyBlubaugh@Freightliner.com

March 5, 2004

04V-120 ① of ③

Kenneth N. Weinstein
Associate Administrator for Safety Assurance (NSA-01)
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Defect Information Report FL-422, TRW Draglink Assembly Clamp

Mr. Weinstein:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall approximately 275 Western Star 4900EX, 4900FA, 4900SA trucks and truck-tractors manufactured November 15, 2003 through January 12, 2004 that may contain a defect in the draglink clamp assembly.

Attached is Freightliner's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh

Cc: Michael Mason, CAL-OSHA
DOSH, Legal Unit
10th Floor
455 Golden Gate Avenue
San Francisco, CA 94102

Enclosure

Certified Mail Article Number:

7002 3150 0004 1405 0242

Defect Information Report
(Section 573.6)

March 5, 2004

- (c)(1) **Manufacturer:** Freightliner LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219
- Brands:** Western Star
- (c)(2) **Vehicles identification:**
Model(s) affected: Western Star 4900EX, 4900FA, and 4900SA trucks and truck-tractors
Manufacture Dates: November 15, 2003 through January 12, 2004
Basis for determining population: Parts shipment information from TRW
Component manufacturer if other than the vehicle manufacturer:
TRW Automotive
12025 Tech Center Drive
Livonia, MI 48150
- (c)(3) **Total number of vehicles potentially affected:** approximately 275
- (c)(4) **Percentage of vehicles estimated to contain the defect:** approximately 20%
- (c)(5) **Description of the defect:** See attached Defect Information Report from TRW.
- (c)(6) **Chronology of principal events:** See attached TRW Defect Information Report.
- (c)(7) **Noncompliance-test or other data:** not applicable
- (c)(8) **Remedial program:** Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.
- Estimated Owner Notification Date:** Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed approximately April 15, 2004
- Reimbursement Plan:** All prior repairs were completed under warranty.
- (c) (9) **Communications sent to dealers and owners:** Copies will be submitted as a supplemental report when available.
- (c) (10) **Copy of proposed owner notification letter:** A draft will be sent for ODI review when available.
- (c) (11) **Manufacturer's campaign number:** FL-422

January 12, 2004



Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Sir or Madam:

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Responsibility and Reports, TRW Automotive U.S. LLC ("TRW") submits the following information concerning a potential defect in original and replacement equipment that may be related to motor vehicle safety.

573.6 (e)(1)

The reporting manufacturer is TRW Automotive U.S. LLC.

573.6 (e)(2)

The suspect equipment consists of certain TRW replacement clamp assemblies and drag link assemblies that contain a potentially defective 5/8-11-grade B prevailing torque hex nut. The suspect drag link assemblies include a clamp assembly that is identical to the replacement clamp assembly. The suspect drag link assemblies were sold as original and replacement equipment. The clamp assemblies were sold only as replacement equipment. The suspect equipment is used in medium and heavy-duty trucks. Specific part numbers are included as part of Attachment B.

The clamp assembly consists of a clamp, a bolt and a 5/8-11-grade B prevailing torque hex nut. TRW purchases the clamp assembly from a supplier. TRW sells some of these clamp assemblies as replacement parts. The remaining clamp assemblies are attached to drag link assemblies by TRW.

TRW determined from its investigation that the potentially defective 5/8-11 grade B prevailing torque hex nuts were received by TRW on or after November 14, 2003. The suspect parts were incorporated into drag link assemblies and clamp assemblies between November 14, 2003 and December 12, 2003.

The suspect 5/8-11 grade B prevailing torque hex nuts were not manufactured by TRW. TRW believes San Shing Hardware Works Co. Ltd., Taiwan manufactured the nuts.

Attachment A contains a list of manufacturers that purchased the suspect drag link assemblies and clamp assemblies.

573.6 (c)(3)

TRW's preliminary analysis indicates that there are 723 original equipment assemblies and 804 replacement assemblies that may contain suspect nuts. Attachment B includes the quantity of suspect drag link assemblies and clamp assemblies purchased by TRW's customers.

573.6 (c)(4)

TRW estimates that approximately 20 percent of the suspect 5/8-11 grade B prevailing torque hex nuts may contain the potential equipment defect.

573.6 (c)(5)

The measured first-on torque values for some of the suspect 5/8-11 grade B prevailing torque hex nuts exceeded the maximum specification. This condition, if it occurs, could reduce the effective clamp load of the assembly to a less than acceptable level if the final torque on the suspect 5/8-11 grade B prevailing torque hex nut is less than 65 lb.-ft. An unacceptably low clamp load could compromise the integrity of the drag link to the point where the ball socket could separate from the drag link causing loss of steering control.

573.6 (c)(6)

TRW received a telephone call from one of its customers on December 12, 2003. The customer called to notify TRW that they were having difficulty during the final tightening of the 5/8-11 grade B prevailing torque hex nut. TRW immediately initiated a containment activity and began an investigation of this complaint. TRW did not ship any suspect clamp assemblies after December 12, 2003. The investigation included examination of the suspect clamp assembly components, laboratory testing, and analysis of customer tightening specifications. TRW determined from examination of the suspect clamp components that the problem was related to higher than specification first-on torque values for the 5/8-11 grade B prevailing torque hex nuts. Further investigation revealed that the suspect nuts were all from clamp assemblies that included nuts from a new supply source. This was the first use of parts that included nuts from the new supplier. TRW received the first suspect parts on November 14, 2003.

The higher than specification first-on torque had the potential to reduce the expected clamp load. TRW conducted a series of laboratory tests to evaluate the effect of this potential loss of clamp load. TRW concluded from the laboratory testing that the suspect clamp nuts would produce adequate clamp load if tightened to a minimum of 65 lb.-ft. At less than 65 lb.-ft. of tightening torque, there may not be sufficient clamp load to maintain the drag link integrity. TRW then contacted its customers to ascertain the torque they used during the final tightening process. Collection of the

customer torque data was delayed because many of TRW's customers were on an extended shutdown for the year-end holiday. TRW reviewed the available customer torque data on January 8, 2004 even though not all customers had responded. The customer data indicated that most of the responding customers used final tightening torques of less than 65 lb.-ft. TRW concluded that a field action was required for those customers that use less than 65 lb.-ft. final clamp torque to assure that the suspect drag links had adequate clamp load.

573.6 (c)(8)

TRW will develop appropriate remedies in consultation with its customers. TRW will update this report once those remedies have been developed.

573.6 (c)(9)

Attachment C includes a representative copy of the communications sent to TRW's customers with respect to the potentially defective 5/8-11 grade B prevailing torque nut.

Very truly yours,

TRW AUTOMOTIVE U.S. LLC

Mariam McNally
Assistant Secretary

Associate Administrator for Enforcement
January 12, 2004
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Attachment A: List of Purchasing manufactures

Freightliner Corporation LLC
4747 N. Channel Avenue
P.O. Box 3849
Portland, OR 97208-3849
PH: 503-745-8000

Holland USA
1950 Industrial Blvd.
P.O. Box 425
Muskegon, MI 49443-0425
PH: 231-777-4428

Oshkosh Truck Corporation
2307 Oregon Street
P.O. Box 2564
Oshkosh, WI 54903
PH: 920-233-9151

Suthpen Corporation
1701 W. County Line Road
P.O. Box 2610
Springfield, OH 45502
PH: 800-548-0385

Emergency One, Inc.
1701 SW 37th Avenue
P.O. Box 2710
Ocala, FL 344728-2710
PH: 352-237-1122

General Motors Truck Group
2000 Centerpoint Parkway
Pontiac, MI 48341-3147
PH: 248-857-5000

Associate Administrator for Enforcement
January 12, 2004
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International Truck & Engine Corporation
4201 Winfield Road
P.O. Box 1488
Warrenville, IL 60555
PH: 630-753-5000

Optima Bus Corporation
2811 N. Ohio
Valley Center, KS 67219
PH: 316-838-1211

Paccar Parts Australia Pty
20 Canterbury Road
P.O. Box 60
Bayswater, Victoria 3153
Australia
PH: 011-613-97204457

Paccar Parts Corporation
P.O. Box 95003
Bellevue, WA 98009
PH: 425-468-7400

Volvo Truck North America, Inc.
P.O. Box 26126
Greensboro, NC 27402-6126
PH: 336-393-2000

Attachment B: Detail of Suspect Parts Shipped to Purchasing Customers

Freightliner Corporation - Original Equipment

TRW Part Number	Customer Part Number (1)	Customer Part Number (2)	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number
L24VT8278A11	WWS L24VT8278A11	38905-3439	Freightliner Corp, Portland	11/21/2003	1	0	1	A01014271
L24VT8334A11	WWS L24VT8334A11	38905-3447	Freightliner Corp, Portland	11/21/2003	4	0	4	A01014278
L24VT8335A11	WWS L24VT8335A11	38905-3449	Freightliner Corp, Portland	11/21/2003	1	0	1	A01014279
L24VT8906A11	WWS L24VT8906A11	38905-3483	Freightliner Corp, Portland	11/24/2003	3	0	3	A01014288
L24VT8241B11	WWS L24VT8241B11	38905-3434	Freightliner Corp, Portland	11/25/2003	5	0	5	A01014289
L24VT8330A11	WWS L24VT8330A11	38905-3441	Freightliner Corp, Portland	11/25/2003	5	0	5	A01014273
L24VT8334A11	WWS L24VT8334A11	38905-3447	Freightliner Corp, Portland	11/25/2003	9	0	9	A01014278
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Corp, Portland	11/28/2003	50	0	50	A01014272
L24VT8330A11	WWS L24VT8330A11	38905-3441	Freightliner Corp, Portland	11/28/2003	45	0	45	A01014273
L24VT8330A11	WWS L24VT8330A11	38905-3441	Freightliner Corp, Portland	12/03/2003	50	0	50	A01014273
L24VT8334A11	WWS L24VT8334A11	38905-3447	Freightliner Corp, Portland	12/03/2003	8	0	8	A01014278
L24VT8410A11	WWS L24VT8410A11	38905-3451	Freightliner Corp, Portland	12/03/2003	2	0	2	A01014280
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Corp, Portland	12/04/2003	50	0	50	A01014272
L24VT8335A11	WWS L24VT8335A11	38905-3449	Freightliner Corp, Portland	12/04/2003	1	0	1	A01014279
L24VT8912A11		38905-3455	Freightliner Corp, Portland	12/04/2003	3	0	3	A01014291
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Corp, Portland	12/06/2003	47	0	47	A01014272
L24VT8334A11	WWS L24VT8334A11	38905-3447	Freightliner Corp, Portland	12/10/2003	3	0	3	A01014278
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Corp, Portland	12/12/2003	3	0	3	A01014272
L24VT8334A11	WWS L24VT8334A11	38905-3447	Freightliner Corp, Portland	12/12/2003	3	0	3	A01014278
L20VT8228A11	14-14277-000		Freightliner Custom Chassis, Gaffney	12/01/2003	5	5	0	A01014230
L20VT8258A11	14-15507-000		Freightliner Custom Chassis, Gaffney	12/04/2003	1	1	0	A01014345
L20VT8127A11	14-12933-000		Freightliner Custom Chassis, Gaffney	12/05/2003	40	40	0	A01014105
L24VT8841A11	14-13183-000		Freightliner Custom Chassis, Gaffney	12/05/2003	3	3	0	A01014183
L20VT8235A11	14-13637-000		Freightliner Custom Chassis, Gaffney	12/08/2003	71	71	0	A01014236
L20VT8259A11	14-15507-000		Freightliner Custom Chassis, Gaffney	12/09/2003	2	2	0	A01014345
L20VT8235A11	14-13637-000		Freightliner Custom Chassis, Gaffney	12/11/2003	79	79	0	A01014236
L20VT8235A11	14-13637-000		Freightliner Custom Chassis, Gaffney	12/12/2003	49	49	0	A01014236
L24VT8256B11	A14-12536-000		Mercedes Benz SA de CV 85, Estado De Mexico	11/26/2003	4	0	4	A01014081
L24VT8256B11	A14-12536-000		Mercedes Benz SA de CV 85, Estado De Mexico	12/04/2003	3	0	3	A01014081
L24VT8256B11	A14-12536-000		Mercedes Benz SA de CV 85, Estado De Mexico	12/11/2003	1	0	1	A01014081
					551	250	301	

Freightliner Corporation - Replacement Parts

TRW Part Number	Customer Part Number (1)	Customer Part Number (2)	Customer, Location	Ship Date	Qty.	Contained at Cust.	Balance	Purchase Order Number
L20VT8111A11	TRW L20VT8111A11	GAFF117033	Alliance PDC-Atlanta, Duluth	12/10/2003	3	0	3	TRW M895JB
L24VT8295A11	WWS L24VT8295A11	38905-3440	Alliance PDC-Atlanta, Duluth	12/10/2003	17	0	17	TRW M900KC
L20VT8055C11	14-14385-000		Alliance PDC-Chicago, Wood Dale	12/04/2003	6	0	6	TRW H274MN
L24VT8281A11	A14-09804-000		Alliance PDC-Chicago, Wood Dale	12/04/2003	2	0	2	TRW H274MN
L24VT8282A11	A14-09895-001		Alliance PDC-Chicago, Wood Dale	12/11/2003	8	0	8	TRW H277DW
L20VT8059C11	14-14365-001		Alliance PDC-Memphis, Memphis	11/24/2003	3	0	3	TRW B894RC
L24VT8641A11	WWS L24VT8641A11		Alliance PDC-Memphis, Memphis	12/01/2003	2	0	2	TRW B894RC
L20VT8065C11	14-14365-000		Alliance PDC-Memphis, Memphis	12/08/2003	8	0	8	TRW B894RC
L20VT8066C11	14-14365-001		Alliance PDC-Mississippi, Mississippi	11/28/2003	2	0	2	TRW T160UW
L20VT8659A11	TRW L20VT8659A11	P104342	Alliance PDC-Mississippi, Mississippi	12/11/2003	2	0	2	TRW T170ZC
L24VT8330A11	WWS L24VT8330A11	38905-3441	Alliance PDC-Mississippi, Mississippi	12/11/2003	6	0	6	TRW T188CC
L24VT8279A11	WWS L24VT8279A11	38905-3439	Alliance PDC-Reno, Reno	11/25/2003	3	0	3	TRW R512RN
L24VT8334A11	WWS L24VT8334A11	38905-3447	Alliance PDC-Reno, Reno	11/25/2003	35	0	35	TRW R507RH
L24VT8641A11	WWS L24VT8641A11		Alliance PDC-Reno, Reno	12/02/2003	2	0	2	TRW R507RH
L24VT8295A11	WWS L24VT8295A11	38905-3440	Alliance PDC-Reno, Reno	12/09/2003	4	0	4	TRW R510JM
L24VT8331A11	WWS L24VT8331A11	38905-3442	Freightliner Corporation Bridgeport, Logan Township	11/25/2003	3	0	3	TRW S829CA
L20VT8059C11	14-14385-000		Freightliner Corporation Bridgeport, Logan Township	12/02/2003	7	0	7	TRW S823GZ
L24VT8641A11	WWS L24VT8641A11		Freightliner Corporation Bridgeport, Logan Township	12/02/2003	2	0	2	TRW S823GZ
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Corporation Bridgeport, Logan Township	12/10/2003	34	0	34	TRW S628RV
L24VT8331A11	WWS L24VT8331A11	38905-3442	Freightliner Limited, Calgary	11/21/2003	2	0	2	TRW K578RH
L24VT8780A11	WWS L24VT8780A11	38905-3457	Freightliner Limited, Calgary	12/05/2003	2	0	2	TRW K580EH
L24VT8295A11	WWS L24VT8295A11	38905-3440	Freightliner Limited, Calgary	12/12/2003	17	0	17	TRW M81UC
L24VT8330A11	WWS L24VT8330A11	38905-3441	Freightliner Limited, Calgary	12/12/2003	15	0	15	TRW M81UC
					165	0	165	

Holland USA - Original Equipment

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Qty.	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8785A11	90548282	Holland USA, Muskegon	12/01/2003	80	4500143927	214738	80244192	30036964 30036969

Autocar LLC - Original Equipment

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Qty.	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8300A11	Unknown	Autocar LLC, Hagerstown	12/12/2003	20	P03241	216052	80245622	30038672

Oshkosh Truck Corporation - Original Equipment

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8527B11	3071904	Oshkosh Truck Corp, Oshkosh	12/01/2003	22	0	22	502317	214754	80243873	30036941
L24VT8218B11	2088580	Oshkosh Truck Corp, Oshkosh	12/02/2003	1	0	1	245295	214822	80244434	30037238
L24VT8527B11	3071904	Oshkosh Truck Corp, Oshkosh	12/08/2003	21	0	21	502317	215497	80244153	30038028
				44	0	44				

Oshkosh Truck Corporation - Replacement Parts

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8627B11	3071804	Oshkosh Truck Corp, Cudahy	12/11/2003	200	149	51	80052453	216032	80245529	30038708 30038708 30038710 30038732

Sutphen Corporation - Original Equipment

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Qty.	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8415B11	Unknown	Sutphen Corp, Springfield	12/04/2003	25	18144917	216163	80244637	30037505

Emergency One, Inc - Replacement Parts

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8567A11	255081	Emergency One, Inc., Ocala	11/21/2003	1	1	0	930697	213951	80243357	30036675
L24VT8567A11	255081	Emergency One, Inc., Ocala	11/24/2003	4	4	0	930697	214151	80243486	30036115 30036118
				5	5	0				

General Motors Corporation - Service

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number
L18TV5313A01	12375398	General Motors Corporation, Martinsburg	12/12/2003	60	60	0	GM26735	218231	80244433

International Truck & Engine Corporation - Replacement Parts

TRW Part Number	Customer Part Number (1)	Customer Part Number (2)	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number
L24TVB269A01	FDL1027A	FDL1027	International Truck & Engine Corp, Bolingbrook	11/28/2003	53	0	53	3213453 6577753	214585
L20TVB028A01	1696935C92		International Truck & Engine Corp, Bolingbrook	12/09/2003	6	6	0	2141253	215783
					59	6	53		

Optima Bus Corporation - Replacement Parts

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L20VT8233A11	2998902	Optima Bus Corp, Valley Center	12/09/2003	6	6	0	49154	215537	80244978	30037963
L20VT8233A11	2998902	Optima Bus Corp, Valley Center	12/09/2003	3	3	0	49154	215733	80246201	30038222 30038223
				9	9	0				

PACCAR Parts Division - Replacement Parts

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contained at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number	Label Serial Number
L24VT8545A11	K162-330	Paccar Parts Australia, Bayswater	12/12/2003	5	5	0	455087	218210	80244770	30037893
L24VT8582A11	K162-523	Paccar Parts Australia, Bayswater	12/12/2003	6	6	0	455087	218210	80244770	30037794
L24VT8022A11L	10-02045-102	Paccar Parts Division, Renton	12/11/2003	6	6	0	EX-9228890	218043	80244683	30038290
L24VT8355A11L	K162-311	Paccar Parts Division, Renton	12/11/2003	3	3	0	EX-8225758	218043	80244683	30038253 30038254
L24CPS0008A106	102041	Paccar Parts Division, Renton	12/11/2003	247	247	0				
L24VT8022A11L	10-02045-102	Paccar Parts Division, Rockford	12/11/2003	6	6	0	EX-R385646	218042	80244903	30038289
				273	273	0				

Volvo - Replacement Parts

TRW Part Number	Customer Part Number	Customer, Location	Ship Date	Quantity Shipped	Contracted at Cust.	Balance	Purchase Order Number	Bill of Lading Number	Packing List Number
L24VT8031E11	38805-3236	Volvo Truck Parts North America, Lewis Center	11/20/2003	9	0	9	M594148-573	213736	80242387
L24VT8026A11	38805-0013	Volvo Truck Parts North America, Lewis Center	12/11/2003	5	0	5	M596807-573	216057	80245086
				14	0	14			

January 12, 2004

Sent via facsimile and express mail

(Customer address)

Re: Certain TRW adjustable drag links and clamp assemblies Manufactured and Sold from November 14, 2004 Through December 12, 2004. TRW Campaign Number POR-FC-04-01.

Dear (Mr. Customer):

TRW Automotive U.S. LLC ("TRW") has determined that a potential defect exists which relates to motor vehicle safety in certain TRW adjustable drag links and clamp assemblies manufactured and sold from November 14, 2004 through December 12, 2004.

The enclosure provides detail information about the potential defect.

Please contact TRW if you determine that your recommended adjustable drag link clamp bolt torque is less than 65 lb.-ft. TRW will help develop a plan to recover the suspect parts.

We regret any inconvenience that this situation may cause. TRW wants to assure (customer) that TRW is concerned for customer safety and your continued satisfaction with our products.

Sincerely,

David E. Hobson
Manager, Quality Services

Enclosures: Issue Description Document
List of Part Numbers and Ship History

North American Steering Commercial Steering Systems Portland Plant Product Performance Issue

January 12, 2004

TRW PROPRIETARY INFORMATION

Not to be distributed, or otherwise disclosed, to third parties without the prior written consent of TRW
Automotive U.S. LLC



Product Performance Issue

- **Issue:**

–TRW has determined that it received some suspect prevailing torque hex nuts. These nuts were used in clamp assemblies that were incorporated into certain adjustable drag links and service clamp assemblies. The suspect nuts have a higher than normal first on torque. This condition could produce less than acceptable clamp load on drag links at the intermediate to ball socket connection. This condition does not exist if the nut is tightened to more than 65 ft. lbs. Multiple re-torquing will significantly reduce or eliminate the issue.

- **Effect on the vehicle:**

–Adjustable drag links with less than acceptable clamp loads could compromise the integrity of the drag link to the point where the threaded joint could, after some use, separate causing a loss of steering control.

- **Scope:**

- 5/8-11 grade B prevailing torque hex nut.

- Limited to adjustable drag links and suspect service clamp assemblies tightened to less than 65 ft-lb.

- **Suspect TRW Manufacture Dates:**

- 11/14/03 to 12/12/03 (Refers to possible fabrication of product at TRW site)

- **Subject Part Description**



Product Performance Issue

- **TRW Recommends the Following Field Remedy, If Required:**
 - **For suspect adjustable drag links & service clamp assemblies not yet installed on vehicles: replace the suspect nuts.**
 - **For suspect drag links installed on vehicles: re-torque nut to 70 to 85 ft. lbs.**
 - **TRW personnel are available to make the repairs if the suspect parts are at the OE or at the OE service depots.**

Product Performance Issue

Typical Adjustable Drag Link

