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August 22, 2007

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Defect Information Report (FL-507), NHTSA 07V-333, Supplemental No.: 1

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information.

(c)(3) Total number of vehicles potentially affected: 1,042

(c) (10) Communications sent to dealers (attached): to be posted August 8, 2007
Communications sent to owners (attached): to be mailed August 10, 2007

Please contact me if you have any questions.

Sincerely yours,


Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Certified Mail# 7002 3150 0004 1405 1065

Recall Campaign

July 2007
FL507A-C
NHTSA #07V-333

Subject: Axilok Rear Wheel Spindle Nuts

Models Affected: Specific Sterling A/L-Line and Acterra vehicles manufactured between April 2, 2007, and June 20, 2007, at the St. Thomas, Ontario, Truck Manufacturing Plant.

General Information

Freightliner LLC, on behalf of its wholly owned subsidiary, Sterling Truck Corporation, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 1,500 vehicles involved in this campaign.

Some Axilok rear wheel spindle nuts on rear drive axles may have been improperly installed, with one or both locking clip tabs not properly engaged or damaged. This may reduce the nut's ability to resist rotation, potentially allowing the nut to back off and the dual wheel set to separate from the vehicle, resulting in a possible vehicle crash without prior warning.

The Axilok nuts will be inspected for locking clip engagement or damage. They will be adjusted or replaced if necessary. The estimated replacement rate is approximately 3 percent.

Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

Replacement Parts

Given the limited need for replacement parts, formal kits will not be used for this campaign. Please see Replacement Parts, **Table 1**, below for Axilok nut and axle gasket part numbers. In addition, up to one quart of oil per axle end may be claimed as needed.

If our records show your dealership has ordered any vehicles involved in campaign number FL507A-C, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Table 1 - Replacement Parts for FL507A-C

Campaign Number	Part Description	Part Number	Qty.	Suggested Wholesale*
FL507A-C	Axilok Nut	MF 39043	0 to 6 per inspection results	\$14.35 U.S. \$23.85 CAN
	Axle Gasket	11-14418-000	1 per wheel end	\$1.13 U.S. \$1.54 CAN

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

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Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

IMPORTANT: You must claim one SRT from **Table 2** on all claims (for the inspection). If any Axilok nuts require replacement, you must also claim one SRT from **Table 3**. If no Axilok nuts require replacement, do not claim an SRT from **Table 3**.

Table 2 - Labor Allowance – Inspection

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL507A	Inspect four Axilok nuts	1.6	996-0723A	000-Inspected
FL507B	Inspect two Axilok nuts	0.8	996-0723B	000-Inspected
FL507C	Inspect six Axilok nuts	2.4	996-0723C	000-Inspected

Table 2

Table 3 - Labor Allowance – Replacement

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL507 A, B, C	Remove and replace one Axilok nut	0.3	996-0723D	000-Modifiedx
FL507 A, B, C	Remove and replace two Axilok nuts	0.6	996-0723E	000-Modifiedx
FL507 A or C	Remove and replace three Axilok nuts	0.9	996-0723F	000-Modifiedx
FL507 A or C	Remove and replace four Axilok nuts	1.2	996-0723G	000-Modifiedx
FL507 C Only	Remove and replace five Axilok nuts	1.5	996-0723H	000-Modifiedx
FL507 C Only	Remove and replace six Axilok nuts	1.8	996-0723I	000-Modifiedx

Table 3

IMPORTANT: When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (e.g. **FL507A**, **FL507B**, etc.). See the list below for the number of affected axles for each group of vehicles.
 - FL507A – Two rear drive axles
 - FL507B – One rear drive axle
 - FL507C – Three rear drive axles
- In the Primary Failed Part Number field, enter **25-FL507-000**.

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- In the Parts field, enter the appropriate part number(s) as shown in the Replacement Parts Table. **Given the limited need for replacement parts, formal kits will not be used for this campaign.** Please see Replacement Parts, **Table 1**, for Axilok nut and axle gasket part numbers. In addition, up to one quart of oil per axle end may be claimed as needed.
- In the Labor field, first enter the appropriate SRT(s) from the Labor Allowance Tables. For administrative time, enter SRT 939-0010A for 0.3 hours.

IMPORTANT: ServicePro® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at AccessFreightliner.com / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Also, any lessor is required to send a copy of the recall notification to the lessee within 10 days.

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Copy of Letter to Owner Subject: Axilok Rear Wheel Spindle Nuts

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This notice is also sent in accordance with the Canadian Motor Vehicle Safety Act.

Freightliner LLC, on behalf of its wholly owned subsidiary, Sterling Truck Corporation, has decided that a defect that relates to motor vehicle safety exists on specific Sterling A/L-Line and Acterra vehicles manufactured between April 2, 2007, and June 20, 2007, at the St. Thomas, Ontario, Truck Manufacturing Plant.

Some Axilok rear wheel spindle nuts on rear drive axles may have been improperly installed, with one or both locking clip tabs not properly engaged or damaged. This may reduce the nut's ability to resist rotation, potentially allowing the nut to back off and the dual wheel set to separate from the vehicle, resulting in a possible vehicle crash without prior warning.

The Axilok nuts will be inspected for locking clip engagement or damage. They will be adjusted or replaced if necessary.

Parts are now available for authorized dealers to order. Contact your authorized dealer to arrange to have the Recall performed and to assure that parts are available at the dealer. To locate a dealer, search online at www.SterlingTrucks.com or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL507A-C**. The Recall will take approximately one to three hours, depending on the work needed, and will be performed at no charge to you.

IMPORTANT: When the Recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL507A-C**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address WarrantyCampaigns@freightliner.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Work Instructions

Subject: Axilok Rear Wheel Spindle Nuts

Models Affected: Specific Sterling A/L-Line and Acterra vehicles manufactured between April 2, 2007, and June 20, 2007, at the St. Thomas, Ontario, Truck Manufacturing Plant.

IMPORTANT: Given the limited need for replacement parts, formal kits will not be used for this campaign. Please see Replacement Parts, **Table 1**, for Axilok nut and axle gasket part numbers. In addition, up to one quart of oil per axle end may be claimed as needed. You must claim one SRT from **Table 2** on all claims (for the inspection). If any Axilok nuts require replacement, you must also claim one SRT from **Table 3**. If no Axilok nuts require replacement, do not claim an SRT from **Table 3**.

Axilok Nut Inspection

See the list below for the number of affected axles for each group of vehicles.

- FL507A – Two rear drive axles
 - FL507B – One rear drive axle
 - FL507C – Three rear drive axles
1. Check the base label (Form WAR259) for a completion sticker for FL507 (Form WAR260) indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. If a sticker for FL507 is present, nothing further needs to be done. If no sticker is present, go to the next step.
 2. Shut down the engine, and chock the front tires, then release the parking brakes.

IMPORTANT: Oil will spill as the drive axle shaft and the wheel hub are removed. Place a suitable container under the drive axle flange to catch any spilled oil. Dispose of the oil properly.

3. Remove the drive axle stud nuts and washers.
4. Using a hammer and a soft drift, such as one made of brass, sharply tap the center portion of the drive axle flange. The shaft will usually spring slightly outward after the seal has broken. Remove the drive axle shaft.

CAUTION

When tapping the drive axle flange, avoid striking the drive axle studs. If struck, the studs may bend or break, or the stud threads can be damaged. Replace damaged studs.

NOTE: Even if the drive axle shaft doesn't spring outward, the seal may have loosened enough to allow the shaft to be pulled from the axle housing. If the seal has not broken, repeat the step above.

5. Remove and discard the gasket.
6. Inspect the Axilok nut to verify whether either locking clip is bent, broken, or damaged. See **Fig. 1**. Repeat these steps for all affected axles.
7. If all locking clips are engaged and none of the locking clips are bent, broken, or damaged, go to the "Component Installation" procedure and install the removed components.

If a locking clip is not engaged and both clips on the nut are otherwise undamaged, reset it using the appropriate 6-point socket described in the "Axilok Nut Replacement" procedure. Install the Axilok nut by hand, rotating the

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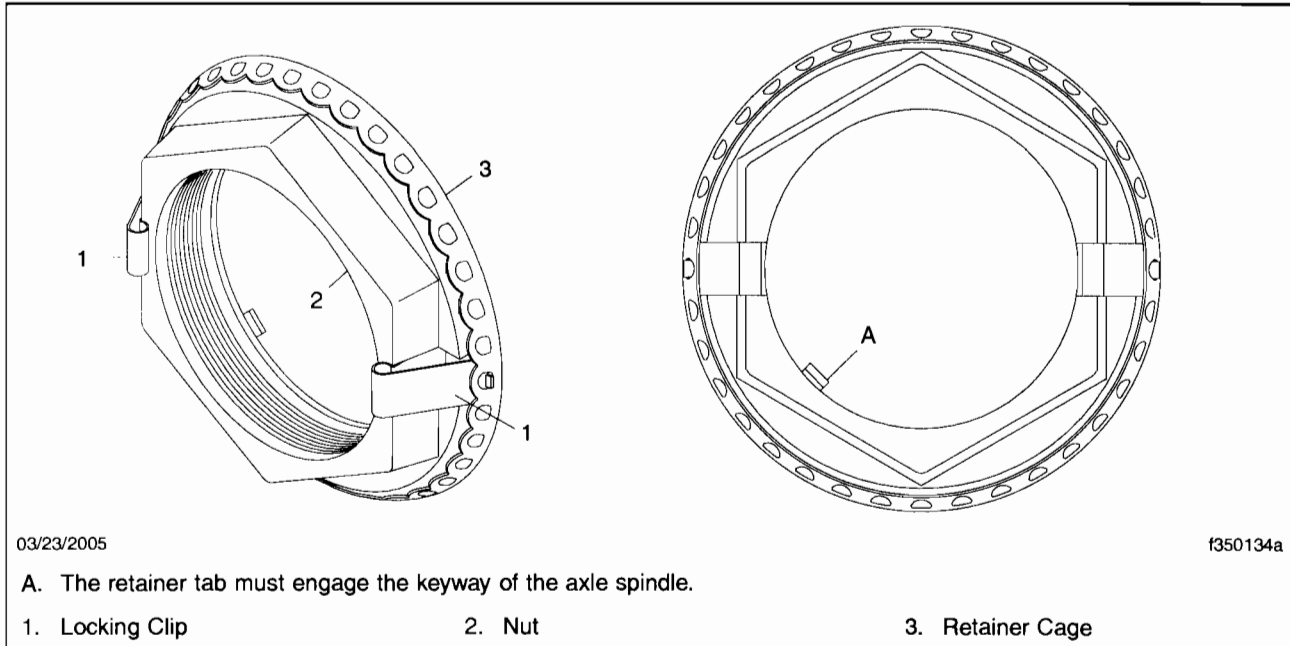


Fig. 1, Axilok Nut

socket clockwise until the Axilok contacts the bearing. Then, using a properly calibrated torque wrench, tighten it 250 lbf-ft (339 N-m). The nut should lock in place when you remove the wrench. If it does not, advance the nut until it does. **Do not back it off.** Then go to the "Component Installation" procedure and install the removed components.

If any locking clip is bent, broken, or damaged, go to the "Axilok Nut Replacement" procedure and replace the damaged Axilok nut. Then go to the "Component Installation" procedure and install the removed components.

Axilok Nut Replacement

CAUTION

Be careful not to let the outer wheel bearing drop from the axle spindle. Dropping the bearing can warp the cage or damage the rollers, ruining the bearing.

1. Raise the rear of the vehicle until the tires clear the ground. Then place safety stands under the axle.
2. Back off the slack adjuster to release the rear axle brake shoes.
3. Remove both wheel and tire assemblies. For instructions, see **Group 40** in the applicable workshop manual.
4. Install a 6-point socket, sized according to the markings stamped on the face of the Axilok, completely over the hexagonal nut. Ensure that both of the locking clips disengage completely from the retainer cage, permitting free rotation. Remove the Axilok nut by turning it counterclockwise.

NOTE: If the Axilok nut does not move freely, ensure that the socket is fully engaged on the Axilok nut and that the locking clips are fully retracted from the retainer cage slots. If the nut still will not turn freely, tighten it slightly, and then loosen it again. The nut should rotate counterclockwise freely.

5. Apply a few drops of oil through one of the holes in the Axilok retainer cage to reduce friction between the retainer cage and nut.

6. To ensure the Axilok nut and socket are compatible, turn an appropriately sized, 6-point socket upside down, and insert the nut completely into it. The locking clips should compress and allow the retainer cage to spin freely. See **Fig. 2**.

If the locking clip tabs interfere with rotation of the retainer cage, the socket is not fully compressing the locking clips. Replace the socket and check its compatibility with the Axilok nut.

IMPORTANT: Axilok nuts can be damaged if they are not installed correctly. Use the following guidelines:

- Use only the correct size, *6-point* socket to install Axilok spindle nuts. Do not use a worn or loose-fitting socket. *Do not use a 12-point socket.*
 - Do not use hammers, chisels, pliers, wrenches, or power tools to install or remove Axilok nuts.
 - If the locking clips on an Axilok nut are damaged or missing, or if the retainer cage tab or D-flat is damaged or missing, do not use it.
 - Always start an Axilok installation by hand.
7. Install the Axilok nut by hand, rotating the socket clockwise until the Axilok contacts the bearing. Then, using a properly calibrated torque wrench, tighten it 250 lbf-ft (339 N-m). The nut should lock in place when you remove the wrench. If it does not, advance the nut until it does. **Do not back it off.**
8. Ensure that both locking clips are present and engaged in the retainer cage. See **Fig. 2**. If the locking clips are not engaged, the nut is not locked in position and can rotate freely.
9. Go to the "Component Intallation" procedure and install the removed components.

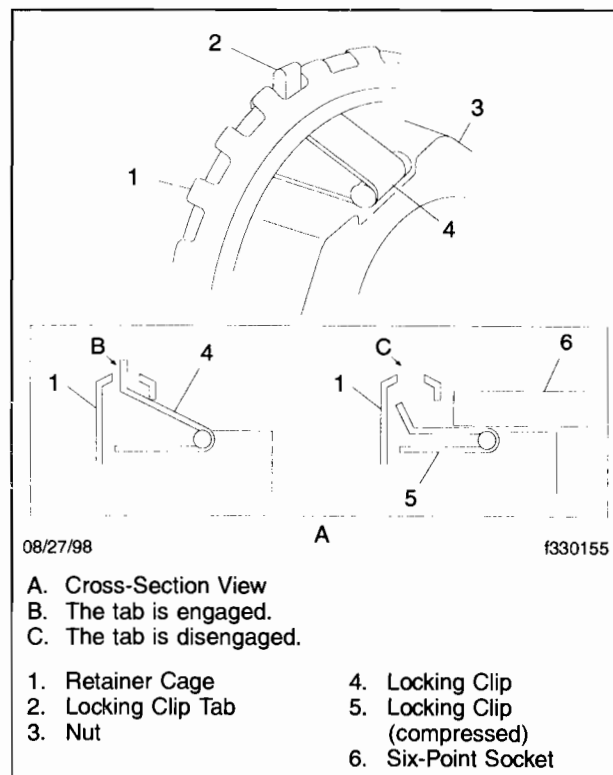


Fig. 2, Axilok Nut, Checking the Position of the Locking Clip

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Component Installation

NOTE: This procedure will follow the inspection or replacement procedure as appropriate.

1. Install a new gasket on the drive axle studs.
2. Install the drive axle shaft. The splined end of the axle shaft must seat before the drive axle flange will fit over the studs.

WARNING

If the inner wheel nuts cannot be tightened to minimum torque values, the wheel studs have lost their locking action, and the hub flange is probably damaged. In this case, replace it with a new wheel hub assembly. Failure to replace the wheel hub assembly when the conditions described above exist, could result in loss of a wheel or loss of vehicle control, and possible personal injury.

3. Install the inner and outer wheel and tire assemblies. For instructions, see **Group 40** in the applicable workshop manual.

WARNING

Add oil to the axle housing bowl or the wheel hub after the drive axle shaft and wheel hub have been serviced. Failure to add oil will damage the wheel bearings and cause them to seize during vehicle operation. Seized bearing rollers can cause sudden damage to the tire or axle, possibly resulting in personal injury.

4. For drive axles, pour the recommended drive axle lubricant through the axle housing filler hole.
On Dana® Spicer® axles, tighten the oil filler plug 40 to 60 lbf-ft (54 to 81 N·m).
On Meritor axles, tighten the oil filler plug 35 lbf-ft (47 N·m).
5. Tilt the axle to the left and right, by jacking the opposite side. Hold the tilted position for one minute on each side, to allow oil to run into the wheel end. Return the axle to a level position, and add oil through the axle housing filler hole. About two extra pints (1 liter) of lubricant will be needed to bring the oil level even with the base of the filler hole.

NOTE: Drive axle wheel bearings are lubricated by oil drawn from the axle housing bowl section. This method ensures good exchange of heat, prevents stagnation, and minimizes the maintenance required on bearings and hub assemblies.

6. Turn the wheels, and check the lubricant level.
7. Adjust the rear wheel brakes. For instructions, see **Group 42** in the applicable workshop manual.
8. Remove the safety stands from under the axle, then lower the vehicle.
9. Clean a spot on the base label (Form WAR259), write the Recall number, FL507, on a blank, red completion sticker (Form WAR260), and attach it to the base label.
10. Apply the parking brakes, then remove the chocks from the front tires.