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11V-193
(3 Pages)

Daimler Trucks North America
Nasser Zamani
Senior Manager
Compliance and Regulatory Affairs

March 23, 2011

Dan Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue S.E.
Washington D.C. 20590

Re: Defect Information Report FL-588, Sterling Tie Rod Ends

Dear Mr. Smith:

Attached please find Part 573 Defect Information Report relating to the previously rejected Part 573 Defect Information Report. Daimler Trucks North America is filing a new report to update information relating to the population of vehicles.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure
Certified Mail# 7006 3450 0000 3866 8079

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
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Defect Information Report (Section 573.6)

March 23, 2011

(c)(1) Chassis Cab Manufacturer: Chrysler Group LLC
P.O. BOX 21-8004
Auburn Hills, MI 48321
(800) 247-9753

Brand Name Owner: Daimler Trucks North America LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

Brands: Sterling

(c)(2) Vehicles identification:
Model(s) affected: Bullet
Model Years affected: 2008, 2009
Manufacture Dates: October 15, 2007 though November 10, 2008
Basis for determining population: Chrysler Group LLC provided DTNA with a list of affected vehicles.
Component manufacturer if other than the vehicle manufacturer: Chrysler Group LLC reported that the tie rod end is manufactured by:

Powers & Sons LLC
1613 Magda Dr.
Montpelier, OH 43543
(419) 485-3151

(c)(3) Total number of vehicles potentially affected: Estimated at 2564

(c)(4) Percentage of vehicles estimated to contain the defect: Unknown

(c)(5) Description of the defect: Chrysler Group LLC has reported that "*Certain 2008 to 2011 MY Dodge Ram 4500/5500 vehicles may experience a weakening and fracture of the left ball stud on the tie rod resulting in the potential loss of directional stability*". Reference NHTSA recall number 10V-657000. Some of these vehicles may be badged as Sterling Bullets.

(c)(6) Chronology of principal events: In late 2009 DTNA forwarded 3 customer complaints concerning fractured ball studs at the left hand tie rod end to Chrysler Group LLC and asked if they may be related to a previous recall, Chrysler H36. DTNA had some parts returned from the field in December 2009 for analysis. The analysis was completed in January 2010 and concluded that the fracture was not due to a defect in the part and was most likely due the usage pattern or maintenance practices of the particular vehicle. In July of 2010 DTNA forwarded additional reports concerning fractured ball studs to Chrysler Group LLC for review. Chrysler indicated that incorrect third party alignment procedures may have contributed to the fracture of the ball studs and that they would continue to investigate. DTNA field service began looking at the alignment of vehicles in the field and ensuring that the proper procedures were being followed. On December 23, 2010 Chrysler Group LLC informed DTNA that it had determined that a potential safety related defect existed in some 2008 – 2011 model year Dodge Ram (4500/5500) and Sterling Vehicles. DTNA requested a list of affected Sterling vehicles from Chrysler Group LLC. On

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January 7, 2011 DTNA submitted a DIR with incomplete vehicle population information. On January, 12, 2011 NHTSA indicated that the DIR would not be processed without the vehicle population information. On March 10, 2011 DTNA received the list of affected vehicles from Chrysler Group LLC. On March 18, 2011 DTNA submitted an amended DIR with the complete vehicle population information. On March 23, 2011 NHTSA requested that DTNA submit a new DIR instead of an amended DIR.

(c)(7) Noncompliance-test or other data: Not Applicable

(c)(8) (i) Remedial program: DTNA will conduct the recall on behalf of Chrysler Group LLC on any affected Sterling vehicles. The left outer tie rod assembly will be replaced on all affected vehicles. Repairs will be performed by Daimler Trucks North America authorized repair facilities.
Reimbursement Plan: Copies will be submitted as a supplemental report when available.

(ii) Estimated Owner and Dealer Notification Date: Customer notification will be by first class mail using Daimler Trucks North America records to determine the customers affected. This will be completed approximately: to be determined.
Dealer and distributor notification will be completed approximately: to be determined.

(c)(9) Information for tire recalls: Not Applicable

(c)(10) Communications sent to manufacturers, dealers and owners: Copies will be submitted as a supplemental report when available.

(c)(11) Manufacturer's campaign number: FL-588