

**DAIMLER**

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

October 14, 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-6 14, Rack and Pinion Bearing Corrosion**

Mr. Smith

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith reports a safety campaign to recall approximately 9,906 Freightliner Cascadia, Columbia, Century, Coronado, and Classic XL vehicles manufactured November 1, 2004 through June 15, 2010, and equipped with ThyssenKrupp rack and pinion steering with a bearing that may corrode.

Attached is Daimler Trucks North America's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Amy Martin, Chief Counsel, CAL-OSHA  
Enclosure  
Certified Mail# 7006 3450 0000 3866 8161

# DAIMLER

## Defect Information Report (Section 573.6)

Date: October 14, 2011

(c)(1) **Manufacturer:** Daimler Trucks North America LLC  
P.O. BOX 3849  
Portland, Oregon 97208  
(503) 745-5219

**Brands:** Freightliner

(c)(2) **Vehicles identification:**

**Model(s) affected:** Cascadia, Columbia, Century, Coronado, Classic XL

**Model Years affected:** 2005 through 2011

**Manufacture Dates:** November 1, 2004 through June 15, 2010

**Basis for determining population:** All vehicles produced with a ThyssenKrupp rack and pinion steering system.

**Component manufacturer if other than the vehicle manufacturer:**

ThyssenKrupp Presta SteerTec USA  
1597 East Industrial Drive  
Terre Haute, IN 47802

(c)(3) **Total number of vehicles potentially affected:** Estimated at 9906

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

(c)(5) **Description of the defect:** On vehicles built with ThyssenKrupp Rack & Pinion Steering systems, the lower pinion bearing may corrode and fail. A failed bearing may allow axial and radial movement of the pinion valve assembly and damage to the spool valve seals. A damaged spool valve seal may allow hydraulic fluid to flow to the right or left turn port instead of flowing to the return port, resulting in an unintended steering condition.

**49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety:** An unintended steering condition may make the vehicle more difficult to control and a crash may occur.

(c)(6) **Chronology of principal events:** At the end of January 2011, DTNA received a customer report of an unintended steering event. The steering gear was removed from the vehicle and returned to DTNA for analysis in early February 2011. DTNA forwarded the steering gear to the supplier, ThyssenKrupp, for full analysis. In mid March 2011 the same customer reported a steering event on a different vehicle. The steering gear was removed for review and DTNA forwarded it to ThyssenKrupp for a full analysis. In mid March 2011, DTNA received the analysis report from ThyssenKrupp on the first steering gear. In early July 2011 DTNA received the second analysis report from ThyssenKrupp. On October 7, 2011 DTNA determined that a potential defect related to motor vehicle safety may exist in certain Freightliner vehicles.

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

(c)(8) (i) **Remedial program:** DTNA and ThyssenKrupp are working to further analyze the root cause and identify the repair. Repairs will be performed by Daimler Trucks North America authorized service facilities.

**Reimbursement Plan:** Copies will be submitted as a supplemental report when available.

# DAIMLER

**(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 December 6, 2011  
Dealer notification will be completed approximately December 6, 2011

**(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-614