

# Part 573 Safety Recall Report

# 17V-534

**Manufacturer Name :** Autocar Industries, LLC**Submission Date :** AUG 29, 2017**NHTSA Recall No. :** 17V-534**Manufacturer Recall No. :** MDTT-1701**Manufacturer Information :**

Manufacturer Name : Autocar Industries, LLC

Address : 551 South Washington Street  
Hagerstown IN 47346

Company phone : 765-489-5499

**Population :**

Number of potentially involved : 30

Estimated percentage with defect : NR

**Vehicle Information :**

Vehicle 1 : 2016-2016 Autocar Xpert

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : NR

Descriptive Information : As set forth in Dana's 17E041 notice to NHTSA, the issue potentially affects the tie rod attachment point—specifically, the tie rod taper joint-to- knuckle attachment—in certain steer axles manufactured for commercial vehicles and distributed by Dana. Dana provided serial numbers affected.

Production Dates : MAR 23, 2015 - JUL 22, 2015

VIN Range 1 : Begin : 516M1LBD6GH219986 End : 516M1LBD8GH220721  Not sequential

Vehicle 2 : 2016-2016 Autocar Xspotter

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : NR

Descriptive Information : As set forth in Dana's 17E041 notice to NHTSA, the issue potentially affects the tie rod attachment point—specifically, the tie rod taper joint-to- knuckle attachment—in certain steer axles manufactured for commercial vehicles and distributed by Dana. Dana provided serial numbers affected.

Production Dates : APR 27, 2015 - MAY 26, 2015

VIN Range 1 : Begin : 516G4G415GH219654 End : 516G4G417GH219655  Not sequential

**Description of Defect :**

Description of the Defect : As set forth in Dana's 17E041 notice to NHTSA, in affected steer axles, the castellated nut and cotter pin may not have been torqued to expected torque. As a result, the tie rod may become loose in the steer axle, causing significant auditory warning and/or looseness in steering. If vehicle operator continues to operate the vehicle in spite of this advanced warning, the tie rod may in rare instances become disconnected from the knuckle.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : As set forth in Dana's 17E041 notice to NHTSA, if the tie rod disconnects from the steering knuckle, the driver may lose full control of a vehicle wheel (normally the right front tire).

Description of the Cause : As set forth in Dana's 17E041 notice to NHTSA, the castellated nuts in the tie rods may not have been properly torqued during assembly.

Identification of Any Warning that can Occur : As set forth in Dana's 17E041 notice to NHTSA, before a tie rod can disconnect from the vehicle, a driver should experience significant warning, including noise and loosened steering.

**Supplier Identification :****Component Manufacturer**

Name : Dana Corporation

Address : 6515 Maumee Western Road  
Maumee OHIO 43537

Country : United States

**Chronology :**

As set forth in Dana's 17E041 report to NHTSA, on or about May 24, 2017, Dana received a report from a customer that a tie rod had become loose on a vehicle while being driven, which caused the vehicle's tire to separate from the wheel, and the vehicle to slide to a stop. Dana expedited return of the vehicle's steer axle to it, and promptly initiated a diligent investigation to assess the potential issue. As part of Dana's analysis, it collected warranty information from its own records and records of its customers. Dana's data review of this past week led to this report. Dana's investigation is ongoing. Out of an abundance of caution, Dana makes this preliminary report, and welcomes dialogue with and input from the agency. On August 23, 2017, Autocar first received notice of Dana's recall via e-mail from Dana's Director of Global Warranty. Autocar timely makes this submission pursuant to 49 CFR 573.3(f) and 49 CFR 573.6.

**Description of Remedy :**

Description of Remedy Program :	As set forth in Dana's 17E041 report to NHTSA, Dana intends to inspect all units in the field to ensure that the castellated nuts in the tie rods are properly torqued, and will tighten nuts that are not. Dana will replace the tie rod stud and knuckle on units in which the nuts cannot be sufficiently torqued.
How Remedy Component Differs from Recalled Component :	As set forth in Dana's 17E041 report to NHTSA, the inspection campaign will check and (where needed) correct torquing and will replace parts damaged.
Identify How/When Recall Condition was Corrected in Production :	As set forth in Dana's 17E041 report to NHTSA, Dana began using feedback-controlled torque installation equipment in May 2015, and instituted corrected assembly procedures.

**Recall Schedule :**

Description of Recall Schedule :	Owner and dealer notification letters will begin by September 20th 2017 and end September 21, 2017.
Planned Dealer Notification Date :	SEP 20, 2017 - SEP 21, 2017
Planned Owner Notification Date :	SEP 20, 2017 - SEP 21, 2017

\* NR - Not Reported