

Defect Information Report

(Section 573.6)

FL-837

Date of Submission: *November 7, 2019*

Manufacturer: Daimler Trucks North America LLC
P.O. BOX 3849
Portland, Oregon 97208

Type of Report: Safety Defect Non-Compliance

Vehicle Information

Model Yr. Start: *2020* Model Yr. End: *2020*

Make: *Freightliner*

Model: *Cascadia*

Production Dates: Begin: *04/04/2019*

End: *05/16/2019*

Descriptive Information: *Cascadia vehicles built with certain air disc brakes and axle seats limiting clearance between brake chambers and the frame.*

Number potentially involved: 4 vehicles

Estimated percentage of involve with defect: 100%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance: *On the affected vehicles, there was a report of the brake chambers contacting the frame rail. This issue is limited to four vehicles that were specified with incorrect axle seat angles resulting in reduced clearance between the brake chambers and the frame rail. The reduced clearance can lead to the brake chambers contacting the frame rail when the suspension is lowered and could result in separation or damage of the brake chamber. Of the four vehicles, there was one confirmed event of a brake chamber separating from the brake assembly on the vehicle.*

If a noncompliance, provide the applicable FMVSS: *NA*

Describe the safety risk: *Broken or damaged brake chamber may reduce the braking efficiency of the vehicle*

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the Noncompliance decision. *August 2019, DTNA received a field report concerning brake chambers hitting frame rail when the suspension was lowered. September-October 2019, DTNA conducted a thorough investigation to understand population and severity of consequence. It was confirmed that the only time there would be contact is when the suspension is lowered. A lowered suspension is not a normal operational condition while during highway travel. October, 2019 DTNA reviewed the topic with the Office of Defect Investigation at NHTSA. November 1st, 2019, because the number of vehicles was low and had already been repaired, a full study analyzing the potential safety consequences of an impact between the brake chamber and frame rail was not undertaken, however, DTNA with an abundance of caution, decided to conduct a voluntary recall on the potentially affected vehicles.*

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement. *Warranty claims indicate that all vehicles in the population have been repaired. DTNA will ensure that repairs were performed with no cost to customer.*

Identify the Recall Schedule

Describe the recall schedule for notifications. *All the vehicles in the population have been repaired. DTNA will not be notifying customers.*

Planned Dealer Notification Begin Date:	N/A
Planned Dealer Notification End Date:	N/A
Planned Owner Notification Begin Date:	N/A
Planned Owner Notification End Date:	N/A

Manufacture's identification code for this recall (if applicable): *FL-837*

DTNA Representative;



Andy Jones
Manager
Compliance and Regulatory Affairs