

Part 573 Safety Recall Report

21V-807

Manufacturer Name : HME, Inc.**Submission Date :** APR 12, 2022**NHTSA Recall No. :** 21V-807**Manufacturer Recall No. :** 21V-398**Manufacturer Information :**

Manufacturer Name : HME, Inc.

Address : 1950 Byron Center Ave.

Wyoming MI 49519

Company phone : 616-534-1463

Population :

Number of potentially involved : 5

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2018-2018 Ram 5500

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Some 2012-2021 MY Ram 4500/5500 Cab Chassis vehicles with flanged lug nuts may have their lug nuts over-torqued during service due to an incorrect torque specification in the Service & Owner's manuals.

The suspect period began on May 31, 2011, when the incorrect owner's manual information started to be included with vehicles, and ended May 21, 2021, when the torque specification in all affected service and owner's manuals were updated. The vehicle population was determined through owner's manual revision history and historical service specifications.

Similar vehicles not included in this recall were built with a different lug nut design or were built after the suspect period.

Production Dates : MAY 31, 2011 - MAY 21, 2021

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2018-2020 Ram 5500

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Some 2012-2021 MY Ram 5500 Cab Chassis vehicles with flanged lug nuts may have their lug nuts over-torqued during service due to an incorrect torque specification in the Service & Owner's manuals.

The suspect period began on May 31, 2011, when the incorrect owner's manual information started to be included with vehicles, and ended May 21, 2021, when the torque specification in all affected service and owner's manuals were updated. The vehicle population was determined through owner's manual revision history and historical service specifications.

Similar vehicles not included in this recall were built with a different lug nut design or were built after the suspect period.

Production Dates : MAY 01, 2018 - MAR 01, 2020

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : Torque specification information included in vehicle Service and Owner's Manuals may cause flanged lug nuts to be torqued to a level that may cause the wheel stud to yield and eventually break during vehicle operation.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A yielded wheel stud may eventually break, which could lead to a wheel separating from the vehicle during operation. A wheel separating from the vehicle could cause a vehicle crash without prior warning and/or the wheel/tire could pose a risk to other vehicles or pedestrians.

Description of the Cause : NR

Identification of Any Warning that can Occur : None

Involved Components :

Component Name 1 : Bolt/knurl.nk

Component Description : M14x1.50x80

Component Part Number : 06509399AA

Component Name 2 : Bolt/knurl.nk

Component Description : M14x1.50x70

Component Part Number : 06509853AA

Component Name 3 : Bolt/knurl.nk

Component Description : M14x1.50x88

Component Part Number : 06509420AA

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

- On August 18, 2020, the FCA US LLC ("FCA US") Vehicle Safety and Regulatory Compliance ("VSRC") organization opened an investigation as a result of reports alleging wheel studs breaking on heavy duty trucks.
- In September 2020, FCA US Chassis Engineering and Materials engineering ran torque to failure tests and analyzed the material properties of the broken studs.
- From October 2020, through December 2020, FCA US VSRC and Chassis Engineering continued the investigation analyzing field reports and claims of broken studs.
- From January 2021, through March 2021, FCA US engineering continued to analyze the strength of the stud to determine if the torque specification was appropriate.
- From April 2021, through May 2021, FCA US continued to review service and owner's information to determine what torque specifications were released for vehicles using M14 studs and flanged lug nuts.
- As of May 14, 2021, FCA US has identified 128 customer assistance records, 116 warranty claims, and 184 field reports potentially relating to this issue for all markets.
- As of May 14, 2021, FCA US is not aware of any accidents or injuries potentially relating to this issue for all markets.
- On May 21, 2021, FCA US determined, through the Vehicle Regulations Committee, to conduct a voluntary safety recall of the affected vehicles.

Description of Remedy :

Description of Remedy Program : FCA US will conduct a voluntary safety recall on all affected vehicles to inspect the wheel studs (Y26 only) and update the torque specification in owner's information and published service documents. Vehicles found with studs that are potentially yielded will have a new stud installed and the lug nuts tightened to the updated torque specification. FCA US has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. To ensure consistency, FCA US, as part of the owner letter, will request that customers send the original receipt and/or other adequate proof of payment to the company for confirmation of the expense.

How Remedy Component Differs from Recalled Component : This recall is not related to a part defect but rather incorrect vehicle service information. The remedy component will be a replacement stud with the lug nut tightened to a torque specification that will not yield the stud.

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : HME expects to notify affected owners no later than February 25, 2022.

Planned Dealer Notification Date : APR 01, 2022 - APR 08, 2022

Planned Owner Notification Date : APR 01, 2022 - APR 08, 2022

* NR - Not Reported