Part 573 Safety Recall Report 23V-299

Manufacturer Name : Daimler Trucks North America, LLC
Submission Date : JUN 05, 2023
NHTSA Recall No. : 23V-299
Manufacturer Recall No. : FL971

NHTSA
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Manufacturer Information :

Manufacturer Name : Daimler Trucks North America, LLC
Address : 4747 N. Channel Avenue
Portland OR 97217-3849
Company phone : 800-745-8000

Population :

Number of potentially involved : 266
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2020-2024 Freightliner Cascadia
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : For certain short wheelbase vehicle configurations that were sold with otherwise-compliant Electronic Stability Control (ESC) systems, the tires on the vehicle at the time of sale vehicle may have been flexible enough that, even with the compliant ESC systems, the vehicles may not negotiate the FMVSS 136, Electronic Stability Control System j-turn test maneuver within the space constraints of the regulation.
Production Dates : NOV 08, 2019 - FEB 06, 2023
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2022-2022 Western Star 4700
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : For certain short wheelbase vehicle configurations that were sold with otherwise-compliant Electronic Stability Control (ESC) systems, the tires on the vehicle at the time of sale vehicle may have been flexible enough that, even with the compliant ESC systems, the vehicles may not negotiate the FMVSS 136, Electronic Stability Control System j-turn test maneuver within the space constraints of the regulation.
Production Dates : JUN 18, 2021 - AUG 09, 2021
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 3 :	2021-2024 Freightliner M2 Business Class
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	HATCHBACK
Power Train :	DIESEL
Descriptive Information :	For certain short wheelbase vehicle configurations that were sold with otherwise-compliant Electronic Stability Control (ESC) systems, the tires on the vehicle at the time of sale vehicle may have been flexible enough that, even with the compliant ESC systems, the vehicles may not negotiate the FMVSS 136, Electronic Stability Control System j-turn test maneuver within the space constraints of the regulation.
Production Dates :	JUN 20, 2020 - JAN 12, 2023
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 4 :	2020-2020 Freightliner Classic Cascadia
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	For certain short wheelbase vehicle configurations that were sold with otherwise-compliant Electronic Stability Control (ESC) systems, the tires on the vehicle at the time of sale vehicle may have been flexible enough that, even with the compliant ESC systems, the vehicles may not negotiate the FMVSS 136, Electronic Stability Control System j-turn test maneuver within the space constraints of the regulation.
Production Dates :	NOV 23, 2019 - NOV 28, 2019
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Description of Noncompliance :

Description of the Noncompliance :	Certain 2020 through 2024 MY Freightliner Cascadia, Classic Cascadia, M2 Business Class and Western Start 4700 vehicles may fail to conform to the Federal Motor Vehicle Safety Standard No. 136, Electronic Stability Control Systems for Heavy Vehicles.
FMVSS 1 :	136 - Electronic Stability Control Systems on Heavy Vehicles
FMVSS 2 :	NR
Description of the Safety Risk :	On the affected short wheelbase vehicle configurations with a 164” or smaller wheelbase that were sold with otherwise-compliant Electronic Stability Control (ESC) systems. The tires on the vehicle at the time of vehicle sale may have been flexible enough that, even with the compliant ESC systems, the vehicles could fail the J-turn portion of the FMVSS 136 testing. This understeering during a J-turn may result in an interference with proper ESC performance, which can increase the risk of a crash.
Description of the Cause :	NR
Identification of Any Warning that can Occur :	N/A

Involved Components :

Component Name 1 :	Radial Rear Tire
Component Description :	COOPER RM852 EM 295/75R22.5 14 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Component Name 2 :	Radial Rear Tire
Component Description :	GOODYEAR G622 RSD 11R22.5 14 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Component Name 3 :	Radial Rear Tire
Component Description :	HANKOOK DL11 11R22.5 16 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Component Name 4 :	Radial Rear Tire
Component Description :	CONTINENTAL HDL2DL ECO PLUS 275/80R22.5 14 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Component Name 5 :	Radial Rear Tire
Component Description :	BRIDGESTONE M770 11R22.5 16 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Component Name 6 :	Radial Rear Tire
Component Description :	HANKOOK DH06 295/75R22.5 14 PLY RADIAL REAR TIRES
Component Part Number :	N/A

Supplier Identification :

Component Manufacturer

Name : Daimler Truck North America

Address :	NR
	NR
Country :	United States

Chronology :

In December 2022, DTNA Engineering observed inconsistencies in the tire specifications that were allowed on short wheelbase tractors subject to FMVSS 136 regulations and immediately began an inquiry. In February 2023, DTNA determined that some vehicles may not be conforming to internal, conservative specifications to ensure compliance with FMVSS 136 j-turn test provisions. At or around that time, specific suspect problem wheel/tire combinations where blocked and a compliance investigation was started, during which simulation-testing was initiated. Through March and April 2023, specific tire manufacturers were contacted for contributing data for use in the simulation-testing, to try to determine if in fact the tire and wheelbase combinations would be incapable of negotiating the j-turn test within the space constraints. Tire data was received on April 21, 2023, preliminarily indicating that some tires would possibly have difficulty passing the j-turn test, so DTNA decided to implement a non-compliance recall for specific non-conforming wheel tire combinations. DTNA continues to investigate further, particularly to complete simulation-testing, to determine whether certain tire and wheelbase combinations do in fact pass, and therefore DTNA reserves the right to revise the population down in the near future. On May 31, 2023 DTNA completed the simulation testing, demonstrating that several models meet FMVSS 136 requirements. Therefore, DTNA removed those vehicles from the recall population, resulting in a lower population. DIR amended to update the lower population and remove four impacted components/tires. Remedy has been identified and updated.

Description of Remedy :

Description of Remedy Program :	A Daimler Truck North America authorized service facility will replace the tires. The recall will take approximately two to four hours and will be performed free of charge. Details of the reimbursement plan will be included in the owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.
How Remedy Component Differs from Recalled Component :	NR
Identify How/When Recall Condition was Corrected in Production :	NR

Recall Schedule :

Description of Recall Schedule :	Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.
Planned Dealer Notification Date :	JUN 24, 2023 - JUN 24, 2023
Planned Owner Notification Date :	JUN 24, 2023 - JUN 24, 2023

* NR - Not Reported