

Chronology of Defect / Noncompliance Determination

09/14/2022 – First report received by GILLIG Service related to a potential friction issue between vehicle harness and a replacement equipment torque rod.

09/23/2022 – In an abundance of caution, GILLIG implemented a stop-ship on all SAF replacement equipment torque rods part no. 83-07738-000 sold by its Aftermarket Parts business.

09/30/2022 – First visit of GILLIG Field Engineering to a customer site to evaluate the severity of the friction issue. The vehicles inspected are still equipped with the original Tenneco torque rods. In this configuration, the vehicle harness does not show any sign of pinching. However, a visual evaluation of the SAF replacement equipment design raises a concern with the clamp tightening bolts of the SAF rods that, when installed, would pinch the harness between the bolt and the frame gusset. Following the inspection, GILLIG engineering initiates researching possible options to reroute the harness around the SAF rod, in consideration of the tight space available in certain configurations.

10/07/2022 – GILLIG engineering rapid-prototypes the necessary bracketry to reroute the wiring bundles away from the torque rods in the worst case cable configuration.

10/17/2022 – While working to improve the cable routing, GILLIG engineering reconsiders the possibility of using the Tenneco's original equipment torque rods as the only option available for replacements equipment and initiates a discussion with SAF about possibly purchasing Tenneco's rods through the SAF Holland network.

10/28/2022 – The new cable routing layout designed around the SAF rod is reviewed at the customer site. The review further strengthens the option to reconsider Tenneco's original equipment torque rod as better permanent course of action compared to the SAF option, because it minimizes any risk for cable friction.

11/02/2022 – The first order of Tenneco's rod through SAF was given a long lead time of 16 weeks. Meanwhile, GILLIG engineering initiates gathering all system design data to carry out a FMEA of the SAF rod installation.

12/12/22 – The first FMEA review session confirms the earlier findings and course of action. The option of rerouting the cable harness to accommodate the SAF rod design is dropped.

01/13/2023 – after further FMEA review, GILLIG engineering approves the replacement option to be Tenneco's part no. 82-74712-001.

02/03/2023 – The GILLIG Safety Committee decides to file an equipment recall of all SAF torque rods part no. 83-07738-000 delivered by the GILLIG Aftermarket Parts business. To date, there have been no reports of loss of any vehicle functionalities nor accidents or injuries related to this issue.