

DAIMLER TRUCK

North America

Defect / Noncompliance Information Report (Section 573.6)

FL971

Date of Submission: 4/23/2023 (Amended 5/31/2023)

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

Type of Report: Safety Defect Non-Compliance

Vehicle Information

Make	Model	Model Yr. Start	Model Yr. End	Prod. Begin Date	Prod. End Date	Amount
Freightliner	Cascadia	2020	2024	11/8/2019	02/06/2023	231
Freightliner	Classic Cascadia	2020	2020	11/23/2019	11/28/2019	5
Freightliner	M2 Business Class	2021	2024	06/20/2020	01/12/2023	27
Western Star	4700	2022	2022	06/18/2021	08/09/2021	3

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.

Basis for Determination of the Recall Population: Vehicles built with wheel base 164" or less and certain tire types with low stiffness scores that are believed to be non-conforming.

Number potentially involved: 266

Estimated percentage of involved with defect: 100%

DAIMLER TRUCK

North America

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance: Certain 2020 through 2024 MY Freightliner Cascadia, Classic Cascadia, M2 Business Class and Western Star 4700 vehicles may fail to conform to the Federal Motor Vehicle Safety Standard No. 136, Electronic Stability Control Systems for Heavy Vehicles.

Describe 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 may result in an interference with proper ESC performance, which can increase the risk of a crash.

Identify any warning which can precede or occur: N/A

If applicable, identify the manufacture of the defective or noncompliant component.:

Daimler Truck North America

Involved Components

Component Name: Radial Rear Tires

Component Description:

COOPER RM852 EM 295/75R22.5 14 PLY RADIAL REAR TIRES;
GOODYEAR G622 RSD 11R22.5 14 PLY RADIAL REAR TIRES;
HANKOOK DL11 11R22.5 16 PLY RADIAL REAR TIRES;
CONTINENTAL HDL2DL ECO PLUS 275/80R22.5 14 PLY RADIAL REAR TIRES;
BRIDGESTONE M770 11R22.5 16 PLY RADIAL REAR TIRES;
HANKOOK DH06 295/75R22.5 14 PLY RADIAL REAR TIRES.

Component Part Number: N/A

Component's country of origin:

Business address:

Business Contact Information:

First / Last Name:

Position:

Email:

Phone:

DAIMLER TRUCK

North America

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision:

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 were 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.

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.

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.

DAIMLER TRUCK

North America

Identify the Recall Schedule

Describe the recall schedule for notifications.:

Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.

Planned Dealer Notification Begin Date: 6/24/2023

Planned Dealer Notification End Date: 6/24/2023

Planned Owner Notification Begin Date: 6/24/2023

Planned Owner Notification End Date: 6/24/2023

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL971

DTNA Representative;



Tiffani Torgeson

Manager, Compliance and Regulatory Affairs