

Part 573 Safety Recall Report

24V-093

Manufacturer Name : Daimler Trucks North America, LLC**Submission Date :** FEB 08, 2024**NHTSA Recall No. :** 24V-093**Manufacturer Recall No. :** FL995**Manufacturer Information :****Population :**

Manufacturer Name : Daimler Trucks North America, LLC

Number of potentially involved : 11

Address : 4747 N. Channel Avenue

Estimated percentage with defect : 100 %

Portland OR 97217-3849

Company phone : 800-745-8000

Vehicle Information :

Vehicle 1 : 2024-2024 FCCC MT 45G Chassis

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "A small number of steering gears were assembled without the required number of recirculating balls. The recall population was determined by evaluating the manufacturing data generated on the assembly line for indications of a gap in the process control steps." DTNA used equipment production information provided by the supplier combined with vehicle production data to identify recall population.

Production Dates : APR 25, 2023 - DEC 11, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 2 : 2024-2024 FCCC MT 45G Chassis

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : CNG/LPG

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "A small number of steering gears were assembled without the required number of recirculating balls. The recall population was determined by evaluating the manufacturing data generated on the assembly line for indications of a gap in the process control steps." DTNA used equipment production information provided by the supplier combined with vehicle production data to identify recall population.

Production Dates : OCT 19, 2023 - OCT 19, 2023

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

Vehicle 3 : 2024-2024 FCCC MT45 Chassis

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "A small number of steering gears were assembled without the required number of recirculating balls. The recall population was determined by evaluating the manufacturing data generated on the assembly line for indications of a gap in the process control steps." DTNA used equipment production information provided by the supplier combined with vehicle production data to identify recall population.

Production Dates : DEC 20, 2023 - DEC 20, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 4 : 2024-2024 Freightliner Cascadia

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "A small number of steering gears were assembled without the required number of recirculating balls. The recall population was determined by evaluating the manufacturing data generated on the assembly line for indications of a gap in the process control steps." DTNA used equipment production information provided by the supplier combined with vehicle production data to identify recall population.

Production Dates : JUL 20, 2023 - NOV 17, 2023

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "The defect is a steering gear assembled with fewer than the required number of recirculating balls."

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "A steering gear with fewer than the required number of recirculating balls may bind when loads are applied. In some cases, the balls may align on the same side of the gear's worm-shaft and concentrated loads may cause the gear's internal part to fracture resulting in the loss of steering. Loss of steering increases the likelihood of a crash."

Description of the Cause : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "An error of the steering gear recirculating ball insertion process occurred during assembly. A gap in the rework process allowed for potentially less than the required number of balls to be installed into the gear without detection."

Identification of Any Warning that can Occur : DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "Preceding the internal fracture, the steering may be perceived as strained by the driver. No audible or visual warning is available."

Involved Components :

Component Name 1 : Steering Gear

Component Description : Steering Gear

Component Part Number : A14-15728-000, 14-19353-000

Supplier Identification :

Component Manufacturer

Name : R.H. Sheppard Co., Inc.

Address : 101 Philadelphia Street

P.O. Box 877 Hanover Pennsylvania 17331-0877

Country : United States

Chronology :

On February 1st, 2024, Daimler Truck North America (DTNA) was notified by Sheppard regarding its equipment recall 23E-094. DTNA promptly began to investigate the issue to confirm whether DTNA vehicles were affected by the supplier's recall. On February 6, 2024, DTNA decided to conduct a safety recall to address the issue on vehicles in the field following the supplier's determination that a safety related defect exists in the parts. DTNA is not aware of any warranty claims, field report, customer complaint, VOQ, or incident report related to this concern.

Description of Remedy :

Description of Remedy Program :	DTNA, through its authorized service providers, will install replacement steering gears with the correct number of recirculating balls. Repairs will be performed free of charge by Daimler Truck North America authorized service facilities. 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 :	DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "The remedy gears are assembled after the additional steps were added to confirm that any rework certainly contains the corrected number of recirculating ball gears."
Identify How/When Recall Condition was Corrected in Production :	DTNA's supplier Bendix, acting through subsidiary R.H. Sheppard Co., Inc. states per NHTSA filing 23E-094, "The gap in the manufacturing control logic was corrected for the reworked gears. Additional inspection steps are added to confirm that any rework certainly contained the corrected number of recirculating balls." To the best of DTNA's knowledge at present, DTNA possesses no further steering gears with this defect; therefore, no steps were necessary for DTNA to correct the condition in production.

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 :	APR 08, 2024 - APR 08, 2024
Planned Owner Notification Date :	APR 08, 2024 - APR 08, 2024

* NR - Not Reported