SAFETY RECALL

Mack Trucks Inc.
Greensboro, NC USA

Auxiliary Axle Tie Rod Assembly
PN, GR, LR

RECALL INFORMATION

Mack Trucks has determined that certain model year 2025 PN, GR, and LR vehicles may have been built with auxiliary axle tie rod assemblies containing a ball stud with improper heat treatment. Failure of the ball stud could result in (1) improper operation of the lift axle steerable wheels, (2) partial separation of the tie rod assembly from the lift axle, and/or (3) foreign object debris on the roadway, increasing the risk of a crash and/or injury.

Mack Trucks has not received warranty claims, field reports, or service reports because of this issue.

To ensure that these vehicles meet Mack's rigorous quality requirements, follow the instructions outlined below to inspect and/or repair the tie rod end assembly as necessary.

VEHICLES AFFECTED

Certain Mack vehicles manufactured between April 11th, 2024, and June 18th, 2024.

VEHICLE QUANTITY

There are 60 vehicles affected by this recall. (59 U.S., 1 CAN.)

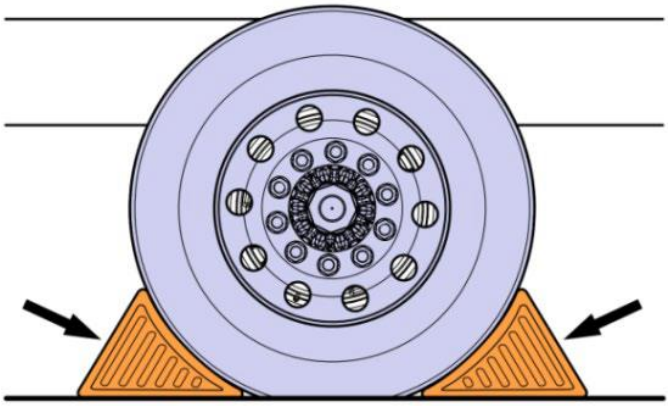
Parts

Parts will be ordered through normal ordering process.

Part Number	Part Description	Quantity
24010690	**Tie Rod Assembly**	**As needed**

Inspection and Repair Instructions

1. Secure vehicle for service by parking on a flat and level surface.
2. Apply parking brake.
3. Place the transmission in neutral or park.
4. Install the wheel chocks.



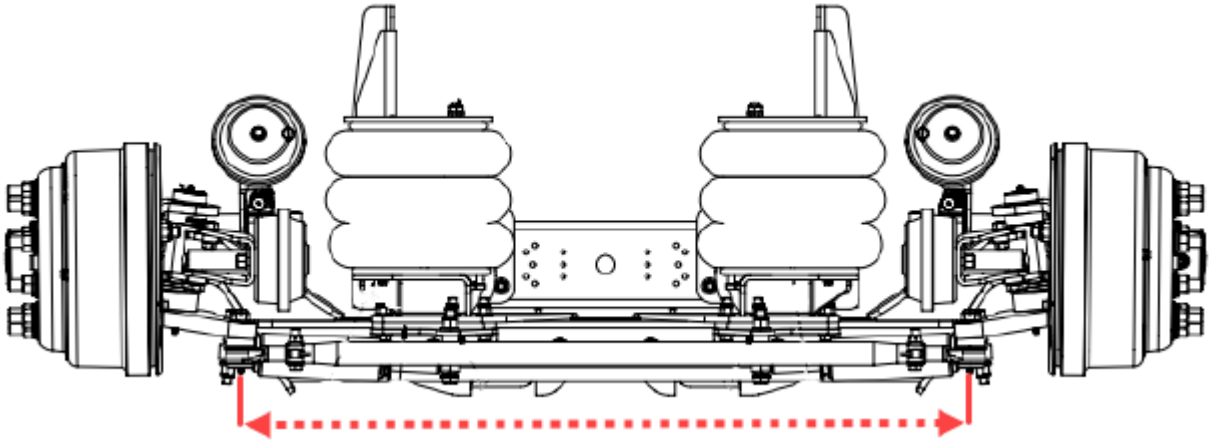
5. Hendrickson Composilite EXS20 lift axle suspension systems need to be inspected by looking for a stamped ID code on the tie rod. Please review the table below for the part numbers and date codes associated. If the tie rod does not have either of the suspect dates, return truck to service and file accordingly.

Supplier Part Number	Suspect Build Date
015537-2000	**101_24**
	130_24

If ID code 101_24 or 130_24 is present, proceed with tie rod replacement.

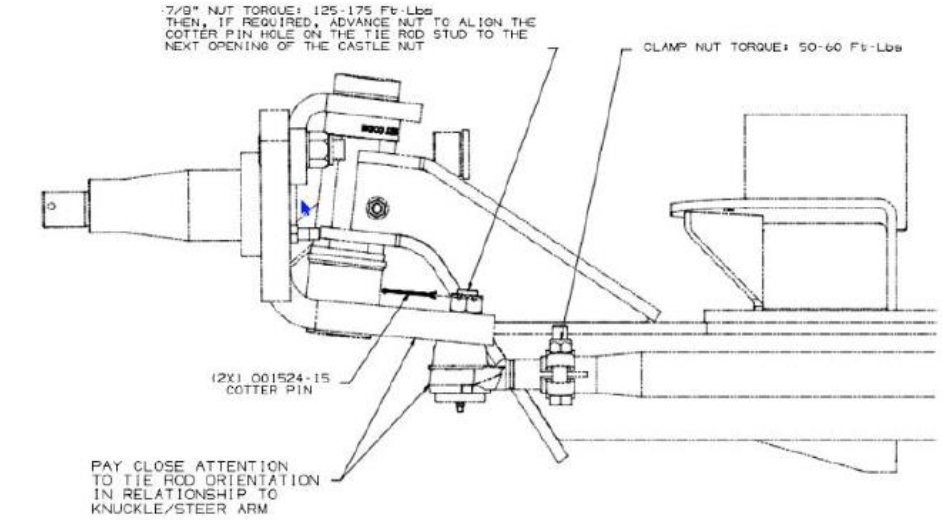
Please contact the campaign team at campaign@volvo.com if more support is required.

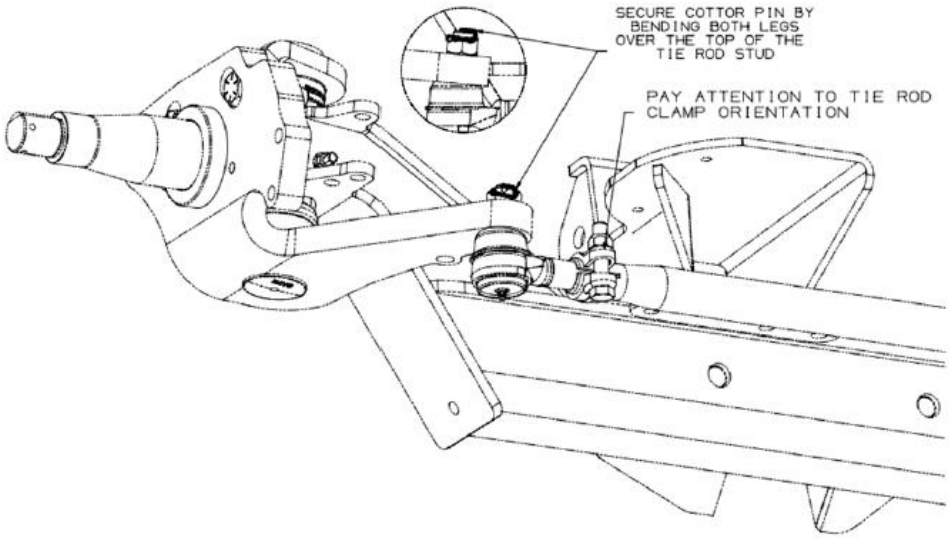
6. Before disassembly, measure from the center of the tie rod zerk fitting on one side of the center of the zerk fitting on the opposite side. This will be the distance to set the new tie rod, once installed.



7. Secure the stabilizer position with ratchet straps.
8. Remove the cotter pins and castle nuts. Separate the tie rod from the knuckle assembly.
9. Install new tie rod and ensure castle nut is torqued to specification, ensure installation of the cotter pin is performed.
10. Drop the axle to the ground, unit unloaded. No air pressure in ride bags or under 10 PSI.
11. On both the front and back of tires, scribe the centerline of the tire. Using a trammel bar, measure the front and back of the tire and set toe in to 1/8 to ¼ inch by rotating cross to achieve.
12. After the recommended toe in specification is achieved, tighten the tie rod clamp bolts to 40-60 lb-ft. Verify with a torque wrench.

13. Install the castle nuts. Please reference the figure below for torque specifications.





NOTE: LOWER THE AUXILIARY LIFT AXLE ON A LEVEL FLOOR AND CHOCK THE WHEELS ON THE AXLES OTHER THAN THE AUXILIARY AXLE TO PREVENT THE VEHICLE FROM MOVING.

14. On a level surface, lower the auxiliary axle suspension system onto the ground with the ride air springs set to the recommended operating pressure outlined in Hendrickson TP-H819.
15. Drive the vehicle two to five feet straight ahead, ensuring the auxiliary axle suspension system is on a straightforward path.
16. Allow the vehicle to roll to a stop and set the parking brake. DO NOT apply the service brakes.
17. Turn off the engine and chock the wheels on axles other than the auxiliary axle suspension system.
18. Raise the auxiliary axle suspension system.
19. Measure Toe. Use a tape measure or a trammel bar to achieve 1/8 to ¼ inch toe-in by measuring the distance from the centerline of one scribed tire to the centerline of the opposing scribed tire at the rear of the axle. Repeat the measurement at the front of the axle.
    a. If the auxiliary axle suspension system does not meet the recommended 1/8” to ¼” toe-in, the toe setting procedure must be repeated.

REIMBURSEMENT

This repair is covered by an authorized Safety Recall. Reimbursement is obtained through the normal claim handling process.	
	UCHP Reimbursement
Claim Type (used only when uploading from the Dealer Business System)	40
Recall Status	
Vehicle repaired per instructions	1-Modified per instructions
Primary Labor Code	
Primary Labor Code: **6000-06-09-01** Inspection	SRT (0.3 x 1) **0.3 hrs**
1720-16-09-01 Campaign, General X 3 (Tie Rod Replacement)	(0.1 x 10) **1.0 hrs**
Causal Part	24010690
Authorization Number	C0388

Note: Dealers or the designated representatives are to perform Safety Recall on all subject vehicles at no charge to the vehicle owner regardless of mileage, age of vehicle or ownership (original purchaser or subsequent purchasers). Whenever vehicles that are subject to a Safety Recall are brought to your dealership for service, it is strongly recommended that every effort be made to perform the recall correction before the vehicle is released to the owner.