

# DAIMLER TRUCK

## North America

### **DTNA Recall F1005 Hendrickson Lift Axles**

573 Chronology (July 15, 2024):

On June 4, 2024, DTNA filed recalls 24V-401 and 24V-402 following a determination that certain front axles may have been equipped with a tie rod where the ball studs were improperly heat treated which could allow them to crack and break in certain school bus and non-school bus vehicles. For these two recalls the sub-supplier had incorrectly allowed a batch of improperly heat treated ball joints to be mixed into production ready parts that were installed onto tie rod assemblies for steer axles.

On June 11th, 2024 Hendrickson contacted DTNA with information that Hendrickson had identified that certain vehicles using steerable auxiliary lift axle suspension assemblies also had used the improperly head treated ball joints. Hendrickson and DTNA worked together to begin to sort and identify affected axles. Notably, the tie rods on these vehicles were not incorporated into the vehicle's steer (primary) axle, but rather as an auxiliary lift axle suspension. DTNA reviewed the steering dynamics on both types of axles and concluded that it is very different on a steerable lift axle suspension, and largely controlled by the (primary) steer axle. Because of these important differences in performance DTNA did not have reason to believe at that time that the same risk existed on vehicles having the affected tie rods on their steerable auxiliary lift axle suspension assemblies as described in the earlier recalls. Nonetheless, DTNA continued to consider the matter and work closely with supplier Hendrickson. On June 21, 2024, DTNA received written communication from Hendrickson with a copy of the Defect Information Report that it had submitted its belief that the issue did rise to the level of a recallable defect (now assigned recall number (24E-051). DTNA continued to evaluate whether the safety risk that Hendrickson identified existed when the affected ball joints were integrated on an auxiliary lift axle. On June 27, 2024, DTNA determined that a safety related defect existed. DTNA is not aware of any warranty claims, field service reports, deaths, injuries or property damage claims related to this issue. On July 15, 2024 DTNA is amending the detect report to add one additional VIN in the population and to provide remedy statement.