

Daimler Trucks North America LLC

Jason Murphy
Fleet Service Manager
National Accounts

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Randall Stafford
WalMart
5805 SW Regional Airport Blvd #0965
Bentonville, AR 72713

Randall,

Our records indicate that you are the owner of certain vehicles, and DTNA has decided to share the following documentation with you.

This documentation applies to New Cascadia vehicles built in 2019.

We hope you find this information helpful.

Sent Via "email"

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Walmart Transportation Draglink Inspection.

This inspection applies to the 20-XXXX units only.

Please reference the Walmart standard job work instructions for proper personal safety while inspecting the vehicle.

- 1- The technician will inspect the draglink for a loose castlenut at the steering arm connection point.
- 2- The video in the standard job notes is for reference of a loose castlenut.
- 3- If the castlenut does not appear to be loose, the cotter pin is in place and there is no movement from the draglink /steering arm connection point when the steering wheel is moved back and forth, remove the cotter pin and torque the castlenut to 239 ft. lbs. If the new cotter pin does not align, once castlenut is torqued, continue to tighten the castlenut to achieve alignment. DO NOT loosen the nut to allow for alignment of the cotter pin.
- 4- If movement is found at the draglink/steering arm connection point, the draglink and steering arm will need to be replaced. Refer to section 46.06.100 for the draglink replacement in the New Cascadia Workshop Manual. Refer to Meritor Maintenance Manual 2 for Front Non-Drive Steer Axles, section 10 for arm replacement. The 239 ft. lbs. of torque and cotter pin alignment procedure will still apply to the castlenut for the draglink, if replaced.
- 5- Retain the draglink and steering arm if replaced. Refer to shipping instructions in the standard job notes.



Loose Draglink
Reference..MOV

