



Gary W. Rossow
Director
Government Technical Affairs

March 25, 1999

Freightliner Corporation
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Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

99V-055,002 (01)

Atn: Jonathan D. White

Subject: Information Report, FL-231

In accordance with Part 573.5, Freightliner Corporation herewith submits an information report for a new recall campaign to recall Freightliner trucks for a defect in vehicles equipped with Meritor automatic slack adjusters. This recall was initiated by Meritor Automotive Inc.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No P 335 662 613

DEFECT INFORMATION REPORT

99V-055,007 (32)

DATE: March 25, 1999
FREIGHTLINER CAMPAIGN NO: FL-231

TO: Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Washington, D.C. 20590

1. FROM: FREIGHTLINER CORPORATION
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078
2. CLASSIFICATION OF VEHICLES: Certain Freightliner vehicles manufactured in January 1999, and equipped with Meritor automatic slack adjusters (ASAs).
3. NUMBER OF VEHICLES POTENTIALLY AFFECTED: 675 (US and Canada)
4. ESTIMATED PERCENTAGE OF POTENTIALLY AFFECTED VEHICLES THAT CONTAIN DEFECT: Unknown
5. DESCRIPTION OF THE DEFECT: The automatic slack adjuster guide pawl may not be torqued to specification. See attached Meritor Automotive notification dated March 8, 1999.
6. CHRONOLOGY OF PRINCIPAL EVENTS: In late January, Meritor notified Freightliner Corporation QA that shipments of ASAs with loose guide pawls had been sent to various Freightliner Truck Manufacturing Plants (TMPs). Meritor representatives began inspection of all TMP inventories. On January 25, Meritor determined that suspect ASAs on 675 vehicles had not been accounted for. On March 17, 1999, Freightliner received a notification from Meritor (see attached) recommending a recall of all affected vehicles.
7. CORRECTIVE ACTION: Inspect the suspect automatic slack adjuster guide pawl and torque to specification if necessary.
8. REMEDIAL PROGRAM: The Freightliner Recall Campaign will be conducted as follows:

Repairs will be performed by Freightliner dealerships, Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.

Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed as soon as possible, but not later than 5/7/99

Dealer notification will be by first class mail and will be completed not later than 4/30/99

99V-055.002 (3)

Meritor Automotive, Ltd.
2135 West Maple Road
Troy, MI 48064-7186

RECEIVED

MAR 17 1999

G. ROSSOW

MERITOR

March 16, 1999

Freightliner Corporation
4747 North Channel Road
Portland, OR

93V-655802 (34)

Att: Mr. Gary Rossow

CAMPAIGN NOTICE: Meritor Automatic Slack Adjusters Shipped Between January 8 and January 14, 1999

Dear Customer,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Meritor Automotive has determined that a defect exists in certain Automatic Slack Adjusters (ASAs) which shipped to you between January 8, 1999 and January 14, 1999. Specifically, Meritor believes that the adjustment guide pawl installed in suspect ASAs may not have been tightened to the specified torque value.

Meritor recommends that vehicle manufacturers notify the affected owners and request that they have the guide pawl ASAs installed in their vehicles tightened to the specified 15-20 lbs-ft torque.

An automatic slack adjuster guide pawl that is not torqued to the specified 15 - 20 lbs-ft may gradually lose adjustment in service due to the normal brake wear. Although vehicle operators are expected to routinely inspect brakes to assure proper adjustment, it is possible that this inspection procedure may be overlooked and the affected brake left unadjusted for a period of time. If undetected, the brake will lose further adjustment and eventually become ineffective. Under certain conditions, an ineffective brake may increase the vehicle stopping distance.

Recommended service instructions are enclosed. Meritor's investigation has determined that approximately 675 Freightliner vehicles are affected. Questions relating to specific shipping volumes and discussions relating to ASAs which have been corrected by Meritor personnel at OEM facilities should be directed to Mr., David Pritchard at Meritor's Tilbury, Ontario facility. (519-682-1740, ext 306).

March 16, 1999
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Meritor believes that suspect ASAs were shipped only between January 8 - 14, 1999.

Accordingly, Meritor estimates that only vehicles which were assembled between January 11 - 14, 1999 are likely to be affected.

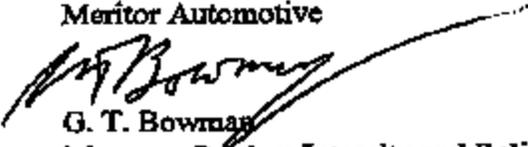
No parts are required for this recommended servicing.

Meritor will provide warranty credit to reimburse for the reasonable labor (estimated at .3 hours for each vehicle) to conduct the requested service and will contact you to provide further details. Contact Mr. Gary Ganaway at 248-435-3907 if you have any additional questions regarding and technical or administrative issues.

Meritor regrets any inconvenience that this situation may cause but want to assure you that our greatest concern is your continued satisfaction with our products.

Sincerely,

Meritor Automotive


G. T. Bowman
Manager, Product Integrity and Reliability

Meritor Automotive, Inc.
2135 West Maple Road
Troy, MI 48064-1186

93V-055007 (66)



MERITOR

March 16, 1999

National Highway Traffic Safety Administration
400 Seventh Street S.W.
Washington, D.C. 20590
Attention: Associate Administrator of Enforcement

Re: Defect Information Report, in accordance with 49 CFR 573.5

Meritor Automatic Slack Adjusters Shipped Between January 8 – January 14, 1999
Meritor File: CXDB

Gentlemen:

This Defect Information Report is submitted by the Meritor Heavy Vehicle Systems in accordance with the requirements of The National Motor Vehicle Safety Act of 1966 as set forth in 49 CFR 573.5. This information is presented to correspond to the sub paragraphs of section 573.5 (c).

(1) This report is submitted by

Meritor Heavy Vehicle Systems, LLC
2135 West Maple Road
Troy, Michigan 48084

(2) This report pertains to Meritor Automatic Slack Adjusters Shipped between January 8 - 14, 1999.

Meritor has determined that the affected ASAs were shipped no earlier than January 8 since this date corresponds to the earliest possible date at which shipments of the affected brake assemblies or "loose" Automatic Slack Adjusters could have been made.

Meritor has determined that the affected ASAs were shipped no later than January 14, 1999 since this date corresponds to production after the assembly problem was detected and corrective actions were implemented.

March 16, 1999

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(2) As requested, a sample of the cut-away sample of the ASA product has been sent to NHTSA.

A list of the affected purchasers is attached.

(3) The total number of suspect vehicles is approximately 2500.

(4) Based on inspection data, the percentage of actually defective ASA within the suspect axle population is less than 1 %.

(5) Meritor's investigation has determined that a small quantity of ASA guide pawls may not have been tightened to the specified torque. |

(6) In January, 1999 Meritor Engineering detected and corrected the low torque condition. During this period, Meritor conducted discussions with NHTSA to assure that Customer Notifications were appropriate with NHTSA guidelines.

There have been no warranty, field or service reports pertaining to this issue.

(7) This issue does not involve non-compliance with a motor vehicle standard.

(8) In order to correct this defect, Meritor intends to notify affected purchasers and request them to notify current owners of affected vehicles to have the suspect ASAs guide pawl checked and, if necessary, tightened to the specified torque. A copy of a representative Purchaser Notification Letter is enclosed.

(9) Following is an approximate schedule for the program:

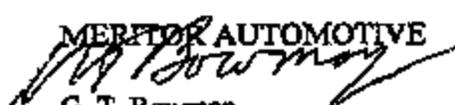
March 16, 1999

Meritor Notification to Purchasers

We trust that the information provided in this document is fully responsive to the requirements of 49 CFR 573.5. All additions or modifications to any of the information given will be reported promptly to NHTSA. Any questions with respect to the information provided should be directed to the undersigned.

Respectfully Submitted,

MERITOR AUTOMOTIVE


G. T. Bowman

Manager, Product Integrity and Reliability

**Summary of Vehicle Manufacturers Who Purchased Automatic
Slack Adjusters that Require Guide Pawl Torque Check as
outlined in
Meritor's March, 1999 Notification**

<u>Purchaser</u>	<u>Estimated Number of Vehicles *</u>
Freightliner Corporation 4747 North Channel Road Portland, OR	675
Kenworth Truck Company 10630 N. E. 38 th Place Kirkland, WA	80
Navistar International Transportation Company 3033 Wayne Trace Ft. Wayne, IN	* 1730
	* US & Canada
Peterbilt Motors Woodbrook Street Denton, TX	47
Volvo Trucks North America, Inc. 7900 National Service Road Greensboro, SC	Unknown

File: ASA cust-summary.doc
GTB 3/99