

# DAIMLER



Daimler Trucks North America  
Nasser Zamani  
Senior Manager  
Compliance and Regulatory Affairs

October 14, 2008

Dan Smith  
Associate Administrator for Vehicle Safety  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue S.E.  
Washington D.C. 20590

**Re: Defect Information Report – Supplemental Report No. 3  
08V-159, FL-528, Bendix MV-3 Dash Valve**

Mr. Smith

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith submits supplemental defect information and copies of documents distributed to dealers and purchasers.

- (c)(3) Total number of vehicles potentially affected: 658**
- (c) (8)(ii) Communications sent to dealers:** posted October 8, 2008  
**Communications sent to owners:** mailed October 9, 2008
- (c) (10) Copies of Communications sent to owners and dealers are attached.**

Please contact me if you have any questions.

Sincerely yours,

Nasser Zamani

Cc: Michael Mason, CAL-OSHA  
Enclosure  
Certified Mail# 7004 2890 0004 1202 0850

A Daimler Company

Daimler Trucks North America LLC  
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## Subject: Bendix MV-3 Dash Control Valves

**Models Affected: Specific Freightliner Argosy, Cascadia, Century Class S/T, and Columbia vehicles; Sterling A/L-Line and Acterra vehicles; and Western Star 4900 vehicles manufactured January 1, 2008, through February 8, 2008, with certain MV-3 valves identified by Bendix Commercial Vehicle Systems.**

### General Information

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiaries, Sterling Truck Corporation and Western Star Truck Sales, Inc., has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 750 vehicles involved in this campaign.

Some MV-3 dash control valves may have been manufactured incorrectly, resulting in the valve body being oversized in the double check valve seat area. This may allow the rubber double check valve to become lodged in the body opening in certain circumstances. If the double check valve becomes lodged, and in the event of a primary reservoir failure, air pressure can leak past the lodged double check valve, depleting the secondary reservoir. Under certain conditions, this may affect vehicle braking, resulting in a possible vehicle crash.

The MV-3 valves will be inspected and those manufactured during the affected production periods will be replaced.

**IMPORTANT:** Very few MV-3 valves will require replacement (approximately 70 to 75 valves on 750 vehicles) and kits may not be stocked. Kits may be ordered priority overnight through Federal Express (or any method costing less). Shipping charges up to \$15 may be included on claims for this recall without additional authorization. Freight invoices must be made available upon request. If a new MV-3 valve fails the leak test, it may be replaced. Order a second recall kit and include it on your claim, and list the replace SRT twice. You must note that the new valve failed the leak test in your claim for the second kit and additional labor to be accepted.

### Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

### Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

### Replacement Parts

Replacement kits are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

**IMPORTANT:** Very few MV-3 valves will require replacement (approximately 70 to 75 valves on 750 vehicles) and kits may not be stocked. Kits may be ordered priority overnight through Federal Express (or any method costing less). Shipping charges up to \$15 may be included on claims for this recall without additional authorization. Freight invoices must be made available upon request.

# Recall Campaign

Daimler Trucks  
North America LLC

October 2008  
FL528A-E  
NHTSA #08V-159

If our records show your dealership has ordered any vehicles involved in campaign number FL528A-E, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Table 1 - Replacement Parts for FL528

25-FL528-000 through 25-FL528-004

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL528A	25-FL528-000	Bendix MV-3 Valve Kit	K032049 (Contains DTNA Part Number BW 5013296 and Completion Sticker)	1 ea	\$204.64 U.S. \$212.83 CAN
FL528B	25-FL528-001	Bendix MV-3 Valve Kit	K033615 (Contains DTNA Part Number 12-21896-000 and Completion Sticker)	1 ea	\$226.51 U.S. \$235.57 CAN
FL528C	25-FL528-002	Bendix MV-3 Valve Kit	K032048 (Contains DTNA Part Number BW 5006257 and Completion Sticker)	1 ea	\$204.64 U.S. \$212.83 CAN
FL528D	25-FL528-003	Bendix MV-3 Valve Kit	K33616 (Contains DTNA Part Number BW 800519 and Completion Sticker)	1 ea	\$187.74 U.S. \$195.25 CAN
FL528E	25-FL528-004	Bendix MV-3 Valve Kit	K032047 (Contains DTNA Part Number BW 5005059 and Completion Sticker)	1 ea	\$204.64 U.S. \$212.83 CAN

\* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

## Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

## Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL528A-E	Inspect MV-3 valve date code	0.6 Argosy, Century Class S/T, or Columbia 0.4 Business Class M2 0.6 Cascadia, A-/L-Line, Acterra 0.7 Western Star 4900 2.4 FLD-Military	996-0757A	000-Inspected
FL528A-E	Inspect and replace MV-3 valve	0.8 Argosy, Century Class S/T, or Columbia 0.6 Business Class M2 0.8 Cascadia, A-/L-Line, Acterra 0.9 Western Star 4900 2.6 FLD-Military	996-0757B	000-Modifiedx

Table 2

**IMPORTANT:** When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

## Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (e.g. **FL528A, FL528B, etc.**).
- In the Primary Failed Part Number field, enter **25-FL528-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table. **IMPORTANT:** Very few MV-3 valves will require replacement (approximately 70 to 75 valves on 750 vehicles) and kits may not be stocked. Kits may be ordered priority overnight through Federal Express (or any method costing less). Shipping charges up to \$15 may be included on claims for this recall without additional authorization. Freight invoices must be made available upon request. If a new MV-3 valve fails the leak test, it may be replaced. Order a second recall kit and include it on your claim. You must note this in your claim comments for the second kit to be accepted.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours.

**IMPORTANT:** ServicePro® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at [AccessFreightliner.com](http://AccessFreightliner.com) / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

# Recall Campaign

Daimler Trucks  
North America LLC

October 2008  
FL528A-E  
NHTSA #08V-159

## Copy of Letter to Owner Subject: Bendix MV-3 Dash Control Valves

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

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiaries, Sterling Truck Corporation and Western Star Truck Sales, Inc., has decided that a defect that relates to motor vehicle safety exists on specific Freightliner Argosy, Cascadia, Century Class S/T, and Columbia vehicles; Sterling A/L-Line and Acterra vehicles; and Western Star 4900 vehicles manufactured January 1, 2008, through February 8, 2008, with certain MV-3 valves identified by Bendix Commercial Vehicle Systems.

Some MV-3 dash control valves may have been manufactured incorrectly, resulting in the valve body being oversized in the double check valve seat area. This may allow the rubber double check valve to become lodged in the body opening in certain circumstances. If the double check valve becomes lodged, and in the event of a primary reservoir failure, air pressure can leak past the lodged double check valve, depleting the secondary reservoir. Under certain conditions, this may affect vehicle braking, resulting in a possible vehicle crash.

The MV-3 valves will be inspected and those manufactured during the affected production periods will be replaced.

Parts are now available for authorized dealers to order. Contact your authorized dealer to arrange to have the recall performed. **IMPORTANT:** Your vehicle must be inspected to determine if a replacement is required. Parts cannot be ordered before this inspection. To locate a dealer, search online at [www.FreightlinerTrucks.com](http://www.FreightlinerTrucks.com), [www.SterlingTrucks.com](http://www.SterlingTrucks.com), [www.WesternStarTrucks.com](http://www.WesternStarTrucks.com), or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL528A-E**. Once kit(s) are received at the dealership, the Recall will take between approximately one and three hours, depending on the type of vehicle, and will be performed at no charge to you.

**IMPORTANT:** When the Recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL528A-E**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days. If you are a subsequent stage manufacturer, Federal law requires that you forward this notice to your distributors and retail outlets within five working days.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address [DTNA.Warranty.Campaigns@Daimler.com](mailto:DTNA.Warranty.Campaigns@Daimler.com), or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

## Work Instructions

### Subject: Bendix MV-3 Dash Control Valves

**Models Affected:** Specific Freightliner Argosy, Cascadia, Century Class S/T, and Columbia vehicles; Sterling A/L-Line and Acterra vehicles; and Western Star 4900 vehicles manufactured January 1, 2008, through February 8, 2008, with certain MV-3 valves identified by Bendix Commercial Vehicle Systems.

**IMPORTANT:** Very few MV-3 valves will require replacement (approximately 70 to 75 valves on 750 vehicles) and kits may not be stocked. Kits may be ordered priority overnight through Federal Express (or any method costing less). Shipping charges up to \$15 may be included on claims for this recall without additional authorization. Freight invoices must be made available upon request. If a new MV-3 valve fails the leak test, it may be replaced. Order a second recall kit and include it on your claim, and list the replace SRT twice. You must note that the new valve failed the leak test in your claim for the second kit and additional labor to be accepted.

### MV-3 Valve Inspection and Replacement – General Procedure for All Vehicles

1. Check the base label (Form WAR259) for a completion sticker for FL528 (Form WAR260) indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. If a sticker for FL528 is present, nothing further needs to be done. If no sticker is present, go to the next step.
2. Park the vehicle on a level surface. Shut down the engine, set the parking brake, and chock the rear tires.

**NOTE:** There are six MV-3 Dash Control Valve Inspection and Replacement procedures below. They are titled with the vehicle model(s) using that procedure.

3. Go to the Bendix MV-3 Dash Control Valve Inspection and Replacement procedure listed below for the appropriate vehicle model:
  - Freightliner Cascadia – Page 5
  - Freightliner Argosy, Century Class S/T, Columbia, and Coronado – Page 7
  - Freightliner FLD-Military – Page 9
  - Sterling A/L-Line – Page 10
  - Sterling Acterra – page 13
  - Western Star Model 4900 – Page 14

### Freightliner Cascadia

 **WARNING**

**Wear eye protection when draining the air system or loosening an air line because dirt or sludge could fly out at high speeds. Do not direct the airstreams at anyone. Do not disconnect pressurized hoses, since they may whip as air escapes. Failure to take all necessary precautions could result in personal injury.**

1. Drain the air tanks.
2. Unscrew the red and yellow knobs from the stems of the spools on the MV-3 valve by turning them counterclockwise. Mark these knobs in relation to the valve for later reference.

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3. Remove the fasteners from the radio trim panel and remove the panel. See Fig. 1.
4. Remove and save the four mounting screws and washers from the corners of the cover plate. See Fig. 2.
5. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See Fig. 3. If the valve is a Bendix MV-3, continue to the next step. If the valve is not a Bendix MV-3, no further work is needed. Install the removed items, write the recall number, FL528, on a completion sticker and attach it to the base label.
6. Find the MV-3 valve body mold date code located on the side of the valve.

**IMPORTANT:** Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

7. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
8. If the valve mold date code falls within the recall date code range, replace it (very few valves will require replacement). Go to the next step.  
  
If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 11 (do **not** perform the Leak Test).
9. With the valve and cover plate assembly pulled out slightly from the dash panel, mark the air lines, and remove the air lines from the back of the valve. Pull the valve out of the dash.
10. On the new valve, connect the air lines to the proper ports. The color of the air lines should match the colored collar at the valve fitting.
11. Install the red and yellow knobs on the threaded stems of the spools.

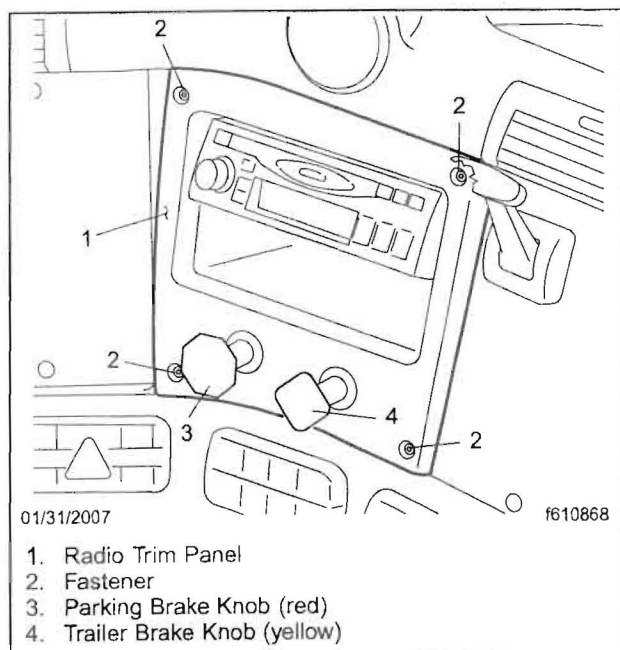


Fig. 1, Radio Trim Panel Removal

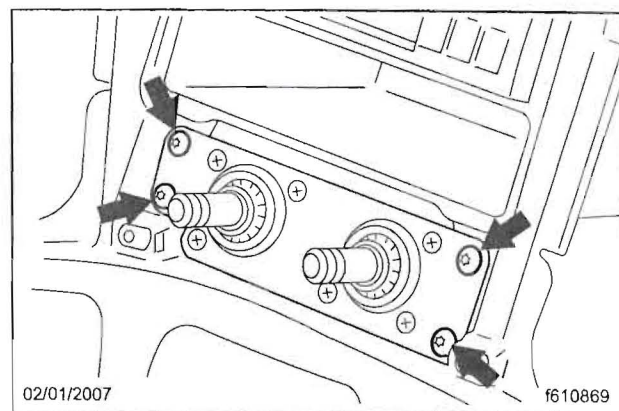


Fig. 2, MV-3 Control Valve Mounting

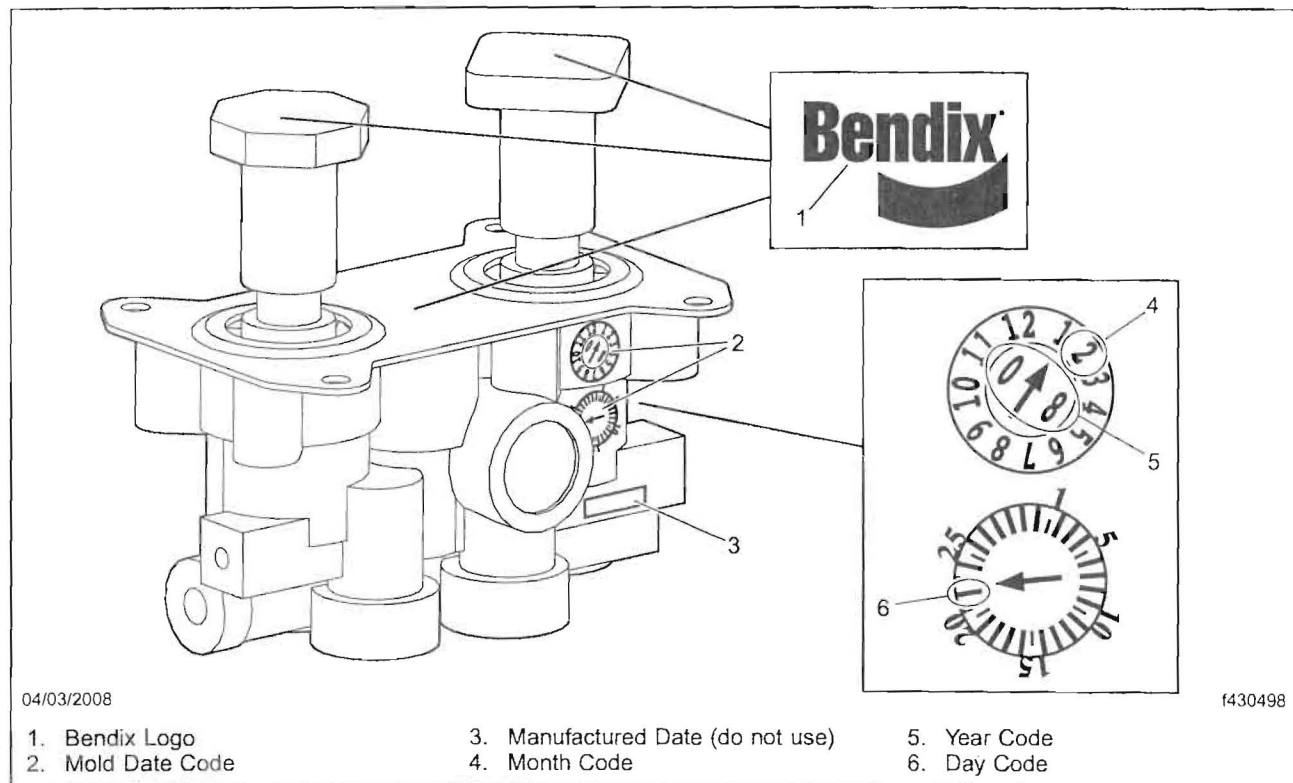


Fig. 3, Bendix MV-3 Valve Identification

**IMPORTANT:** Perform the Leak Test only when replacing an MV-3 valve.

12. Leak test the fittings, as instructed in "Leak Test" below.
13. Align the valve in the dash, then install the four screws and washers into the corners of the cover plate.
14. Remove the red and yellow knobs.
15. Position the radio trim panel and install the fasteners.
16. Install the red and yellow knobs on the threaded stems of the spools. Make sure that they are oriented correctly, as noted during removal.
17. Clean a spot on the base label and attach a completion sticker for FL528.

### Freightliner Argosy, Century Class S/T, Columbia, and Coronado

#### **⚠ WARNING**

**Wear eye protection when draining the air system or loosening an air line because dirt or sludge could fly out at high speeds. Do not direct the airstreams at anyone. Do not disconnect pressurized hoses, since they may whip as air escapes. Failure to take all necessary precautions could result in personal injury.**

1. Drain the air tanks.
2. Remove the trim plate assembly from the radio and heater/air conditioner control panel. See Fig. 4.

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3. Remove the screw from the right-hand trim cap. Remove the trim cap from the dash.
4. Unscrew the red and yellow knobs from the stems of the spools on the MV-3 valve by turning them counterclockwise. Mark these knobs in relation to the valve for later reference.
5. Remove the four screws that attach the auxiliary instrument panel in the dash. Pull the panel out to access the control valve mounting screws.
6. Remove and save the four mounting screws and washers from the four corners of the cover plate.
7. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See Fig. 3. If the valve is a Bendix MV-3, continue to the next step. If the valve is not a Bendix MV-3, no further work is needed. Install the removed items, write the recall number, FL528, on a completion sticker and attach it to the base label.
8. Find the MV-3 valve body mold date code located on the side of the valve.

**IMPORTANT:** Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

9. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
10. If the valve mold date code falls within the recall date code range, replace it. Go to the next step.

If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 13 (do **not** perform the Leak Test). Complete this procedure, skipping the removal and leak testing steps.

11. With the valve and cover plate assembly pulled out slightly from the dash panel, remove the air lines from the back of the valve. Pull the valve out of the dash.

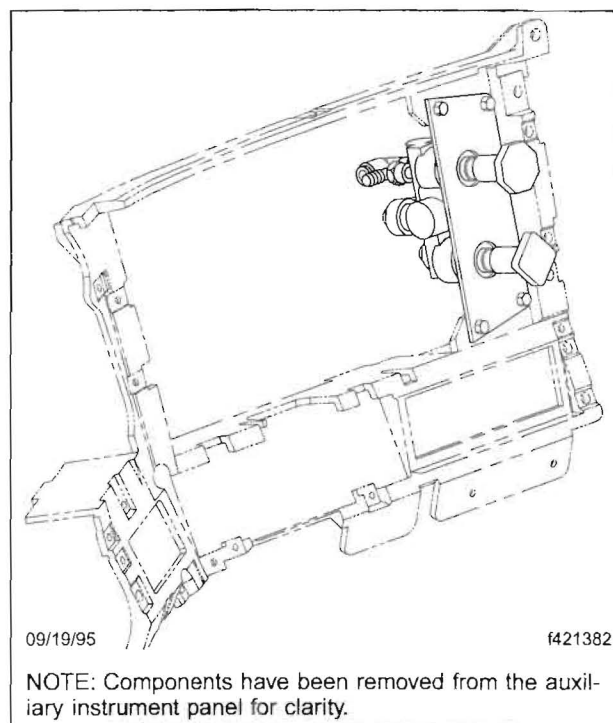


Fig. 4, MV-3 Control Valve Mounting

12. Position the new valve, and connect the air lines to the proper ports. The color of the air lines should match the colored collar at the valve fitting.
13. Align the valve in the dash and install the four screws and washers into the corners of the cover plate.
14. Install the red and yellow knobs on the threaded stems of the spools. Make sure that they are oriented correctly, as noted during removal.

IMPORTANT: Perform the Leak Test only when replacing an MV-3 valve.

15. Leak test the fittings, following the instructions under "Leak Test" below.
16. Install the auxiliary instrument panel, right-hand trim cap, and the radio and heater/air conditioner trim plate assembly.
17. Clean a spot on the base label and attach a completion sticker for FL528.

## Freightliner FLD-Military

 **WARNING**

**Wear eye protection when draining the air system or loosening an air line because dirt or sludge could fly out at high speeds. Do not direct the airstreams at anyone. Do not disconnect pressurized hoses, since they may whip as air escapes. Failure to take all necessary precautions could result in personal injury.**

1. Drain the air tanks.
2. Unscrew the red and yellow knobs from the stems of the spools on the MV-3 valve by turning them counterclockwise. Mark these knobs in relation to the valve for later reference.
3. Remove the top-center dash panel.
4. Remove the screws from the center dash panel. Using care not to damage any of the air lines or wiring behind the panel, pull the panel away from the dash.
5. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See **Fig. 3**. If the valve is a Bendix MV-3, continue to the next step. If the valve is not a Bendix MV-3, no further work is needed. Install the removed items, write the recall number, FL528, on a completion sticker and attach it to the base label.
6. Find the MV-3 valve body mold date code located on the side of the valve.

IMPORTANT: Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

7. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
8. If the valve mold date code falls within the recall date code range, replace it. Go to the next step.  
If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 13 (do **not** perform the Leak Test). Complete this procedure, skipping the removal and leak testing steps.
9. Mark, and then remove the air lines from the back of the valve.
10. Remove and save the mounting screws and washers from the four corners of the cover plate. Pull the valve out of the dash.
11. On the new valve, connect the air lines to the proper ports as marked during removal.

# Recall Campaign

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**IMPORTANT:** Perform the Leak Test only when replacing an MV-3 valve.

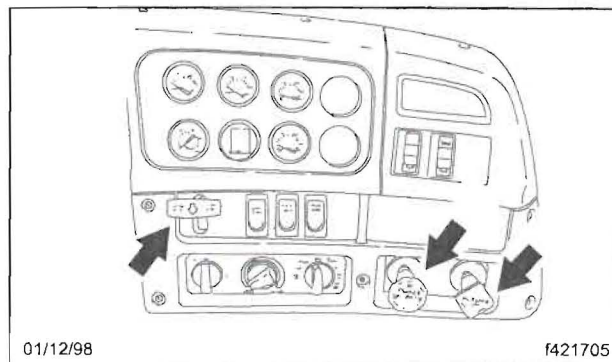
12. Leak test the fittings, following the instructions in "Leak Test" below.
13. Align the valve in the dash, then install the screws and washers into the corners of the cover plate.
14. Install the center dash panel.
15. Install the top-center dash panel.
16. Install the red and yellow knobs on the threaded stems of the spools. Make sure that they are oriented correctly, as noted during removal.
17. Clean a spot on the base label and attach a completion sticker for FL528.

## Sterling A/L-Line

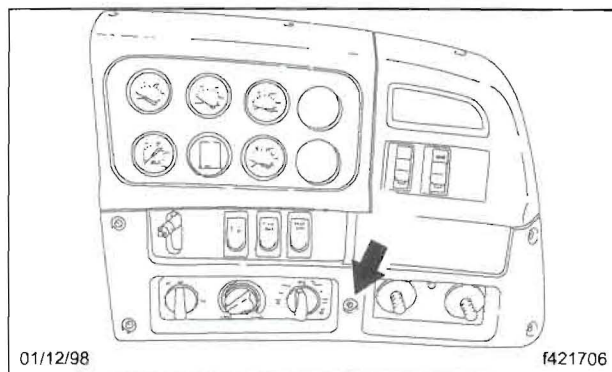
1. Drain the air tanks.

**NOTE:** Match-mark the knobs to aid installation.

2. Remove the parking brake control, the trailer air supply, and the trailer brake hand control valve knobs. See **Fig. 5**.
3. Remove the screws from the instrument panel finish panel. See **Fig. 6**.
4. Position the instrument panel finish panel out of the way.



**Fig. 5, Parking Brake Control, Trailer Air Supply and Trailer Brake Hand Control**



**Fig. 6, Instrument Panel Finish Panel Screw**

5. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See **Fig. 3**. If the valve is a Bendix MV-3, continue to the next step. If the valve is not a Bendix MV-3, no further work is needed. Install the removed items, write the recall number, FL528, on a completion sticker and attach it to the base label.
6. Find the MV-3 valve body mold date code located on the side of the valve.

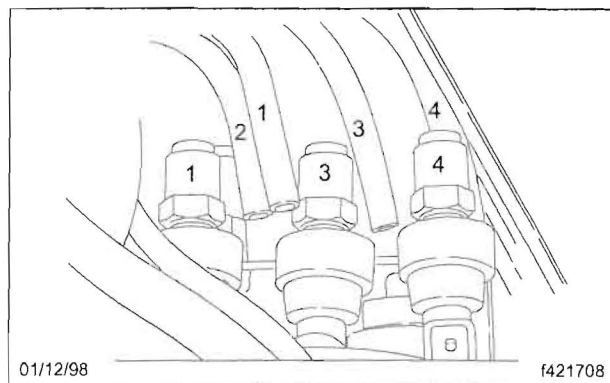
**IMPORTANT:** Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

7. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
8. If the valve mold date code falls within the recall date code range, replace it. Go to the next step.

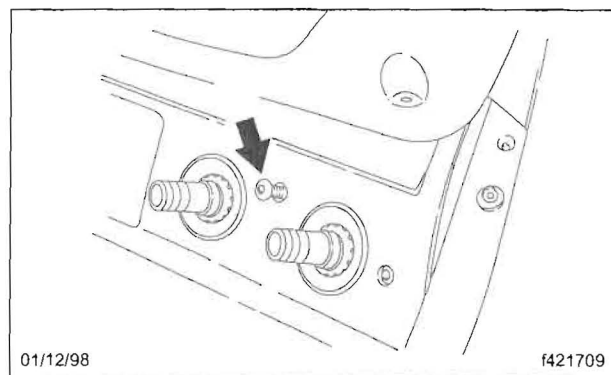
If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 18 (do **not** perform the Leak Test). Complete this procedure, skipping the removal and leak testing steps.

**NOTE:** Match-mark the air lines 1 through 4 to aid installation.

9. Disconnect the air lines from the trailer air supply control valve. See **Fig. 7**.
10. Remove the screws that retain the trailer air supply control valve to the finish panel center bracket. See **Fig. 8**.
11. Make room for valve removal. See **Fig. 9**.



**Fig. 7, Numbered Air Lines**



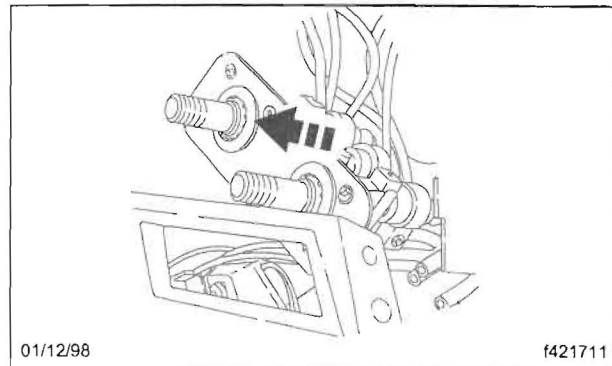
**Fig. 8, Trailer Air Supply Control Valve Retaining Screws**

# Recall Campaign

Daimler Trucks  
North America LLC

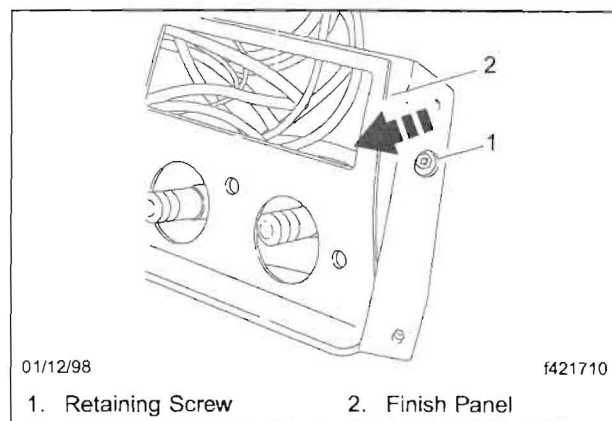
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- 11.1 Remove the screws that retain the finish panel center bracket to the instrument panel.
- 11.2 Tilt the finish panel center bracket outward.
12. Remove the trailer air supply control valve. See Fig. 10.



**Fig. 10, Trailer Air Supply Control Valve**

13. Make room for valve installation by tilting the finish panel center bracket inward.
  14. Install the trailer air supply control valve. See Fig. 10.
  15. Install the instrument panel finish panel. See Fig. 6.
  16. Connect the air lines to the trailer air supply control valve.
- IMPORTANT: Perform the Leak Test only when replacing an MV-3 valve.
17. Leak test the fittings, following the instructions in "Leak Testing" below.
  18. Install the screws that retain the trailer air supply control valve to the finish panel center bracket. See Fig. 8.
  19. Install the parking brake control, the trailer air supply, and the trailer brake hand control valve knobs. See Fig. 5.
  20. Clean a spot on the base label and attach a completion sticker for FL528.



**Fig. 9, Making Room for Valve Removal**

## Sterling Acterra

1. Drain the air tanks.
2. Remove the screws from the auxiliary dash panel. See **Fig. 11**. Remove the auxiliary dash panel.
3. Mark the red and yellow knobs in relation to the valve for later reference. Unscrew the knobs from the stems of the spools on the MV-3 valve by turning them counterclockwise.
4. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See **Fig. 3**. If the valve is a Bendix MV-3, continue to the next step. If the valve is not a Bendix MV-3, no further work is needed. Install the removed items, write the recall number, FL528, on a completion sticker and attach it to the base label.
5. Find the MV-3 valve body mold date code located on the side of the valve.

**IMPORTANT:** Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

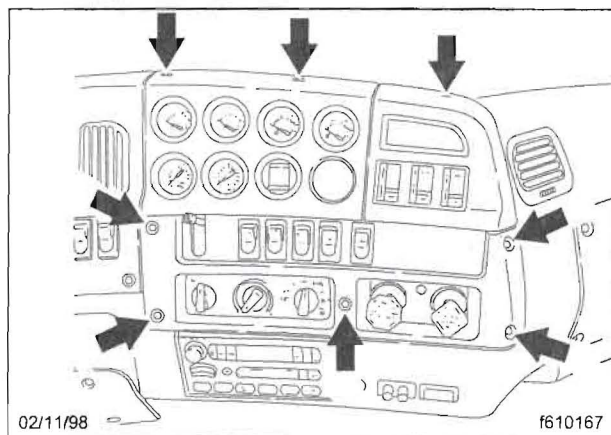
6. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
7. If the valve mold date code falls within the recall date code range, replace it. Go to the next step.

If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 12 (do **not** perform the Leak Test). Complete this procedure, skipping the removal and leak testing steps.

8. Disconnect the lines from the valve assembly. See **Fig. 12**.

**NOTE:** The primary supply line is green. The exhaust line is yellow. The parking brake delivery line is black. The trailer charge delivery line is orange.

9. Remove the screws that attach the valve to the mounting panel. Remove the valve.
10. Position the valve assembly on the mounting panel. Install the mounting screws.
11. Connect the air lines to the applicable fittings.
12. Attach the red and yellow knobs to the threaded stems of the valve spools, making sure they are correctly oriented as noted during removal.

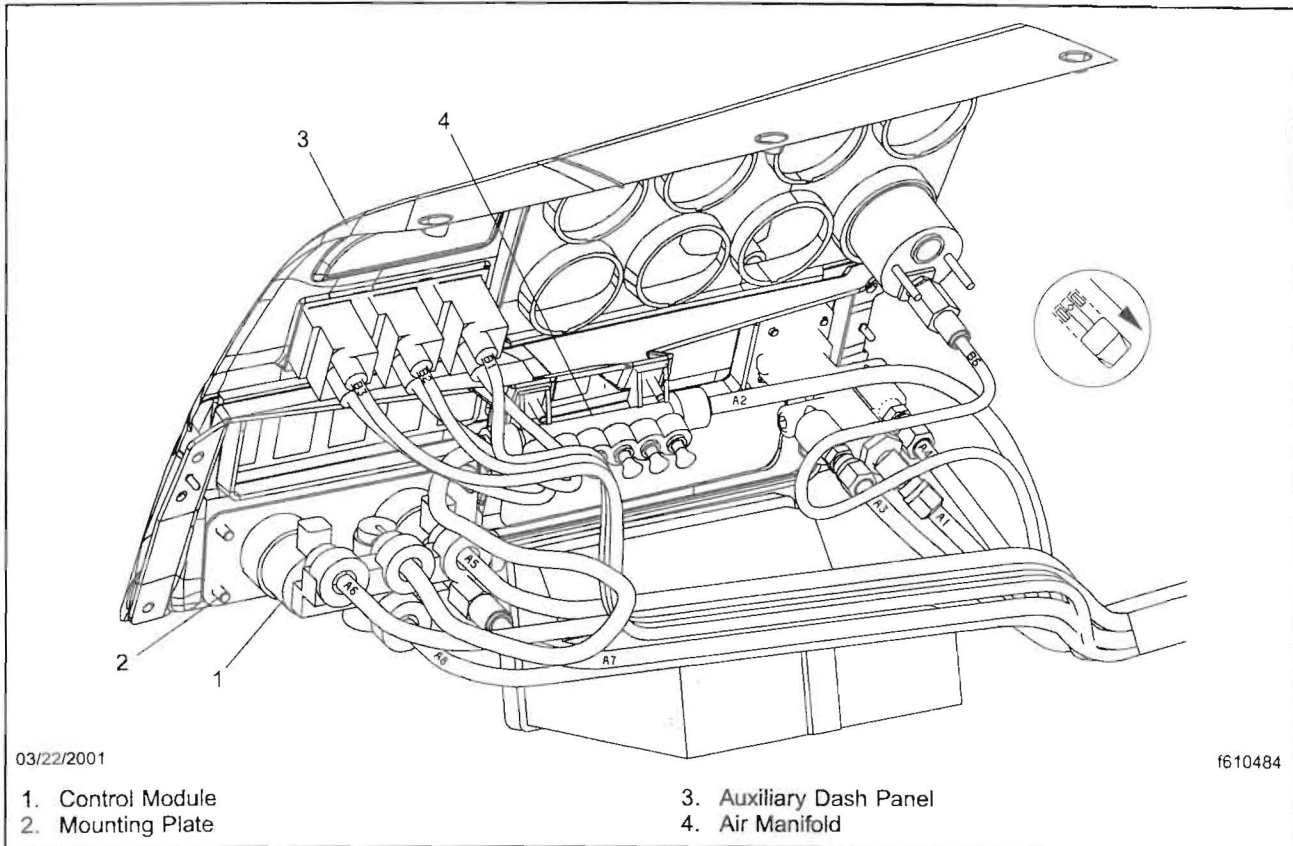


**Fig. 11, Auxiliary Dash Panel Screws**

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**Fig. 12, Control Module Mounting**

**IMPORTANT:** Perform the Leak Test only when replacing an MV-3 valve.

13. Leak test the fittings, following the instructions below.
14. Install the auxiliary dash panel.
15. Clean a spot on the base label and attach a completion sticker for FL528.

## **Western Star Model 4900**

1. Drain the air tanks.
2. Extend and lower the steering column as far as it will go.
3. Remove the retaining screws from the top corners of the auxiliary instrument panel.
4. Mark the red and yellow knobs in relation to the valve for later reference. Unscrew the knobs from the stems of the spools on the MV-3 valve by turning them counterclockwise.
5. Swing the panel down to access the control module mounting screws. You may need to hold the trailer brake lever down while lowering the panel.
6. Verify that the dash control valve is a Bendix MV-3 valve. Look for the presence of the Bendix logo. See **Fig. 3**. If the valve is not a Bendix MV-3, it does not need to be replaced; if no air lines have been disconnected, skip the removal and leak testing steps, and complete this procedure.

7. Find the MV-3 valve body mold date code located on the side of the valve.

**IMPORTANT:** Use only the mold date when evaluating a valve body. There is also an etched Bendix manufactured date code stamped below the mold date indicator. Do not use the etched date.

8. Determine if the mold date code falls within the recall date code range, from 12/19/2007 through 1/21/2008 inclusive.
9. If the valve mold date code falls within the recall date code range, replace it. Go to the next step.  
If the valve mold date code does **not** fall within the recall date code range, do not replace it. Go to Step 13 (do **not** perform the Leak Test). Complete this procedure, skipping the removal and leak testing steps.
10. Remove and save the four mounting screws and washers from the four corners of the cover plate.
11. Carefully push the valve assembly back through the holes in the dash and rotate it out from behind the panel. With the valve and cover plate assembly pulled out, note the positions of each of the numbered air lines, then remove the air lines from the back of the valve.
12. Connect the numbered air lines to the proper ports on the new valve assembly, as marked during removal.
13. Position the valve in the dash, being careful not to kink or damage any of the air lines.
14. Align the holes in the cover plate with the holes in the dash panel, then install the screws and washers in the corners of the cover plate.
15. Temporarily install the red and yellow knobs on the threaded stems of the spools.

**IMPORTANT:** Perform the Leak Test only when replacing an MV-3 valve.

16. Leak test the fittings, following the instructions in "Leak Testing" below.
17. Remove the red and yellow knobs and close the auxiliary instrument panel. Install the retaining screws in the top corners of the auxiliary instrument panel.
18. Install the red and yellow knobs on the threaded stems of the spools, making sure that they are oriented correctly as noted during removal.
19. Return the steering column to its original position.
20. Clean a spot on the base label and attach a completion sticker for FL528.

## Leak Test

### **WARNING**

**Wear eye protection when draining the air system or loosening an air line because dirt or sludge could fly out at high speeds. Do not direct the airstreams at anyone. Do not disconnect pressurized hoses, since they may whip as air escapes. Failure to take all necessary precautions could result in personal injury.**

With the air brake system charged to 120 psi (827 kPa), check for leaks, using the following instructions. Repair or replace components as needed.

### **CAUTION**

**Do not allow soap solution to get into electrical wires or components. Moisture may cause corrosion or a short circuit.**

1. Apply a soap solution and check for leakage between the body and cover plate. No leakage is permitted. Leakage at the exhaust port should produce less than a 1-inch (25-mm) bubble in five seconds.

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2. Push in the red knob. The knob must stay in. Leakage at the exhaust port (see Fig. 13) must not exceed a 1-inch (25-mm) bubble in 5 seconds.
3. Slowly reduce pressure in both service reservoirs. The red knob must pop out at 35 to 45 psi (241 to 310 kPa).
4. Hold the red knob in and continue to reduce pressure in all service reservoirs. Air must start to escape from the exhaust port when the trailer line pressure reaches 20 to 35 psi (138 to 241 kPa).
5. Release the red knob and rebuild the supply pressure to 120 psi (827 kPa). Push in the yellow knob; the yellow knob must remain in. Leakage at the exhaust port should not exceed a 1-inch (25-mm) bubble in 5 seconds.
6. Pull the red knob out. Slowly reduce pressure in all service reservoirs. The yellow knob must pop out at 20 to 30 psi (138 to 207 kPa).
7. Charge the system to 120 psi (827 kPa), and push both knobs in. Pull the red knob out. The yellow knob must remain in. Push the red knob in and pull the yellow knob out. The red knob must pop out at once.
8. Install a gauge to monitor tractor spring brake delivery pressure. Build 120 psi (827 kPa) pressure in the primary and secondary air reservoirs. Push in the yellow knob. Delivery pressure should equal the pressure in the primary air reservoir. Reduce the pressure in the primary air reservoir. The dual-circuit supply valve shuttle should switch to the secondary air reservoir. After the primary air reservoir pressure is reduced to zero, there should not be audible leakage at the primary air reservoir opening. Stop the leak that was created in the primary air reservoir.
9. Leaving the yellow knob in, recharge the secondary air reservoir to 120 psi (827 kPa). The delivery pressure should also read 120 psi (827 kPa). Recharge the primary air reservoir to 100 psi (689 kPa). Slowly vent the secondary air reservoir. As the secondary air reservoir pressure and the delivery line pressure decrease, pressure should stabilize at about 100 psi (689 kPa).
10. Remove the gauge that was installed to monitor tractor spring brake delivery pressure.

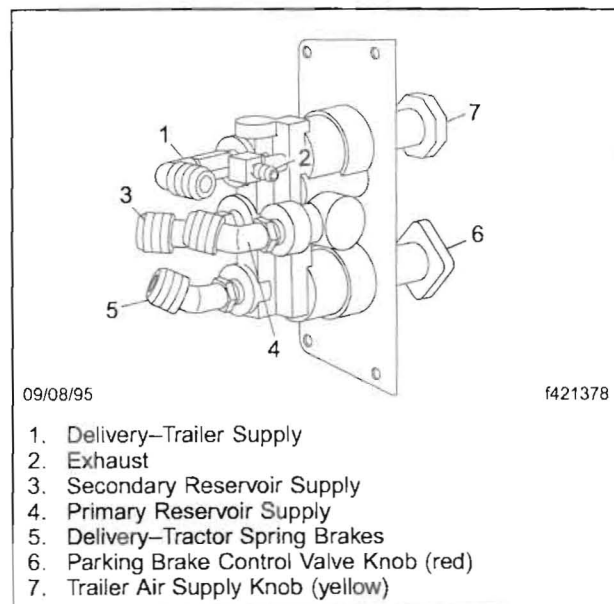


Fig. 13, MV-3 Parking Brake Valve

11. Close all leakage points and charge both reservoirs to 120 psi (827 kPa). Position the red knob out and the yellow knob in. Develop a leak in the spring brake delivery line (see **Fig. 13**) and hold the yellow knob in. The air reservoir pressures will go to zero. The dual-circuit supply valve shuttle should cycle during the leak-down period.
12. If the MV-3 valve fails to operate as described, or leakage exceeds the limits stated, replace it.
13. Return to the replacement procedure for the vehicle being serviced, and complete the procedure.