

January 2018
FL740A
NHTSA #17V-402
Transport Canada #2017-319
Second Revised Notice

Subject: Brake Check Valve

Models Affected: Specific Freightliner 108SD, 114SD, and Business Class M2 vehicles manufactured December 16, 2014, through April 27, 2017.

General Information

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 1,716 vehicles involved in this campaign.

Certain vehicles may not have a required check valve installed in one of the ports of the spring brake modulation valve. If a certain check valve is missing, a rapid loss of air pressure in the secondary system could cause a similar rapid loss of pressure in the primary system, which may lead to a sudden application of the parking brakes. This could increase the risk of a crash.

Vehicles will be inspected and the check valve will be installed if needed.

SECOND REVISION: The recall kit number has changed. Order kit **25-FL740-001 for all FL740 repairs.** 25-FL740-000 kits should be returned to the PDC's using PAR. When creating the return, choose category ZFR9, for Recall/Field Service Campaign.

REVISION: The SRTs have been updated to the new format with an "R" in the fifth position.

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

SECOND REVISION: The recall kit number has changed. Order kit **25-FL740-001 for all FL740 repairs.** 25-FL740-000 kits should be returned to the PDC's using PAR. When creating the return, choose category ZFR9, for Recall/Field Service Campaign.

If our records show your dealership has ordered any vehicles involved in campaign number FL740, a list of the customers and vehicle identification numbers will be available in OWL. Please refer to this list when ordering parts for this recall.

Table 1 - Replacement Parts for FL740

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit
FL740A	25-FL740-001	VALVE-SNGL CHK	BW K112234	1 ea
		CONN, 1/2 NYL	SMC KV2H13 37S	1 ea
		Completion Sticker	WAR260	1 ea

Table 1

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Removed Parts

U.S. and Canadian Dealers, please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts. Export distributors, please destroy removed parts unless otherwise advised.

Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Corrective Action
FL740A	Inspect Check Valve	0.1	996-R027A	06-Inspect
	Inspect and Install Check Valve	0.3	996-R027B	12-Repair Recall/Campaign

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 (landed cost for Export Distributors) by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in OWL:

- Claim type is **Recall Campaign**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (**FL740-A**).
- In the Primary Failed Part Number field, enter **25-FL740-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. Administrative time will be included automatically as SRT 939-0010A for 0.3 hours.
- The VMRS Component Code is **013-010-002** and the Cause Code is **A1 - Campaign**.
- **U.S. and Canada -- Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following:
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines.)
 - Submit an OWL Recall Pre-Approval Request for a decision.
 - Include the approved amount on your claim in the Other Charges section.
 - Attach the documentation to the pre-approval request.
 - If approved, submit a based on claim for the pre-approval.
 - Reimburse the customer the appropriate amount.

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IMPORTANT: OWL 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.

U.S. and Canadian dealers, contact the Warranty Campaigns Department via Web inquiry at DTNACconnect.com / WSC, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information. Export distributors, submit a Web inquiry or contact your International Service Manager.

U.S. and Canadian Dealers: 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. Export Distributors: Excess inventory is not returnable.

The letter notifying U.S. and Canadian 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.

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Copy of Notice to Owners

Subject: Brake Check Valve

For the Notice to U.S. Customers: This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act. **For the Notice to Canadian Customers:** This notice is sent to you in accordance with the Canadian Motor Vehicle Safety Act.

Daimler Trucks North America LLC (DTNA), on behalf of its Freightliner Trucks Division, has decided that a defect that relates to motor vehicle safety exists on specific Freightliner 108SD, 114SD and Business Class M2 vehicles manufactured December 16, 2014, through April 27, 2017.

Certain vehicles may not have a required check valve installed in one of the ports of the spring brake modulation valve. If a certain check valve is missing, a rapid loss of air pressure in the secondary system could cause a similar rapid loss of pressure in the primary system, which may lead to a sudden application of the parking brakes. This could increase the risk of a crash.

Vehicles will be inspected and the check valve will be installed if needed.

Please contact an authorized Daimler Trucks North America dealer to arrange to have the Recall performed and to ensure that parts are available at the dealership. To locate an authorized dealer, search online at www.Daimler-TrucksNorthAmerica.com / Contact Us / Find a Dealer. The Recall will take approximately one half hour and will be performed at no charge to you.

You may be liable for any progressive damage that results from your failure to complete the Recall within a reasonable time after receiving notification.

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 have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

For the Notice to U.S. Customers: If you have questions about this Recall, 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, or the Customer Assistance Center at (800) 385-4357 after normal business hours. If you are not able to have the defect remedied without charge and within a reasonable time, you may 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>. **For the Notice to Canadian Customers:** If you have questions about this Recall, 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, or the Customer Assistance Center at (800) 385-4357 after normal business hours.

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

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

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Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Daimler Trucks North America LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair
- The Vehicle Identification Number (VIN) of the vehicle that was repaired
- What problem occurred, what repair was done, when the repair was done
- Who repaired the vehicle
- The total cost of the repair expense that is being claimed
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt)

Reimbursement will be made by check from your Daimler Trucks North America LLC dealer.

Please speak with your Daimler Trucks North America LLC authorized dealer concerning this matter.

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Work Instructions

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Models Affected: Specific Freightliner 108SD, 114SD, and Business Class M2 vehicles manufactured December 16, 2014, through April 27, 2017.

Safety Precautions

Before attempting to work on the air brake system, observe the following precautions:

- Since the compression and storage of air can be compared to energy in a coiled spring, when released, it can present a hazard if not properly recognized. The wheels of the vehicle must always be chocked so that depletion of air will not permit the vehicle to roll.
- When draining the system, do not look into the air jets or direct them toward a person, as dirt or sludge particles can be carried in the air stream.
- Hoses will whip dangerously if disconnected under pressure. Follow the manufacturer's recommended procedures when working on any air devices so as to avoid injury or damage from parts which, when released, are subject to mechanical (spring) or pneumatic propulsion.
- As system pressure is drained and the emergency brakes apply, hands must be away from the air chamber pushrods and spring actuators that apply automatically with the loss of pressure. This also applies when checking the service brake system.
- Reservoirs that are closest to the sources of compressed air (compressors or auxiliary sources) must contain a safety valve in known working order and sufficient capacity to limit the reservoir pressure to a safe maximum level.
- Used reservoirs must not be used as replacements, in order to eliminate the possibility of component failure.
- The safety valves must not be reset higher than specified by the reservoir manufacturer, vehicle manufacturer, or code to which the reservoir had been manufactured, in order to prevent valve failure.
- Various actuators contain powerful internal springs that require special handling procedures. Note and be guided by the warning tags on such units to avoid personal injury or property damage.
- To avoid injury, keep clear of the air chamber pushrod when brakes are applied or when air is exhausted from the system.

Check Valve Inspection

1. Check the base label (Form WAR259) for a completion sticker for FL740 (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 is present for FL740, no work is needed. If there is no sticker, proceed with the next step.
2. Park the vehicle on a level surface, shut down the engine, and set the parking brake. Chock the tires.

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3. Locate the SR-7 spring modulation valve, shown in **Fig. 1**, and inspect the secondary air port for a check valve fitting. The check valve is integral to the fitting and will have the plastic tag that says 'check valve' on it. See **Fig. 2** for an example of the check valve.

If a check valve is present, no further work is needed. Clean a spot on the base label (Form WAR259). Write the recall number, FL740, on a completion sticker (Form WAR260), and attach it to the base label.

If a check valve is not present, go to "Check Valve Installation."

Check Valve Installation

SECOND REVISION: The recall kit number has changed. Order kit **25-FL740-001** for all **FL740** repairs. 25-FL740-000 kits should be returned to the PDC's using PAR. When creating the return, choose category ZFR9, for Recall/Field Service Campaign.

1. Drain the air from the system.
2. Disconnect the air line. See **Fig. 1**.
3. Remove the fitting.
4. Install the new check valve fitting. See **Fig. 2**.
5. Connect the air line.
6. Start the truck to build air pressure in the system.
7. Using a solution of soap and water, test the air line for leaks. If bubbles appear, repair the leak as needed.
8. Clean a spot on the base label (Form WAR259). Write the recall number, FL740, on a completion sticker (Form WAR260), and attach it to the base label.

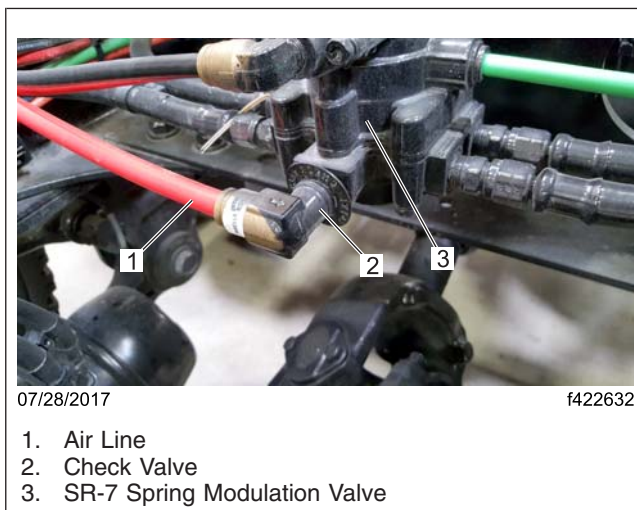


Fig. 1, SR-7 Spring Modulation Valve



Fig. 2, Check Valve