

DAIMLER TRUCK

North America

DTNA Recall FL958

573 Chronology (October 18, 2024):

In 2020, DTNA recalled unpainted brake modulator valves due to possible corrosion and implemented a remedy of painted valves. On September 14, 2022, DTNA received two reports of vehicle pull during an Adaptive Cruise Control (ACC) event from a single isolated customer with the painted valves. The first report mentioned about two cases of unintended brake pull to the left side, while the second mentioned one case of unintended brake pull to the right side. The dealer was able to isolate the failure to the painted steer single modulator valve after repairing the vehicle. The reports all center around vehicles from one limited geographic area. In or around that time, DTNA promptly opened an investigation to determine the scope of the issue. Additionally, DTNA promptly analyzed the failed parts and found debris associated with corrosion. Around the same time, DTNA conducted a warranty seek and was unable to find claims alleging brake pull events caused by subject valve corrosion. However, as part of its due diligence, DTNA worked with customers in various locations starting in early October 2022 to randomly select parts to inspect. 36 valves were returned from various parts of the east salt belt region in Canada and the United States and shipped to the supplier for further evaluation. Corrosion testing results on 5 trucks (2 different customers) found through late October 2022 revealed varying degrees of corrosion build up on the valves installed on trucks operating in the aggressive salt belt region of South East Canada (Quebec). Around the same time, DTNA received corrosion testing results on valves installed on trucks based in the US's aggressive salt belt region (Maine and New York), and there was some level of corrosion found. On or about late October and early November, DTNA decided to recall in Canada where corrosion was first observed and then in the US where less severe corrosion was later found. As DTNA moved quickly to determine a recall, some facts remain unknown. DTNA is continuing to investigate the impact of other external braking events, such as Electronic Stability Control (ESC) and Anti-lock Braking System (ABS). DTNA amended the recall population on November 3, 2022, out of an abundance of caution, to include other vehicle models built with the subject steer modulator valves, despite having a different valve mounting style and no knowledge of any field failures. DTNA discovered during the assessment that mounting is an important variable for debris intrusion, but there are other variables that may also play an important role in corrosion. The DIR was updated on November 9, 2022 by DTNA to include the most accurate affected population based on the best-known registration domicile location and the best-known supplier identification information. On September 25, 2023 DTNA updated the description of the remedy campaign to reflect prioritization of repairs for vehicles currently registered in certain states where road salt is regularly used in the winter

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Subsequently, DTNA continued to review the underlying issue and developed a revised remedy that consists of diagnostic software that has the capability to detect an emerging failure of the brake modulator valve(s). If an emerging failure is detected, the customer should bring their vehicle to an authorized DTNA dealer for inspection and replacement of the brake modulator valve(s). This software is only suitable for a certain subpopulation of vehicles. Vehicles for which the software is not compatible will continue to receive the existing remedy of valve inspection and replace as required. The customers with vehicles that are eligible for the diagnostic software will be notified by first class mail. DTNA discussed this approach with NHTSA on October 17, 2024. On October 18, 2024, DTNA amended its Defect Information Report to include this new remedy information.