

Subject: Western Star ECC Park Brake Output Signals

Models Affected: Specific Western Star 4700, 4900 and 6900 models with Cummins EPA10 engines manufactured May 12, 2010, through January 29, 2013.

General Information

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Western Star Trucks Sales, Inc., is initiating Field Service Campaign SF483A to modify the vehicles mentioned above.

On certain vehicles, the engine may not receive a complete "park brake engaged" input signal from the electronic control center (ECC).

The park brake input signal will be moved from the ECC to an independent air switch.

There are approximately 274 vehicles involved.

Additional Repairs

Dealers must complete all outstanding 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.

Please contact Warranty Campaigns for consideration of additional charges prior to performing the repair.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR261).

Replacement Parts

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

If our records show your dealership has ordered any vehicle(s) involved in campaign SF483A, 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 campaign.

Table 1 - Replacement Parts for SF483A

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
SF483A	25-SF483-000	PLUG -1CAV / CONECTOR	PAC 2977253 B	2 ea	\$193.25 US \$197.11 CAN
		TERM-FEM, 56,0.5-0.8 (20-18)	PAC 2965510 L	2 ea	
		SWITCH-PRES, NC, 73+/-7PSI,2-	FSC 2749 2108	1 ea	
		T,BRC,1/8FPT+3/8PC+ 3/8PC,GR	SMC KV2TF11 34	1 ea	
		TERM WIRE CRIMP BUTT CONN	PHM 1 1863	2 ea	
		WIRE 100FT ROLL	PHM 2 106	2 ea @ 3ft.	

* Please charge all U.S. and Canadian Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls. This pricing does not apply to Export Distributors.

Field Service Campaign

Daimler Trucks
North America LLC

June 2013
SF483A

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	Damage Code
SF483A	Inspect and Rewire ECC Park Brake Output Signal	0.7	996-0897A	000-Modify
	Inspect ECC Park Brake Output Signal	0.1	996-0897B	000-Inspect

Table 2

IMPORTANT: When the campaign has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the gray completion sticker provided in the field service kit (Form WAR261). 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 field service kit is not required or there is no completion sticker in the kit, write the campaign 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 QuickClaim or OWL:

- Claim type is **Field Service**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (**SF483A**).
- In the Primary Failed Part Number field, enter **25-SF483-000**.
- 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. For administrative time, enter SRT 939-0010A for 0.3 hours.
- For OWL, the VMRS Component Code is 013-010-194 and the Cause Code is A1 - Campaign.

This Field Service Campaign will **terminate on June 30, 2014**. Dealers will be notified of any changes to the termination date via Important Campaign Information Letter posted on AccessFreightliner.com.

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

All claims must be submitted within 30 days of the repair and within 30 days of the termination date of the campaign. U.S. and Canadian Dealers: All excess inventory to be returned to the PDC following the conclusion of the campaign must be returned in resaleable condition to the Memphis PDC within 90 days from the termination date. Please submit a PAR to request return to the Memphis PDC. (Canadian dealers should return the kits to their facing PDC.) Export Distributors: Excess inventory is not returnable.

U.S. and Canadian dealers, contact the Warranty Campaigns Department from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, via Web inquiry at AccessFreightliner.com / Support / My Tickets and 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. Export distributors submit a Web inquiry or contact your International Service Manager.

Copy of Notice to Owners

Subject: Western Star ECC Park Brake Output Signal

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Western Star Trucks Sales, Inc., is initiating Field Service Campaign SF483A to modify specific Western Star 4700, 4900 and 6900 models with Cummins EPA10 engines manufactured May 12, 2010, through January 29, 2013.

On certain vehicles, the engine may not receive a complete "park brake engaged" input signal from the electronic control center (ECC).

The park brake input signal will be moved from the ECC to an independent air switch.

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

This Field Service Campaign will **terminate on June 30, 2014**. Please make sure the campaign is completed prior to this date. Work completed after this date will be done at the customer's expense.

As stated in the terms of your express limited warranty, Daimler Trucks North America LLC will not pay for any damage caused by failure to properly maintain your vehicle. Daimler Trucks North America LLC considers the work necessary under this campaign to be proper maintenance and will, therefore, not pay for any damage to your vehicle caused by your failure to have the repairs that are the subject of this campaign performed in a reasonable time.

IMPORTANT: When the campaign has been completed on your vehicle, please ensure that a completion sticker has been affixed to your vehicle referencing **SF483**.

Contact the Warranty Campaigns Department at (800) 547-0712, from 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 have any questions or need additional information.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

June 2013
SF483A

Work Instructions

Subject: Western Star ECC Park Brake Output Signal

Models Affected: Specific Western Star, 4700, 4900, and 6900 models, with Cummins EPA10 engines manufactured between May 12, 2010, and January 29, 2013.

Parking Brake Air Pressure Switch Installation

1. Check the base label (Form WAR259) for a completion sticker for SF483 (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, no work needs to be done. If there is no sticker, proceed with steps below.
2. Park the vehicle on a level surface, shut down the engine and set the parking brake. Chock the tires.
3. Exhaust the air from the air system.
4. Loosen the main and secondary dash panels and move them out of the way.
5. Locate the black park brake supply air line as shown in **Fig. 1**.
6. Inspect the installation to determine if an additional air pressure switch has been installed in the park brake supply line as shown in **Fig. 1**, and that wires 440X and 440G have been relocated from the electronic control center (ECC) to the switch.

If wires 440X and 440G have been relocated to a separate switch, no further work is needed. Secure the dash panels and go to the last step.

If wires 440X and 440G have not been relocated to a separate switch, and are still connected to the ECC as shown in **Fig. 2**, go to the next step.

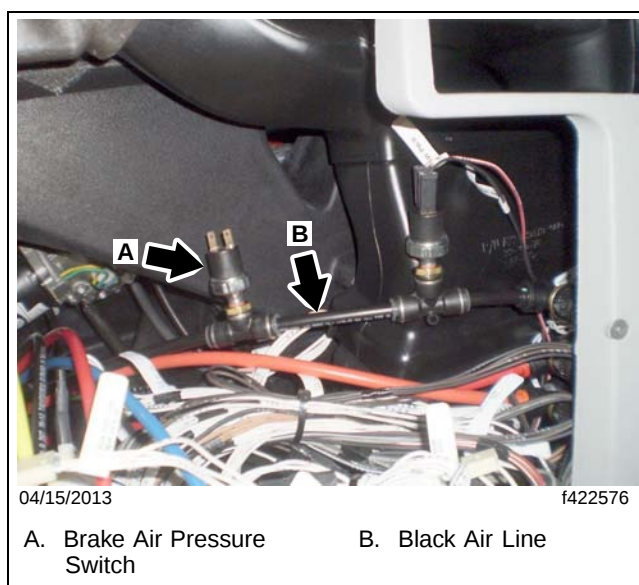


Fig. 1, Brake Supply Air Line and Brake Air Pressure Switch

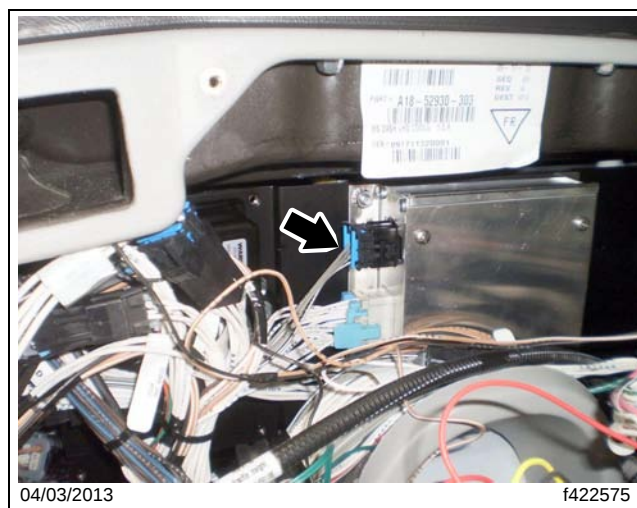


Fig. 2, ECC Connector

7. Install the tee and air pressure switch (from the kit) into the park brake supply air line. See **Fig. 1**
 8. Using parts from the kit, attach the terminals and connectors to the ends of the new wires.
 9. Connect the new wires to the new park brake air pressure switch.
 10. Route the new wires back along the existing wire loom to the ends of wires 440X and 440G and trim off any excess length.
 11. Remove wires 440X and 440G from the ECC connector pins G and H. See **Fig. 2**.
 12. Remove and discard the existing terminals from the wire ends of 440X and 440G.
- IMPORTANT: The crimp, solder, and seal connectors need to be heated to 100°F (38°C) for best results. Distribute the flame evenly — do not isolate it to one area. Heat the connection until the solder flows into the wires.
13. Using the crimp, solder, and seal Butt connectors (from the kit), connect the new wires from the new park brake air pressure switch to wires 440X and 440G.
 14. Remove any zip ties and clamps as needed and fit the new wires to the new switch into the existing wire loom. Install all clamps and new zip ties as needed.
 15. Clean a spot on the base label (Form WAR259), and attach a completion sticker (Form WAR 261) for campaign SF483 to the base label.