








CXA Technical Questions/Issues Raised

| Date | CXA | Area | Topic | Pain Point/Issues | Update/Solution | DTNA Contact | Status |
|--|-------------|------|--------------------------------|---------------------------------------|--|--|---|
| 7/17/25 | Abrenneman | DTTS | Checklist for GEN5. | Why isn't there a checklist for GEN5? | One is not needed. Gen5 SCR Catalysts very rarely fail as they are more robust and can handle higher temperatures better than previous versions. If they do fail, it's usually a known issue like a valve bridge failure or a poor weld from the factory. Also, most of the checks in the GHG17 upstream checklist are already in the GEN5 manual with the fault codes that usually would come with a failed catalyst like 3246/0 and 520349/14. | <ul style="list-style-type: none"> Tim Hope Steve Moss |  |
| <div style="background-color: #FFD700; padding: 5px; text-align: center;"> Tim Hope & Justin Sutton to Deep Dive Topic and Examples </div> | | | | | | | |
| 7/17/25 | Unknown | DTTS | DT12 Input Shaft. | Input Shaft Movement on a DT12. | The input shaft check used to be a small part of the transmission inspection a long time ago. It was removed years ago, likely because techs were replacing transmission only due to this issue. Movement on the input shaft by itself does not necessitate a transmission replacement. There needs to be other complaints or issues found to justify the replacement. If the input shaft was actually causing an issue, you would see problems elsewhere like a shifting complaint, metal in the fluid, damage to the K1 and K2 gears, etc. | <ul style="list-style-type: none"> Steven Holts Steve Moss |  |
| 7/17/25 | Dave Weyler | DTTS | Improper Tow for Transmission. | Need a section on this. | Two different sections in the transmission manual for improper towing. Chapter 10.4 - Improper Tow - Technical Literature Chapter 23.2.1 - Towing Failure - Technical Literature Chapter 10 is a new fairly new section. | <ul style="list-style-type: none"> Steven Holts Steve Moss |  |
| <div style="background-color: #FFD700; padding: 5px; text-align: center;"> Steve Holts, Justin Sutton, & Dave Weyler to Deep Dive Topic and Examples </div> | | | | | | | |

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| 7/17/25 | Unknown | SE – Powertrain | Exhaust Pressure Tubes Breaking DD16 Engines. | Need service and production date. | We expect the production change for the new tube assembly in early December 2025. No specific date identified. This is all pending the prototype lines delivered 8/18 pass verification and testing. | <ul style="list-style-type: none"> ▪ Tony Sleeper |  |
| 7/17/25 | Dave Weyler | SE - Chassis | 49X Transmission Cooler. | Customers want the option between metal and plastic. | There are no plans to go back to the metal tubes. Engineering believes the plastic tubes will work if properly installed. | <ul style="list-style-type: none"> ▪ Brett Fisher |  |
| 7/17/25 | Amy Hutcheson | SE Chassis | Rocker Panel Coming Loose. | Falling off new trucks around 50-70k miles. | One off plant quality topic. Recommend following the process to file complaints through DPRs. | <ul style="list-style-type: none"> ▪ Loren Keplinger |  |
| 7/17/25 | Dave Weyler | SE Chassis | DT12 Low Lube Pressure Sensor Faults | Not setup to shutdown engine, only gives you a “Service Soon.” Customers ignore it and now are getting \$45k bill. There needs to be a same parameter as shutdown. Field solution needed. | 2/4/25: VT went live with message reading Service Now, original message read Service Soon. Starting with 2027 truck models, will have an audible buzzer and require manual shifting. This is the earliest we can get the request entered into the first available SW package, if accepted and approved. Will not be backward compatible. No field solution is available. | <ul style="list-style-type: none"> ▪ Mike Donnelly ▪ Steven Holts |  |