

Fifth Gen Cascadia - Transmitter (BST)



Damaged outer lip, delamination between rubber and metal skeleton

Supplier Analysis – Supplier Containment

Stock of remaining material was blocked at supplier. No in-transit material was identified.

Peel-off test performed on batch leftovers **did not reveal adhesion problems** between rubber and metal insert. Due to lack of non-destructive verification method supplier advised ZF to scrap the blocked material. All available material in Datwyler was scrapped as well.

Inventory Location	Quantity	Action Plan	Actual situation	Person Responsible	Completion Date
Datwyler	386	1. Destructive test 2. Scrap all available material.	Peeled off 18 pcs no adhesive failure observed.	Datwyler	Block and scrap: 2025-11-24
In transit	0	/	/	/	/
ZF	6026	1. Destructive test 2. Scrap all available material.	Peeled off 136 pcs. No delamination found. Scrapped all available material.	P. Pikos	Block: 2025-11-21 Scrap: 2025-12-16



Peel off test results at Datwyler – no issue found.

Supplier decided to produce replacement stock asap and perform DoE in the process in order to reproduce the defect in the vulcanization process. ZF Supplier Development Engineer was present on-site to verify the analysis progress.

Date code location on pedal assembly:



Concern: Leaking BST (Brake Signal Transmitter)

Affected Models:
5th Generation Cascadia

Root Cause: The vulcanization process that applies the rubber to the steel of the DBV seal ring was inconsistent and found to be damaged.

Correction: Current Field Fix: Fix as failed

Campaign: TBD
Production Changeover Date: Wabco 1/1/2026; Likely 30 days from Wabco changeover to TMP changeover

Data Book Code: N/A
Fleet Population: ~87