

## Amended Defect Information Report

(Section 573.6)

### FL-936

**Date of Submission:** May 25, 2022 (Amendment June 3, 2022)

**Manufacturer:** Daimler Truck North America LLC  
P.O. BOX 3849  
Portland, Oregon 97208

**Type of Report:**       **Safety Defect**                       **Non-Compliance**

### Vehicle Information

**Model Yr. Start:** 2022

**Model Yr. End:** 2022

**Make:** Freightliner

**Model:** Cascadia

**Production Dates:**    **Begin:** 11/16/2021    **End:** 12/17/2021

**Type:** Truck/Tractor

**Descriptive Information:** Specific limited production vehicles that are equipped with a double check valve for towing or decking purposes.

**Number potentially involved:** 0      **Estimated percentage of involve with defect:** 0%

### Defect Description

#### For Defect:

#### Describe the defect:

On a specific DTNA-owned truck used for testing purposes, the double check valve was found to be trapping air in the backup pneumatic air circuit under rare situations. Trapped air may cause unintended or prolonged service brake application, which may result in rear axle to lock while the vehicle is in motion. Out of an abundance of caution, DTNA is recalling the limited population of vehicles built to date with the same, unique valve configuration. Note as of June 3, 2022: DTNA has removed the particular double check valve from all affected vehicles, thereby eliminating the known defect.

**If a noncompliance, provide the applicable FMVSS:** N/A

**Describe the safety risk:**

Rear axle locking up while the vehicle is in motion may result in generation of additional frictional force, which may cause the brake components to fail prematurely due to over time heat buildup. In rare cases, especially if the axle lock up is ignored by the driver, may increase the vehicle stopping distance, increasing the risk of a crash. As of today, DTNA is not aware of any incidents due to this defect. Note as of June 3, 2022: DTNA has removed the particular double check valve from all affected vehicles, thereby eliminating the known safety risk.

**Identify any warning, which can precede or occur:** Brakes dragging, vibration and smelly brake components.

**If applicable, identify the manufacture of the defective or noncompliant component:** Service Brake System.

**Involved Components**

**Component Name:** Double Check Valve- Towing and Decking

**Component Description:** Pneumatic Valve

**Component Part Number:** BW 278614

**Supplier Identification:**

Bendix Corp Heavy Vehicle Systems Group  
100 Jessica Ln  
Del Rio, Tx 78840-8527  
David Scuito  
Account Manager  
david.scuito@bendix.com  
503-504-3248

**Component Manufacturer:** Bendix

**Chronology of Noncompliance Determination**

**Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.**

On or about May 5, 2022, DTNA received a notification from its Engineering group that, while testing a specific DTNA owned vehicle that had not been sold to commerce, there was a situation that resulted in an unintended brake application. At that time, DTNA believed the issue to be an isolated occurrence on only one vehicle with unknown cause and unknown

population. DTNA promptly began an investigation into that vehicle and other vehicles like it, which were produced in only a very limited production run. On or about May 16, DTNA determined that the occurrence could occur on a population of 4 vehicles, as listed on the prior 573 report. On or about May 18, 2022, after DTNA verified the limited population of vehicles potentially subject to the defect to the extent necessary to declare a recall and file that 573 report, out of abundance of caution, DTNA decided to conduct a voluntary safety recall campaign for this very specific group of vehicles to remove the double check valve from the backup pneumatic circuit. As of today, DTNA is not aware of any incidents due to this defect. June 3, 2022, DTNA captured and repaired the 4 vehicles at DTNA's own expense.

## **Identify the Remedy**

**Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.**

No more vehicles remain in the population so an owner notification no longer remains necessary.

Daimler Truck North America captured and repaired the vehicles at DTNA's own expense.

## **Identify the Recall Schedule**

**Describe the recall schedule for notifications:**

No more vehicles remain in the population so an owner notification no longer remains necessary.

<b>Planned Dealer Notification Begin Date:</b>	N/A
<b>Planned Dealer Notification End Date:</b>	N/A
<b>Planned Owner Notification Begin Date:</b>	N/A
<b>Planned Owner Notification End Date:</b>	N/A

**Manufacture's identification code for this recall (if applicable):** FL-936

**DTNA Representative;**



Tiffani Torgeson  
Manager, Compliance and Regulatory Affairs