

## Frequently Asked Questions (FAQs)

### 1. Why is Daimler Truck North America (DTNA) issuing this recall (FL-958)?

On certain vehicles, chemical corrosion could affect the functionality of the brake modulator valve, which during an Adaptive Cruise Control (ACC) braking event may result in full system pressure applied to one wheel end causing brake pull from differential in brake force. Regular service brakes are unaffected

A full system pressure applied to one wheel end could lead to a brake pull resulting in a sudden change in vehicle direction due to uneven braking on the front axle increasing the risk of a motor vehicle crash.

### 2. Which vehicles are included in this recall (FL-958)?

Model year 2017-2023 Freightliner New Cascadia vehicles (237,316 vehicles), Model Year 2020-2022 Freightliner Business Class M2s (23 vehicles), Model Year 2020-2023 Western Star 49X (746 vehicles), Model Year 2021-2022 Western Star 47X (32 vehicles), Model Year 2021-2022 Western Star 57X (17 vehicles), manufactured by Daimler Truck North America (DTNA) between March 8, 2016 and June 18, 2022 and equipped with Adaptive Cruise Control (ACC) technology and painted modulator valves are included in this recall.

### 3. How do I determine if a vehicle is included in this recall (FL-958)?

As required, DTNA will issue owner notifications on or before 12/30/22 to inform customers about the recall remedy, population, and unreasonable safety risk associated with the issue.

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Also, vehicles recalled under FL-855 that are equipped with Adaptive Cruise Control (ACC) will require new anodized steer modulator valves and will be covered under FL-958. Repairs will be released in phases based on locations of the vehicle, and repairs will be performed by Daimler Truck North America's authorized service facilities.

### 4. Who will pay for repairs?

Daimler Truck North America (DTNA) will perform the recall remedy free of charge.

### 5. How quickly can Daimler Truck North America satisfy the recall campaign?

Daimler Truck North America (DTNA) currently has limited stock and is working with its supplier to quickly ramp-up production of additional supply. Repairs will be released in phases based on age and operating locations of the vehicle.

**6. Does this recall (FL-958) nullify the previous recall (FL-855)?**

This recall (FL-958) does not nullify the earlier recall (FL-855) and vehicles subject to both recalls will be reviewed when brought to an authorized service facility for the appropriate remedy or remedies.

**7. Why did the previous recall (FL-855) not address the issue described in this recall (FL-958)?**

In 2020, Daimler Truck North America (DTNA) recalled unpainted brake modulator valves due to possible corrosion and implemented a remedy of painted valves (described in FL-855). Following two reports of vehicle pull during Adaptive Cruise Control (ACC) operation from a customer with the painted valves in September 2022, DTNA worked with this and other customers to randomly select additional painted valves to inspect. Testing results revealed varying degrees of corrosion build up on the valves installed on trucks and was most present on vehicles primarily operating in aggressive salt belt regions. Thus, DTNA initiated this new recall (FL-958) to replace painted brake modulator valve with anodized valves on the vehicles equipped with ACC

**8. When and how will customers be notified of this recall (FL-958)?**

Customer notification will be made by first class mail using Daimler Truck North America records to determine the customers affected. The start of planned customer and dealer notifications is on or before December 30, 2022.

**9. When will customers be able to schedule their repairs?**

Following notification by Daimler Truck North America (DTNA), customers and authorized service facilities, can coordinate repair schedules.

**10. Why is the issue described in this recall (FL-958) present only when vehicles are utilizing Adaptive Cruise Control (ACC)?**

ACC events are affected based on the best and most recent understanding. DTNA is still investigating potential effects on other vehicles. DTNA is continuing to assess the impact on other export populations that have valves mounted differently than the originally recalled vehicles.

**11. Do the brake modulator valves being changed carry a new part number from the previous painted version?**

Yes, the former, painted front axle brake modulator valves now being substituted for anodized valves carry distinct part numbers for the replacement parts.

WAB472 196 025 0 - Unpainted valves were recalled in accordance with FL-855. WAB472 196 037 0 - Painted valves were used as a remedy to address that recall.

Cascadia P4s equipped with Adaptive Cruise Control (ACC), the solution for recall FL-855 that is WAB472 196 037 0, will be replaced with WAB472 196 046 0 -Anodized valves as part of FL-958.

**12. What supplier provided the affected brake modulator valves?**

The painted brake modulator valves described in this recall (FL-958) were manufactured by ZF CV Systems North America LLC and installed on Model year 2017-2023 Freightliner New Cascadia vehicles (237,316 vehicles), Model Year 2020-2022 Freightliner Business Class M2s (23 vehicles) , Model Year 2020-2023 Western Star 49X (746 vehicles) , Model Year 2021-2022 Western Star 47X (32 vehicles), Model Year 2021-2022 Western Star 57X (17 vehicles), manufactured by Daimler Truck North America (DTNA) between March 8, 2016 and June 18, 2022

**13. Do my vehicles need to be parked until repairs are completed?**

Daimler Truck North America (DTNA) has not issued a do not drive order associated with this recall (FL-958) as regular service brakes are unaffected and the reported incidence rate of brake pull is extremely low.

**14. What is the expected financial impact to DTNA for completing this (FL-958) recall campaign?**

Daimler Truck North America (DTNA) won't disclose the financial impact of this (FL-958) or any other recall. DTNA remains focused on ensuring this (FL-958) and all other recall campaigns are conducted quickly and completely so that its customers are able to continue their valuable contribution to the critical infrastructure of the nation.

**15. To whom do I direct inquiries I received from a member of the media / press?**

Inquiries from members of the media can be directed to the DTNA Corporate Communications team: [Andrew.johnson@daimlertruck.com](mailto:Andrew.johnson@daimlertruck.com) or [fred.ligouri@daimlertruck.com](mailto:fred.ligouri@daimlertruck.com)