

Starting in or around September 2022, based upon information gleaned from a different population of vehicles (those equipped with ACC), DTNA investigated whether non-ACC-equipped vehicles could have similar brake pull events. Initial indications, testing, and engineering judgment were that they would not. However in late October 2022, DTNA received a first indication from a driver that a vehicle in this population of vehicles suffered a brake pull. This conflicted DTNA's indication that this population would not be affected by brake pulls, so in late October 2022, DTNA expanded its investigation, including interviewing drivers and running further tests.

On February 6 2023, DTNA received the first corroboration, a test result under controlled conditions, indicating a possibility of a sudden unexpected brake pull during rare conditions within ESC and RSC events, depending on a number of other factors including environment, speed, driving conditions, and level of valve blockage.

Despite the fact that DTNA has no evidence of field events other than the one driver in October 2022 asserting it happened, and despite the fact that the brake pull differential was not determined to the same degree as was reported during an ACC event, on February 6, 2023, out of abundance of caution, DTNA decided to initiate a new voluntary safety recall to campaign all vehicles equipped with painted and unpainted front brake modulator valves, covering the separate population that are not equipped with ACC.

On February 16, 2023, DTNA reviewed records and amended the population. On March 21, 2023 amended manufacturing dates to match model and owner letter table.

On September 25, 2023 DTNA updated the description of the remedy campaign to reflect prioritization of repairs for vehicles currently registered in certain states where road salt is regularly used in the winter.