U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

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Investigation: EQ 10-005
Prompted by: 10E-005
Date Opened: 05/10/2010 **Date Closed:** 10/12/2010
Investigator: Alexander Ansley
Approver: Jennifer Timian
Subject: Daimler Engine Unexpected Shut Down

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: DAIMLER TRUCKS NORTH AMERICA
Products: Detroit Diesel EPA07 Series 60 engines made 1/1/07 - 4/20/09
Population: 1,227

Problem Description: Certain Daimler engines installed into emergency vehicles may have older software versions that can cause the engine to shut down unexpectedly.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

ACTION / SUMMARY INFORMATION

Action: Close EQ

Summary:

The Office of Defects Investigation (ODI), Recall Management Division (RMD) conducted a review of safety recall 10E-005. In a letter dated March 16, 2010 Daimler Trucks North America LLC (Daimler) reported that certain Detroit Diesel EPA07 Series 60 engines, produced between January 1, 2007 and April 20, 2009, with software versions earlier than V62.6 ZGS 114 were defective, and that the defect related to motor vehicle safety. These engines, installed as original equipment in emergency vehicles, contain software which may cause the engine to shutdown unexpectedly when a Diesel Particulate Filter over temperature condition is detected. Unexpected emergency vehicle engine shutdown could hamper rescue operations and put first responders and or the public at risk. NHTSA assigned recall number 10E-005 to this matter.

This EQ was opened to track the disposition of affected engines sold to the other manufacturers noted in Daimler's Defect Report. RMD mailed information request (IR) letters to four of the six manufacturers listed in Daimler's Defect Report. Spartan Chassis (10V-181) and Pierce Manufacturing (10V-195) had both filed subsequent Defect Reports for their affected vehicles prior to this IR mailing. Three of the four companies RMD mailed also filed a Defect Report for their affected vehicles. They are:

Sutphen Corporation - 10V-416
Kovatch Mobile Equipment Co. - 10V-386
American LaFrance - 10V-227

Only Progressive Industries, Inc. did not file a Defect Report. In a letter submitted to RMD dated August 25, 2010, Progressive noted that its eight affected engines were re-sold to Pierce Manufacturing, who had already submitted their report to NTHSA in May.

Sufficient action has been taken by all the manufacturers RMD contacted and all affected vehicles identified.

This EQ is closed.