U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

APR 28 2010

Daimler Trucks North America LLC
P.O. Box 3849
Portland, OR 97208

NVS-215aa
EQ10-004
10E-010
10V-138
10V-158

Attn: Compliance Dept. / Warranty Dept.

Dear Mr. Nasser Zamani,

The purpose of this letter is to make you aware of a potential safety problem in vehicles that you manufactured, or in replacement equipment that you sold, and to remind you of your responsibilities under Federal law. We also request a written response from your company upon processing the required information outlined below.

The Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting a review of safety recall 10E-010. In a letter dated April 2, 2010 Remy Power Products, LLP (Remy) reported that certain alternators, produced between December 19, 2009 and February 22, 2010, contain an internal voltage regulator that can become damaged by transient voltage that may occur when the regulator and the alternator are built, tested, and installed. Should the regulator's circuit be damaged, thermal degradation of the circuit can occur, increasing the risk of a fire or heat damage even when the vehicle is off. NHTSA assigned recall number 10E-010 to this matter.

In a letter dated April 1, 2010, General Motors, LLC notified NHTSA of certain vehicles it manufactured containing these Remy alternators. NHTSA assigned recall number 10V-138 to this matter. On April 16, 2010, Navistar, Inc. also notified the NHTSA of certain school buses it manufactured with these alternators. NHTSA assigned recall number 10V-158 to this matter. These subsequent recall documents can be found by querying their recall numbers on NHTSA's www.safercar.gov website.

In correspondence with Remy, it was discovered Daimler Trucks North America LLC (your company) was also a purchaser of these defective alternators. A copy of Remy's Defect Information Report is enclosed for your information.

Pursuant to Federal law, manufacturers of motor vehicles sold, offered for sale, delivered, or imported into the United States must notify NHTSA whenever a safety defect or a noncompliance with a Federal Motor Vehicle Safety Standard is identified in one of their vehicles. In the case of a defect or noncompliance in original equipment installed in the

vehicles of more than one manufacturer, notification to NHTSA must be made by the original equipment manufacturer as to the equipment item, and by each vehicle manufacturer as to those vehicles it manufactured in which the defective equipment was installed. Also, in the case of replacement equipment, companies selling these alternators under another brand name or trademark are also required to notify NHTSA. The content of that notification is specified in 49 U.S.C. 573.6, Defect and Noncompliance Information Report. As of this date, we have not received the required report from your company.

This letter serves to remind you of your company's responsibilities, and to request that you supply a report if required. Guidance is provided in the following paragraphs to assist you in determining whether or not you are required to file a report. If you are required to file a report, please provide the information required by 49 CFR 573.6. Detailed information about that report follows. Additionally, please include the date on which you received notification of this matter from Remy.

If you primarily sell new vehicles or equipment for purposes other then resale, please identify yourself as a dealer. If you primarily sell new vehicles or equipment for resale, please identify yourself as a distributor. If you manufacture new motor vehicles, please identify yourself as a vehicle manufacturer. If you manufacture original equipment for new motor vehicles, please identify yourself as an original equipment manufacturer. If you manufacture motor vehicle equipment for resale, please identify yourself as a replacement equipment manufacturer. (For more detailed definitions please see 49 U.S.C. § 30102). Only vehicle and equipment manufacturers are required to file 573 Defect and Noncompliance Reports with NHTSA. Defect and Noncompliance Report guides and quarterly report guides are available at http://www-odi.nhtsa.dot.gov/recalls/forms/index.cfm.

In view of the risk of fire, and your company's obligations under Federal law, we are also reminding your company that it is required to issue timely notification to owners who may have purchased vehicles with the defective alternators. In advance of issuing its owner notification letters, your company must submit a draft of its letter to NHTSA for review. Your company is reminded that this letter must meet the requirements of 49 CFR 577.5, "Notification pursuant to a manufacturer's decision." Your company is further reminded that notifications must be sent to those persons registered under State law as the owners of the vehicles. If particular owners cannot be reasonably ascertained by State records, notifications must be sent to those persons you identify as the most recent purchasers. We are also reminding your company that it is required to notify dealers and distributors as required by 49 CFR 577.13.

In addition to the Defect Information Report and the draft owner notification letter, please also provide a proposed schedule for conducting the owner notification that includes the following information:

a. the date on which the search of current state motor vehicle registration records will be initiated in order to update the original owner list;

b. the approximate date on which the revised owner list will be available to initiate owner notification;

c. the approximate date on which the owner notification will begin;

d. the approximate date on which the owner notification will be completed (if the owner notification is to be staggered, give the beginning and ending owner notification date for each segment); and

e. the approximate date on which the dealer notification will be completed.

Please further note that you must file six quarterly recall status reports as required by 49 CFR 573.7. These reports are to be filed on consecutive yearly quarters beginning with the quarter in which notification to owners begins.

If your company has not received any of this equipment, or if your products are not available to be sold, offered for sale, delivered, or imported into the United States, please so state.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 10 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ10-004.

If you have any questions concerning this matter, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov.

Sincerely,

George H. Person
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

APR 28 2010

Knopf Automotive
93 Shrewsbury Avenue
Red Bank, NJ 07701-1131

NVS-215aa
EQ10-004
10E-010
10V-138
10V-158

Attn: Compliance Dept. / Warranty Dept.

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In correspondence with Remy, it was discovered Knopf Automotive (your company) was also a purchaser of these defective alternators. A copy of Remy's Defect Information Report is enclosed for your information.

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vehicles of more than one manufacturer, notification to NHTSA must be made by the original equipment manufacturer as to the equipment item, and by each vehicle manufacturer as to those vehicles it manufactured in which the defective equipment was installed. Also, in the case of replacement equipment, companies selling these alternators under another brand name or trademark are also required to notify NHTSA. The content of that notification is specified in 49 U.S.C. 573.6, Defect and Noncompliance Information Report. As of this date, we have not received the required report from your company.

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c. the approximate date on which the owner notification will begin;

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e. the approximate date on which the dealer notification will be completed.

Please further note that you must file six quarterly recall status reports as required by 49 CFR 573.7. These reports are to be filed on consecutive yearly quarters beginning with the quarter in which notification to owners begins.

If your company has not received any of this equipment, or if your products are not available to be sold, offered for sale, delivered, or imported into the United States, please so state.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 10 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ10-004.

If you have any questions concerning this matter, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov.

Sincerely,

George H. Person
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

RECEIVED
By Recall Mgt Div. at 8:03 am, Apr 08, 2010

10E-010
(7 pages)

Remy Power Products

P.O. Box 6068, Edmond, OK 73083
3400 S. Kelly, Edmond, OK 73013
800-877-336 - Fax 405-419-4698
www.RemyPowerProducts.com

April 2, 2010

VIA CERTIFIED MAIL AND EMAIL

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, S.E., Washington, D.C. 20590

Re: 49 C.F.R. Part 573 Defect and Noncompliance Information Report

Dear Sir or Madam:

Remy Power Products, LLC hereby informs you of Remy's intention to conduct a voluntary safety related recall for certain alternators set forth in the enclosed Part 573 Defect and Noncompliance Report.

Remy Power Products is voluntarily recalling these alternators in an abundance of caution. Along with our Part 573 Defect and Noncompliance Information Report, we have enclosed our proposed Owner Notification Letter, Product Safety Alert, communications to the aftermarket retailers, and envelope format for Owner Notification Letters for your review and approval.

Please note that there have been six reported incidents in the United States related to these alternators, only one of which was in the field. There have been no reports of injury or death related to the affected alternators.

Sincerely,

Jeremiah Shives
Deputy General Counsel
Remy, Inc.

Safety Defect and Noncompliance Report Guide for Equipment
PART 573 Defect and Noncompliance Report

Remy Power Products, LLP has determined that a potential defect which relates to motor vehicle safety exists in the motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573.

Date Report Prepared: April 2, 2010

1. **Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.**

   Remy Power Products, LLP
   600 Corporation Drive
   Pendleton, Indiana 46064

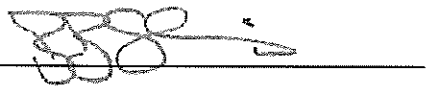
2. **Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.**

   Jeremiah Shives
   Deputy General Counsel, Remy International, Inc.
   Corporate Secretary, Remy Power Products, LLP

   600 Corporation Drive
   Pendleton, Indiana 46064
   Tel: (765) 778-6894
   Fax: (765) 221-6094
   Email: shives.jeremiah@remyinc.com

3. **Name and Title of Person who prepared this report.**

   Jeremiah Shives
   Deputy General Counsel, Remy International, Inc.
   Corporate Secretary, Remy Power Products, LLP

Signed: 

4. **Identify the Items of Equipment Involved in this Recall, for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide: generic name of the item, make, model, part number, size, function, other information which characterizes/distinguishes the items of equipment to be recalled.**

Certain Remy Power Products, LLP alternators

Original Equipment- Remy Inc.

Alternator Model	Remy Manufacture Date
8400076	12/19/2009
8400224	12/27/2009
8400088	1/5/2010
8400106	1/5/2010
8400187	1/6/2010
8400003	1/6/2010
8400114	1/11/2010
8400161	1/18/2010
8400020	2/10/2010
8400170	2/15/2010
8400157	2/22/2010
8400219	2/22/2010
8400221	2/22/2010

After Market - Remy Power Products

Alternator Model	Remy Manufacture Date
12359	12/23/2009
21749	12/23/2009
21816	12/23/2009
21845	12/23/2009
8400076	12/23/2009
91606	12/23/2009
91608	12/23/2009
91611	12/23/2009
21828	1/7/2010
91609	1/7/2010
22016	2/10/2010
91616	2/10/2010
22022	2/15/2010

5. **Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents.**

   Although Remy's investigation continues, the company believes that all of the models may be defective.

6. **Furnish the total number of items of equipment recalled potentially containing the defect or noncompliance. (model, year, number of items potentially involved)**

   Approximately 23,000 in the United States. Approximately 12,100 alternators were sold as original equipment. The remaining alternators were sold as aftermarket products.

7. **Furnish the approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance.**

   Remy's investigation continues. Nevertheless, out of an abundance of caution Remy is prepared to recall all of the alternators described above.

8. **Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled items of equipment:**

   During March, 2010, Remy Power Products, LLP received reports of limited thermal events that involved certain Remy alternators and occurring in newly assembled General Motors light weight vans with mileage ranging from 0 to 300 miles. Remy's investigation is ongoing and the root cause of the potential defect has not yet been determined. The General Motors vehicles all had Remy alternators.

9. **Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Describe the cause(s) of the defect or noncompliance condition. Describe the consequence(s) of the defect or noncompliance condition. Illustrations should be provided as appropriate.**

   Although Remy's investigation continues, the potential defect is believed to involve or occur in a subcomponent of the alternator, known as the regulator. The regulator's circuit can become damaged by transient voltage that may occur when the regulator and alternator are built, tested, and installed. When the circuit is damaged in an alternator that is installed on a vehicle, the B+ to ground potential within the regulator can break down and begin thermal degradation of the circuit. This has the potential to generate sufficient heat may cause a thermal event in the engine compartment, and may in extreme circumstances result in fire or heat damage.

10. **Identify any warning which can (a) precede or (b) occur.**

    Warnings may include visual observation of smoke or flame and smell of burning plastic.

11. If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

The reported issue involves a subcomponent of the alternator, known as the regulator. The supplier information for the regulator subcomponent is listed below.

Taditel Ltd.
94 Yigal Alon St.
P.O. Box 9318
Tel Aviv 67891, Israel
Phone: 011-972-35-68-5996

Taditel U.S., Inc.
720 W 8TH Street
Anderson, Indiana 46016

12. Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Mr. Shalom Flamer
President and CEO

13. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

On approximately Monday, March 8, 2010, Remy received its first notification of two thermal events on vehicles contained within GM's manufacturing facility in Wentzville, Missouri. GM organized immediate investigation teams, on which Remy was a participant. On March 9, 2010, Remy was notified of a third instance.

On approximately Monday, March 22, 2010, Remy received notification of two thermal events that occurred over the previous weekend involving General Motors vehicles at GM's Wentzville, Missouri assembly plant. On Tuesday, March 23, 2010, Remy was notified of another potential incident in a passenger van in Atlanta. It was believed at that time that the Atlanta incident may have been attributed to mounting bolts that reportedly were not properly torqued. Because the passenger van utilized the same alternator model as the alternators in the vehicles in GM Wentzville, Missouri assembly plant, Remy's investigation continued.

On March 24, 2010, Remy initiated testing in an attempt to determine the cause of the incidents. At that time, GM initially advised Remy that the thermal events were not likely caused by the alternator, but that its investigation was ongoing. On Friday, March 26, 2010, Remy initiated inspections in the GM assembly plant in Wentzville, Missouri. Materials from the damaged alternators removed from the two potentially affected vehicles in Wentzville were sent to Remy for analysis. Remy's inspection was inconclusive. On the same day, Remy received notice from Europe of an incident involving a newly assembled vehicle in a GM plant in Bochum, Germany

and sent engineers to evaluate. On Saturday, March 27, 2010, Remy engineers confirmed that the Bochum thermal event was similar to the March 22, 2010 thermal events in Wentzville, Missouri.

Remy's investigation revealed that the affected original equipment alternators contained recently manufactured subcomponent regulators. Remy notified the regulator's manufacturer, Taditel, to immediately stop production on all the subcomponent regulators. On Monday, March 29, 2010, in an abundance of caution, Remy began notifying its aftermarket customer base to notify them to park vehicles outside and away from structures, and to disconnect batteries.

There have been no reported injuries. In total, Remy is aware of seven (7) thermal incidents, involving original equipment in newly assembled GM vehicles. Remy is not aware of any incidents involving aftermarket products.

14. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

Remy has stopped production and distribution of alternators containing the involved subcomponent regulator. Remy has contacted the involved motor vehicle manufacturers and advised them not to install the alternators in any further vehicles and to begin removing the alternator in vehicles not yet shipped.

Remy has notified aftermarket retailers to stop selling the potentially affected alternators and remove them from store shelves. Remy is prepared to replace the retailers' remaining stock of alternators if it determines that a defect in the alternator can lead to a thermal event.

In addition, Remy will provide aftermarket owners with replacement alternators and installation at no charge. Remy will notify all owners by means of a Owner Notification Letter, a Press Release, and a Safety Alert posted in aftermarket retail stores. Remy will advise owners to stop driving the vehicle in which potentially affected alternators have been installed and to disconnect the battery and park it away from structures.

15. Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

For original equipment alternators, Remy is investigating the root cause of the thermal events and the potential remedy. For the affected alternators sold to aftermarket retailers and owners, the affected alternators will be replaced with alternators previously produced and not containing the involved subcomponent regulator.

16. Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

Remy has ceased production and distribution of the involved alternator models containing the subcomponent regulator.

17. **Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.**

Remy has already been in contact and coordinating with motor vehicle manufacturers regarding the affected original equipment alternators. GM and Remy are collaborating in order to investigate and resolve the issue.

On March 29, 2010, in an abundance of caution, Remy began calling aftermarket customers to notify them to not sell affected alternators and to set them aside. On March 31, 2010, Remy sent a letter regarding the affected alternators that advised aftermarket retailers not to sell affected alternators, to park vehicles containing the affected alternators away from buildings and structures, and to disconnect those vehicles' battery cables.

Remy also intends to mail the Owner Notification Letter provided herewith on April 9, 2010, if not sooner, upon NHTSA approval. Remy will begin providing replacement alternators at no charge at specific locations in the field beginning April 12, 2010. During this time, Remy will issue a press release and provide a Safety Alert to aftermarket dealers for posting in order to provide additional notice of the affected aftermarket alternators.

Remy will also set up a toll free number in order to answer customer or dealer questions related to the affected alternators and how to obtain replacements.

Remy continues to investigate the issue, and is taking this voluntarily recall as a precautionary measure.

18. **Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification.** ***A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*** **Note: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.**

Remy is submitting herewith its draft Owner Notification Letter, draft Press Release, envelope format for Owner Notification Letters, Safety Alert for posting in aftermarket retailers, and its communications to the aftermarket retailers surrounding the alternators.