

Willard, Richard (NHTSA)

From: Willard, Richard (NHTSA)
Sent: Friday, October 21, 2011 5:04 PM
To: david.stanley@daimler.com
Cc: nasser.zamani@daimler.com; York, Bruce (NHTSA)
Subject: FW: PE11-032 / FL-615
Attachments: Tread Production Compare.xls

Dave,

ODI has received the DTNA letter dated 17 October 2011 initiating a safety recall for the vehicles subject to PE11-032. With that and this additional production information DTNA is relieved from submitting a response to the Information Request letter which was due 15 November 2011.

Ric Willard

Safety Defects Engineer
Office of Defects Investigation
Medium & Heavy Duty Vehicle Division
NHTSA-DOT
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Washington, DC 20590
202-366-6544
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From: david.stanley@daimler.com [<mailto:david.stanley@daimler.com>]
Sent: Thursday, October 20, 2011 12:27 PM
To: Willard, Richard (NHTSA)
Cc: nasser.zamani@daimler.com
Subject: PE11-032 / FL-615

Ric,
The brake line chafe on these vehicle was caused by contact between the convoluted tubing covering the fuel supply line and the metal brake lines. This issue only affected units with a Cat engine and a fuel water separator mounted in a specific location on the frame rail. Not all units with Cat engines were equipped with fuel water separators, but all units with Cat engines and a fuel water separator had them mounted in the same location. Units with other engines did not have fuel supply lines in this location.

We built a total of 920 units with Cat engines. Only 700 of these had the fuel water separator - all of these are included in DTNA's recall campaign. The file attached contains the Cat engine production numbers added to the quarter one 2011 TREAD production data.

Please advise if DTNA is still required to respond to the IR for this PE.

Regards,

Dave Stanley
Product Compliance and Regulatory Affairs
Defect Investigations & Government Reporting
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