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OFFICE OF
DEFECTS INVESTIGATION

Timothy A. Blubaugh
Director
Government Technical Affairs

April 28, 2004

Freightliner LLC
4747 N. Charnel Avenue
Portland, OR 97217-7900
503.745.6219 Telephone
503.745.6800 Facsimile
Timothy.Blubaugh@Freightliner.com

Kenneth N. Weinstein
Associate Administrator for Safety Assurance (NSA-01)
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

04V-205
(2 pages)

Re: Defect Information Report (FL420)

Mr. Weinstein:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall approximately 14,000 Freightliner Century Class, Columbia, Business Class M2, and Sterling HX model trucks manufactured with a defect in the transmission shift lever attachment.

Attached is Freightliner's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh

Cc: Michael Mason, CAL-OSHA
DOSH, Legal Unit
10th Floor
455 Golden Gate Avenue
San Francisco, CA 94102

Enclosure

Certified Mail Article Number:

FREIGHTLINER.

LLC

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Defect Information Report

(Section 573.6)

April 26, 2004

(c)(1) **Manufacturer:** Freightliner LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 746-6219

Brands: Freightliner, Sterling

(c)(2) **Vehicles Identification:**

Model(s) affected: Freightliner Century, Columbia, Business Class M2; Sterling HX

Manufacture Dates: Century and Columbia - manufactured October 17, 2003 and later
Business Class M2, manufactured May 3, 2002 and later

Sterling HX, manufactured November 23, 2003 and later

Base for determining population: Trucks manufactured with manual transmissions
(except automated manual transmissions) and straight shift levers, reference part numbers:
A07-15898, A07-17254, A07-19058, A07-19687

Component manufacturer if other than the vehicle manufacturer: not applicable

(c)(3) **Total number of vehicles potentially affected:** Approximately 14,000

(c)(4) **Percentage of vehicles estimated to contain the defect:** unknown

(c)(5) **Description of the defect:**

The tapered joint that attaches the shifter to the transmission may become loose making it difficult to put the transmission into gear.

(c)(6) **Chronology of principal events:**

In January 2004, A fleet customer reported a number of loose shift levers on recently delivered trucks. An investigation determined that an error on the shift lever tolerancing allows a taper to be produced that does not match taper in the adapter on the transmission shift tower. A taper joint that does not fit tightly may allow the shifter lever to become loose.

(c)(7) **Noncompliance-test or other data:** not applicable

(c)(8) **Remedial program:** Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.

Estimated Owner Notification Date: Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed approximately May 21, 2004

Reimbursement Plan: All prior repairs were completed under warranty.

(c)(9) **Communications sent to dealers and owners:** Copies will be submitted as a supplemental report when available.

(c)(10) **Copy of proposed owner notification letter:** A draft will be sent for ODI review when available.

(c)(11) **Manufacturer's campaign number:** FL-420