



Timothy A. Blubaugh  
Director  
Government Technical Affairs

Freightliner LLC  
4747 N. Channel Avenue  
Portland, OR 97217-7000  
503.745.8210 Telephone  
503.745.6600 Facsimile  
TimothyBlubaugh@Freightliner.com

June 3, 2004

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-270  
(2 pages)

**Re: Defect Information Report FL-427,  
American LaFrance Cab Tilt Cylinders**

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 1,400 American LaFrance Metropolitan and Eagle chassis manufactured between January 2, 1997 and January 19, 2004 with a defect cab tilt system.

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

RECEIVED  
2004 JUN -9 A 7 28  
OFFICE OF THE DIRECTOR  
CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS

Enclosure

**Certified Mail Article Number:**

7002 3150 0004 1405 0860



A DaimlerChrysler Company

## Defect Information Report (Section 573.6)

June 3, 2004

**(c)(1) Manufacturer:** Freightliner LLC  
P.O. BOX 3849  
Portland, Oregon 97208  
(503) 745-5219

**Brands:** American LaFrance

**(c)(2) Vehicle Identification:**  
**Model(s) affected:** Metropolitan, Eagle  
**Manufacture Dates:** January 2, 1997 and January 19, 2004  
**Basis for determining population:** Chassis manufactured prior to January 2004 production design change  
**Component manufacturer if other than the vehicle manufacturer:** not applicable

**(c)(3) Total number of vehicles potentially affected:** approximately 1,400

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

**(c)(5) Description of the defect:**  
One or both of the cab tilt cylinders on some American LaFrance Eagles and Metropolitan may lock when the cab is being lowered. This can happen if a velocity fuse trips in either of the cylinders. If only one velocity fuse trips and not the other, the resulting unequal loading may cause one or both of the cylinders to bend allowing the cab to lower to the chassis.

**(c)(6) Chronology of principal events:**  
Several reports have been received from customers and NHTSA has received two complaints. ALF has prepared instructions to install a flow restrictor on the tilt cylinders to slow the cab lowering speed.

**(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 July 23, 2004

**Reimbursement Plan:** Copies will be submitted as a supplemental report when available.

**(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-427