



A DaimlerChrysler Company

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September 8, 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

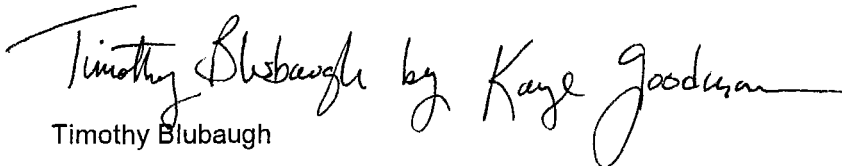
Re: Defect Information Report (FL-424), NHTSA no. 04V-272

Mr. Weinstein:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information and copies of documents distributed to dealers and purchasers.

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:
7003 2260 0001 3402 6921

Section 573.6 Defect Information Report
FL-424, NHTSA no. 04V-272
Supplement No.: 1

September 8, 2004

(c) (1) Manufacturer: FREIGHTLINER LLC

P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

(c)(2) Vehicles identification:

Model(s) affected: Freightliner Business Class, and Business Class M2, Sterling Acterra,

Manufacture Dates: Sterling Acterra – August 2000 through October 2003

Freightliner Business Class – October 2002 through October 2003

Freightliner Business Class M2 – January 2002 through October 2003

Basis for determining population: 8,000 pound front axles on these model with four piece spindle nut set and Chicago Rawhide oil seals manufactured from January 2000 through a production change made in April 2004.

(c)(3) Total number of vehicles potentially affected: 9,602

(c)(5) Description of the defect: (revised) Excessive force may be required to install the CR oil seal on the spindle. This may deform the seal and cause inconsistent endplay adjustment. Incorrect wheel bearing adjustment may lead to premature bearing wear. If allowed to progress, the front wheel assembly may separate from the vehicle.

(c)(6) Chronology of principal events: In June 2004, Freightliner reviewed additional information provided by the axle manufacturer. It was decided that high seal installation force on the spindle was occurring with the CR seal and could deform the seal. Seal deformation could affect bearing adjustment. Freightliner discontinued using the C.R. Seal in April 2004 and began using an oil seal from another supplier with a different design.

(c)(9) Communications sent to dealers: Posted August 28, 2004 - Attached

Communications sent to owners: Mailed September 7, 2004 - Attached