

July 29, 2004

SENT VIA FACSIMILE (202) 366-7882 & E-MAIL

Attn: Mr. George Person

**Recall Management Division
Office of Defects Investigation (NEF-111)
Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street SW
Washington, D.C. 20590**

**Re: NexGen LNG (Liquefied Natural Gas) Tanks
NHTSA ref #: EQ04-012
NHTSA Recall No.: 04E-042
Peterbilt Recall No.: 704-C**

Dear Mr. Person:

On July 28, 2004, Peterbilt Motors Company determined that a defect which relates to motor vehicle safety exists in the motor vehicles described below, and is furnishing notification to NHTSA in accordance with 49 CFR Part 573 "Defect and Noncompliance Reports."

Description of the Defect

Refer to the attached PART 573 – Defect and Noncompliance Report filed by NexGen Fueling, Chart Industries, Inc. The truck style LNG vehicle tank operates above recommended pressures in service. Investigation revealed this is caused by a failure in the relief valves to open under certain conditions. The introduction of water into the discharge port of the both primary and secondary relief valves simultaneously and subsequent freezing can render the valves temporarily inoperable. This condition creates a risk of tank over-pressurization and a potential tank rupture, resulting in serious injury or death.

Identification of Affected Vehicles

Based upon a search of manufacturing records, the recall population is comprised of 1 vehicle, a 2003 Peterbilt Model 320 manufactured on February 1, 2003.

Chronology of Events Leading to Recall

Peterbilt received a Safety-Related Technical Service Warning from NexGen Fueling in May 2004. The warning did not follow the format prescribed in 49 CFR 577.5 for Defect and Noncompliance Notification so it was not recognized as a recall notice. On July 19, 2004 PACCAR Inc received a letter from NHTSA's Office of Defects Investigation, Recall

National Highway Traffic Safety Administration
July 20, 2004
Page 2

Management Division. Included in this letter was NexGen's report stating Peterbilt had received some of the recalled product. It was then discovered that Peterbilt had received two of the recalled tanks. One had been sent at no charge for installation on a test vehicle, which is in the process of being scrapped and the tank returned. The other vehicle is described above.

Description of Remedy

Peterbilt concurs with NexGen's decision that a safety related defect exists. NexGen and Peterbilt have agreed that NexGen will administer the recall on behalf of Peterbilt. Peterbilt has provided the chassis location and customer information to NexGen and they are in the process of notifying the customer and conducting a Safety Recall to replace the defective tank on the affected chassis. NexGen will fulfill the quarterly reporting requirements for this recall.

Very truly yours,



Kenneth R. Brownstein
Senior Counsel

KRB:ptg

E-mail: ken.brownstein@paccar.com

Enclosure



June 2, 2004

Mr. Kenneth Weinstein
Safety Assurance NSA-11
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5210
Washington, DC 20590

**Part 573 Report
NexGen Fueling**

Dear Mr. Weinstein:

NexGen Fueling, a division of Chart Industries, Inc., acting under applicable provisions of the National Traffic and Motor Vehicle Safety Act of 1985 and 49 CFR Part 573.6, provides this report in respect to its truck model vehicle tanks built prior to February 1, 2004. This report is presented to comply with 49 CFR Part 573, Defect and Noncompliance Reports.

1. Equipment Manufacturer Comments Name:

Corporate Name

CHART INDUSTRIES, INC.
6885 Landerbrook Drive, Suite 205
Cleveland, Ohio 44124-4081
440-753-1480

Division Name

NexGen Fueling
(Division of Chart Industries)
1500 Airport Road
Ball Ground, GA 30107
Contact Person: Mr. Bruce Kanagy, Field Service Manager
Phone: 770-720-8780
E-mail: bruce.kanagy@chart-ind.com

This report prepared by Claus Emmert, Sales Manager.

2. Identification of Invoiced Equipment:

Liquid Natural Gas ("LNG") vehicle tanks with shrouds ("truck-style tanks") built before February 1, 2004. They can be identified by a hinged solid metal cover over the piping components.

3. Total Number of Vehicles Potentially Involved:

Approximately 1,800 truck-style LNG tanks have been sold to vehicle manufacturers and vehicle engine manufacturers in the United States and in foreign countries. LNG Hauling ("bus style") tanks have also been sold; the bus style tanks are not involved because of differences in tank cover design and configuration.

The names, addresses and phone numbers of Chart's customers/manufacturers to whom Chart has sold truck-style LNG tanks in the United States are as follows:

Waste Management - MACK TRUCKS, TODD REPERT (201-790-6716)
American LeFrance - BILLY MILES (843-485-7488)
Fontaine - MARK HAMPSHIRE (1-800-544-8178)
Peterbilt - BILL RYAN (840-896-7882)
Valley Detroit Diesel - JOHN MCNEAL (828-323-1248)
Scienc Garbage - LOYD BONAFANTE (707-438-2818)
Clean Air Partners - HO WONG (858-333-4878)
Weppert - STEVE NOBLE (804-823-1845)
Depotone - JORDAN SMITH (908-488-0280)
Crane Center - GLEN POCHOCKI (818-838-1651, X218)

4. Percentage of Vehicles Estimated to be Affected:

Potentially up to 100% of vehicles with single LNG truck-style tanks. Trucks with dual LNG tanks are not affected.

5. Description of Defect:

Chart has received reports of strangled, truck-style LNG vehicle tanks operating above recommended pressures in service. Investigation of these reports has revealed that neither the primary nor secondary relief valves have opened to relieve tank pressure under certain conditions. Specifically, the introduction of water into the discharge side of both of these valves simultaneously and subsequent freezing in service can render the valves temporarily inoperative. To date, no NewGen LNG vehicle tank has ruptured as a result of this phenomenon and there has been no accident or injury. However, this condition creates the risk of tank over-pressurization and a potential tank rupture, possibly resulting in serious injury or death.

The condition can easily be recognized well before hazardous conditions develop by noting the loss of a tall tale red seal cover over a relief valve. This is easily visible if inspections of that item are routinely performed as directed in the owner's manual.

6. Chronology of Principal Events:

Second Half of 2003

Reports from the field about excess pressure on some truck-style tanks were investigated and analyzed. The failure mode was duplicated in the laboratory, and appropriate corrective methods were determined.

First Quarter of 2004

Procedures developed, and upgrade kits designed and built to stock. Affected customers advised orally.

April 6, 2004

Chart's customer, Mack Trucks, Inc., having previously been notified by Chart of the truck-tank condition, provided notice to NHTSA of its vehicle recall campaign 8C 0287 involving 317 vehicles incorporating Chart's LNG tanks.

May 7, 2004

Chart received notice of Mack Truck's notice, as vehicle manufacturer, to NHTSA and notice to Mack Truck owners.

May 18, 2004

Certified letter sent by Chart to all known customers who purchased shrouded truck-style LNG tanks recommending an inspection and feedback of results.

May 27, 2004

Oral report of condition by Claus Enmer to Kelly Shuster at NHTSA.

7. Remedy Program:

All known owners of the subject vehicles incorporating Chart's LNG truck-style tanks have been notified by certified first class mail of the inspection program and the retrofit process to be taken, if necessary. All customers have been sent a service bulletin detailing the program and procedures that we have undertaken.

The solution is to retrofit the LNG tanks on the vehicles with a new primary relief valve pipe away tube and a new ventilated shroud cover. Ensure the relief valves are moisture free and ensure that the red cover is presently in place on the secondary relief valve. These changes will keep the discharge side of the primary and secondary relief valves clean from debris and dry. The ventilated shroud also helps prevent freezing of condensation during tank operation. We are also reminding our customers to conduct periodic inspections, as instructed in our manual. We understand that NHTSA has already approved the notice and retrofit in respect to the tanks sold by Mack Trucks to its customers.

This program commenced May 18, 2004. We are tracking inspection responses and will follow up on non-responsive sites at 60-day intervals.

8. Notice, Bulletin and Communication:

A copy of the letter sent to our customers, an inspection checklist, and the repair procedure to be followed is attached.

Please contact Mr. Bruce Kaneagy, Field Service Manager
Phone: 770-720-8780
E-mail: bruce.kaneagy@chart-ind.com

Sincerely,


Claus Enmer
LNG System Sales Manager
Division Fueling
Div of Chart Industries, Inc.
Claus Enmer
LNG System Sales Manager

cc: Bruce Kaneagy, Lyle Holinger, John Remick