



MONACO
COACH CORPORATION

September 10, 2004

04V-441
(2 pages)

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street SW
Washington, DC 20590

RECEIVED
SEP 13 11:53
DEPARTMENT OF TRANSPORTATION
OFFICE OF DEFECTS
AND COMPLAINTS

RE: Cummins Inc. Safety Recall 04E-059

Dear Associate Administrator:

Pursuant to 49 CFR Part 573, Monaco Coach Corporation ("Monaco" or the "Company") is submitting this report to NHTSA concerning a recall campaign, on record by Cummins Inc. as 04E-059

573.5(c)(2)

Affected motorhomes manufactured by Monaco Coach Corporation are yet to be determined.

The exact recall population has not yet been identified, but it will be determined from the manufacturing records for the Company's manufacturing plants that produced the affected motorhomes.

573.5(c)(3)

Cummins Inc. has provided to Monaco a list of 1,182 Engine Serial Numbers that were sold to the Company and are affected by this recall. Monaco is currently searching its records to compile for Cummins Inc. an accurate list of Monaco units that had the recalled Cummins engines installed as original equipment. The Company will provide current owner information to Cummins Inc. for these affected units.

573.5(c)(4)

The recalled engines were available as standard and/or optional equipment on the Monaco brands and models. Accordingly, only the Monaco units equipped with these engines that were manufactured from December 12, 2003 through April 12, 2004 are included in the recall campaign.

573.5(c)5

Monaco has been informed by Cummins, Inc of a safety defect (04E-059) pertaining to the recalled Engines. Cummins, Inc. has filed with NHTSA a Part 573 notification concerning this matter.

The nature of the defect is that the engine block boss # 456 for the oil rifle may crack upon installation of the cup plug. The affected engines were assembled using a pneumatic tool to install the plug, in which the air pressure was set high enough to create stresses in the cylinder block casting. These stresses could eventually create open cracks in the cylinder block or result in less than adequate clamping pressure around the plug. When the plug loses its clamping pressure, it will loosen from the cavity, causing an oil leak. This leakage of oil, near the exhaust manifold and turbocharger has the potential to ignite and cause a fire in the engine compartment of the vehicle.

573.5(c)6

Monaco is currently not aware of any casualties or losses related to this issue.

573.5(c)8

The remedy, provided by Cummins Inc, will involve installing a steel cup plug boss cap, which is attached over the boss/cup plug location with an industrial sealant. The repair seals and retains the cup plug in the block boss preventing it from leaking or exiting the block. Cummins, Inc. will be conducting the recall campaign on behalf of the Company and reporting quarterly reports to NHTSA.

Sincerely,



Terri Tobias
Recall Administrator
Monaco Coach Corporation