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NVS-215

Timothy A. Blubaugh
Director
Government Technical Affairs

2004 SEP 15 P 1:30

OFFICE OF
DEFECTS INVESTIGATION

Freightliner LLC
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Timothy.Blubaugh@Freightliner.com

Date: September 10, 2004

George H. Person
Chief, Recall Management Division
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

04V-453
(5 pages)

Re: Defect Information Report FL-432; ref NVS-215; EQ04-012

Mr. Person:

In response to your letter NVS-215 (EQ04-012), Freightliner LLC has submitted the attached Defect Information document to report a safety recall campaign in accordance with Part 573 of Title 49 of the Code of Federal Regulations. Freightliner LLC herewith reports the recall of 67 Freightliner and Sterling Condor trucks fueled by LNG and built from October 30, 2003 through June 25, 2004. The LNG fuel tank relief valves may freeze from moisture and be rendered temporarily inoperative.

Attached are Freightliner's Defect Information Report and the Part 573 report from the supplier, NexGen NHTSA number 04E-042.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh

Certified Mail Article Number:

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A DaimlerChrysler Company

Defect Information Report

(Section 573.6)

Date: September 10, 2003

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

Brands: Freightliner, Sterling

(c)(2) **Vehicles identification:**

Model(s) affected: Condor

Manufacture Dates: October 30, 2003 through June 26, 2004

Base for determining population: All LNG powered Condor AFV vehicles.

Component manufacturer if other than the vehicle manufacturer:

NexGen Fueling
3505 County Road 42 West,
Burnsville, MN. 55308
1-800-882-5000

(c)(3) **Total number of vehicles potentially affected:** 87

(c)(4) **Percentage of vehicles estimated to contain the defect:** 100%

(c)(5) **Description of the defect:** See attached Part 573 defect report from NexGen.

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

See attached Part 573 defect report from NexGen, received August 26, 2004.

(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 LLC records to determine the customers affected. This will be completed approximately October 30, 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-432



NEXGEN
FUELING

A Chart Industries Company

04E-042

3 pgs

June 2, 2004

Mr. Kenneth Weinstein
Safety Assurance NSA-11
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 8819
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 1988 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 Corporate Name:

Corporate Name

CHART INDUSTRIES, INC.
8826 Linderbrook Drive, Suite 205
Cleveland, Ohio 44124-4081
440-768-1450

Division Name

NexGen Fueling
(Division of Chart Industries)
1800 Airport Road
Ball Ground, GA 30107
Contact Person: Mr. Bruce Kaneagy, Field Service Manager
Phone: 770-720-8780
E-mail: bruce.kaneagy@chart-ind.com

This report prepared by Claus Ertmer, Sales Manager.

2. Identification of Involved Equipment:

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

3. Total Number of Vehicles Potentially Involved:

Approximately 1,000 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 REPPERT (801-780-8716)
American LeFrance - BILLY MILLER (843-488-7488)
Fontaine - MARK HAMPSHIRE (1-800-844-8175)
Peterbilt - BILL RYAN (940-588-7882)
Valley Detroit Diesel - JOHN McNEAL (828-888-1243)
Solana Garbage - LOYD BONAFANTE (707-438-2816)
Clean Air Partners - HO WONG (858-832-4879)
Wescoast - STEVE NOBLE (804-822-1843)
Capstone - JORDAN SMITH (908-468-0280)
Crane Carrier - GLEN POCHOCKI (818-838-1851, X319)

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 shrouded, 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 5, 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 SC 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 15, 2004

Certified letter sent by Chart to all known customers who purchased strouted 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 vented shroud cover. Ensure the relief valves are moisture free and ensure that the red cover is properly 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 vented 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.

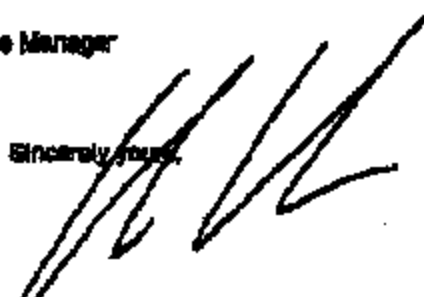
This program commenced May 15, 2004. We are tracking inspection responses and will follow up on non-responsive sites at 60-day intervals.

8. **Notice, Bulletin and Communications**

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: 770-720-6760
E-mail: bruce.kaneagy@chart-ind.com

Sincerely yours,



Claus Enmer
LNG System Sales Manager

cc: Bruce Kaneagy, Lyle Hollinger, John Korman

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