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OFFICE OF
DEFECTS INVESTIGATION

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March 24, 2005

Kenneth N. Weinstein
Associate Administrator for Safety Assurance (NSA-01)
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

05V-128
(2 pages)

Re: Defect Information Report FL-443, Sterling Car Hauler with MBE4000 engine

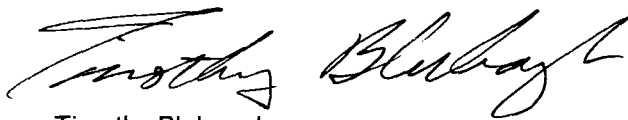
Mr. Weinstein:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall approximately 130 model Sterling Car Haulers manufactured with MBE4000 engines for a defect in the fuel line and clutch control cable routing.

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

Enclosure

Certified Mail Article Number: 7003 2260 0001 3403 5671



A DaimlerChrysler Company

Defect Information Report

(Section 573.6)

March 24, 2005

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

Brands: Sterling

(c)(2) Vehicles identification:

Model(s) affected: Sterling Car Hauler

Manufacture Dates: October 20, 2003 to July 14, 2004

Basis for determining population: Sterling Car Hauler on HN80 chassis with MBE4000 engine.

Component manufacturer if other than the vehicle manufacturer: not applicable

(c)(3) Total number of vehicles potentially affected: Approximately 130

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

(c)(5) Description of the defect: The clutch control cable is routed near the fuel return line at the rear of the engine. On some vehicles, the clutch cable may wear a hole into the fuel line and create a fuel leak. A fuel leak in this area may ignite and cause a vehicle fire.

(c)(6) Chronology of principal events: On January 13, 2005, Detroit Diesel sent a report that a customer had a fire in a Sterling Car hauler with an MBE4000 engine near Denver. A hole had been worn in the return fuel line at the back of the engine by rubbing on the clutch control cable. Detroit Diesel inspected a similar truck and it also showed signs of wear on the fuel line and clutch cable.

(c)(7) Noncompliance-test or other data: not applicable

(c)(8) Remedial program: Repairs will be performed by Sterling dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs. A bracket will be added to ensure the clutch control cable is routed away from the fuel line. The fuel line will be inspected and replaced if damaged.

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 May 15, 2005

Reimbursement Plan: Prior repairs were covered by warranty.

(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-443