



A DaimlerChrysler Company

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October 6, 2005

Ron Medford
Sr. Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

**Re: Defect Information Report – supplemental information
FL-458, NHTSA no. 05V-393, M2 Fan Shroud Interference**

Mr. Medford:

The attached supplemental report is being submitted to provide an evaluation of the risk to motor vehicle safety referenced on the NHTSA's acknowledgement letter. .

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

RECEIVED
HVS-215
2005 OCT 18 P 12:02
OFFICE OF
DEFECTS INVESTIGATION

Certified Mail Article Number:

7003 2260 0001 3403 3707

Section 573.6 Defect Information Report
FL-458, NHTSA no. 05V-393
Supplement No.: 1

October 6, 2005

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

(c)(5) Description of the defect:

The fan shroud may be drawn back into the fan at high engine speeds when the fan clutch engages. On some M2 trucks with C-7 engines and KYS 4735 35480 55 fan, the clearance between the fan and shroud could be less than the movement between the fan and shroud. Heavy contact between the fan and the shroud may cause the fan blade to fracture.

49CFR Part 577.5 (f) Evaluation of the risk to motor vehicle safety:

The fan may fracture and pieces may separate from the fan blade. In certain conditions, this may present a hazard to people near the vehicle with the hood open and the engine running.