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2005 SEP -6 A 10: 00

OFFICE OF
DEFECTS INVESTIGATION

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August 29, 2005

05V-393 (2pgs.)

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 FL-458, M2 Fan Shroud Interference

Mr. Medford:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall 1,361 Freightliner M2 Business Class Trucks and 34 Thomas Built Buses C-2 Saf-T-Liner school buses manufactured July 26, 2004 through October 29, 2004 with a defect in the engine cooling fan and shroud clearance.

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:

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A DaimlerChrysler Company

Defect Information Report

(Section 573.6)

August 29, 2005

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

Brands: Freightliner Trucks
Thomas Built Buses

(c)(2) Vehicles identification:

Model(s) affected: Freightliner M2 Business Class
Thomas Built Buses C2 Saf-T-Liner School Bus

Manufacture Dates: July 26, 2004 through October 29, 2004

Basis for determining population: Affected models manufactured with Caterpillar C-7 engine and Borg-Warner KYS 4735 35480 55 engine fan.

Component manufacturer if other than the vehicle manufacturer: not applicable

(c)(3) Total number of vehicles potentially affected: M2 - 1,361 vehicles, C2 - 34 vehicles

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

(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.

(c)(6) Chronology of principal events:

In July 2004, the 26" 6-blade engine cooling fan on certain M2 models was changed to the KYS 4735 35480 55 fan reducing the clearance between the fan and shroud. The production change was reversed for M2 with C-7 engines effective with chassis starts September 20, 2004.

In June, 2005, Field Service received customer reports of broken fans and shrouds on M2 trucks with Cat C-7 engines. Warranty claims were reviewed for contact between the fan and shroud on M2 with this fan and a decision was made to recall the subject vehicles.

(c)(7) Noncompliance-test or other data: Not Applicable

(c)(8) Remedial program: Repairs will be performed by Freightliner dealerships, Thomas Built Buses dealerships and Direct Warranty customers, i.e., customers approved by Freightliner and Thomas to do their own warranty repairs. The engine fan will be replaced with a fan that has a different mounting offset.

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 October 24, 2005.

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-458