



A DaimlerChrysler Company

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OFFICE OF
DEFECTS INVESTIGATION

OSV-469 (spgs.)

Timothy A. Blubaugh
Director
Government Technical Affairs

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September 23, 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 FL-463

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 approximately 1,600 Freightliner Vans and Buses and approximately 600 Thomas School Buses manufactured January 2004 through May 2005 with a defect in the Cummins Electronic Control Module (ECM) program.

Attached are Freightliner's Defect Information Report and a copy the Cummins 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 5787



A DaimlerChrysler Company

Defect Information Report

(Section 573.6)

September 23, 2007

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

Brands:

(c)(2) **Vehicles identification:**
Model(s) affected: Freightliner Vans and Shuttle Buses; Thomas Built School Buses
Manufacture Dates: January 2004 – May 2005
Basis for determining population: Engine serial numbers provided by Cummins
Component manufacturer if other than the vehicle manufacturer:

Cummins Inc.
Box 3005
Columbus, Indiana 47202-3005
Steven R. Butler
Engine Certification Director
812-377-3713, Fax 812-377-8739

(c)(3) **Total number of vehicles potentially affected:** Approximately 2,200

(c)(4) **Percentage of vehicles estimated to contain the defect:** 2%

(c)(5) **Description of the defect:** The Cummins Electronic Control Module (ECM), which controls fuel system lift pump operation, could supply an erratic voltage resulting in premature wear of the pump. A failed lift pump may cause the engine to stall. See attached Cummins DIR.

(c)(6) **Chronology of principal events:** The defective ECM software was released to production on January 1, 2004. In the April/May timeframe of 2005, Cummins received isolated reports of engine performance issues. Freightliner and Thomas Bus learned of the issue in late May 2005. Cummins, Freightliner and Thomas Bus are not aware of incidents as a result of this defect. See attached Cummins DIR.

(c)(7) **Noncompliance-test or other data:**

(c)(8) **Remedial program:** Customers will be notified by Cummins. See defect report from Cummins. Cummins has provided a list of subject engine serial numbers. Freightliner and Thomas Built production records will be used to identify the vehicles.

Estimated Owner Notification Date: Customers will be notified by Cummins. See attached defect report from Cummins.

Reimbursement Plan: Customers will be notified by Cummins.

(c)(9) **Communications sent to dealers and owners:** Customers will be notified by Cummins. See attached defect report from Cummins.

(c)(10) **Copy of proposed owner notification letter:** Customers will be notified by Cummins. See attached defect report from Cummins.

(c)(11) **Manufacturer's campaign number:** FL-463

**Cummins Inc.**

Box 3005
Columbus, Indiana 47202-3005
U.S.A.

August 29, 2005

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Sir or Madam:

The following information is submitted in accordance with the National Highway Traffic Safety Administration's reporting regulations, 49 CFR Part 573.6.

Cummins Inc. (Cummins, or, the Company) has decided that there is a potential safety-related defect with respect to an engine control system component on Cummins ISB-02 diesel engines manufactured by Cummins and (a) installed as original equipment on those motor vehicles identified below; and (b) sold as original equipment service (OES) parts and engines only for the specific motor vehicle applications involved in this recall action

1. Product identification and customer channels.

This defect involves production of the Cummins ISB-02 diesel engine for covered vehicles, as follows:

Model	Year	Total Units
ISB-02 (School Bus Applications)	2004-2005	2,390
ISB-02 (Emergency Vehicle Applications)	2004-2005	3
ISB-02 (Transit Bus Applications)	2004-2005	409
ISB-02 (Original Equipment Service)	2004-2005	58
Total Recall Population		2860

All ISB-02 engines in each of the respective original and original equipment service populations are covered by this recall. All original equipment service ISB-02 engines and associated components sold for the subject motor vehicle applications are included in the above-referenced Total Recall Population, so as to avoid double counting. A listing of the respective, subject populations, by vehicle manufacturer, will be provided to the agency in the near future.

- 2. Generic name of the item:** Electronic Control Module Calibration
Engine Make: Cummins
Model: ISB-02
Part Number: N/A
Function: Provides engine operating parameters.

3. Component supplier:

The subject Electronic Control Module (ECM) calibration was developed by Cummins Inc.

4. Estimated extent of defect population.

Cummins estimates that approximately 1.9% of the subject population of engines could result in an engine stall condition. Cummins will pursue a 100% recall on all subject school bus, transit bus and emergency vehicle applications.

Cummins notes that the Company has voluntarily decided to conduct this recall, despite the low failure rate of the subject vehicles. This is attributable to their unique, safety-sensitive applications, especially school buses, which comprise most of the population to be campaigned.

5. Description of defect.

The subject ECM calibration controls the fuel lift pump operation. The defect results in erratic voltage supply to the fuel lift pump which causes premature electrical brush wear internal to the fuel lift pump. This premature wear could result in fuel lift pump failure and in some cases may cause an engine stall condition. There is no defect in the fuel lift pump itself.

6. Chronology of events.

The defective ECM software was released into production on January 1, 2004. In the April/May 2005 timeframe Cummins received isolated reports of engine performance issues potentially associated with the defect. In response to these reports, a field service and engineering review was conducted which has led to a management decision to conduct this safety campaign on August 23, 2005

To date, Cummins is not aware of any incidents (injuries, fatalities, or accidents/crashes) which were a result of this defect. Based on the warranty claim data for the subject population, it is estimated that approximately 1.9% of the engines could experience a stall resulting from the defective ECM calibration.

7. Remedy program.

The remedy, without charge to owners, will include the ECM recalibration and replacement of the fuel lift pump.

8. Part 577 notice letter.

The customer notice letter is in the process of being prepared and will be submitted in draft to the agency as soon as possible.

9. Conduct of recall campaign.

Subject to concurrence of its OEM customers, Cummins will be conducting the respective recalls with the customers of each OEM.

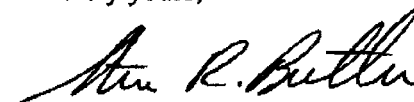
10. Customer/owner notifications.

Notifications are expected to begin in October 2005, once (a) Cummins is in receipt of the OEM recall authorizations and customer lists and (b) the parts procurement process has been completed. Cummins assures NHTSA that it will make a good faith effort to shorten this time period.

* * *

Please advise the undersigned of the recall campaign number assigned by the Office of Defects Investigation to this recall. Cummins campaign code for this recall will be C0539.

Sincerely yours,



Steven R. Butler
Engine Certification Director

Phone: 812-377-3713

Fax: 812-377-8739

Email: steven.r.butler@cummins.com