



RECEIVED
MAY 15 2006

2006 MAY 15 A 11:07

DEPARTMENT OF
DEFENDERS INVESTIGATION

Timothy A. Blubaugh
Director
Government Technical Affairs

Freightliner LLC
4747 N. Channel Avenue
Portland, OR 97217-7699
503.745.5219 Telephone
503.745.6800 Facsimile
TimothyBlubaugh@Freightliner.com

April 24, 2006

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

Re: Defect Information Report (FL-461), NHTSA 05V-468

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information concerning the Bosch 305 Park Brake, as used on Thomas Bus C2 School buses and Freightliner Business Class M2 trucks.

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

Certified Mail Article Number: 7003 2260 0001 3403 4506

Section 573.6 Non-Compliance Information Report
FL-461, Bosch 305 Park Brake; NHTSA no. 05V-468
Supplement No.: 3 revised

April 24, 2006

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

(c) (3) Total number of vehicles potentially affected: 1,504

(c) (9) Estimated Owner Notification Date: Customer notification by first class mail using Freightliner records for Phase 1 (Meritor axles) was completed March 7, 2006. Phase 2 (AAC axles) was completed April 7, 2006. A copy of the customer letter and work instructions is attached.

Subject: Bosch 305 Parking Brake

Models Affected: Specific Freightliner Business Class M2 and Freightliner Custom Chassis B2 chassis manufactured between June 4, 2004, and March 31, 2005, with Bosch 305 Parking Brakes.

General Information

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiary, Freightliner Custom Chassis Corporation, has decided that a defect which relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 3,000 vehicles involved in this campaign.

An incorrect coating on certain parking brake anchor/pivot bolts could cause premature fatigue fractures, resulting in the brake failing to apply and a possible vehicle crash without prior warning.

The parking brake anchor/pivot bolt will be replaced.

Additional Repairs

Dealers must complete all outstanding recall campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

Replacement Parts

Replacement kits are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicles involved in campaign number FL461A, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Table 1 - Replacement Kits for FL461A

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL461A	25-FL461-000	Parking Brake Pivot/ Anchor Bolt	0204212798FTL	1 ea	\$2.44 U.S. \$3.57 CAN
		Completion Sticker	WAR261	1 ea	

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Recall Campaign

February 2006
 FL461A
 NHTSA #05V-468

Labor Allowance

Table 2 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL461A	Remove and replace anchor/pivot bolt	1.4	996-0660A	000-Modifiedx

Table 2

IMPORTANT: When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (**FL461A**).
- In the Primary Failed Part Number field, enter **25-FL461-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours.
- **Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following.
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines for this recall.)
 - Contact the Warranty Campaigns Department for a decision and authorization number.
 - Include the approved amount on your claim in sublet/outside purchases.
 - In the claim story, first note the authorization number and that the claim includes a reimbursement request.
 - Retain the documentation and provide it to Warranty Campaigns or Claims Processing if requested.
 - When your claim is paid, reimburse the customer the appropriate amount.

NOTE: ServicePro®/Service Advisor® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at AccessFreightliner.com / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

Recall Campaign

February 2006
 FL461A
 NHTSA #05V-468

24. Adjust the **Air-Actuated Parking-Brake Cable**.

CAUTION

The parking brake chamber is spring-loaded to the applied position and pressurized to the released position. This chamber cannot be caged. Keep hands clear while working around the brake chamber. Loss of air pressure will cause the parking brake to apply and may cause serious personal injury.

- 24.1 Release the parking brake.
 - 24.2 Loosen the jam nut on the pushrod, and back off the adjuster nut to disconnect it from the pushrod.
 - 24.3 Pull the adjuster nut forward until the cable slack is removed. See **Fig. 10**.
 - 24.4 Reposition the jam nut to line up with the end of the adjuster nut.
 - 24.5 Thread the adjuster nut onto the pushrod and against the jam nut. Tighten the jam nut. See **Fig. 11**.
25. Lower the vehicle.
26. Test the brake for proper operation before returning the vehicle to service.
27. Clean a spot on the base label (Form WAR259). On the M2, the base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. On the B2, the base label is usually located in the driver's area. Attach a completion sticker (Form WAR260) for recall FL461 to the base label.

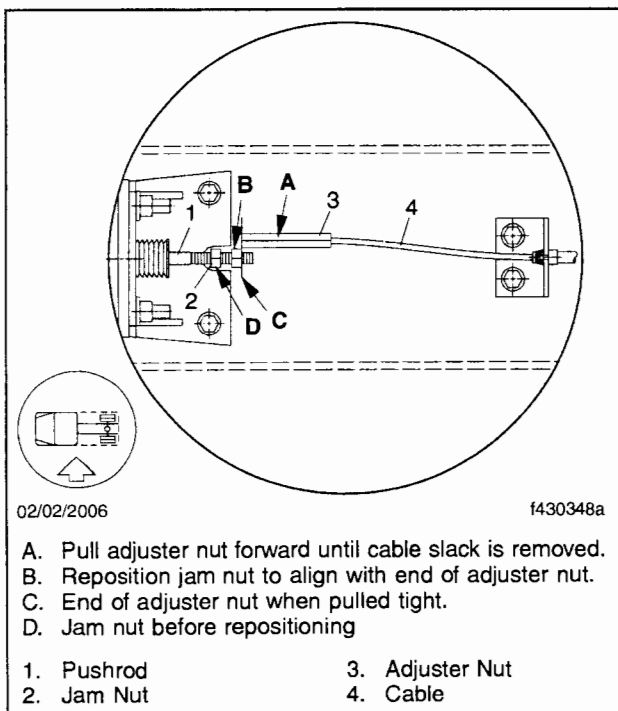


Fig. 10, Cable Adjustment, Air-Actuated Parking Brake

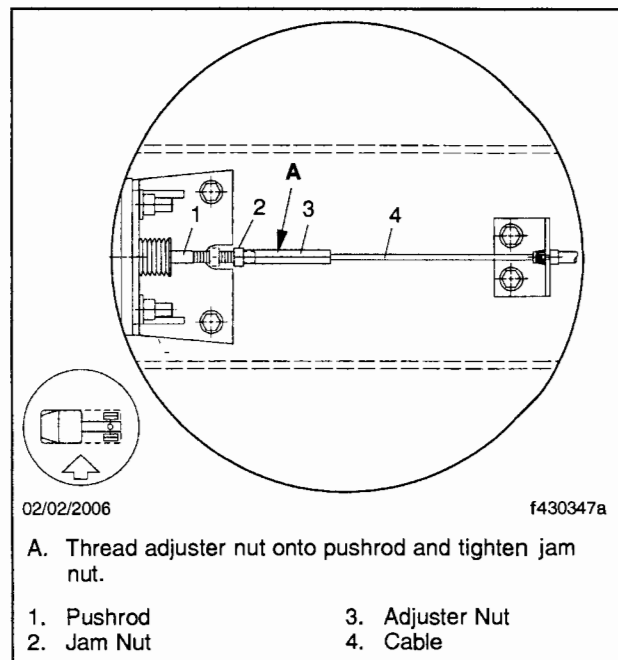


Fig. 11, Air-Actuated Parking Brake Cable Adjustment

Recall Campaign

February 2006
FL461A
NHTSA #05V-468

Copy of Letter to Owner Subject: Bosch 305 Parking Brake

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This notice is also sent in accordance with the Canadian Motor Vehicles Safety Act.

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiary, Freightliner Custom Chassis Corporation, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Business Class M2 and Freightliner Custom Chassis B2 chassis manufactured between June 4, 2004, and March 31, 2005, with Bosch 305 Parking Brakes.

An incorrect coating on certain parking brake anchor/pivot bolts could cause premature fatigue fractures, resulting in the brake failing to apply and a possible vehicle crash without prior warning.

The parking brake anchor/pivot bolt will be replaced.

Repair kits are now available for authorized dealers to order. Contact your authorized dealer to arrange to have your vehicle(s) modified and to assure that parts are available at the dealer.

When you contact your dealer, refer to campaign number **FL461A**. Once kit(s) are received at the dealership, the modification will take approximately one and one-half hours and will be performed at no charge to you.

IMPORTANT: When the recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL461A**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, please make sure this notification is immediately forwarded to the lessee. If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday, e-mail address WarrantyCampaigns@freightliner.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Freightliner LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair.
- The Vehicle Identification Number (VIN) of the vehicle that was repaired.
- What problem occurred, what repair was done, when the repair was done.
- Who repaired the vehicle.
- The total cost of the repair expense that is being claimed.
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt).

Reimbursement will be made by check from your Freightliner LLC dealer.

Please speak with your Freightliner LLC authorized dealer concerning this matter.

Recall Campaign

February 2006
FL461A
NHTSA #05V-468

Work Instructions

Subject: Bosch 305 Parking Brake

Models Affected: Specific Freightliner Business Class M2 and Freightliner Custom Chassis B2 chassis manufactured between June 4, 2004, and March 31, 2005, with Bosch 305 Parking Brakes.

Anchor/Pivot Bolt Replacement Procedure

WARNING

Failure to follow these instructions may cause reduced or lack of brake function, possibly resulting in personal injury or property damage.

Always wear eye protection. Keep fingers, hands, and other body parts away from the brake when verifying operation. Do not stand by or under the vehicle at this time.

CAUTION

Keep grease and other foreign materials away from the shoe, lining, and drum surfaces. Contamination of shoe linings and drum surface may result in degradation of brake holding capability, possibly resulting in personal injury or property damage.

1. Check the base label (Form WAR259) for a completion sticker for FL461 indicating this work has been done. On the M2, the base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. On the B2, the base label is usually located in the driver's area. If a completion sticker is present, no further work is needed. If there is no completion sticker, go to the next step.
2. Park the vehicle on a level surface. Shut down the engine, set the parking brake, and chock the front tires so that the vehicle cannot roll in either direction. Release the parking brake.
3. Make the Bosch adjuster-lever tool. It should be exactly the shape and dimensions shown in **Fig. 1**.

NOTE: The flange and driveshaft configurations will vary with the axle application. In some cases, the driveshaft mounting bolts are also the drum mounting bolts.

4. Mark the position of the driveshaft in relation to the differential flange-yoke, then unbolt the driveshaft and secure it out of the way. See **Group 41** of the appropriate workshop manual for instructions.
5. Mark the position of the drum on the flange-yoke. Remove the eight capscrews and washers that hold the drum to the yoke flange.
6. De-adjust the brake shoes.

Insert the adjuster-lever tool through the adjusting slot in the brake backing plate and push the adjusting lever away from the starwheel, then, using a brake adjusting tool, move the teeth upward to retract the shoes until the drum can rotate without dragging. See **Fig. 2**.

7. Remove the drum from the flange.
8. Detach the parking brake cable and spring from the end of the brake lever. See **Fig. 4**.
9. Detach the adjuster cable from the adjuster lever. See **Fig. 5**.
10. Remove the anchor screw and anti-rattle spring. See **Fig. 6**. Keep the anti-rattle spring for re-assembly with the new anchor screw.
11. Remove the old, cured thread-locking compound from the anchor post threads. Run an M12 x 1.75 tap completely into the anchor pos, and back it out. Blow out the hole with compressed air to remove any remaining debris.

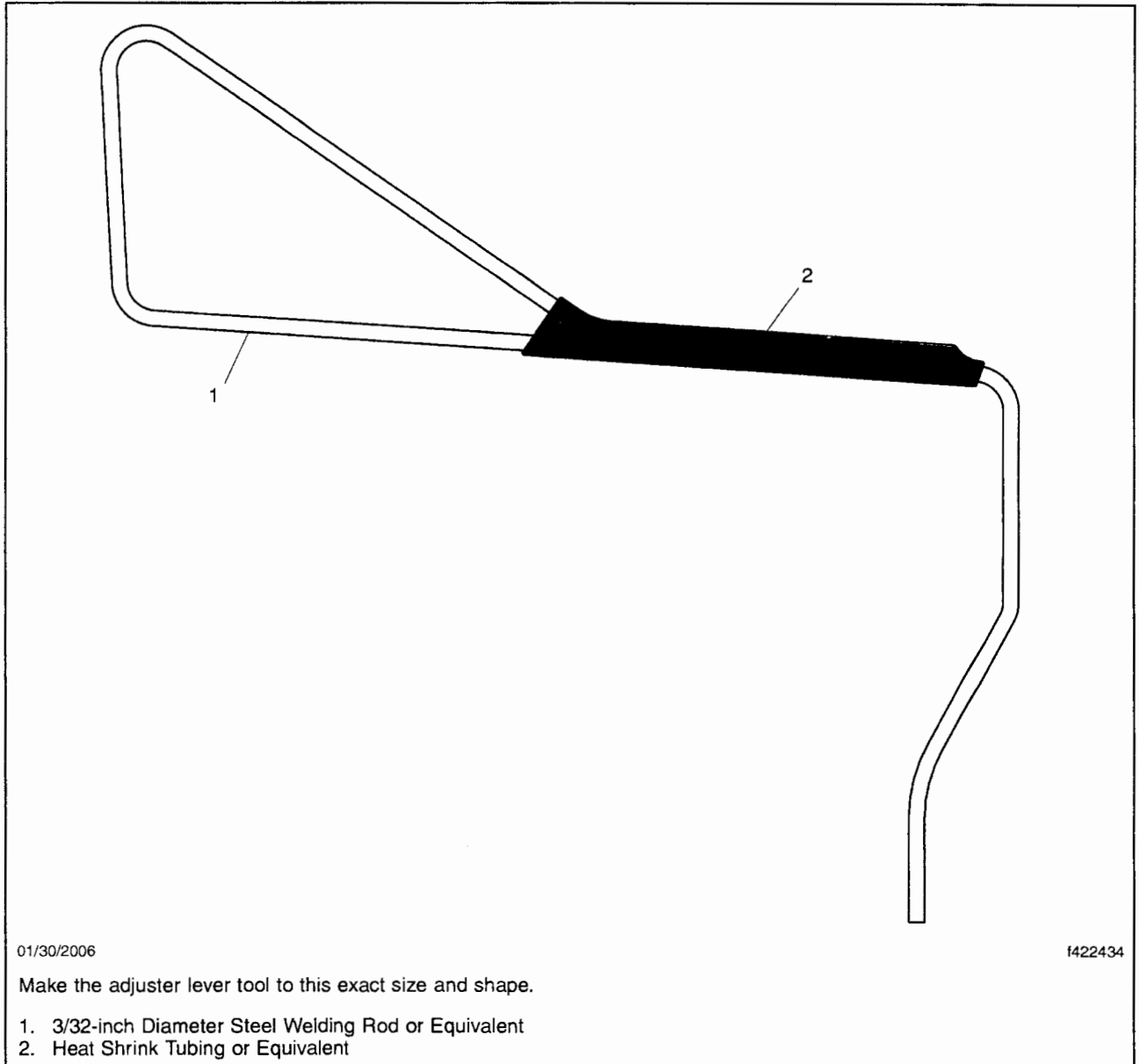


Fig. 1, Brake Adjuster Level Tool

⚠ CAUTION

Do not allow grease to get on the threads of the anchor bolt. Grease will prevent the thread-locking compound from curing properly.

12. Lubricate the anchor bolt shoulder where it contacts the lever and cam with Chevron RPM high-temperature grease or equivalent.

Recall Campaign

February 2006
 FL461A
 NHTSA #05V-468

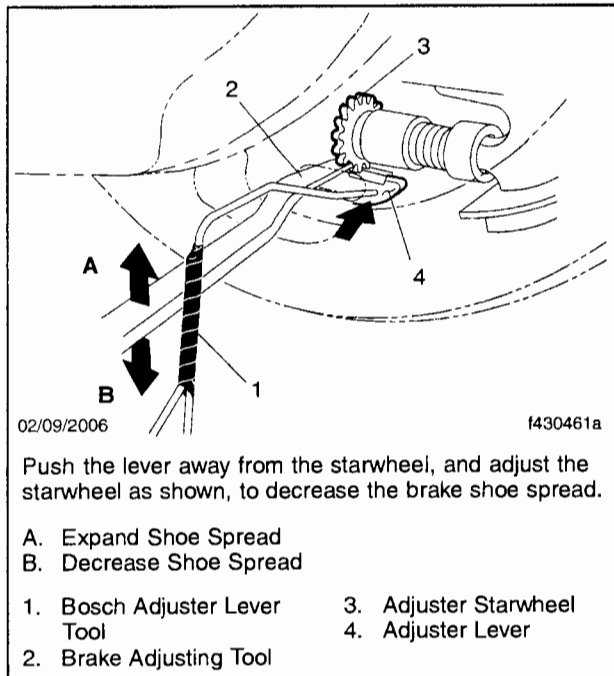


Fig. 2, Brake Adjustment

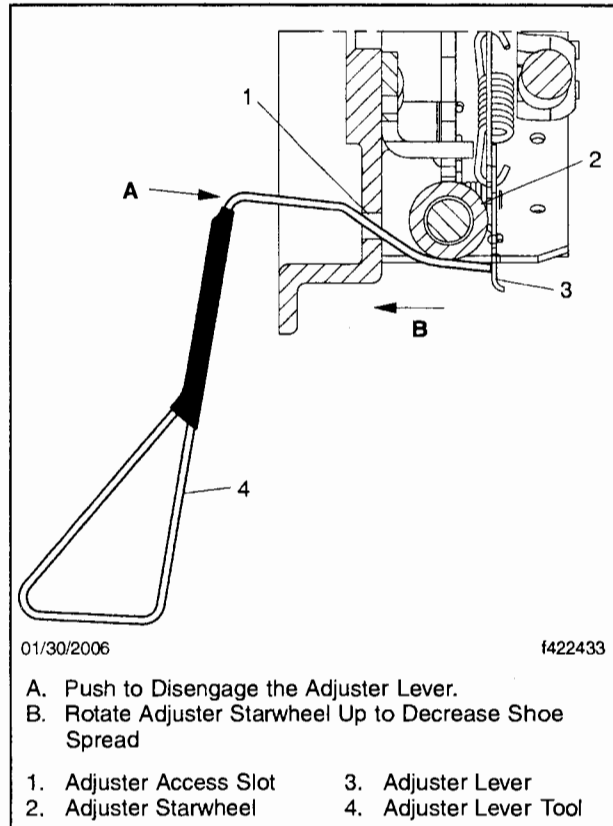


Fig. 3, Disengaging the Adjuster Lever Using the Adjuster Lever Tool

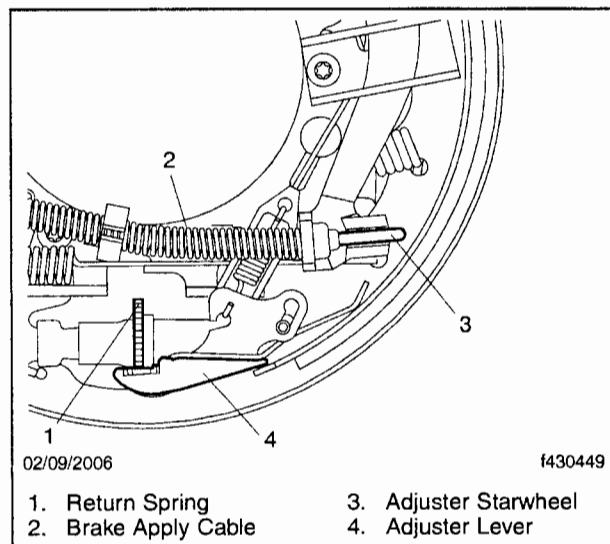


Fig. 4, Detach the Apply Cable

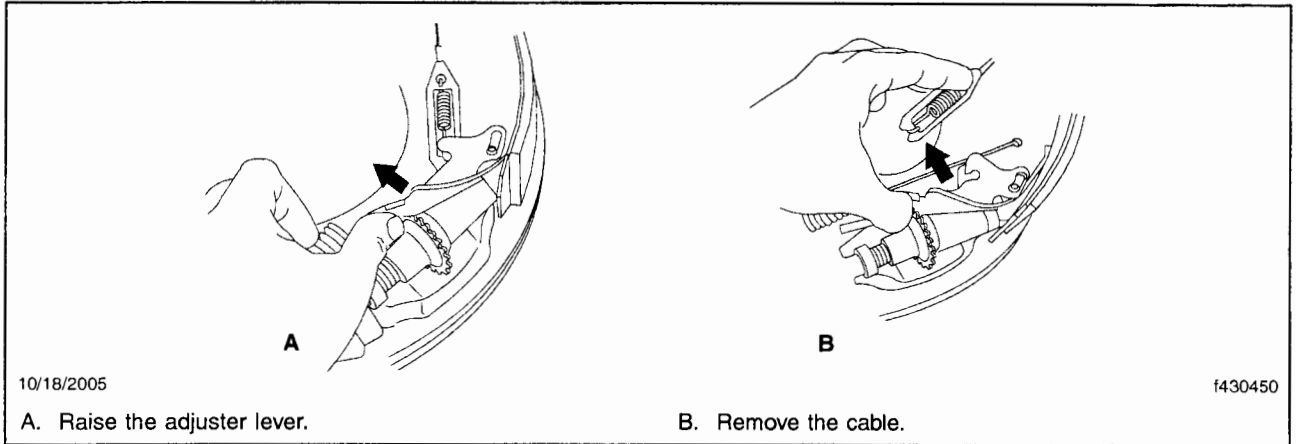


Fig. 5, Adjuster Cable Removal

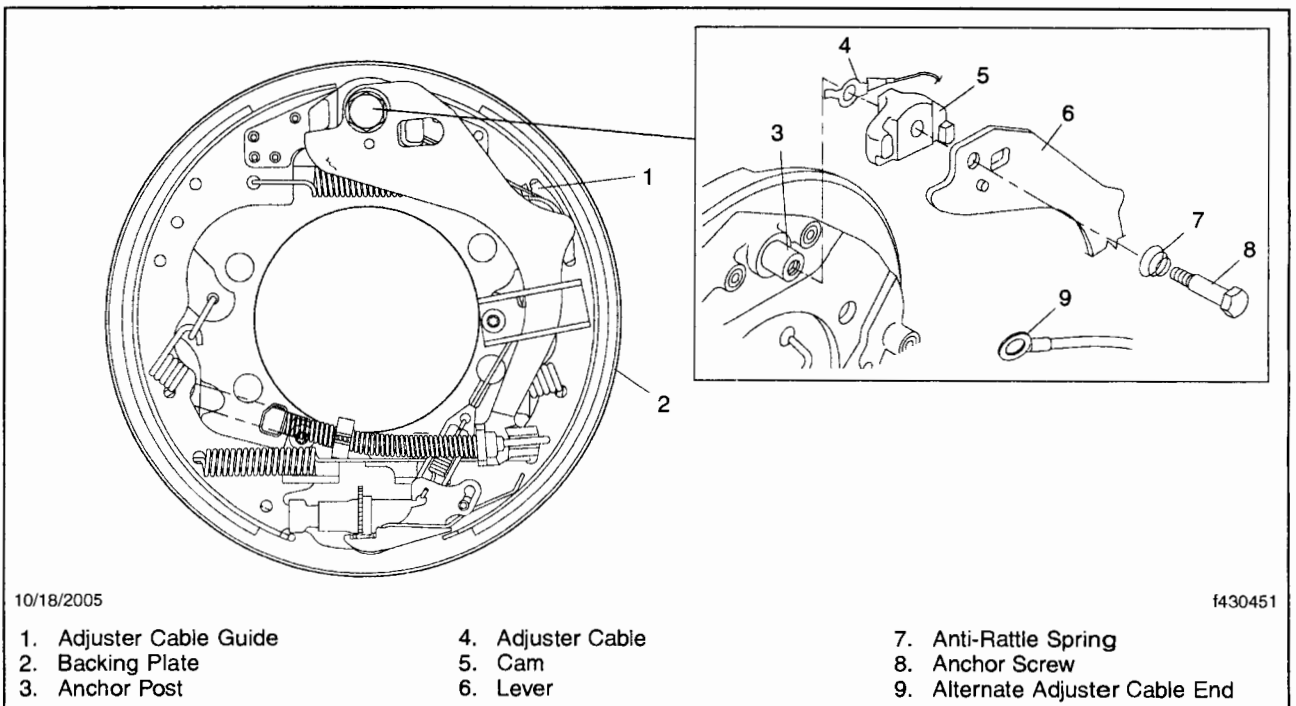


Fig. 6, Adjuster Components Removal/Installation

IMPORTANT: Make sure the offset in the adjuster cable end is facing in the proper direction. Only thread the anchor screw into the anchor post one to two turns to temporarily hold the assembly together. Do not thread it in completely until you are ready to tighten it to specification. A faulty installation will result if the thread-locking compound is activated and begins to cure prior to tightening the screw. When installing the anchor screw, care should be taken to ensure that the adjuster cable-end fitting is not clamped underneath the shoulder of the anchor screw. Clamping the adjuster cable may prevent proper functioning of the brake self-adjust feature.

13. Install the adjuster cable, cam, lever, anti-rattle spring (small coil end toward screw head), and the new anchor screw. See **Fig. 6**.

Recall Campaign

February 2006
 FL461A
 NHTSA #05V-468

14. Tighten the anchor screw to 74 lbf-ft (100 N·m).
15. Route the adjuster cable around the adjuster cable guide, under the shoe hold-down spring, and attach it to the adjuster lever. See **Fig. 7**.
16. Attach the lever return spring and the parking brake cable to the end of the brake lever.
17. Make a final inspection of the shoe linings and the inside of the drum to ensure that no grease or other contamination is present. Also, make sure that the shoes are properly positioned on the backing plate.
18. Clean the flange-yoke mounting surface of all dirt, debris, grease, and oil.

NOTE: At this point, proceed with steps according to driveshaft/flange configuration.

19. Position the drum on the flange-yoke as marked during removal, position the driveshaft if appropriate, then install the capscrews and washers. Tighten to 48 lbf-ft (65 N·m).
20. Raise the rear of the vehicle so that the rear axle can turn freely, and secure it on jack stands.
21. Adjust the brake shoes.

- 21.1 Insert a brake adjusting tool through the adjusting slot and move the teeth downward to expand the brake shoes outward. See **Fig. 2**. Continue expanding the shoes until the drum can not be rotated.
- 21.2 Insert a brake adjuster-lever tool through the adjusting slot in the brake backing plate and push the adjusting lever away from the starwheel, then move the teeth upward to retract the shoes until the drum just begins to rotate without dragging.

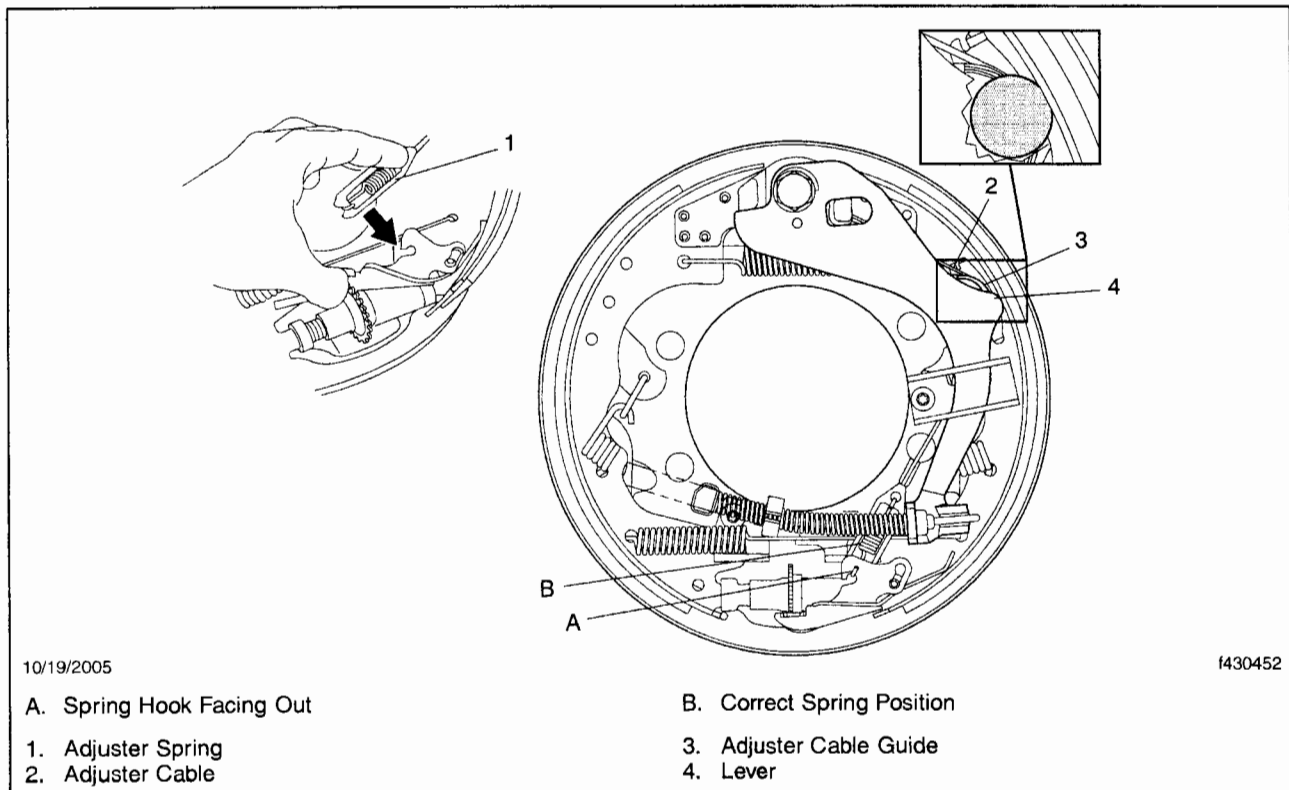


Fig. 7, Adjuster Cable Installation

22. If not already done, attach the driveshaft. See **Group 41** of the appropriate workshop manual for instructions.
23. Adjust the parking-brake actuation cable. **For Foot-Pedal-Actuated Parking Brake**, go to the sub-steps below. **For Air-Actuated Parking Brake**, go to **Step 24**.
 - 23.1 Apply the parking-brake pedal until it bottoms out. Measure the sleeve extension at the bracket. See **Fig. 8**. If it is approximately 3/8 inch (9 mm), it is properly adjusted; no further work is needed. If not, release the parking-brake pedal and go to the next step.
 - 23.2 At the right frame rail, forward of the parking brake, back off the jam nut a few turns, then thread the cable adjuster onto the cable end to the jam nut. See **Fig. 9**.
 - 23.3 Measure the sleeve extension again and repeat the previous step as needed. Continue tightening the adjuster until the sleeve extends from the bracket approximately 3/8 inch (9 mm).
 - 23.4 Release and apply the parking brake three times, assuring a solid application.
 - 23.5 If needed, tighten the adjuster again until the sleeve again extends from the bracket approximately 3/8 inch (9 mm).
 - 23.6 Tighten the jam nut.
 - 23.7 Go to **Step 25**.

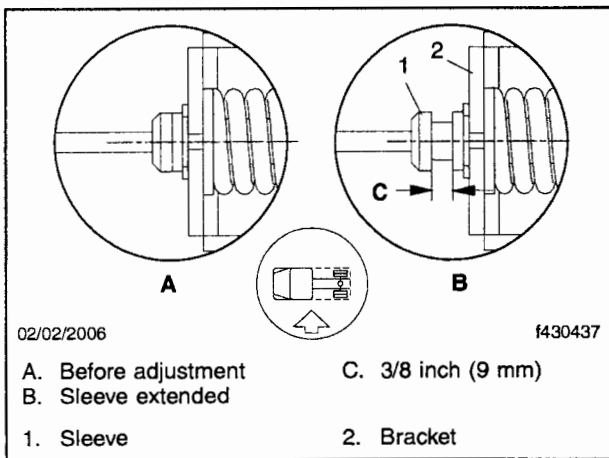


Fig. 8, Cable Sleeve Extended

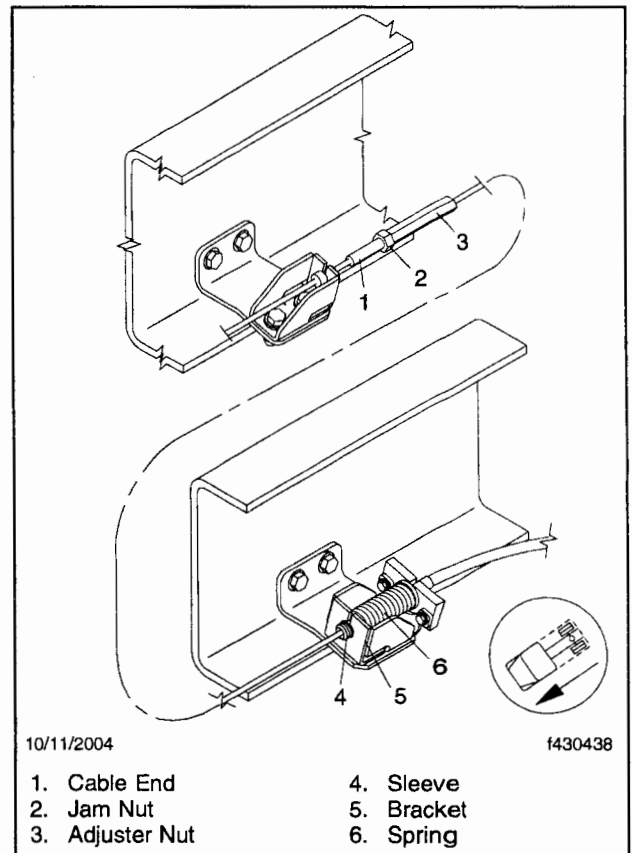


Fig. 9, Cable Adjustment, Foot-Pedal-Actuated Parking Brake