DETROIT DIESEL

A DaimlerChrysler Company

06E-028
(8pgs.)

March 28, 2006

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 7th Street SW
Washington, D. C. 20590

Dear Sir:

Enclosed is the Defect and Non-Compliance Information Report describing a defect on Detroit Diesel Corporation (DDC) Series 50G engines which can leak coolant onto the alternator and potentially cause an engine compartment fire.

DDC will conduct a voluntary safety recall to replace the low pressure fuel regulator coolant gasket on the affected engines to prevent fires.

If you have any questions in this regard, please contact the writer at the corporate address or phone (313) 592-7357 or fax (313) 592-5906.

Sincerely,

G. W. Lysinger
Chief Compliance Officer, NAFTA Powertrain

cc: J. W. Yaker

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Responsibility and Reports[1]

On March 24, 2006, Detroit Diesel Corporation decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. N/A) exits in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: March 28, 2006

Furnish the manufacturer's identification code for this recall (if applicable): 06C-3

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Detroit Diesel Corporation
13400 Outer Drive West
Detroit , Michigan 48239

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Glenn W. Lysinger
Chief Compliance Officer

Telephone Number: (313) 592-7357 **Fax No.:** (313) 592-5906

Name and Title of Person who prepared this report.

Glenn W. Lysinger
Chief Compliance Officer

Signed: Glenn W. Lysinger

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[1] Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. George Person at (202) 366-5210 or by FAX at (202) 366-7882.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, ***for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:***

Make(s): Series 50 G **Model Years Involved:** 2000 through 2005

Model(s): Transit Bus

Production Dates: Beginning: 10-2-2002 **Ending:** 3-22-05

VIN Range: Beginning: 6R- **Ending:** N/A

Vehicle Type: _____ **Bodystyle:** N/A

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): _____ **Model Years Involved:** _____ **Model(s):** _____

Production Dates: Beginning: _____ **Ending:**

VIN Range: Beginning: _____ **Ending:** _____

Vehicle Type: _____ **Bodystyle:** _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): _____ **Model Years Involved:** _____ **Model(s):** _____

Production Dates: Beginning: _____ **Ending:**

VIN Range: Beginning: _____ **Ending:** _____

Vehicle Type: _____ **Bodystyle:** _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Model	Year	Number of Vehicles Potentially Involved
Series 50G	2002	38
Series 50G	2003	242
Series 50G	2004	141
Series 50G	2005	12

Total Number Potentially Affected by the Recall: 433

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

A problem has been identified with the low pressure natural gas regulator gasket used on Series 50G engines in Orion V & VII transit busses. The population of units was determined from build records of engines shipped to Orion Bus Industries

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

The low pressure natural gas regulator gasket is part of the fuel system on these engines. It regulates the pressure of the fuel delivered to the engine. The regulator is mounted high on the engine, above the alternator in the Orion V & VII busses.

Describe the cause(s) of the defect or noncompliance condition.

The low pressure natural gas regulator gasket can leak coolant because it is experiencing higher than expected temperatures because of its proximity to the alternator in the engine compartment of Orion V & VII buses.

Describe the consequence(s) of the defect or noncompliance condition.

The failure consists of a coolant leak which can discharge engine coolant onto the terminals of the battery charging alternator. This can result in a short in the electrical circuit and the potential for an engine compartment fire.

Identify any warning which can (a) precede or (b) occur.

The failure can cause coolant impingement on the terminals of the alternator. These terminals will then corrode. The maintenance staff can recognize the corrosion during servicing before it progresses to an electrical short circuit. In the event the corrosion is not detected and an actual engine compartment fire occurs from a short circuit, the fire suppression system will activate to extinguish the fire and a signal lamp will be illuminated on the dashboard of the bus alerting the driver of the problem.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

The gasket in question is part of the low pressure gas regulator manufactured by:

IMPCO Technologies
16804 Gridley Place
Cerritos, CA 90703

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Mariano Costamagna, President & CEO

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

The Series 50G engine has been used in coach applications for many years. It is applied more recently in the Orion V & VII busses. There have been six cases reported alleging alternator failures and engine compartment fires as a result of coolant leaking onto them from the low pressure gas regulator. The alternators were repaired. There have been no accidents, injuries or fatalities associated with these alleged fires. The information on these cases was determined by a search of customer complaints, field reports and warranty records.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

N/A

V. Identify the Remedy

8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.

Detroit Diesel will conduct a Safety Recall Campaign to replace the low pressure gas regulator gaskets. Those gaskets which were already replaced by the customer at their own expense will be reimbursed.

9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

The low pressure regulator gasket was improved with a change in material which can better withstand the temperatures experienced in the Orion V&VII bus engine compartment. This will prevent coolant leakage and the potential for an engine compartment fire.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The improved gasket has a different part number and a different color.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The improved gasket was introduced into the Detroit Diesel Service Parts System 2/2/05.

VI. Identify the Recall Schedule

10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

The improved gasket is available in the Detroit Diesel Service Parts System. Replacements have already begun at a number of properties where the concern for fire was first addressed. The remainder of the properties will have the replacement done immediately upon notification.

VII. Furnish Recall Communications

11. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. ***A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.***

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.