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DEFECTS INVESTIGATION

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March 17, 2006

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

06V-085  
(2 pgs)

**Re: Defect Information Report FL-472,  
Slow Park Brake Application on C2 School Bus**

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith reports a safety campaign to recall approximately 250 FCCC B2 School bus chassis and Thomas Built Buses C2 Scholl buses manufactured between June 17, 2004 and February 20, 2006 with a defect in the air controls that may delay application of the parking brake.

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:**

**Defect Information Report**  
(Section 573.6)

March 17, 2006

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

**Brands:** Freightliner Custom Chassis, Thomas Built Buses

(c)(2) **Vehicles identification:**

**Model(s) affected:** FCCC B2 school bus chassis, TBB C2 school bus

**Model Years affected:** 2004, 2005, 2006

**Manufacture Dates:** June 17, 2004 to February 20, 2006

**Basis for determining population:** FCCC B2 bus chassis for TBB C2 with air or hydraulic brakes with a one valve park brake system and park brake release interlock manufactured from start of production to February 20, 2006.

**Component manufacturer if other than the vehicle manufacturer:** not applicable

(c)(3) **Total number of vehicles potentially affected:** Approximately 250

(c)(4) **Percentage of vehicles estimated to contain the defect:** 100%

(c)(5) **Description of the defect:**

Applying the dash park brake control sends air from the chassis parking brake valve to two sides of a relay valve. The actuation of the relay valve will be inconsistent and full application of the park brake force will be delayed. The park brake application force will be adequate to hold a bus with low GVW very quickly. Full application force will be obtained later.

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

At higher vehicle loads, a bus may roll if the driver releases the service brakes before the parking brakes fully apply. A moving bus may cause a vehicle crash or injure passengers entering or leaving the bus.

(c)(6) **Chronology of principal events:**

In December 2005, Thomas Bus of BC reported a problem with the park brake on a C2 school bus. Freightliner Engineering and FCCC Service Engineering initiated an investigation to determine the cause. The production change was made to include a check valve to add an exhaust path around the relay valve.

(c)(7) **Noncompliance-test or other data:** not applicable

(c)(8) **Remedial program:** Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs. A check valve will be installed to reduce the park brake application time by adding an exhaust path around the relay valve. Dealers will be notified approximately April 7, 2006

**Estimated Owner Notification Date:** Customer notification will be by first class mail using Freightliner and Thomas built Buses records to determine the customers affected. This will be completed approximately April 14, 2006

**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-472