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June 20, 2006

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

06 V-237
(3 pages)

Re: Defect Information Report FL-478, Unimog Clutch Release Bearing

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 64 Unimog U500 manufactured from November 2003 through September 2005 with a defect in the clutch release bearing.

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:
7002 3150 0004 1405 0716

Defect Information Report
(Section 573.6)

June 20, 2006

(c)(1) Manufacturer: DaimlerChrysler AG
UNIMOG Division
70546 Stuttgart, Germany

Designated Agent: Freightliner LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

Brands: Unimog

(c)(2) Vehicles identification:

Model(s) affected: Unimog U500

Model Years affected: 2003, 2004, & 2005

Manufacture Dates: November 2003 through September 2005

Basis for determining population: All Unimog U500 vehicles produced for sale in the United States and equipped with "Automatic Shift". Unimog U500 vehicles equipped with "Telligent" shifting are not affected.

Component manufacturer if other than the vehicle manufacturer: Manufacturer of central release bearing:
FTE automotive GmbH
M. Wolfgang Schott
Andreas Humann Str. 2
96106 Ebern, Germany
+49 (0)9531 81 3541

(c)(3) Total number of vehicles potentially affected: 64

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

(c)(5) Description of the defect: Air may leak into the clutch hydraulic system at the central release bearing seal preventing the clutch from opening completely and potentially preventing the transmission from shifting into neutral.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: Failure of the clutch to open completely or the transmission to shift into neutral could make the vehicle difficult to bring to a complete stop or cause the vehicle to roll forward while stopped.

(c)(6) Chronology of principal events: In October 2005 DCAG received first customer complaints from the European markets about failed shifting of the automated shifting system. An investigation determined that there is a potential for air leakage at the central release bearing. Worldwide, no accidents have been reported in connection with this failure.

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

(c)(8) Remedial program: The central release bearing will be replaced. Additionally, the clutch actuation ECU software will be updated and the routing of the hydraulic lines will be checked and if necessary corrected. Repairs will be performed by Freightliner authorized facilities at no charge to the customer.

Estimated Owner Notification Date: Customer and dealer notification will be by phone and first class mail using Freightliner records to determine the customers affected. This will be completed approximately September 20, 2006.

Reimbursement Plan: Customers will be instructed to contact an authorized Freightliner LLC service facility and file a warranty claim for reimbursement of repairs performed prior to the recall.

(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-478