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OCT 25 2006 3:07

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(3 pages)

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October 25, 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-483, Tie Rod Assembly

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 2,000 Freightliner Custom Chassis Corporation Motor Home chassis manufactured April 2005 through October 2005 for a defect in the tie rod assembly.

Attached is Freightliner's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh

cc: Michael Mason, CAL-OSHA
enclosure
CERTIFIED MAIL#70023150000414054288



Defect Information Report (Section 573.6)

October 26, 2006

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

Brands: Freightliner Custom Chassis

(c)(2) Vehicle identification:
Model(s) affected: Motor Home Chassis
Model Years affected: 2005 - 2006
Manufacture Dates: April 4, 2005 through October 13, 2005
Basis for determining population: Vehicles manufactured during these dates with specific tie rod part numbers.
Component manufacturer if other than the vehicle manufacturer:
Axle Alliance Company
12120 Telegraph Road
Redford, MI 48239

(c)(3) Total number of vehicles potentially affected: approximately 2,000

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

(c)(5) Description of the defect: The tie rod specified for the axle assembly is too short, possibly resulting in insufficient thread engagement.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: The tie rod ends may separate under certain extreme conditions, resulting in reduced steering control. Such an event may lead to a crash without prior warning.

(c)(6) Chronology of principal events: The incorrect tie rod was specified by the supplier for an axle revision made in May 2005. The tie rod tube is too short, requiring the threaded tie rod ball ends to be extended beyond the supplier's recommendation. The issue was originally believed to be one of long term corrosion within the tube, a result of the tube end adjustment slots not being closed off. A Field Service Campaign was released in July 2006 that replaces the tie rod. Subsequent inquiries revealed the possibility of a durability issue with the threaded end joints and a risk of tie rod separation. There have been no reported injuries, collisions, field issues or customer complaints.

(c)(7) Noncompliance-test or other data: N/A

(c)(8) Remedial program: Repairs will be performed by Freightliner Dealerships and Direct Warranty customers. The tie rod will be replaced.

Estimated Owner Notification Date: Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed approximately December 21, 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-483