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November 22, 2006

06V-457
(3 PAGES)

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-486, Unimog EAS ECU

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 80 Unimog, U500 vehicles manufactured November 2003 through September 2006 with a defect in the transmission automatic shift control system.

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#70023150000414054356



A DaimlerChrysler Company

Defect Information Report

(Section 573.6)

November 22, 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 with EAS transmission option

Model Years affected: 2003, 2004, 2005, & 2006

Manufacture Dates: November 2003 through September 2006

Basis for determining population: All U500 vehicles equipped with optional transmission "Automatic Shift System" (EAS) offered for sale in the United States. Unimog U500 vehicles equipped with transmission "Telligent" shifting are not affected.

Component manufacturer if other than the vehicle manufacturer: Not applicable

(c)(3) Total number of vehicles potentially affected: 80

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

(c)(5) Description of the defect: A programming logic error in the transmission automatic shift system may prevent the vehicle's clutch from disengaging when the vehicle is operated in working group or crawler gear range (low-low range).

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: The brake system on the U500 vehicle is not capable of overcoming the engine torque transmitted to the wheel ends when the vehicle is operated in working group or crawler gear range. If the clutch fails to disengage the engine must be shut-down in order to bring the vehicle to a stop potentially resulting in a vehicle crash or personal injury.

(c)(6) Chronology of principal events: DaimlerChrysler AG received two complaints of vehicles that could not be stopped while operated in work group or crawler gear range from customers in the German market. One of these incidents involved property damage. Both vehicles involved had been upgraded as part of a German recall similar to US recall 06V-237. No similar issues have been reported in the US market.

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

(c)(8) Remedial program: The automatic shift system will be modified to provide reduced engine torque when the brakes are applied while the vehicle is operated in working group or crawler gear range. The gear shift electronic control unit will be replaced and two relays will be added. Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs. Dealer notification will be completed January 8, 2007.

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 January 15, 2007.

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-486