

FREIGHTLINER
LLC

A DaimlerChrysler Company

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Nasser Zamani
Manager
Government Technical Affairs

Freightliner LLC
4747 N. Channel Ave
Portland, OR 97217-7699
503-745-6910 Phone
503-745-5544 Fax
NasserZamani@Freightliner.com

April 16, 2007

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-488), NHTSA 07V-002, Supplemental No.: 2
Thomas Built Buses Transpec Crossing Arm**

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information.


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

(c)(3) Total number of vehicles potentially affected: 1,416

(c) (10) Communications sent to dealers (attached): posted March 19, 2007
Communications sent to owners (attached): mailed March 29, 2007

Please contact me if you have any questions.

Sincerely yours,


Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Certified Mail#70032260000134034971



A Subsidiary of **FREIGHTLINER**
CORPORATION

Product Recall

To: ALL DEALERS

From: TRACY SAUERBREY - CUSTOMER SUPPORT DIVISION

Subject: RECALL 07V-002 - Transpec Crossing Arm

Date: March 19, 2007

Enclosed are copies of the customer notification letter and the repair procedure for Recall 07V-002. This recall involves certain Thomas C2 units manufactured from December 21, 2005 through September 4, 2006. The defect involves the front bumper mounted swing-out cross arm. The inlet arm fitting welded to the base plate was manufactured inconsistently, possibly allowing the fitting to separate. Separation of the inlet fitting will prevent the actuating air from powering the crossing arm. The crossing arm may not deploy.

This is a universal notification sent to all dealers. You may or may not have customers in your area affected by this recall. If owners in your area are subject to this recall, we have enclosed a printout listing those customers' names and addresses. If there is not a printout enclosed according to our records there are no units in your area involved. **If you have a printout and any of the units on it are still in your possession it is your responsibility to ensure the recall is performed before the unit is delivered to the customer.**

The repair will consist of replacing the inlet fitting plate. The labor allowance for this repair is .5 per unit. (SRT code 90-62). **You will need to order your repair kit directly from the Parts Distribution Center, kit number: TBB 133778.**

Thomas Built Buses has elected to notify all customers directly. Your customers will be contacting you to schedule an appointment for repairs. Reimbursement for parts and labor, (if requested) may be obtained by filing a warranty claim.

If you know of any customers who own or operate a Thomas bus in this recall, whose name and address is NOT listed or is INCORRECTLY listed on the enclosed printout, please promptly notify Thomas Built Buses of that additional information in writing. Thank you for your cooperation and assistance.

Tracy

Enclosures: Customer Letter Repair Procedure Printout (if applicable)



A Subsidiary of **FREIGHTLINER**
LLC

March 29, 2007

Recall 07V-002

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Thomas Built Buses, Inc. has decided that a defect which relates to motor vehicle safety exists on certain C2 units manufactured between December 21, 2005 and September 4, 2006. These units are identified on the enclosed postcard (Form PSD 304).

The defect involves the front bumper mounted swing-out cross arm. The inlet air fitting welded to the base plate was manufactured inconsistently, possibly allowing the fitting to separate. Separation of the inlet fitting will prevent the actuating air from powering the crossing arm. The crossing arm may not deploy. A non-deploying crossing arm allows some student passengers to not be visible to the driver as they cross in front of the bus during pick-up or discharge, possibly resulting in serious injury.

You should immediately contact your Thomas Built Buses dealer for an appointment to have your vehicle modified. Thomas will remedy this defect without charge. The remedy will consist of replacing the inlet fitting plate. It will take approximately .5 hour per unit for repairs. To arrange for repairs, contact your local Thomas Built Buses dealer. After the repair is made, please complete each postage paid card separately and return it to Thomas Built Buses to verify completion.

In addition to being used to verify repair completion, the postcard must be completed and returned if the vehicle does not need repair, if you no longer own the vehicle, or the vehicle identified on the postcard has been exported, stolen, or destroyed/totaled. Federal law requires that any vehicle lessor receiving the recall notice must forward a copy of this notice to the lessee within 10 days.

If you have had your vehicle repaired due to this defect prior to receipt of this notice and you have incurred any costs, you may be eligible for reimbursement. For further information, please contact the Customer Support office at (336) 889-4871, 8 a.m. to 5 p.m. eastern standard time Monday through Friday, e-mail Tracy.Sauerbrey@thomasbus.com.

If the defect is not remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, also please contact the Customer Support Office at (336)-889-4871. You may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S. W., Washington, DC 20590, or phone the Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may notify the Manager, Recall and Public Compliance, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, Ottawa, Ontario or phone (613)-993-9851.

Sincerely,

Tracy Sauerbrey
Customer Support Division

Enclosure



**Repair Procedure:
Recall #06E090000**

**Air Base Plate Remove and Install
Repair Kit #4819-000**

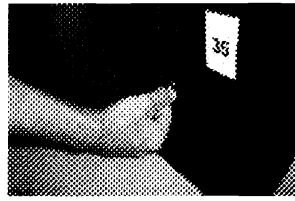
MODEL: HDX/C2/FS65
SUBJECT: TRANSPEC AIR BASE - CROSSING ARMS INSERT
PAGE: 1 OF 1

Safety Precautions: Before attempting to work on the air system, observe the following precautions.

- Disconnect batteries.
- Since the compression and storage of air can be compared to energy in a coiled spring, when released, it can present a hazard if not properly recognized.
- The wheels of the vehicle must always be chocked so that depletion of air will not permit the vehicle to roll.
- When draining the system, do not look into the air jets or direct them toward a person, as dirt or sludge particles can be carried in the air stream.
- Hoses will whip dangerously if disconnected under pressure. Follow the manufacturer's recommended procedures when working on any air devices so as to avoid injury or damage from parts which, when released, are subject to mechanical (spring) or pneumatic propulsion. Installation procedures for the Stop Arm and Crossing Arm are provided by Transpec on the following pages. Perform this repair procedure, reinstall, and check operation.



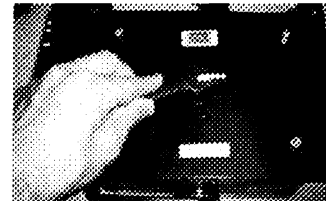
1. Remove the cross arm pole or pole w/ extrusion by removing Spirol pin.



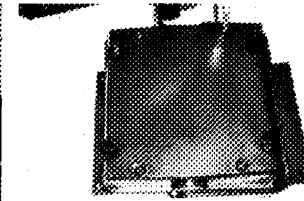
2. Remove the (4) 1/4-20 lock nuts holding on the slush cover.



3. Remove the slush cover then remove the (4) 1/4-20 lock nuts that fasten the assembly to bumper.



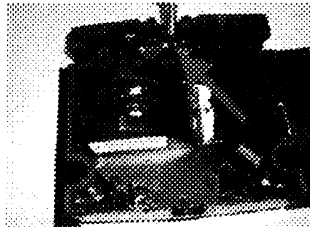
4. Remove cross arm from bumper, then remove air fitting.



5. Remove the 4 cover screws (#3 Phillips), gently lift the cover up and off the base housing.



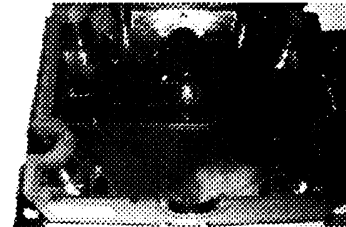
6. Gently lift the bracket assembly up and to the right.



7. Remove the (9) torx screws and remove air cradle.



8. Grip the edges of air base plate #4820 and remove.



9. Set the air plate part #4819 into the base as shown.



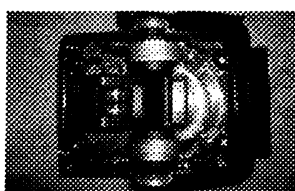
10. Place O-ring carefully in groove on back of air cradle.



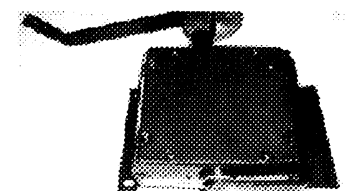
11. Re-install the air base assembly. Fasten w/(9) torx screws.
NOTE: 15 in-lbs max!



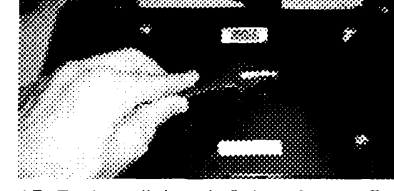
12. **NOTE:** gaskets must be positioned over the locator pins.



13. When Re-Installing arm, make sure bushings rest on outside of the housing.



14. Replace cover assuring proper gasket position, install 4 screws and tighten. **NOTE: 20 in-lbs Max!**



15. Re-install the air fitting. **Insert finger tight, then 1 1/2-2 turns with 9/16 wrench!**

16. Re-install cross arm assembly onto bumper, slush cover and cross arm pole.



Repair Procedure: Recall #06E090000

Air Base Plate Remove and Install Repair Kit #4819-000

MODEL: HDX/C2/FS65
SUBJECT: TRANSPEC AIR BASE – STOP ARMS INSERT
PAGE: 1 OF 1

Safety Precautions: Before attempting to work on the air system, observe the following precautions.

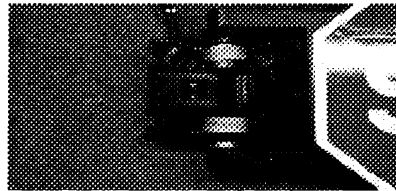
- Disconnect batteries.
- Since the compression and storage of air can be compared to energy in a coiled spring, when released, it can present a hazard if not properly recognized.
- The wheels of the vehicle must always be chocked so that depletion of air will not permit the vehicle to roll.
- When draining the system, do not look into the air jets or direct them toward a person, as dirt or sludge particles can be carried in the air stream.
- Hoses will whip dangerously if disconnected under pressure. Follow the manufacturer's recommended procedures when working on any air devices so as to avoid injury or damage from parts which, when released, are subject to mechanical (spring) or pneumatic propulsion. Installation procedures for the Stop Arm and Crossing Arm are provided by Transpec on the following pages. Perform this repair procedure, reinstall, and check operation.



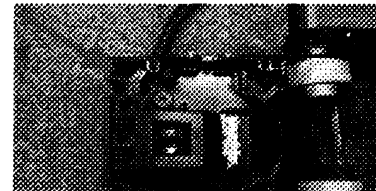
1. Remove the entire stop sign from bus (Not Shown).
2. Remove the air fitting (9/16" wrench).



3. Remove the (4) cover screws (#3 phillips). Gently lift the cover up and off the base housing.



4. Note location of the wire routing.



5. Gently lift the blade assembly up and to the right. Disconnect the small molex connector in the upper right corner.



6. Remove the (9) torx screws (T-20).



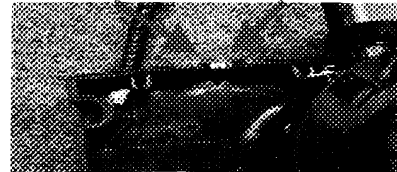
7. Remove the air base assembly. Grip the edges of the plate #4820 and remove off the base.



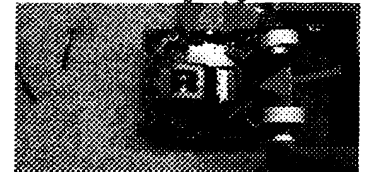
8. Set the air plate part #4819 into the base with end mounting hole to the left.



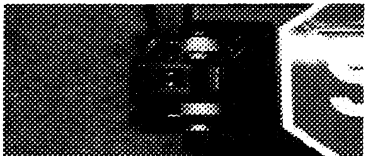
9. Verify the base "O" ring is fitted into the groove correctly before re-installing the air base assembly.



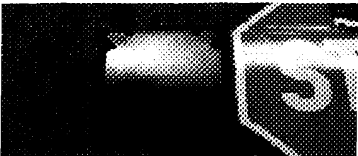
10. Note, gaskets must be located over the pins.



11. Re-install the air base assembly, note the wires are placed in the channel correctly.
12. Re-install the (9) torx screws (15 in. lbs. max).



13. After re-positioning the blade assembly, re-check the wire routing. Do not forget to re-connect the molex connector in the upper left corner.



14. Assemble the cover assembly, ensure the gasket is in proper position prior to inserting and tightening the (4) screws (20 in lbs max).



15. Re-install the air fitting. Go finger tight then 1 1/2-2 turns with 9/16 wrench.
16. Re-install the entire stop sign onto the bus.