



07V-002
(3 pages)

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OFFICE OF SAFETY

Dec 18, 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-488, Transpec Crossing Arm

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 1,441 Thomas Built school buses, manufactured from December 2004 through September 2006 for a defective in the bumper mounted crossing arm.

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#70023150000414054387

Defect Information Report
(Section 573.6)

December 18, 2006

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

Brands: Thomas Built Buses

(c)(2) Vehicles identification:
Model(s) affected: C2 School Buses
Manufacture Dates: December 21, 2005 to September 4, 2006.
Basis for determining population: First and last vehicle built with the defective device.
Component manufacturer if other than the vehicle manufacturer:
Transpec Worldwide
7205 Sterling Ponds Court
Sterling Heights, Michigan 48321
Contact James Giovanni, 586-274-9500

(c)(3) Total number of vehicles potentially affected: 1,441

(c)(4) Percentage of vehicles estimated to contain the defect: 35%

(c)(5) Description of the defect: The front bumper mounted swing-out cross arm may not deploy.

49 CFR Sec. 577.5(f) Evaluation of the risk to motor vehicle safety: 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, presenting a risk to them. There are no reports of accidents or injuries.

(c)(6) Chronology of principal events: Thomas Built Bus was notified by Transpec of a problem with the crossing arm in early October, 2006. The inlet air fitting weld to 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. Transpec notified NHTSA of the Defect in early November, 2006. All buses built after September 5 were repaired by Transpec before they left Thomas Bus. Thomas Built Buses received a written notification of the defect November 28, 2006.

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

(c)(8) Remedial program: The device will be repaired by replacing the inlet fitting plate. The program for correction will be to notify each vehicle owner. Repairs will be performed by Freightliner or Thomas Built dealers at no charge to the owner, or by customers approved by Freightliner to do their own warranty repairs.

Estimated Owner Notification Date: Customer notification will be by first class mail using Thomas Bus records to determine the customers affected. This will be completed approximately February 28, 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-488