

DAIMLER

Daimler Trucks North America
Nasser Zamani
Senior Manager
Compliance and Regulatory Affairs

April 2, 2009

Dan Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue S.E.
Washington D.C. 20590

Re: Defect Information Report FL-550, FS65 Hydraulic Brake Line Chafe

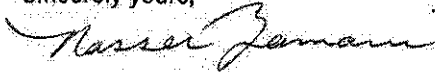
Mr. Smith

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith reports a safety campaign to recall approximately 633 FS and FB65 chassis manufactured April 12, 2004 through September 18, 2006 with a potential defect in routing of the hydraulic brake lines.

Attached is Daimler Trucks North America's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure
Certified Mail# 7006 3450 0003 8408 4882

A Daimler Company

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Defect Information Report

(Section 573.6)

April 2, 2009

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

Brands: Freightliner Custom Chassis

(c)(2) Vehicles identification:

Model(s) affected: FS65 and FB65 Chassis

Model Years affected: 2005 through 2008

Manufacture Dates: April 12, 2004 through September 18, 2006

Basis for determining population: FS65 and FB65 chassis equipped with MBE906 engines, Allison automatic transmissions, hydraulic brakes and air ride suspensions with air compressors

Component manufacturer if other than the vehicle manufacturer: Not applicable

(c)(3) Total number of vehicles potentially affected: Approximately 633, 601 FS65 (School Bus) Chassis and 32 FB65 (Transit Bus) Chassis

(c)(4) Percentage of vehicles estimated to contain the defect: 10%

(c)(5) Description of the defect: Certain hydraulic brake line routing may cause contact with the transmission dipstick tube as the engine rocks.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: Continued contact between the brake lines and the transmission dipstick tube could lead to a loss of brake fluid and reduced brake performance potentially resulting in a vehicle crash without warning.

(c)(6) Chronology of principal events: December 2008, Daimler Trucks North America (DTNA) received first complaint of possible brake line routing issues leading to a hydraulic fluid leak. January – March 2009, DTNA found irregularities in the routing of hydraulic brake lines on some buses equipped with MBE906 engines, Allison automatic transmissions, hydraulic brakes and air ride suspensions with engine mounted air compressors.

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

(c)(8) (i) Remedial program: Potentially affected units will be inspected. Improperly routed brake lines will be rerouted, and any damaged brake lines will be replaced. Repairs will be performed by Daimler Trucks North America dealerships and Direct Warranty customers, i.e., customers approved by Daimler Trucks North America to do their own warranty repairs
Reimbursement Plan: Copies will be submitted as a supplemental report when available.

(ii) Estimated Owner and Dealer Notification Date: Customer notification will be by first class mail using Daimler Trucks North America records to determine the customers affected. This will be completed approximately June 5, 2009
Dealer notification will be completed approximately June 5, 2009

(c)(9) Information for tire recalls: Not Applicable

(c)(10) Communications sent to manufacturers, dealers and owners: Copies will be submitted as a supplemental report when available.

(c)(11) Manufacturer's campaign number: FL-550