

DAIMLER

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

April 9, 2010

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington D.C. 20590

**Re: Defect Information Report – Supplemental Report No. 2
09V-460, FL-568, FCCC School Bus Chassis Brake Line Clamps**

Mr. Smith,

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith submits supplemental defect information and copies of documents distributed to dealers and purchasers.

- (c)(3) Total number of vehicles potentially affected: 602
- (c) (8)(ii) Communications sent to dealers: posted April 9, 2010
Communications sent to owners: will be mailed by April 23, 2010
- (c) (10) Copies of Communications sent to owners and dealers are attached.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
503-745-6910 Phone
503-745-5544 Fax
Nasser.Zamani@Daimler.com

Subject: FCCC School Bus Chassis Brake Line Clamps

Models Affected: Specific Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses Saf-T-Liner C2 school buses) manufactured October 9, 2007, through August 10, 2009, equipped with a Cummins ISB engine control unit, Bosch hydraulic pin-slide brakes, and Webasto 17k btu coolant heaters.

General Information

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Freightliner Custom Chassis Corporation, has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 1,000 vehicles involved in this campaign.

Some vehicles have a front right-hand crossover brake line that may have been secured using shorter offset clamps, potentially allowing the brake line to rub on surrounding components. Continued contact between a brake line and its surrounding components may lead to a loss of brake fluid and reduced brake performance, resulting in a vehicle crash without prior warning.

New clamps with a longer offset will be installed on the vehicle. The brake lines will be inspected for evidence of rubbing. Any damaged brake line will be replaced. It is expected that only 10 percent of vehicles will require replacement of the brake lines.

Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

Replacement Parts

Replacement parts are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicles involved in campaign number FL568, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Table 2 - Replacement Parts for FL568A

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL568A	25-FL568-000	Clamp	UMP S630G4	4 ea	\$5.94 U.S. \$6.24 CAN

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

Recall Campaign

Daimler Trucks
North America LLC

April 2010
FL568A
NHTSA #09V-460

If the brake line is damaged and requires replacement, please submit a Pre-Approval inquiry on AccessFreightliner.com. Fill out the table stating the part quantities, part numbers, part numbers, costs and handling. You may order the parts using next day (not next morning) freight. Please attach your freight invoice to your Pre-Approval inquiry for authorization before filing your claim.

Campaign Number	Part Description	Part Number	Qty. per Vehicle	Suggested Wholesale*
FL568 Order these parts only if the brake line is damaged	A12-22529-000	Assy-Tube, FWD RH, ENG X-OVR	1 ea	\$53.30 U.S. \$55.97 CAN
	23-09432-125	Screw-Cap, Hex 1/ 4-20X 1.25 GR8 P/O	4 ea	\$0.75 U.S. \$0.79 CAN
	23-10900-225	Washer - Flat, sst, 1/4	4 ea	\$0.32 U.S. \$0.34 CAN
	23-10900-025	Washer - Flat, sst, 1/4"	4 ea	\$0.38 U.S. \$0.40 CAN
	23-13175-104	Nut-Hex, pt, 1/4-20	4 ea	\$0.32 U.S. \$0.34 CAN

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 2

Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 3 - Labor Allowance

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL568A	Inspect hydraulic brake lines and install brake clamps	0.8	996-0800B	000-Modifiedx
FL568A	Inspect hydraulic brake lines, install brake clamps, remove and replace brake line(s), bleed brake lines	1.4	996-0800C	000-Modifiedx

Table 3

IMPORTANT: When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (**FL568A**).
- In the Primary Failed Part Number field, enter **25-FL568-000**.

- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table.
If the brake line is damaged and requires replacement, please submit a Pre-Approval inquiry on AccessFreightliner.com. Fill out the table stating the part quantities, part numbers, part descriptions, costs and handling. You may order the parts using next day (not next morning) freight. Please attach your freight invoice to your Pre-Approval inquiry for authorization before filing your claim.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours.
- **Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following.
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines for this recall.)
 - Contact the Warranty Campaigns Department for a decision and authorization number.
 - Include the approved amount on your claim in sublet/outside purchases.
 - In the claim story, first note the authorization number and that the claim includes a reimbursement request.
 - Retain the documentation and provide it to Warranty Campaigns or Claims Processing if requested.
 - When your claim is paid, reimburse the customer the appropriate amount.

IMPORTANT: ServicePro® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at AccessFreightliner.com / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

Recall Campaign

Daimler Trucks
North America LLC

April 2010
FL568A
NHTSA #09V-460

Copy of Letter to Owner

Subject: FCCC School Bus Chassis Brake Line Clamps

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This notice is also sent in accordance with the Canadian Motor Vehicles Safety Act.

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Freightliner Custom Chassis Corporation, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses Saf-T-Liner C2 school buses) manufactured October 9, 2007, through August 10, 2009, equipped with a Cummins ISB engine control unit, Bosch hydraulic pin-slide brakes, and Webasto 17k btu coolant heaters.

Some vehicles have a front right-hand crossover brake line that may have been secured using shorter offset clamps, potentially allowing the brake line to rub on surrounding components. Continued contact between the brake line and the surrounding components may lead to a loss of brake fluid and reduced brake performance, resulting in a vehicle crash without prior warning.

New clamps with a longer offset will be installed on the vehicle. The brake lines will be inspected for evidence of rubbing. Any damaged brake lines will be replaced. It is expected that only 10 percent of vehicles will require replacement of the brake lines.

Parts are now available for authorized dealers to order. Contact your authorized dealer to arrange to have the recall performed and to ensure that parts are available at the dealership. To locate a dealer, search online at www.FreightlinerTrucks.com or contact the Warranty Campaigns Department for assistance.

When you contact your dealer, refer to campaign number **FL568A**. Once kit(s) are received at the dealership, the Recall can take up to two hours and forty-five minutes and will be performed at no charge to you.

IMPORTANT: When the Recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL568A**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days. If you are a subsequent stage manufacturer, Federal law requires that you forward this notice to your distributors and retail outlets within five working days. If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Daimler Trucks North America LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair.
- The Vehicle Identification Number (VIN) of the vehicle that was repaired.
- What problem occurred, what repair was done, when the repair was done.
- Who repaired the vehicle.
- The total cost of the repair expense that is being claimed.
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt).

Reimbursement will be made by check from your Daimler Trucks North America LLC dealer.

Please speak with your Daimler Trucks North America LLC authorized dealer concerning this matter.

Recall Campaign

Daimler Trucks
North America LLC

April 2010
FL568A
NHTSA #09V-460

Work Instructions

Subject: FCCC School Bus Chassis Brake Line Clamps

Specific Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses Saf-T-Liner C2 school buses) manufactured October 9, 2007, through August 10, 2009, equipped with a Cummins ISB engine control unit, Bosch hydraulic pin-slide brakes, and Webasto 17k btu coolant heaters.

Brake Line Inspection and Clamp Installation

1. Check the base label (Form WAR259) for a completion sticker for campaign FL568 (Form WAR260) indicating this work has been done. On school buses, the base label is usually located over the driver's window. If a completion sticker for this campaign is not attached, proceed to the next step.
2. Apply the brakes and chock the tires.
3. Raise the hood.
4. Inspect the brake line for evidence of damage due to rubbing on the surrounding components. Specifically check the area around the coolant fitting that supplies the Webasto heater system. See **Fig. 1**.

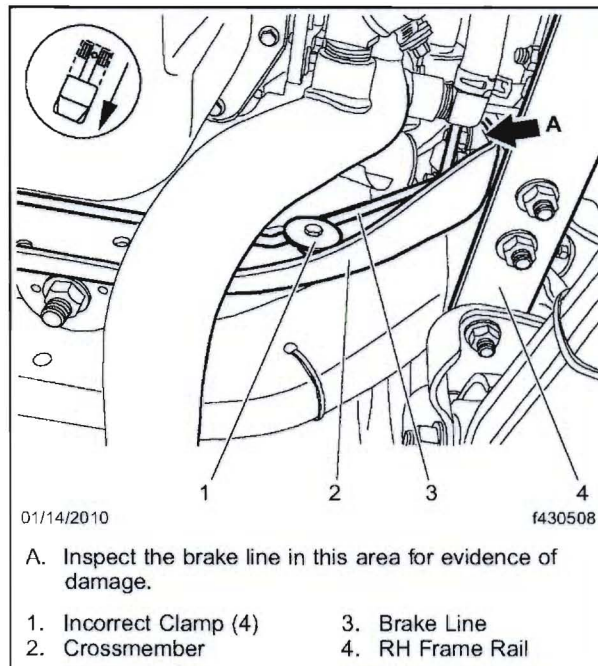


Fig. 1, Brake Line Inspection and Clamp Identification

If the line is **not** damaged, replace the four brake-line retaining clamps with the correct clamps from the kit. See **Fig. 2** for the proper installation of the new clamps. Tighten the retaining clamp fasteners 8 lbf-ft (11 N-m). Clean a spot on the base label (Form WAR259), and attach a completion sticker for campaign FL568 (Form WAR261) to the base label.

If the line is damaged, go to the next step.

5. If the brake line is damaged, it will need to be replaced. Please submit a Pre-Approval inquiry on AccessFreightliner.com. Fill out the table stating the part quantities, part numbers, part descriptions, costs and handling needed. You may order the parts using next day (not next morning) freight. Please attach your freight invoice to your Pre-Approval inquiry for authorization before filing your claim.

When you have received the parts, install the new brake line.

6. Replace the four brake-line retaining clamps with the correct clamps from the kit. See **Fig. 2** for the proper installation of the new clamps. Tighten the brake line fittings 15 lbf-ft (20 N·m). Tighten the retaining clamp fasteners 8 lbf-ft (11 N·m).

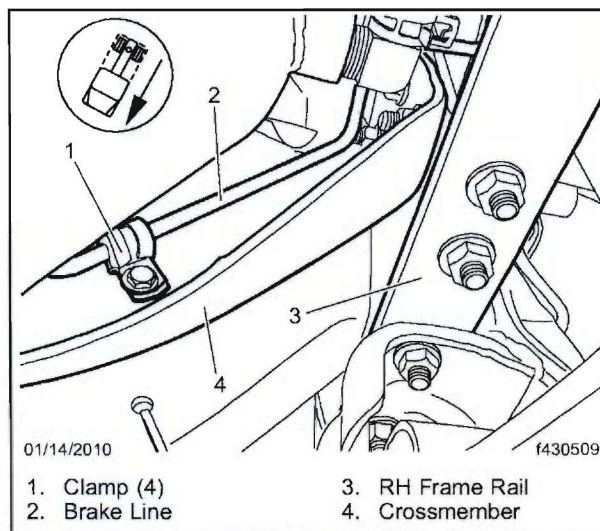


Fig. 2, Clamp Installation

7. Verify that the newly routed brake line is clear of any components that may rub on it.
8. Bleed the brake system. For instructions, proceed to the "Brake System Bleeding" instructions below.

Brake System Bleeding

⚠ WARNING

Before starting the procedures below, read the information in Safety Precautions in the vehicle's workshop manual. Failure to do so could result in serious and permanent health damage.

Whenever any hydraulic system fitting is loosened or disconnected, the entire system must be bled to remove any air that may have entered it.

⚠ CAUTION

Power steering fluid and brake fluid are incompatible. Never mix these two fluids or serious damage to both hydraulic systems will result. Use only brake fluid for the master cylinder and brake lines. Use only power steering fluid for the power booster.

Always use new, clean brake fluid that meets DOT 3 specifications when bleeding the master cylinder and service brake system. Never reuse brake fluid and do not use brake fluid containers for any other purpose. Keep brake fluid containers tightly closed to keep new brake fluid clean and dry.

IMPORTANT: Do not let brake fluid touch any painted surfaces, as it will remove the paint. Brake fluid may also damage certain non-metal surfaces. Do not let it get on brake pads or rotors.

Recall Campaign

Daimler Trucks
North America LLC

April 2010
FL568A
NHTSA #09V-460

Pressure Bleeding

NOTE: Pressure bleeding is the preferred method for bleeding the service brake system. It requires the use of a special pressure bleeder kit, consisting of a tank, pressure pump and valve, gauge, tubing and adapter. These are available from a number of manufacturers and include instructions for use. See **Fig. 3**.

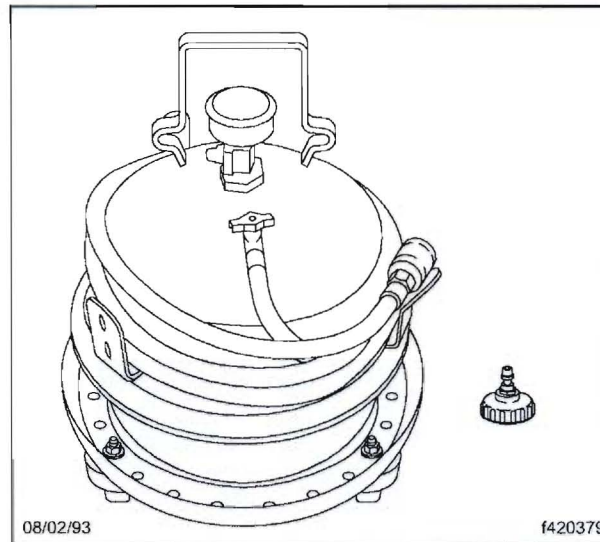


Fig. 3, Pressure Bleeder Kit

1. Park the vehicle on a level surface and apply the parking brake. Shut down the engine. Chock the rear tires.
2. Open the hood.
3. Connect the pressure bleeder to the brake master cylinder reservoir following the manufacturer's instructions.
 - 3.1 Fill the pressure bleeder with new DOT 3 approved brake fluid. Pressurize it according to the manufacturer's instructions.
 - 3.2 Using the supplied adapter, connect the pressure bleeder to the rear compartment of the master cylinder reservoir.
4. Bleed the hydraulic connections at the rear wheel calipers starting on the right side.
 - 4.1 Put a wrench on the bleeder fitting at the caliper. Attach a length of clear tubing to the bleeder fitting. Make sure the tube fits snugly. Submerge the tubing in a container of clean brake fluid. See **Fig. 4**.
 - 4.2 Loosen the bleeder fitting about 3/4 turn and let the brake fluid flow out of the fitting until it is free of air bubbles. Tighten the fitting firmly.
 - 4.3 Move to the left rear caliper and repeat steps for bleeding the caliper.
5. Disconnect the pressure bleeder from the rear compartment of the master cylinder reservoir. Connect it to the front compartment of the reservoir.

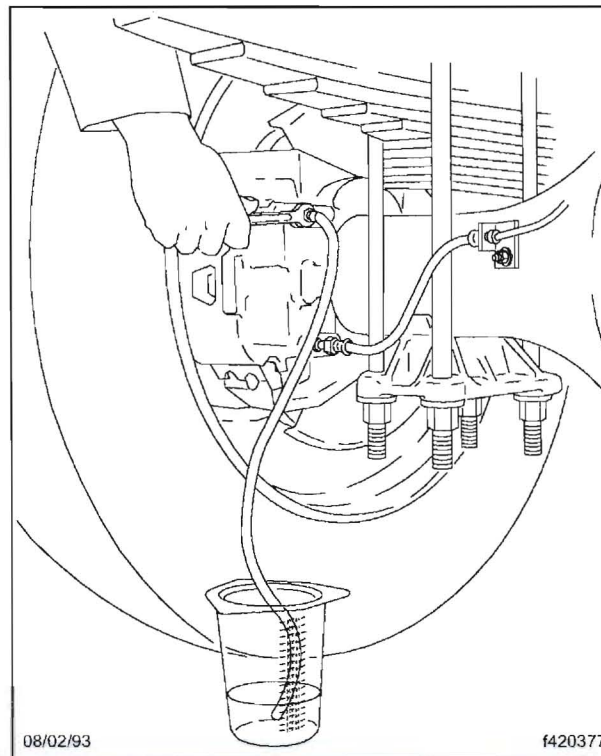


Fig. 4, Bleed the Hydraulic Connection

6. Bleed the front wheel brake calipers starting at the right side.
 - 6.1 Put a wrench on the bleeder fitting at the caliper. Attach a length of clear tubing to the bleeder fitting. Make sure the tube fits snugly. Submerge the tubing in a container of clean brake fluid. See **Fig. 4**.
 - 6.2 Loosen the bleeder fitting about 3/4 turn and let the brake fluid flow out of the fitting until it is free of air bubbles. Tighten the fitting firmly.
 - 6.3 Move to the left front wheel caliper and repeat steps for bleeding the caliper.
7. Check the brake fluid level in both compartments of the reservoir. Add new DOT 3 approved brake fluid if needed.
8. Check the operation of the brakes by depressing the brake pedal several times, until it feels firm. The brake pedal should not go all the way down to the floor. If it does, refer to the specific vehicle's Troubleshooting section and find the problem.
9. Check the brake system for leaks and proper operation. Repair as needed.
10. Return the hood to the operating position.
11. Clean a spot on the base label, and attach a completion sticker for campaign FL568 (Form WAR261) to the base label.

Recall Campaign

Daimler Trucks
North America LLC

April 2010
FL568A
NHTSA #09V-460

Manual Bleeding

NOTE: If you do not have pressure bleeding equipment, you can use the manual bleeding procedure.

WARNING

Before starting the procedures below, read the information in Safety Precautions in the vehicle's workshop manual. Failure to do so could result in serious and permanent health damage.

IMPORTANT: Do not let the brake master cylinder run dry during manual bleeding operations. Keep the master cylinder reservoir filled with new, DOT 3 approved brake fluid. Failure to keep the brake reservoir filled could result in more air entering the system, making it impossible to effectively bleed the system.

1. Park the vehicle on a level surface and apply the parking brake. Shut down the engine. Chock the rear tires.
2. Open the hood.
3. Bleed the master cylinder.
 - 3.1 Using a wrench (and a rag to absorb leaking brake fluid), loosen the fitting at the rear outlet port on the master cylinder. See **Fig. 5**. Loosen the fitting about one turn.

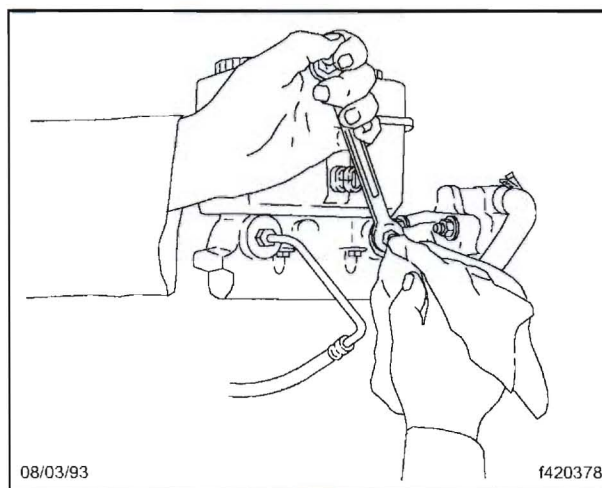


Fig. 5, Rear Outlet Port

- 3.2 Have someone push the brake pedal down slowly by hand to the floor. Brake fluid, and any air in the master cylinder, will squirt from the fitting.
 - 3.3 *With the brake pedal held down*, tighten the rear hydraulic line fitting firmly.
- IMPORTANT:** Do not release the brake pedal until the fitting is tightened, or more air will get into the system.
- 3.4 Release the brake pedal.
 - 3.5 Loosen the fitting again, and repeat steps for bleeding as required until no air escapes from the fitting, and the brake pedal feels firm.
 - 3.6 Check the level of the rear compartment of the reservoir, then add new DOT 3 approved brake fluid if needed.
 - 3.7 Using a wrench (and a rag to absorb leaking brake fluid), loosen the fitting at the front outlet port on the master cylinder. See **Fig. 6**. Loosen the fitting about one turn.

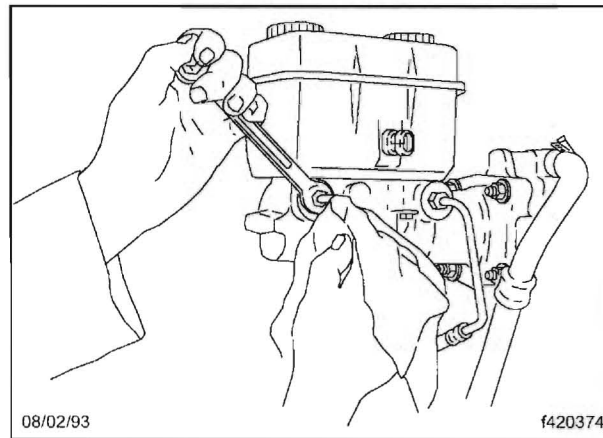


Fig. 6, Front Outlet Port

- 3.8 Repeat steps as required for the front outlet port.
- 3.9 Check the brake fluid level in the front compartment of the reservoir. Add new DOT 3 approved brake fluid if needed.
4. Bleed the hydraulic connections at the wheel calipers, starting at the right rear wheel caliper.
 - 4.1 Put a wrench on the bleeder fitting at the caliper, then attach a length of clear tubing to the bleeder fitting. Make sure the tube fits snugly. Submerge the tubing in a container of clean brake fluid. See **Fig. 4**.
 - 4.2 Loosen the bleeder fitting about 3/4 turn.
 - 4.3 Have someone slowly push the brake pedal to the floor. *With the brake pedal depressed*, tighten the bleeder fitting.

IMPORTANT: Make sure the brake pedal stays depressed while you tighten the fitting. If it is released before you tighten the fitting, more air will get into the system.

 - 4.4 Release the brake pedal. Check the fluid in the tube. If there are air bubbles present, repeat the steps as required until the fluid in the tube is completely free of air bubbles.
 - 4.5 Check the brake fluid level in the reservoir. Add new DOT 3 approved brake fluid if needed.
 - 4.6 Repeat the steps for bleeding the connections for the left rear caliper, the right front caliper and the left front caliper.
5. Check the brake system for leaks and proper operation. Repair as needed.
6. Return the hood to the operating position.
7. Clean a spot on the base label, and attach a completion sticker for campaign FL568 (Form WAR261) to the base label.