

DAIMLER

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

November 2, 2010

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

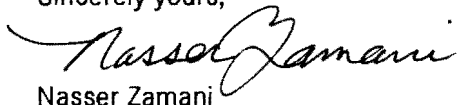
**Re: Amended Defect Information Reports, HDEP S60 DPF Over Temp Shutdown,
Safety Recall Nos. 10E005 and 10V112**

Dear Mr. Smith:

Attached please find amended Part 573 Defect Information Reports relating to Safety Recall Numbers 10E005 and 10V112. Daimler Trucks North America is filing amended reports to update information relating to the remedy campaigns and to provide additional information.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Jennifer Timian
Enclosure
Certified Mail# 7006 3450 0000 3866 7980

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Amended Defect Information Report

(Section 573.6)

November 2, 2010

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

Brands: Detroit Diesel Corporation, Freightliner, Sterling, Western Star

(c)(2) (ii) **Vehicles identification:**

Model(s) affected: Freightliner – Columbia, FLD: Sterling – 9500: Western Star – 4900

Model Years affected: 2008 through 2010

Manufacture Dates: June 22, 2007, through March 20, 2009

Basis for determining population: Vehicles equipped with EPA07 Series 60 emergency vehicle engines manufactured January 1, 2007, through April 20, 2009, with software versions earlier than V62.6 ZGS 114.

Component manufacturer if other than the vehicle manufacturer:

Detroit Diesel Corporation, C/o Daimler Trucks North America LLC

(c)(3) **Total number of vehicles potentially affected:** 16
Freightliner – 4: Sterling – 11: Western Star – 1

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

(c)(5) **Description of the defect:** Engine may shut down unexpectedly when a Diesel Particulate Filter over-temperature condition is detected.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: Unexpected emergency vehicle engine shutdown under certain conditions could hamper rescue operations and place the public at risk.

(c)(6) **Chronology of principal events:** DTNA received a report from a body builder in October 2008 of an engine shut down in a chassis being built into a fire truck. Investigation determined that contrary to original design protocols, certain emergency responder vehicles had been built with a shut-down software protocol rather than the emergency responder vehicle software protocol. A software upgrade was developed to return these vehicles to their original design. Although neither software protocol presents a safety risk, DTNA customarily campaigns these vehicles under the auspices of a safety recall. A defect information report was submitted.

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

(c)(8) (i) **Remedial program:** The engine control logic will be reprogrammed to illuminate a Malfunction Indicator Light without requesting engine shutdown. Repairs will be performed by Detroit Diesel Corporation (DDC) Authorized Repair Facilities and Direct Warranty customers, i.e., customers approved by DDC to do their own warranty repairs.

Reimbursement Plan: Reimbursement information was submitted in supplemental report No. 2.

(ii) **Estimated Owner and Dealer Notification Date:** Customer notification was completed on May 17, 2010, by first class mail under Detroit Diesel Corporation campaign number 10C-2 using Daimler Trucks North America records to determine the customers affected. Dealer notification was completed on May 14, 2010, under Detroit Diesel Corporation campaign number 10C-2

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

(c)(10) **Communications sent to manufacturers, dealers and owners:** Copies were submitted as supplemental report No. 2 and supplemental report No. 3.

(c)(11) **Manufacturer's campaign number:** FL-575