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, Minotour Power Cable Routing, Safety Recalls Nos. 10V393 and 10V394

Dear Mr. Smith:

Attached please find amended Part 573 Defect Information Reports relating to Safety Recall Numbers 10V393 and 10V394. 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 8000

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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: Thomas Built Buses

(c)(2) Vehicles identification:
Model(s) affected: Minotour built on Ford Chassis (School bus applications)
Model Years affected: 2004 through 2010
Manufacture Dates: May 6, 2004, through February 2, 2010
Basis for determining population: All Minotour Single Rear Wheel and Dual Rear Wheel models built on Ford Cut-away chassis beginning with change to Ford chassis model year 2004 and ending with implementation of revised cable routing on February 2, 2010.
Component manufacturer if other than the vehicle manufacturer: Not Applicable

(c)(3) Total number of vehicles potentially affected: Approximately 4,041

(c)(4) Percentage of vehicles estimated to contain the defect: DTNA expects a small number of vehicles to require rerouting of the cables or cable replacement.

(c)(5) Description of the defect: On affected vehicles main body power cables were routed in the area of an unprotected edge on the passenger's side inner-fender. Under certain conditions a power cable may contact the sharp edge. If undetected, continued contact could wear through the power cable's insulation potentially resulting in a short circuit.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: A short circuited power cable could result in a vehicle fire and injury to vehicle occupants.

(c)(6) Chronology of principal events: DTNA received information in October 2009 of a fire in a DC fleet vehicle. Investigation revealed that the power cable had been frayed as a result of routing near a sheet metal edge of the body. Further investigation on other fleets found no similar routing issues. In February 2010, DTNA initiated a body power system redesign. DTNA received additional information from the DC school system fleet in March 2010 and from additional investigation in June 2010 indicating a relatively small number of additional vehicles where re-routing of power cable was recommended. DTNA decided it prudent to inspect all potentially affected vehicles built prior to the installation of the power system redesign.

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

(c)(8) (i) Remedial program: Power cables will be inspected and rerouted and/or replaced as needed.

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: November 15, 2010
Dealer notification will be completed approximately: November 15, 2010

(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: 10V393