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(2 pages)

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

September 1, 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: Defect Information Reports, Minotour Power Cable Routing

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 4,055 Thomas Built Buses school and non-school buses manufactured May 6, 2004, through February 2, 2010, and equipped with power cable which may contact a sharp edge of the passenger's side front inner-fender. If undetected, continued contact could wear through the power cable's insulation potentially resulting in a short circuit.

Attached are Daimler Trucks North America's Defect Information reports. Per the request of your office, this campaign has been separated into two groups: school bus applications, and non school bus applications

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure
Certified Mail# 7006 3450 0003 7727 0636

A Daimler Company

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Defect Information Report

(Section 573.6)

September 1, 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 (Non-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 14

(c)(4) Percentage of vehicles estimated to contain the defect: 25%

(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: May 2004 – Changeover to model year 2004 Ford Cut-away chassis. September 2009 – Minotour built of 2004 MY Ford chassis involved in thermal event. February 2010 – Cable lengths and routings changed in production.

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

(c)(8) (i) Remedial program: The final remedy has not been determined. Until service kits are available, customers are advised to inspect cables for damage. If cable damage is detected, customers should contact Thomas Bus for repair instructions. Repairs will be performed by authorized Thomas Bus service facilities.

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: To Be Determined
Dealer notification will be completed approximately: To Be Determined

(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: None. Thomas Bus will use number assigned by NHTSA