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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

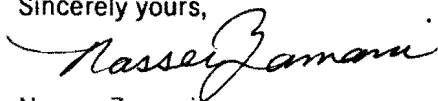
**Re: Amended Defect Information Reports, MVP-EF Megafuse Junction Box, Safety
Recall Nos. 10V396 and 10V397**

Dear Mr. Smith:

Attached please find amended Part 573 Defect Information Reports relating to Safety Recall Numbers 10V396 and 10V397. 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 7997

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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: MVP-EF (School bus applications)

Model Years affected: 2009 through 2011

Manufacture Dates: September 12, 2008, through July 16, 2010

Basis for determining population: All MVP-EF models in school bus applications assembled September 12, 2008, through July 16, 2010.

Component manufacturer if other than the vehicle manufacturer: Not Applicable

(c)(3) Total number of vehicles potentially affected: Approximately 1117

(c)(4) Percentage of vehicles estimated to contain the defect: 85%

(c)(5) Description of the defect: On affected vehicles the Megafuse junction box is located in an area exposed to excessive road splash and spray. In some applications the cable connections may corrode rapidly. If undetected, extreme corrosion may cause a power cable to become separated from the power source resulting in an unexpected engine shutdown or loss of vehicle lighting and windshield wipers.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: Unexpected engine shutdown or a loss of vehicle lighting and windshield wipers in certain traffic conditions could increase the potential of a vehicles crash.

(c)(6) Chronology of principal events: DTNA received complaints in February 2010 from two vehicle fleets of corrosion surrounding the mega fuse junction box, including one allegation of engine shut down. Initial investigation revealed that vehicles were built without protective mud-flaps and that the resulting exposure would lead to a no-start condition. DTNA received an additional allegation of an engine shut down in May 2010. Upon further investigation, DTNA determined that although no-start was a likely outcome of a corrosion situation, an engine shut-down could not be excluded.

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

(c)(8) (i) Remedial program: DTNA will replace the mega fuse junction block and electrical box. The mega fuse junction block will be moved inside the electrical box and self seal grommets will be used for cable pass through. A support bracket will be added to help support and limit movement of the cables.

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

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(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: 10V396