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11V-109
(3 pages)

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

February 21, 2011

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 Report FL-589, 40K Airliner Mono Leaf Springs

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 Freightliner Argosy, Cascadia, and Coronado vehicles manufactured January 4, 2010 through November 30, 2010, and equipped with 40K Airliner suspension with mono leaf springs that may crack at the center bolt.

Attached is Daimler Trucks North America's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,


Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure
Certified Mail# 7006 3450 0000 3866 8048

A Daimler Company

Daimler Trucks North America LLC
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Portland OR 97217-7699
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Defect Information Report

(Section 573.6)

February 21, 2011

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

Brands: Freightliner

(c)(2) Vehicles identification:

Model(s) affected: Argosy, Cascadia, Coronado

Model Years affected: 2010, 2011

Manufacture Dates: January 4, 2010 through November 30, 2010

Basis for determining population: Vehicles manufactured 1/4/2010 through 11/30/2010 at the Cleveland NC Truck Manufacturing plant with 40K Airliner suspension

Component manufacturer if other than the vehicle manufacturer:

Hendrickson USA, LLC
500 Park Boulevard, Suite 1010
Itasca, IL 60143-1285

(c)(3) Total number of vehicles potentially affected: To Be Determined

(c)(4) Percentage of vehicles estimated to contain the defect: Approximately 2%

(c)(5) Description of the defect: Rear suspension springs may fracture through the center bolt hole after vehicle assembly. Hydrogen in the spring material combined with the U bolt installation procedure at the Cleveland manufacturing plant may result in hydrogen induced or assisted cracking. If undetected, over time the rear end of the spring may separate from the vehicle causing a hazardous road debris situation.

(c)(6) Chronology of principal events: In August of 2010 an increase in warranty claims for springs on vehicles manufactured at the Cleveland plant was noted. DTNA and the spring supplier began an investigation to determine if the claims were related to a common issue and represented a systemic problem. The investigation led the spring supplier to make changes to the heat-treat process at the end of September and again in the middle of October. DTNA continued analysis and testing through the end of 2010 to determine if the failures represented a risk to motor vehicle safety.

(c)(7) Noncompliance-test or other data: N/A

(c)(8) (i) Remedial program: The mono leaf springs will be replaced. Repairs will be performed by Daimler Trucks North America authorized 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 May 27, 2011

Dealer and distributor notification will be completed approximately May 27, 2011

(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: FL-589