

DAIMLER

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

December 2, 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-619
Saf-T-Liner C2 Grid Heater Relay Wiring**

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 4,700 Thomas Built Buses Saf-T-Liner C2 school buses and approximately 94 Freightliner Custom Chassis S2 106 chassis manufactured November 15, 2010, through October 6, 2011 for a potentially misrouted grid heater relay ground wire which may come into contact with the relay power terminal.

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

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Amy Martin, Chief Counsel, CAL-OSHA
Enclosure
Certified Mail# 7003 2260 0001 3404 2259

A Daimler Company

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Defect Information Report

(Section 573.6)

December 2, 2011

(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: Saf-T-Liner C2 school buses

Model Years affected: 2011, 2012, and 2013

Manufacture Dates: November 15, 2010, through October 6, 2011

Basis for determining population: Saf-T-Liner C2 school buses built on Freightliner Custom Chassis B2 chassis since the introduction of grid heater mounting bracket A06-78302-000 on November 15, 2010, until change in ground wire breakout location.

Component manufacturer if other than the vehicle manufacturer: None

(c)(3) Total number of vehicles potentially affected: Approximately 4,700

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

(c)(5) Description of the defect: The grid heater relay ground wire may contact the relay power terminal and rub and chafe potentially resulting in a short circuit.

An electric fault or short circuit may result in a thermal event

(c)(6) Chronology of principal events:

Nov. 2010 – Grid heater relay was relocated. Feb. 2011 – DTNA received first complaint related to grid heater relay wiring. Two additional complaints received: one in April and one in August 2011. Aug. 2011 – DTNA opened investigation to determine scope of grid heater wiring complaints. Nov. 2011 – DTNA decide to conduct a safety campaign to inspect potentially affected vehicles and modify grid heater relay wiring as required.

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

(c)(8) (i) Remedial program: Potentially affected vehicles will be inspected to ensure the grid heater relay ground wire is correctly routed and modified as required to ensure adequate clearance with the power terminal. 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 February 1, 2012

Dealer and distributor notification will be completed approximately February 1, 2012

(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: FL-619