

DAIMLER

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

June 27, 2011

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington D.C. 20590

**Re: Defect Information Report – Supplemental Report No. 1
11V-249, FL-605
Gunite Automatic Slack Adjusters**

Mr. Smith,

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith submits supplemental defect information and copies of documents distributed to dealers.

(c)(3) Total number of vehicles potentially affected: 1591

(c) (8)(ii) Dealer and distributor notification: will be posted June 28, 2011

(c) (10) A copy of communications sent to dealers is attached.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Amy Martin, CAL-OSHA
Attachment

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
503-745-6910 Phone
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Subject: Gunite Automatic Slack Adjusters

Models Affected: Specific Freightliner Argosy, Business Class M2, Cascadia, Columbia, and Coronado vehicles and Western Star 4900 and 6900 vehicles manufactured October 15, 2010, through March 9, 2011, with certain Gunite automatic slack adjusters manufactured October 15, 2010, through January 31, 2011.

General Information

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division and wholly owned subsidiaries, Freightliner Custom Chassis and Western Star Trucks Sales, Inc., has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 2,700 vehicles involved in this campaign.

Certain slack adjuster housings may have inadequate structural integrity and break under normal loads. If a slack adjuster housing were to fail, the brake on the wheel to which the slack adjuster is attached would no longer function, causing reduced braking capacity and, if mounted on the steer axle, pulling to one side, increasing the possibility of a crash.

The automatic slack adjusters will be inspected and those manufactured during the suspect time frame will be replaced. It is expected that one-third or fewer slack adjusters will need to be replaced.

Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

Replacement Parts

Replacement kits are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicles involved in campaign number FL605A-Z, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Recall Campaign

Daimler Trucks
North America LLC

June 2011
FL605A-Z
NHTSA #11V-249
Transport Canada #11-163

Table 1 - Replacement Parts for FL605A-Z

NOTE: It is expected that one-third or fewer slack adjusters will need to be replaced.

25-FL605-000 through 25-FL605-006

Campaign Number	Kit Number	Part Description	Part Number	Qty.	Suggested Wholesale*
FL605 A, B, C, E, G, K, L, O, S, T, V, W, X, Z	25-FL605-000	Gunite Slack Adjuster Kit	Kit #AS1172	1 kit	\$95.48 U.S. \$94.53 CAN
FL605 C, D, E, F, X, Z	25-FL605-001	Gunite Slack Adjuster Kit	Kit #AS1173	1 kit	\$95.48 U.S. \$94.53 CAN
FL605 H, J, M, N, U, V, W	25-FL605-002	Gunite Slack Adjuster Kit	Kit #AS1140	1 kit	\$107.96 U.S. \$106.88 CAN
FL605 I, O, P, Q, S, Z	25-FL605-003	Gunite Slack Adjuster Kit	Kit #AS1168	1 kit	\$95.48 U.S. \$94.53 CAN
FL605 J, R	25-FL605-004	Gunite Slack Adjuster Kit	Kit #AS1141	1 kit	\$107.96 U.S. \$106.88 CAN
FL605 I	25-FL605-005	Gunite Slack Adjuster Kit	Kit #AS1170	1 kit	\$111.43 U.S. \$110.32 CAN
FL605 T, Y, Z	25-FL605-006	Gunite Slack Adjuster Kit	Kit #AS1175	1 kit	\$111.43 U.S. \$110.32 CAN

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 2 - Labor Allowance

IMPORTANT: All claims must include 996-0838A for inspection. If any slack adjusters are replaced, also include 996-0838B once for each slack adjuster replaced. It is expected that one-third or fewer slack adjusters will need to be replaced.

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL605A-Z	Inspect all slack adjusters	0.3	996-0838A	000-Inspected
	Replace one slack adjuster	0.6	996-0838B	000-Modifiedx

Table 2

IMPORTANT: When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (e.g. **FL605A**, **FL605B**, etc.).
- In the Primary Failed Part Number field, enter **25-FL605-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Parts Table. It is expected that one-third or fewer slack adjusters will need to be replaced.
- In the Labor field, first enter the appropriate SRT(s) from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours. All claims must include 996-0838A for inspection. If any slack adjusters are replaced, also include 996-0838B once for each slack adjuster replaced.
- For OWL, the VMRS Component Code is 013-002-028
- **Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following.
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines for this recall.)
 - Submit a Campaign Pre-Approval inquiry to the Warranty Campaigns Department for a decision and authorization number.
 - Include the approved amount on your claim in sublet/outside purchases.
 - In the claim story, first note the authorization number and that the claim includes a reimbursement request.
 - Retain the documentation and provide it to Warranty Campaigns or Claims Processing if requested.
 - When your claim is paid, reimburse the customer the appropriate amount.

IMPORTANT: ServicePro® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, via Web inquiry at AccessFreightliner.com / Support / My Tickets and Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

Recall Campaign

Daimler Trucks
North America LLC

June 2011
FL605A-Z
NHTSA #11V-249
Transport Canada #11-163

Copy of Letter to Owner

Subject: Gunitite Automatic Slack Adjusters

For the Notice to U.S. Customers: This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

For the Notice to Canadian Customers: This notice is sent to you in accordance with the Canadian Motor Vehicles Safety Act.

Daimler Trucks North America LLC, on behalf of its Freightliner Trucks Division and wholly owned subsidiaries, Freightliner Custom Chassis and Western Star Trucks Sales, Inc., has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Argosy, Business Class M2, Cascadia, Columbia, and Coronado vehicles and Western Star 4900 and 6900 vehicles manufactured October 15, 2010, through March 9, 2011, with certain Gunitite automatic slack adjusters manufactured October 15, 2010, through January 31, 2011.

Certain slack adjuster housings may have inadequate structural integrity and break under normal loads. If a slack adjuster housing were to fail, the brake on the wheel to which the slack adjuster is attached would no longer function, causing reduced braking capacity and, if mounted on the steer axle, pulling to one side, increasing the possibility of a crash.

The automatic slack adjusters will be inspected and those manufactured during the suspect time frame will be replaced.

Please contact an authorized Daimler Trucks North America dealer to arrange to have the recall performed and to ensure that parts are available at the dealership. To locate an authorized dealer, search online at www.Daimler-TrucksNorthAmerica.com. The Recall will take approximately 45 minutes to two hours (in rare cases longer), depending on the work needed, and will be performed at no charge to you.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days. If you are a subsequent stage manufacturer, Federal law requires that you forward this notice to your distributors and retail outlets within five working days. If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

For the Notice to U.S. Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) FTL-HELP after normal business hours. If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, you may wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>.

For the Notice to Canadian Customers: If you have questions about this Recall, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:00 p.m. Pacific Time Monday through Friday, e-mail address DTNA.Warranty.Campaigns@Daimler.com, or the Customer Assistance Center at (800) FTL-HELP after normal business hours.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Daimler Trucks North America LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair.
- The Vehicle Identification Number (VIN) of the vehicle that was repaired.
- What problem occurred, what repair was done, when the repair was done.
- Who repaired the vehicle.
- The total cost of the repair expense that is being claimed.
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt).

Reimbursement will be made by check from your Daimler Trucks North America LLC dealer.

Please speak with your Daimler Trucks North America LLC authorized dealer concerning this matter.

Recall Campaign

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North America LLC

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Work Instructions

Subject: Gunitite Automatic Slack Adjusters

Models Affected: Specific Freightliner Argosy, Business Class M2, Cascadia, Columbia, and Coronado vehicles and Western Star 4900 and 6900 vehicles manufactured October 15, 2010, through March 9, 2011, with certain Gunitite automatic slack adjusters manufactured October 15, 2010, through January 31, 2011.

NOTE: It is expected that one-third or fewer slack adjusters will need to be replaced.

Gunitite Slack Adjuster Inspection

Table 3 - Summary of Involved Axles and Replacement Parts

Campaign Number	Number of VINs	Axle(s) Involved	Front Axle Kit	Rear Axle Kit	Tag Axle Kit
FL605A	754 VINs	Rear Dual Axles	–	25-FL605-000	–
FL605B	535 VINs	Front Axle	25-FL605-000	–	–
FL605C	457 VINs	Front and Rear Dual Axles	25-FL605-000	25-FL605-001	–
FL605D	318 VINs	Rear Dual Axles	–	25-FL605-001	–
FL605E	177 VINs	Front and Rear Single Axles	25-FL605-000	25-FL605-001	–
FL605F	145 VINs	Rear Single Axle	–	25-FL605-001	–
FL605G	82 VINs	Rear Single Axle	–	25-FL605-000	–
FL605H	54 VINs	Tag Axle	–	–	25-FL605-002
FL605I	43 VINs	Front and Rear Dual Axles	25-FL605-005	25-FL605-003	–
FL605J	38 VINs	Front and Rear Dual Axles	25-FL605-002	25-FL605-004	–
FL605K	26 VINs	Rear Triple Axles	–	25-FL605-000	–
FL605L	24 VINs	Tag Axle	–	–	25-FL605-000
FL605M	22 VINs	Rear Dual Axles	–	25-FL605-002	–
FL605N	14 VINs	Front Axle	25-FL605-002	–	–
FL605O	7 VINs	Front and Tag Axles	25-FL605-000	–	25-FL605-003
FL605P	6 VINs	Front Axle	25-FL605-003	–	–
FL605Q	6 VINs	Tag Axle	–	–	25-FL605-003
FL605R	6 VINs	Rear Dual Axles	–	25-FL605-004	–
FL605S	5 VINs	Rear Dual and Tag Axles	25-FL605-000	–	25-FL605-003
FL605T	4 VINs	Front and Rear Dual Axles	25-FL605-000	25-FL605-006	–
FL605U	3 VINs	Rear Dual Axles	–	25-FL605-002	–
FL605V	2 VINs	Front and Tag Axles	25-FL605-000	–	25-FL605-002
FL605W	2 VINs	Rear Dual and Tag Axles	–	25-FL605-000	25-FL605-002
FL605X	2 VINs	Front and Rear Triple Axles	25-FL605-000	25-FL605-001	–

Table 3, continues on the next page

Campaign Number	Number of VINs	Axle(s) Involved	Front Axle Kit	Rear Axle Kit	Tag Axle Kit
FL605Y	1 VIN	Rear Dual Axles	–	25-FL605-006	–
FL605Z	2 VINs	Front, Rear Dual, and Tag Axles	25-FL605-000 (Both Vehicles)	25-FL605-001 (Serial AY9188) 25-FL605-006 (Serial BB2734)	25-FL605-003 (Both Vehicles)

Table 3, continued from the previous page

1. Check the base label (Form WAR259) for a completion sticker for FL605 (Form WAR260) indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. If a sticker is present, nothing further needs to be done. If there is no sticker, proceed with the next step.
2. Shut down the engine, set the parking brake, and chock the tires.
3. Inspect all of the automatic slack adjusters in two locations to determine the mold line information and lot number. See **Fig. 1**.

On the side of the slack adjuster housing there is the name "GUNITE" and either an "H" or a "1H", this is the mold line nomenclature.

On the bottom of the slack adjuster is the lot number information. (Ignore the first character and look at the last four characters.)

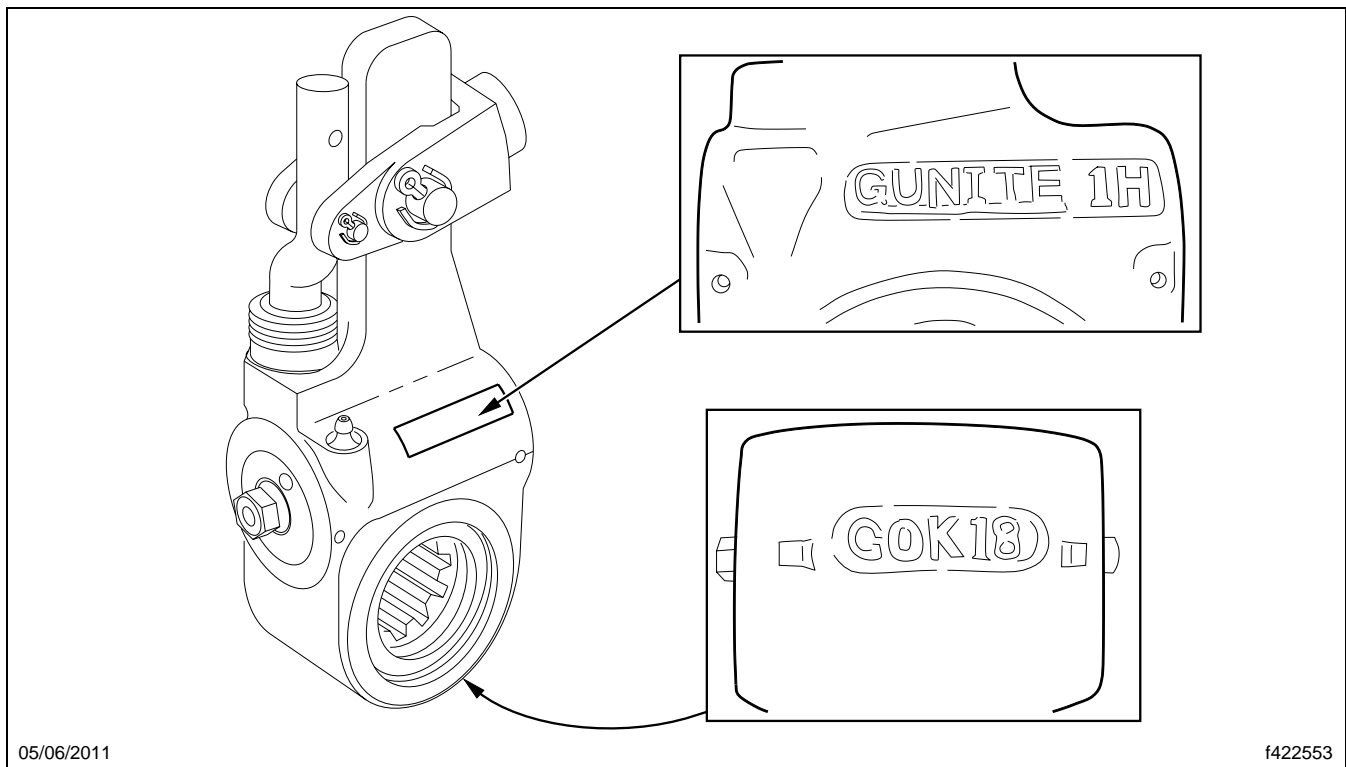


Fig. 1, Slack Adjuster Lot Number and Mold Line Nomenclature Identification

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4. If the combination of slack adjuster mold line and lot number exactly match any of the combinations in **Table 4** below, replace the affected slack adjuster(s) as instructed in "Gunite Slack Adjuster Removal and Installation" below.

If the combination of slack adjuster mold line and lot number on any of the vehicle's slack adjusters does not exactly match any of the combinations, no further work is needed. Go to the next step.

Suspect Slack Adjuster Lot Number and Mold Line Identification							
Lot Number	Mold Line	Lot Number	Mold Line	Lot Number	Mold Line	Lot Number	Mold Line
0I06	1H	0I20	1H	0K04	1H	0L18	1H
0I07		0I26		0K10		0L22	
0I14		0J06		0K12		0L24	
0I15		0J07		0K18		1A15	
0I17		0L28		0K22		1A21	
0I18		0L30		0K24		1A22	
0I19		0K02		0L12		0K26	H

Table 4, Suspect Slack Adjuster Lot Number and Mold Line Identification

5. Clean a spot on the base label (Form WAR259) and attach a completion sticker for recall FL605 (Form WAR260) to the base label.

Gunite Slack Adjuster Removal and Installation

The factory installed brake chambers have welded clevises on the pushrod. See **Fig. 2**. On replacement brake chambers, the clevis is threaded onto the pushrod, and has a jam nut installed. See **Fig. 3**.

Removal

1. Park the vehicle on a level surface, and chock the tires. If you are removing a rear slack adjuster, cage the parking brake power spring. For instructions, refer to the applicable brake chamber section in the appropriate Workshop Manual.
2. Remove the cotter pins and clevis pins.
3. Rotate the adjusting hexnut counterclockwise until the slack adjuster clears the clevis.
4. Remove the snap ring from the brake camshaft, then slide the slack adjuster off the camshaft.

Installation

NOTE: For brake chambers that have pushrods with threaded clevises, measure the pushrod length before installing the new slack adjuster. With the brakes fully released, and no air pressure to the chamber, check the dimension between the chamber face and the centerline of the 1/2 inch clevis pin hole. It should be 2.25 inches (57 mm) for long stroke chambers, and 2.75 inches (70 mm) for standard stroke chambers.

1. Coat the camshaft splines, and the splines of the slack adjuster gear with an anticorrosive grease.
2. Using the old snap ring, install the automatic slack adjuster on the brake camshaft.
3. Turn the adjusting hexnut clockwise to rotate the slack adjuster toward the brake chamber until the holes line up.
4. Install the clevis pins and cotter pins.

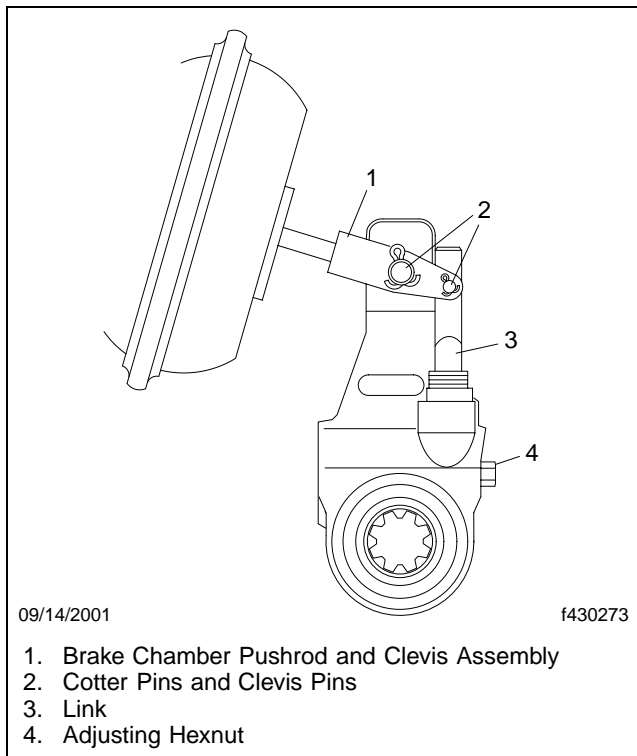


Fig. 2, Slack Adjuster (attached to welded clevis)

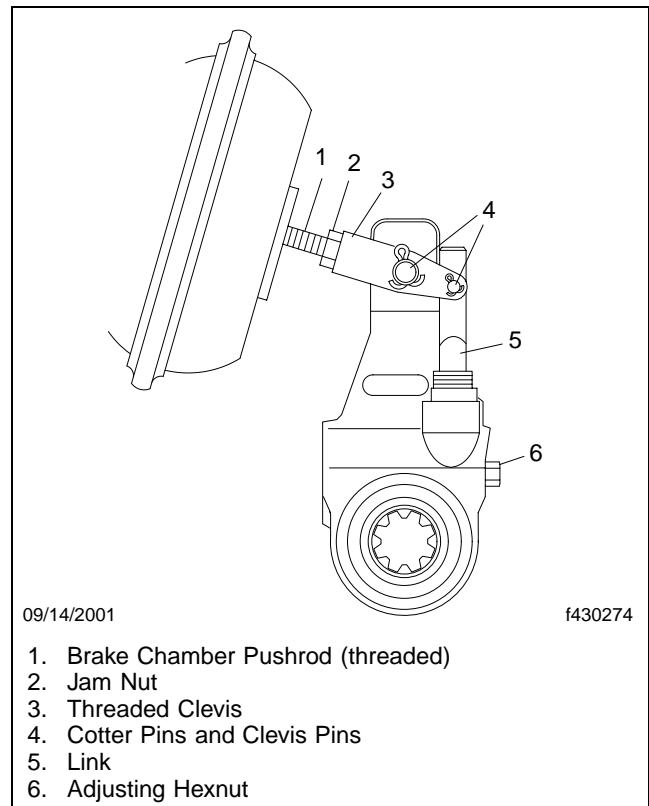


Fig. 3, Slack Adjuster (attached to threaded clevis)

WARNING

Manually adjusting an automatic slack adjuster to bring the pushrod stroke within legal limits is likely masking a mechanical problem. Adjustment is not repairing. Before adjusting an automatic slack adjuster, troubleshoot the foundation brake system and inspect it for worn or damaged components. Improperly maintaining the vehicle braking system may lead to brake failure, resulting in property damage, personal injury, or death.

5. If the pushrod has a threaded clevis, use the gauge supplied with the new slack adjuster to check the adjustment of the clevis. See **Fig. 4**.

- 5.1 Position the 1/2-inch hole in the gauge over the end of the 1/2-inch clevis pin.
- 5.2 Align the applicable 1/4-inch hole in the bottom of the gauge over the center of the camshaft.
- 5.3 Check that the 1/4-inch pin is visible in the notched area of the gauge. If the pin is not in the right location, back off the slack adjuster and readjust the pushrod length, then repeat this step.

NOTE: Make sure there is clearance between the slack adjuster and other vehicle components when the brakes are applied and the pushrod travels its maximum stroke.

6. Set the initial free-stroke.

- 6.1 Turn the adjusting hexnut clockwise until the brake linings contact the drum.
- 6.2 Turn the adjusting hexnut counterclockwise one-half turn. There should be about 30 lbf·ft (41 N·m) resistance and a ratcheting sound will be heard.

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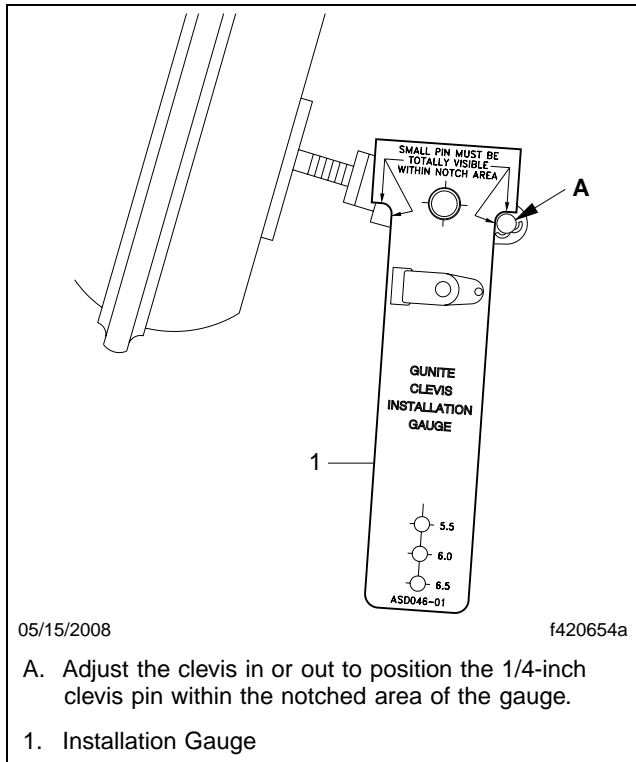


Fig. 4, Checking the Clevis Adjustment

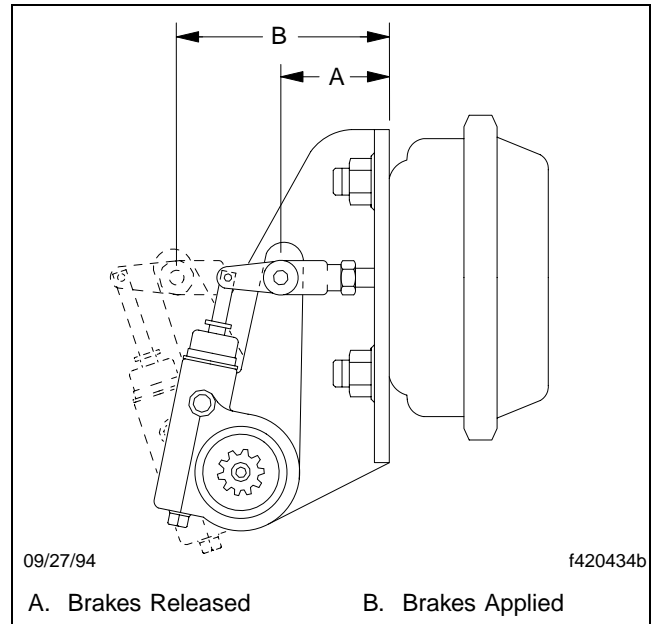


Fig. 5, Make these Measurements

7. Measure the brake chamber applied stroke.
 - 7.1 With the brakes fully released, use a ruler to measure the distance from the bottom of the brake chamber to the center of the large clevis pin. See **Fig. 5**.
 - 7.2 Build air pressure to at least 85 psi (586 kPa). Apply the brakes, then measure the distance from the bottom of the brake chamber to the center of the large clevis pin. See **Fig. 5**. The difference between the measurements is the brake chamber stroke.
 - 7.3 The brake chamber stroke must be within the range shown in **Table 5**. If it is not, check the foundation brakes for problems such as worn cams, bushings, pins and rollers, or broken springs. Repair or replace as needed. For instructions, refer to the applicable brake section in this group. Then, repeat the two previous steps.

Brake Chamber Stroke Specifications			
Chamber Type (Size)	Maximum Applied Stroke *: inch (mm)	Free-Stroke: inch (mm)	
		New Brake Installation	In Service Brake
Long Stroke †			
16 and 20	2-1/2 (64)	5/8 to 3/4 (16 to 19)	1/2 to 5/8 (13 to 16)
24 and 30	3 (76)		

* Specifications are relative to a brake application with 80–90 psi (550–620 kPa) air pressure in the brake chambers.

† Long stroke design is indicated by a tag, or embossing, on the brake chamber.

Table 5, Brake Chamber Stroke Specifications

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8. If a rear axle slack adjuster was installed, manually uncage the parking brake. Refer to the applicable brake chamber section in this group for instructions.
9. Apply the parking brakes.
10. Remove the chocks from the tires.
11. In a safe area, check for proper brake operation, as follows.
 - 11.1 Apply and release the brakes several times to check for correct operation of the slack adjusters.
 - 11.2 Perform six low-speed stops to ensure correct parts replacement and full vehicle control.
 - 11.3 Immediately after doing the above stops, check the drum temperatures. Any drums that are significantly cooler than the others show a lack of braking effort on those wheels.
12. After all slack adjusters requiring replacement are replaced, clean a spot on the base label (Form WAR259) and attach a completion sticker for recall FL605 (Form WAR260) to the base label.