

October 18, 2011

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, D.C. 20590

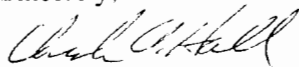
Re: Defect Information Report; Vehicles built on certain RV Chassis Manufactured by
Freightliner Custom Chassis.

Dear Associate Administrator,

Universal Specialty Vehicles, Inc. has been advised by Daimler Trucks North America LLC that certain RV applications equipped with Cummins T-bolt on the V-band clamp assembly may be susceptible to fracture or failure. Cummins has determined that due to an error in the component supplier's plating process, the T-bolt included on the V-Band clamp assembly may be susceptible to fracture or failure when subjected to stress or load and may cause the clamp to loosen and the inlet or outlet sections attached to the DOC/DPF housing to disconnect allowing hot exhaust gases to vent prior to the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that both V-Band clamps were to fail or loosen. In either case, the vehicle's engine check engine light will illuminate. On the basis of Daimler Trucks North America LLC and Cummins Inc. determination, Universal Specialty Vehicles, Inc. has decided that there may be a potential safety defect in its vehicles equipped with that identified chassis, and we are therefore submitting the enclosed Defect Information Report pursuant to 49 CFR Part 573.

If you have any questions, please do not hesitate to contact the undersigned at 951-943-7747 ext. 202

Sincerely,



Charles A. Hall
Chief Engineer
Universal Specialty Vehicles, Inc.

Cc: Nasser Zamani, Daimler Trucks North America LLC
Liz Moler, Daimler Trucks North America LLC

DAIMLER

Defect Information Report

(Section 573.6)

September 1, 2011

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

Brands: Freightliner, Freightliner Custom Chassis, Thomas Built Buses

(c)(2) **Vehicles identification:**
Model(s) affected:

Freightliner	FCCC	Thomas Built Bus
Business Class M2	XBR, XBS, XCL, XCM, XCS, XCR, MC, MT45, MT55, and S2	MVP-EF
Coronado	Chassis	Saf-T-Liner HDX

Model Years affected: 2011, 2012

Manufacture Dates: September 1, 2010 through December 31, 2010

Basis for determining population: Cummins Inc. supplied a list of affected engine serial numbers.

Component manufacturer if other than the vehicle manufacturer:

Cummins Inc.
500 Jackson Street
Columbus, Indiana 47201
1-812-377-5000

(c)(3) **Total number of vehicles potentially affected:** Approximately 8870 vehicles in US and Canada

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

(c)(5) **Description of the defect:** Cummins has determined that due to an error in the component supplier's plating process, the T-bolt included on the V-Band clamp assembly may be susceptible to fracture or failure when subjected to stress or load and may cause the clamp to loosen and the inlet or outlet sections attached to the DOC/DPF housing to disconnect allowing hot exhaust gases to vent prior to the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that both V-Band clamps were to fail or loosen. In either case, the vehicle's engine check engine light will illuminate.

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety: If the inlet or outlet sections disconnect, hot gases can vent prior to exiting the tailpipe, creating the risk of combustion and a fire.

DAIMLER

- (c)(6) **Chronology of principal events:** On August 10, 2011, Cummins notified DTNA that it had filed a DIR on 8/8/11 with NHTSA that a defect related to motor vehicle safety may exist in certain V-Band Clamps and T-Bolts with Cummins ISB6.7, ISC8.3, ISL9, ISX11.9 and ISX15 engines. On August 11, 2011, Cummins supplied DTNA with a list of affected engine serial numbers and requested Customer owner data and ATD serial numbers. DTNA began an initial investigation to determine whether its vehicles were affected. On August 28, 2011, DTNA determined that this may constitute a safety-related defect with respect to the vehicle applications identified above.
- (c)(7) **Noncompliance-test or other data:** N/A
- (c)(8) **(i) Remedial program:** V-Band Clamps on potentially affected vehicles will be replaced. Repairs will be performed by Cummins authorized service facilities.
- (ii) Estimated Owner and Dealer Notification Date:** Cummins will notify owners of the recall beginning August 2011. Cummins will administer this recall campaign.
- (c)(9) **Information for tire recalls:** Not Applicable
- (c)(10) **Communications sent to manufacturers, dealers and owners:** Cummins will administer this recall campaign.
- (c)(11) **Manufacturer's campaign number:** FL-611