

**Via e-mail and UPS**

October 11, 2012

Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Attn: ODI/Recall Management Div. (NVS-215)  
1200 New Jersey Ave., S.E.  
Washington, D.C. 20590

RE: Section 573.6(c) Information Report: Thermo King TK486 diesel engine

Dear Administrator:

Pursuant to 49 C.F.R. 573.6(c), Thermo King Corp. ("Thermo King") submits the following information:

- (1) Thermo King Corporation  
314 W. 90th St.  
Minneapolis, MN 55420

(2)(iii) TK486 series diesel engine ("TK486") used in the following Thermo King climate control units for cargo trailers and generator sets: SB-130 (TK486V), SB-230 (TK486V), SB-330 (TK486VH), Spectrum SB-30 (TK486V), Spectrum SB-50 (TK486V), Spectrum DE (TK486V), SB-200TG (TK486V), SB-400 (TK486V), SGCM-3000 (TK486VG2). Thermo King manufactured these units between December 9, 2011 and April 3, 2012.

The TK486 series engine powers various models of Thermo King's trailer climate control units, which control temperature within the trailer for temperature-sensitive products, and generator set units, which provide electricity to an external container's climate control unit. The four-cylinder engine contains a fuel delivery valve that may be susceptible to minor cracking, as a result of which a diesel fuel leak may occur. Based on information received from the engine supplier (see 2(iv) below), the engines/fuel valves potentially affected by this issue were manufactured from October 17 through November 10, 2011 and would include 1,964 engines supplied to Thermo King.

(2)(iv) The engine was supplied to Thermo King by Yanmar America Corporation and was manufactured in Japan. Supplier information is:

Yanmar America Corp.  
101 International Parkway  
Adairsville, GA 30103

(2)(v) Thermo King does not sell this equipment directly to any vehicle or original equipment manufacturers for installation in their motor vehicles. Sales are through independent dealers or other

commercial customers for sale to their customers, with installations performed by Thermo King dealers, their customers, or third parties.

(3) The total number of U.S. affected units sold by Thermo King: 1,964 (includes Puerto Rico). The model breakdown is:

Models with TK486 engines as original equipment:

- SB-130/SB-230 (TK486V engine) – 874
- SB-330 (TK486VH engine) – 116
- Spectrum SB-30/SB-50/DE (TK486V engine) – 317
- SB-200TG/400 (TK486V engine) – 49
- SGCM-3000 (TK486VG2 engine) – 102

TK486 engines sold as replacements:

- TK486V – 482
- TK486VH – 24

(4) Estimated percentage of units actually containing the defect: Unknown

(5) A fuel injection pump delivers fuel to the cylinders of the TK486 engines. The delivery valve regulates the flow of fuel to the injectors. The main body of the valve is the steel delivery guide. Based on information from the supplier, the guide may have been subjected to excessive temperatures during the manufacturing process which could result in the guide becoming brittle. Torquing or re-torquing the guide could cause minor cracks in the bottom radius of the guide. In the event that the crack were to significantly propagate without detection, diesel fuel could then seep out between the valve and the body of the fuel pump.

(6) Thermo King has not received any warranty or other reports from the field regarding this issue on any of its products. Thermo King became aware of the matter as a result of contact from the supplier on or about June 18, 2012 as part of its investigation of the issue, which has been continuing. Thermo King then undertook an analysis to determine its potential applicability to various products it had sold. Based on further analysis by the supplier and its own analysis, Thermo King has determined to conduct a voluntary recall of the units containing the TK486 engines, although it has no information from the field regarding any leakage in its products.

(7) N/A

(8)(i) Dealers will be instructed to replace the fuel delivery valve assemblies on the subject engines.

In the event that any of the affected units may have been remedied prior to this notification, the remedy would have been performed under Thermo King's warranty at no expense to the owner. Therefore, a general pre-notification reimbursement notice should not be necessary.

(8)(ii) Currently, Thermo King expects to begin notification by October 22, 2012 and expects to complete the notification by November 1, 2012. Thermo King will notify NHTSA if this schedule should be delayed by more than two weeks.

(9) N/A

(10) A representative copy of all notices, bulletins, etc. will be provided to NHTSA. Thermo King will provide a draft notification letter to NHTSA for review.

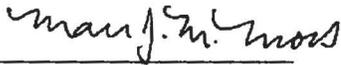
(11) Thermo King will promptly notify NHTSA if Thermo King assigns a campaign number different than the identification number assigned by NHTSA.

Thermo King appreciates your assistance in this matter.

Sincerely,

THERMO KING CORPORATION

BY:

A handwritten signature in cursive script that reads "Marc J.M. Moss". The signature is written in black ink and is positioned above a horizontal line.

Marc J.M. Moss  
Chief Counsel