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OFFICE
DEFECTS INVESTIGATION

August 17, 2000

Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street
Washington DC 20590

00V-230.001 (01)

Dear Mr. Weinstein,

The enclosed information is submitted in compliance with the requirements of CFR 49, Part 573.

If you should have any questions, concerning the information submitted, please contact me at 912-822-2242.

Respectively,

Bill Coleman
Recall Administrator

PART 573 Defect and Noncompliance Reporting

Defect Report

Report Date: August 17, 2000

1. Vehicles affected are manufactured by:

Blue Bird Body Company
P. O. Box 937
Fort Valley, GA 31030

2. The following vehicles are being recalled:

Blue Bird All American and TC/2000 school and transit buses, Q Bus and Commercial Series buses manufactured from February 02, 1999 through August 04, 2000 equipped with electronic engines and Felsted electronic accelerator pedals.

3. The total number of vehicles recalled potentially containing the defect are:

6,914

4. The approximate percentage of the total number of vehicles estimated to actually contain the defect is:

100%

5. The defect consist of:

Return springs breaking on Felsted electronic accelerator pedals that are equipped with stainless steel or electroplated music wire return springs.

7. The following data is the basis for the determination of the defect.

- 04-11-00 Blue Bird distributor reported a customer had experienced broken return springs on the accelerator pedal (Felsted pedal) on a bus with an electronic engine.
- 04-12-00 Blue Bird notified Felsted of first failure.
- 04-20-00 Failed pedal initially reported was received and forwarded to Felsted for their evaluation.
- 05-03-00 Received second report from customer of a broken return spring on an accelerator pedal. Blue Bird began reviewing warranty claims and inspecting returned Felsted pedals for broken return springs. Three Felsted pedals were found with broken springs. These were reported to Felsted.
- 05-24-00 Blue Bird representatives visited customer in California to inspect 32 buses. One pedal with a broken spring was found.
- 06-08-00 Blue Bird representatives visited a location near our Fort Valley plant to inspect accelerator pedals on 7 buses. No broken springs were found.
- 06-13-00 Blue Bird representatives and Felsted representatives inspected 64 buses in Arizona. One pedal was found with a broken return spring.
- 06-27-00 Blue Bird representatives and Felsted representatives inspected 113 buses in Georgia and found 2 broken return springs.
- 07-11-00 Felsted reported that test conducted on returned broken springs were inconclusive.
- 07-17-00 Blue Bird met with Felsted to determine action to be taken to resolve the broken springs issue. Felsted proposed a field fix consisting of an additional spring pack independent and redundant to the existing springs. Blue Bird reviewed the design but rejected it due to wear problems that would be present with the spring pack.

- 07-18-00 Blue Bird provided the names of other independent labs to Felsted to have additional analysis performed on the broken returned springs.
- 08-01-00 Felsted proposed providing replacement pedals with a new design return spring consisting of music wire with one additional coil and with an organic coating. The new design spring had been tested to 12 million cycles with no failures.
- 08-07-00 The first pedals with the new return spring design were delivered and installed on Blue Bird buses.
- 08-16-00 To date Blue Bird and Felsted inspected a total of 382 buses and found 17 pedals with one broken spring. Two (2) pedals were found with both springs broken.

After additional analysis Felsted reported the cause of the failure to be:

1. The stainless steel springs have marginal fatigue characteristics; the design fatigue stress of the application is in a range that would predict that some failures would occur.
2. The music wire springs are failing due to stress risers created by electrical arcing during electroplating.

Although no accident or injury has been reported, based upon the above findings Blue Bird determined to issue a recall on the Felsted accelerator pedals due to the potential for both return springs to break.

8. The defect will be corrected in the following manner:

Felsted is providing replacement accelerator pedals equipped with return springs manufactured of music wire with one additional coil on each spring and with an organic coating, eliminating electroplating.

9. Notification will be as follows:

Distributor notification is scheduled to be mailed September 18, 2000.
Owner notification is scheduled to be mailed September 25, 2000.

10. Blue Bird's identification number assigned to this recall is:

R00EA

11. A draft copy of the notification documents will be submitted to NHTSA for review prior to mailing.

Questions regarding this recall should be directed to:

William P. Coleman
Recall Administrator
Blue Bird Body Company
P.O. Box 937
Fort Valley GA 31030
(478) 822-2242

Signed: _____
William P. Coleman, Recall Administrator



RECEIVED

00 SEP -5 PM 2:46

OFFICE
DEFECTS INVESTIGATION

Gary W. Rossow
Director
Government Technical Affairs

August 29, 2000

Freightliner LLC
4747 N Channel Ave.
Portland, OR 97217
503.746.8882 Phone
503.746.8800 Fax
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

DOV-230.002 (01)

Subject: Information Report, FL-271

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report for a new recall campaign to recall Freightliner Custom Chassis Corporation model XC chassis for a defect in vehicles equipped with certain electronic throttles manufactured by Felsted Products LLC.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No Z 224 782 568

Section 573.5 Defect Information Report

Date: August 29, 2000

00V-230.002 (23)

(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

(c) (2) Vehicles Identification:

(ii) Model(s) affected: Freightliner Custom Chassis Corporation (FCCC) model XC chassis with Caterpillar engines.

Manufacture Dates: December 1997 through August 4, 2000

Basis for determining population: The first and last vehicles built with defective throttles.

(iv) Component manufacturer if other than the vehicle manufacturer: Felsted Products LLC

(c) (3) Total number of vehicles potentially affected: 5032

(c) (4) Percentage of vehicles estimated to contain the defect: 100%

(c) (5) Description of the defect: See attached Felsted 573 Defect Report.

(c) (6) Chronology of principal events (defect only): Felsted notified Freightliner on August 25, 2000 (see attached).

(c) (7) Noncompliance test data: N/A

(c) (8)(I) Remedial program: Repairs will be performed by Freightliner dealerships and Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.

(II) Estimated Owner Notification Date: Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed approximately October 11, 2000.

Remedy: Remove and replace the defective throttle return springs.

(c) (9) Communications sent to dealers and owners: Copies will be submitted as a supplemental report when available.

(c) (10) Copy of proposed owner notification letter: A draft will be sent for ODI review when available.

(c) (11) Manufacturer's campaign number: FL-271

**Defect Information Report
Pursuant to 49 CFR Part 573**

Felsted Products LLC has determined that certain electronic foot pedals it manufactured contain a defect related to motor vehicle safety. Felsted Products LLC is hereby providing notification to NHTSA in accordance with 49 CFR Part 573.

The information required by your regulations follows:

1. **Manufacturer's name/address:**

Felsted Products LLC
8351 County Road 245
Holmesville, OH 44633

2. **Equipment involved in this notification:**

Felsted Products LLC electronic foot pedals containing stainless steel or yellow chromate zinc electroplated return springs manufactured from February 1, 1999 through August 4, 2000 for:

- a. Mack Trucks, Inc., part numbers EFP018, EFP020, EFP021, and EFP022
- b. Blue Bird Body Company, part numbers EFP008, EFP011, and EFP013
- c. Freightliner Custom Chassis Corporation, part number EFC001
- d. Drive Products, Inc., part numbers EFP005 and EFP029
- e. Gradall Company, part number EFP016
- f. Air Brake & Power Equip. Co., part numbers EFP004 and EFP005
- g. Caterpillar, Inc., part number EFP013
- h. John Deere, part number EFP008
- i. Heartland Engine Company, part number EFP008

3. **Total number of items of equipment:**

Mack Trucks, Inc.	46,465
Blue Bird Body Company	5,934
Freightliner Custom Chassis Corporation	5,032
Drive Products, Inc.	259
Gradall Company	136
Air Brake & Power Equip. Co.	25
Caterpillar, Inc.	5
John Deere	2
Heartland Engine Company	<u>1</u>
Total	57,859

4. Approximate percentage of equipment estimated to actually contain the defect:

100% suspect

5. Description of the defect:

Return springs are breaking in use on electronic foot pedals that are equipped either with:

- a. stainless steel springs due to fatigue or
- b. music wire springs electroplated with yellow zinc chromate due to arcing during the electroplating process.

6. Chronological summary of events leading to this determination:

- 04-12-00 Felsted was notified by Blue Bird that one of Blue Bird's customers had experienced broken springs on a Felsted electronic foot pedal.
- 04-24-00 Felsted received for evaluation the foot pedal Blue Bird reported had broken springs. Felsted inspected the foot pedal and sent the broken stainless steel return springs to St. Louis Testing Laboratories for evaluation.
- 05-10-00 First report received from St. Louis Testing Laboratories stating the springs had failed without evidence of material or surface defects.
- 05-12-00 Felsted received second report from Blue Bird of a broken spring on an electronic foot pedal. Felsted requested St. Louis Testing Laboratories complete further material analysis on the original stainless steel broken springs. St. Louis Laboratories reported that the material was in conformance with AISI304 stainless.
- 05-16-00 Felsted received for evaluation the second pedal Blue Bird reported had a broken stainless steel return spring.
- 05-19-00 Felsted began reviewing electronic foot pedal warranty returns to evaluate additional broken springs. Felsted found that no broken springs had been reported on foot pedals manufactured prior to February 1, 1999. Felsted had received the following returned foot pedals with broken springs manufactured after January 31, 1999:

OE	1 spring broken	2 springs broken
Maack	18	1
Blue Bird	1	1
Freightliner	0	0
All Others	0	0
Total	19	2

- 05-24-00 Felsted and Blue Bird representatives visited a Blue Bird customer in California to inspect electronic foot pedals on 32 buses. One pedal with a broken spring was found.
- 05-26-00 Received St Louis Testing Laboratories analysis report that a yellow zinc chromate electroplated spring fracture originated at a hard spot "possibly attributed to arc striking." Additional testing continued.
- 06-13-00 Felsted and Blue Bird representatives inspected electronic foot pedals on 64 buses in Arizona. One pedal was found with a broken return spring.
- 06-15-00 Felsted representatives inspected electronic foot pedals on 164 buses in Georgia. Nine pedals were found with a broken spring.
- 06-27-00 Felsted and Blue Bird representatives inspected electronic foot pedals on 113 buses in Georgia and found two broken return springs.
- 07-11-00 Felsted updated Blue Bird on its investigation of the foot pedals and advised of the analysis reports on spring fractures.
- 07-17-00 Felsted met with Blue Bird in Fort Valley, Georgia to propose a field remedy of an additional spring pack of two music wire springs designed to be independent and redundant to the existing springs. Felsted proposed a production remedy of discontinuation of yellow chromate zinc electroplated music wire springs, and instead utilization of black chromate zinc electroplated spring with lower loads and stress levels due to an extra coil. Blue Bird rejected it.
- 07-27-00 Felsted representatives met with Mack representatives to inform them of the reports of spring breakage, the investigation to date and pending testing results.
- 07-31-00 Felsted received an Exponent Failure Analysis Report which concluded:
 - a. stainless steel springs were breaking due to fatigue and
 - b. yellow chromate zinc electroplated music wire springs were breaking due to arcing during the plating process.
- 08-01-00 Felsted representatives met with Blue Bird representatives and advised of the July 31, 2000 Exponent conclusions and proposed a production remedy consisting of discontinuation of yellow chromate zinc electroplated music wire springs, and instead utilization of the new spring design of organic coated music wire with one additional coil. The organic coating eliminated electroplating. The additional coil reduced stress on

the spring. At that time, the new design spring of music wire with the additional coil had been tested to 12 million cycles with no failures.

(Felsted had previously twice tested to 10 million cycles without breakage at which point the tests had been discontinued.) Felsted again proposed the redundant spring pack as a field remedy for Blue Bird vehicles.

Note: During the period of February 01, 1999 until June 30, 1999, Felsted had manufactured electronic foot pedals with stainless steel return springs. Beginning July 1, 1999, Felsted manufactured electronic foot pedals with yellow chromate zinc electroplated music wire return springs. On May 4, 2000, Felsted began manufacturing electronic foot pedals for Mack with black chromate zinc electroplated springs with one extra coil.

- 08-02-00 Felsted representatives met with Freightliner representatives and informed them of findings of springs breaking in electronic foot pedals. Freightliner has reported no spring failures to date. Felsted proposed a production remedy of discontinuation of stainless steel springs, and instead utilization of the new spring design of organic coated music wire with one additional coil. Felsted proposed the redundant spring pack as a field remedy for Freightliner vehicles. Freightliner proposed replacing springs in pedals in the field.
- 08-04-00 Felsted shipped the first foot pedals with organic coated music wire with one additional coil.
- 08-07-00 Pursuant to the following schedule Felsted representatives commenced either replacing electronic foot pedals in undelivered Blue Bird and Freightliner vehicles with electronic foot pedals containing return springs manufactured of organic coated music wire with one additional coil on each spring, or in the alternative, replacing the existing return springs:
- | Date | Location | No. | OE |
|----------|-------------------|-----|--------------|
| 08-07-00 | Georgia | 509 | Blue Bird |
| 08-07-00 | Georgia | 674 | Blue Bird |
| 08-07-00 | Brantford, Canada | 152 | Blue Bird |
| 08-10-00 | South Carolina | 43 | Freightliner |
| 08-18-00 | Ohio | 41 | Freightliner |
| 08-22-00 | Indiana | 136 | Freightliner |
| 08-22-00 | Iowa | 151 | Freightliner |
| 08-23-00 | Michigan | 3 | Freightliner |
- For remaining undelivered Freightliner vehicles Felsted has agreed to supply Freightliner with return springs manufactured of music wire with one additional coil on each spring, and Freightliner mechanics will install.
- 08-11-00 Felsted representatives met with Mack representatives and proposed a production remedy of discontinuation of the black chromate zinc

electroplated springs, and instead utilization of the same spring design (which has the additional coil) with organic coated music wire. Additionally, Felsted proposed the redundant spring pack as a field remedy for Mack vehicles.

08-22-00 Felsted received Blue Bird Part 573 Defect Report filed with NHSTA.

08-24-00 To date, Felsted has received the following returned electronic foot pedals with broken springs. The following numbers include the broken springs found by Bluebird and Felsted during inspections of electronic foot pedals on 382 buses.

OE	1 spring broken	2 springs broken
Mack	124	10
Blue Bird	17	2
Freightliner	0	0
All Others	0	0
Total	141	12

08-25-00 No accident or injury has been reported to date.

7. Description of proposed remedy:

Production remedy: Felsted will manufacture electronic foot pedals with return springs manufactured of music wire with one additional coil on each spring and with an organic coating.

Field remedy: Felsted will provide replacement return spring kits of springs manufactured of music wire with one additional coil on each spring and with an organic coating.

8. Program for Remedy Campaign:

Felsted will work with OE customers to develop a remedy campaign and will provide NHTSA with further information as it becomes available.

Questions regarding this recall should be directed to:

Linda Mustoe
 Assistant General Counsel
 Felsted Products LLC
 2000 US Highway 63 South
 Moberly, MO 65270
 660-269-4550



Gary W. Rossow
Director
Government Technical Affairs

January 30, 2001

Freightliner LLC
4747 N Channel Ave.
Portland, OR 97217
503.745.8882 Phone
503.745.8800 Fax
Gary.Rossow@Freightliner.com

Office of Defects Investigation, Room 5328
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

Subject: Information Report, NHTSA No. 00V-230.002

In accordance with Title 49, Part 573, Freightliner LLC herewith submits an information report supplying supplemental information and copies of documents distributed to dealers and purchasers.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

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OFFICE
DEFECTS INVESTIGATION

Certified Mail No. Z 224 782 601

Section 573.5 Defect Information Report

Supplement No.: 1

Date: January 30, 2001

(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

(c) (3) Total number of vehicles potentially affected: (Revise to read) 4,407

(c) (9) Communications sent to dealers and owners:
Owner letters mailed on 1/23/01.

Subject: Electronic Throttle Pedals on XC Chassis

MODELS AFFECTED: Specific Freightliner Custom Chassis XC models manufactured between February 1, 1999, and August 4, 2000, equipped with Caterpillar engines.

GENERAL INFORMATION

Freightliner LLC, on behalf of its wholly-owned subsidiary, Freightliner Custom Chassis Corporation, has determined that a defect which relates to motor vehicle safety exists on the above-mentioned vehicles.

There are approximately 4,600 XC chassis involved in this campaign. We expect 80% of these vehicles to be modified/inspected.

The electronic throttle return springs may experience breakage, allowing the throttle to remain at current position rather than returning to idle when the driver releases the pedal. This may result in a vehicle crash without prior warning.

The modification consists of replacing the defective throttle return springs.

WORK INSTRUCTIONS

Please refer to attached work instructions.

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 vehicle(s) involved in campaign number FL271A, a computer listing of the customers and vehicle identification numbers is enclosed. Please refer to this list when ordering parts for this campaign.

Refer to Table 1 for FL271A replacement kit 25-FL271-000.

25-FL271-000

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL271A	25-FL271-000	Electronic Throttle Spring	E004-33	1	\$.33 U.S. \$.55 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

Refer to Table 2 for labor allowance.

Recall Campaign

January 2001
 FL271A
 (NHTSA 00V-230-002)

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL271A	Remove and replace electronic throttle spring	0.4	998-0388A	000-Modifiedx

Table 2

IMPORTANT: When the modification has been completed, clean a spot on the appropriate location of the vehicle and attach a completion sticker (Form W-147) referencing the recall campaign number and date the work was performed.

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 the recall. Please reference the following information in QuickClaim:

- Claim type is Recall.
- In the FSDOC field, enter the campaign number and the appropriate condition code (e.g. FL271A).
- In the Primary Failed Part Number field, enter 25-FL271-000
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Part Tables.

NOTE: ServicePro®/Service Advisor® must be viewed prior to performing the recall to ensure the vehicle is involved and the recall has not been previously completed. Also, check for a completion sticker prior to performing the recall.

Contact the Warranty Campaigns Department at (800) 647-0712, from 7:00 a.m. to 4:30 p.m. Pacific Time, Monday through Friday, or the Customer Assistance Center at (503) 745-7877, 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, and Canadian dealers must submit a PAR to their facing PDC. All kits must be in resaleable 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 (49 USC), 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. Also, any lessor is required to send a copy of the recall notification to the lessee.

Finally, the Act states that a remedy need not be provided without charge if the vehicle was bought by the first purchaser more than ten (10) calendar years before notice is given.

Copy of Letter to Owner

Subject: Electronic Throttle Pedals on XC Chassis

Dear Freightliner Custom Chassis Vehicle Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and the Canadian Motor Vehicles Safety Act.

Freightliner LLC, on behalf of its wholly-owned subsidiary, Freightliner Custom Chassis Corporation, has determined that a defect which affects motor vehicle safety exists on specific Freightliner Custom Chassis XC models manufactured between February 1, 1999, and August 4, 2000, equipped with Caterpillar engines.

The electronic throttle return springs may experience breakage, allowing the throttle to remain at current position rather than returning to idle when the driver releases the pedal. This may result in a vehicle crash without prior warning.

The modification consists of replacing the defective throttle return springs.

Repair kits are now available for authorized dealers to order. Please contact your authorized dealer to arrange to have your vehicle(s) modified and to assure that parts are available at the dealer.

When you contact your dealer, reference recall campaign number FL271A. Once kit(s) are received at the dealership, the modification will take approximately one-half hour and will be performed at no charge to you.

IMPORTANT: When the recall has been completed, please ensure that a sticker has been affixed to your vehicle referencing FL271A and the date the work was performed.

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, please make sure this notification is immediately forwarded to the lessee.

If you are unable to have the defect remedied without charge and within a reasonable time after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:00 a.m. to 4:30 p.m. Pacific Time, Monday through Friday, or the Customer Assistance Center at (800) FTL-HELP, after normal business hours. You may also wish to notify the Administrator, National Highway Traffic Safety Administration, 400-7th Street S.W., Washington, D.C. 20590, or phone (888) 327-4236. If your vehicle is involved in the Canadian portion, you may notify the Manager, Recall and Public Compliance, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, Ottawa, Ontario, or phone (613) 993-9851.

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

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Recall Campaign

January 2001
FL271A
(NHTSA 00V-230-002)

Work Instructions

Subject: Electronic Throttle Pedals on XC Chassis

MODELS AFFECTED: Specific Freightliner Custom Chassis XC models manufactured between February 1, 1999, and August 4, 2000, equipped with Caterpillar engines.

Throttle Pedal Spring Pack Replacement

1. Before starting the replacement procedure:
 - 1.1 Check the frontwall below the dash on the driver's side for a completion sticker (form W-147). If the completion sticker lists recall campaign FL271A, the replacement procedure is not required;
 - 1.2 Check the left side of the roller assembly for the presence of a blue dot. See Fig. 1. If a blue dot is present, the throttle pedal spring pack replacement was performed at the body builder and the replacement procedure is not required.

2. Park the vehicle on a level surface. Turn off the engine, apply the parking brakes, and chock the rear tires.

IMPORTANT: Read and understand the replacement procedure before beginning.

NOTE: Do not remove the throttle pedal from the floor.

3. Remove the E-ring and washer from the throttle pedal. See Fig. 1.
4. Remove the two sensor screws that attach the sensor to the throttle pedal. Remove the sensor. See Fig. 2.
5. Using a Phillips screwdriver, remove the sensor shaft by pushing it out from the E-ring side of the throttle pedal. Hold the roller and spring assembly with your hand while removing the sensor shaft.

NOTE: The washer removed with the sensor shaft has a larger inside diameter than the washer removed in step 5.

6. Remove the bushing (Fig. 3) from the spring assembly that was just removed, and install it in the new spring pack (Fig. 4).

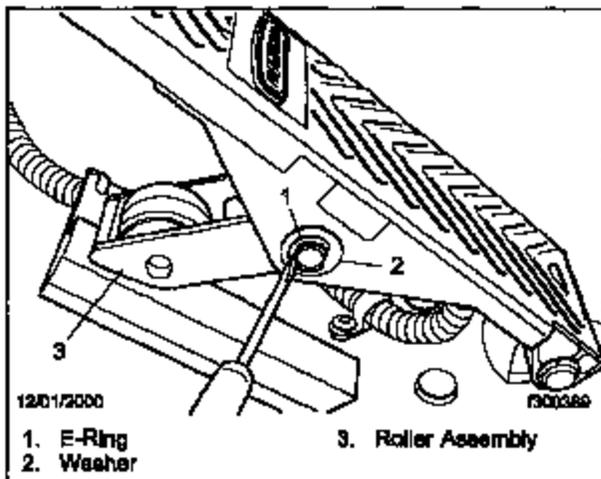


Fig. 1, Throttle Pedal, Left-Side View

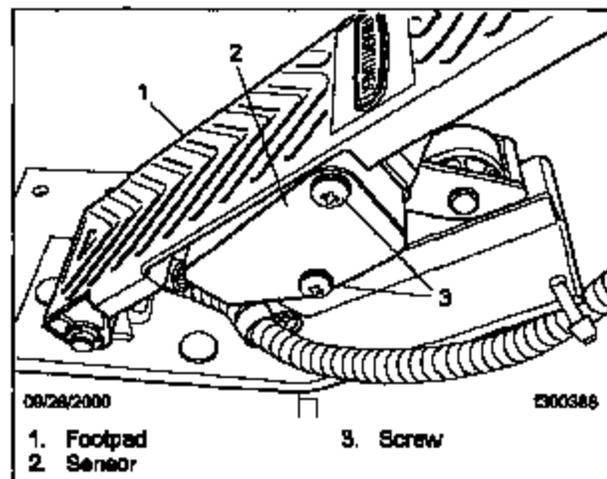


Fig. 2, Throttle Pedal, Right-Side View

7. Place the new spring pack into the roller assembly with the short spring legs hooked over the cross bar. See Fig. 5.
8. Install the roller assembly with the spring pack in the footpad. See Fig. 6. Make sure that the long spring legs are inside the wide, center space of the footpad. See Fig. 7.
9. Using a Phillips screwdriver, install the washer with the larger inside diameter between the roller assembly and the sensor side of the footpad. See Fig. 8. Align the roller assembly, washer, and bushing to gently align the parts for the sensor shaft installation. See Fig. 9.

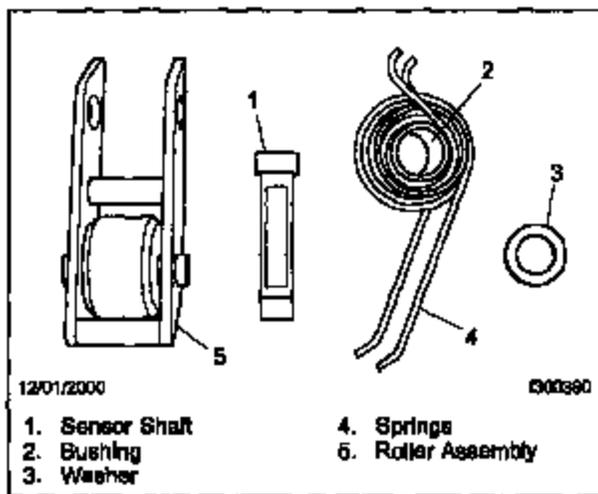


Fig. 3, Throttle Pedal Parts

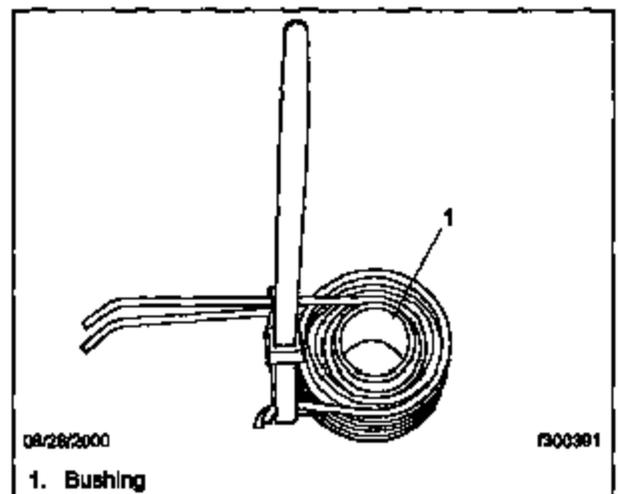


Fig. 4, Spring Pack

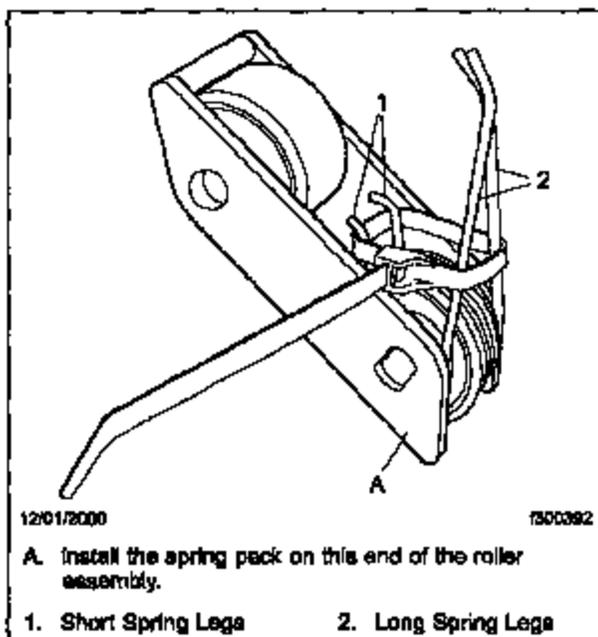


Fig. 5, Roller Assembly

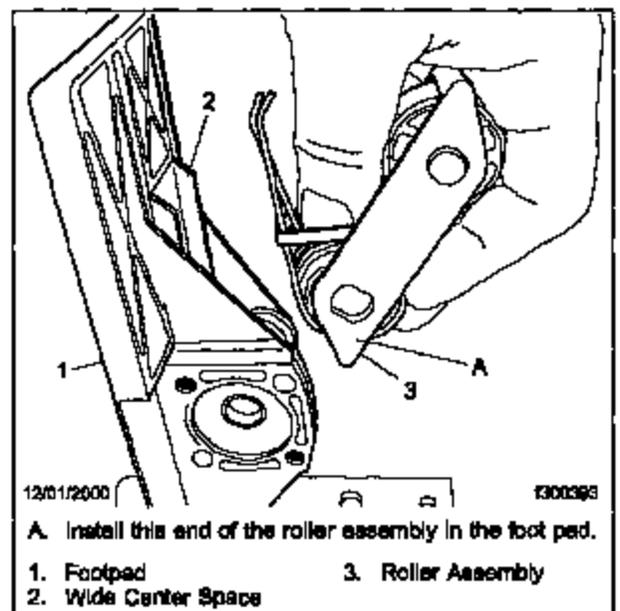


Fig. 6, Installing Roller Assembly In Footpad

Recall Campaign

January 2001
FL271A
(NHTSA 00V-230-002)

10. Install the sensor shaft using only finger pressure. If the sensor shaft does not go all the way through, wiggle or rotate the roller assembly slightly while pressing the sensor shaft into the hole.

IMPORTANT: Do not hammer or force the sensor shaft into position.

NOTE: The flats of the sensor shaft will be perpendicular to the roller arm assembly when aligned. See Fig. 10.

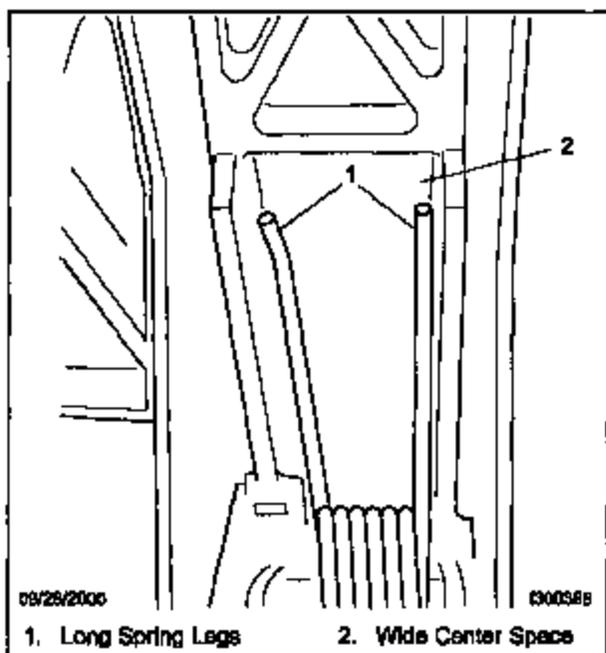


Fig. 7, Long Spring Legs Positioned in Footpad

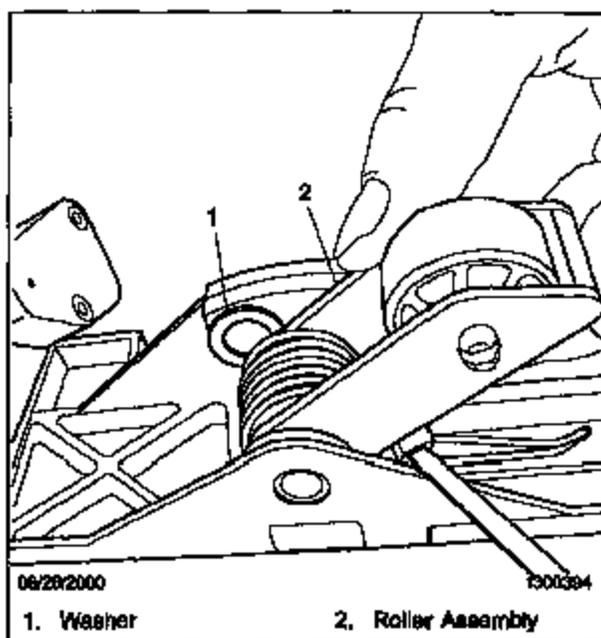


Fig. 8, Install Washer

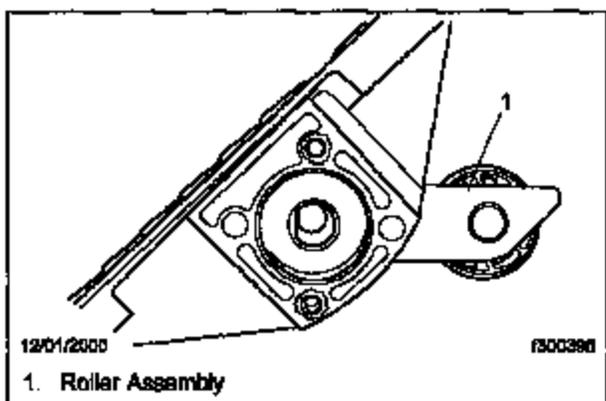


Fig. 9, Align Roller Assembly, Washer, and Bushing

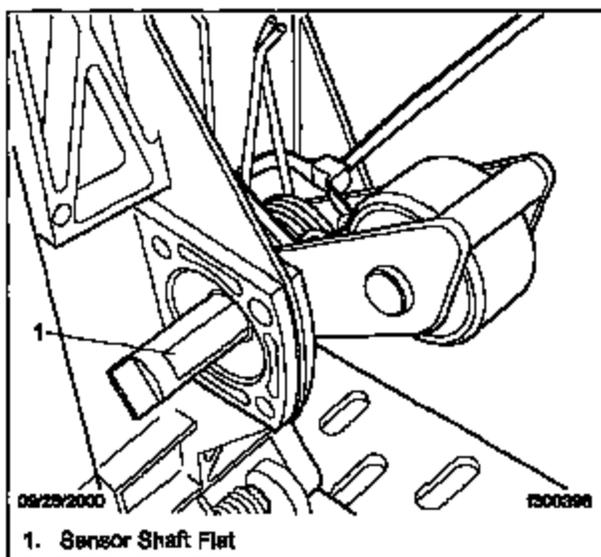


Fig. 10, Position Flats of Sensor Shaft

11. Place the washer with the smaller inside diameter over the the sensor shaft and snap the E-ring into the groove of the shaft. Pull the end of the tie strap forward (away from the pedal) to remove the tie strap. See Fig. 11.
12. Check the spring legs to make sure that they are on the inside edges of the wide space in the footpad. See Fig. 7.
13. Install the sensor on the throttle pedal while aligning the drive tang and slot on the sensor shaft by rotating the sensor and wiring harness away from the footpad. When the sensor is fully seated against the footpad and there is no gap, hold the sensor in place, attach the sensor washers and screws and tighten the screws.
14. Write the recall campaign number and the date the work was performed on a completion sticker (form W-147). Clean a spot on the frontwall below the dash on the driver's side and attach the sticker.
15. Remove the chocks from the tires.

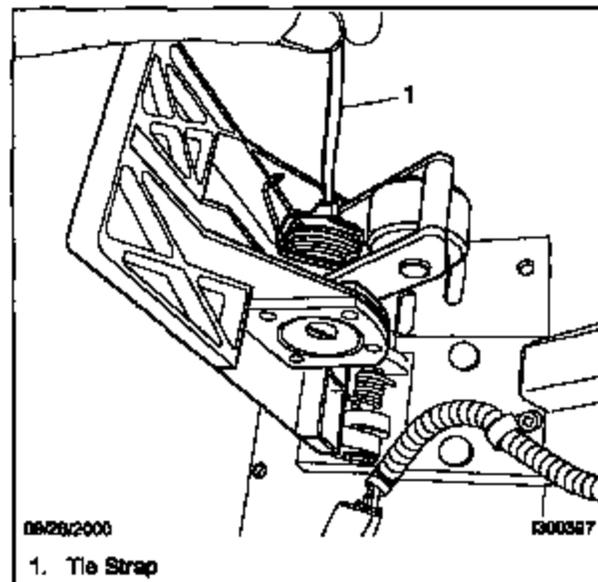


Fig. 11, Remove the Tie Strap



Coachmen®

RECREATIONAL VEHICLE COMPANY

April 12, 2001

00V-230.102

Jonathan D. White
Chief, Recall Analysis Division
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, DC 20590

Re: Freightliner LLC - Recall Campaign Number FL271A (NHTSA 00V-230-002)
Defective Throttle Return Springs

Dear Mr. White:

Freightliner, LLC has notified Coachmen Recreational Vehicle Company that they are conducting a recall on their Freightliner Custom Chassis SC models manufactured between February 1, 1999 and August 4, 2000, that were equipped with Caterpillar engines. Their notification stated, "The electronic throttle return springs may experience breakage, allowing the throttle to remain at current position rather than returning to idle when the driver releases the pedal. This may result in a vehicle crash without prior warning."

In accordance with Federal Regulation 49 CFR Part 573.3, "Defect and Noncompliance Information Reports", this letter is to serve as notification to NHTSA of our recognition of this recall campaign by one of our suppliers and that Coachmen Recreational Vehicle Company agrees with the need for Freightliner to conduct this recall campaign. Freightliner has provided us with information indicating that they shipped 1 potentially defective chassis to Coachmen Recreational Vehicle Company (chassis VIN number 4UZA AHAK21CH70263). This chassis was used on a Class A motorhome built by Coachmen Recreational Vehicle Company, Sportscoach 400DS model, built on 9/29/00, VIN number 1TCA0633X11702677. This unit is still in our possession and we will contact Freightliner to have it inspected and repaired (if necessary). We understand that since Freightliner is administering the recall campaign, they will be forwarding all of the required follow up reports and information to NHTSA.

Should you have any additional questions or need additional information, please do not hesitate to contact me at (219) 825-8528.

Very Truly Yours,

Gary L. Duncan

Cc: Rick Lavers - COA
Mike Terlep - CRV
Pat Wallace - Office of Defects Investigation - NHTSA
202-366-7882/FAX

RECEIVED
APR 17 2001
DEPT OF TRANSPORTATION



MACK TRUCKS, INC.
WORLD HEADQUARTERS
2100 MACK BOULEVARD
P.O. BOX M
ALLENTOWN, PA 18105-5000
PHONE: 610.709.3011

00 OCT -4 AM 9:31
OFFICE
DEFECTS INVESTIGATION

September 27, 2000

Mr. Kenneth Weinstein, Associate Administrator
Safety Assurance NSA-11
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5319
Washington, DC 20590

00V-230.003 (2)

SUBJECT: Vehicle Recall Campaign - SC0261
Faulted Throttle Pedal

Dear Mr. Weinstein:

Mack Trucks, Inc., acting under applicable provisions of the National Traffic and Motor Vehicle Safety Act of 1966 and 49 CFR Part 573.5, will recall certain of its "CH, CL, CX, DM, LE, MR, RB, RD" models built between February 1, 1999 and August 31, 2000.

1. Manufacturer Corporate Name:

Mack Trucks, Inc.
2100 Mack Boulevard
Allentown, Pennsylvania 18105-5000

2. Identification of Involved Vehicles:

The vehicles affected are certain Mack class 8 lts CH, CL, CX, DM, LE, MR, RB, RD models manufactured between February 1, 1999 and August 31, 2000. Using a computer program we searched for chassis built between the two dates with part numbers 4QB54, 4QB55, 4QB56, 4QB58, 4QB59 and compared it with a report of all chassis built within the same time frame. Some trucks early in the campaign time frame could have Bendix throttle pedals.

3. Total Number of Vehicles Potentially Involved:

We have identified 49,252 chassis built between February 1, 1999 and August 31, 2000 using the above part numbers. At our manufacturing facilities, 3,386 chassis were corrected prior to being released for delivery for a total of 45,866 chassis to be campaigned.

4. Percentage of Vehicles Estimated to be Affected:

Unknown, as some trucks early in the campaign time frame could have Bendix throttle pedals.

5. Description of Defect:

00V-230-003 (02)

Manufacturer of throttle pedals:

Felsted Products LLC
8351 County Road 245
Holmesville, OH 44633
660-269-4550
Contact: Linda Mustoe, Assistant General Counsel

Return springs are breaking in use on electronic foot pedals that are equipped with the stainless steel springs due to fatigue or music wire springs electroplated with yellow zinc chromate due to arcing during the electroplating process. Pedal may go to full throttle if both return springs break. Organic coated music wire springs have been confirmed to eliminate these failures. They are a dull silver/gray color. Pedal assemblies with the organic coated music wire are identified by a blue mark near the roller axle. The blue mark is visible when looking at the left side of the pedal.

Mack Trucks is aware of throttle pedals with broken springs. There have been no reports of any safety related incidences due to this pedal in Mack chassis.

6. Chronology of Principal Events:

July 27, 2000

Felsted representatives met with Mack representatives. Felsted informed Mack of the reports of spring breakage, the investigation to date and pending testing results.

August 11, 2000

Felsted representatives met with Mack representatives and proposed a production remedy of discontinuation of the black chromate zinc electroplated springs, and instead utilization of the same spring design (which has the additional coil) with organic coated music wire. Additionally, Felsted proposed the redundant spring pack as a field remedy for Mack vehicles.

August 29, 2000

Service Engineering contacted all service locations to return parts for replacement of springs. Winnsboro, SC and Macungie, PA manufacturing facilities were contacted to let them know that Felsted would be in to make corrections. Felsted began building all Mack pedals with new, organic-coated spring. All shipments from this date forward are with the new spring. Parts not yet installed in trucks were returned to Felsted for rework.

August 29, 2000

Winnsboro, SC manufacturing facility stopped delivery on August 29, 2000 at 6:40 PM.

August 30, 2000

The Macungie, PA facility stopped delivery of all vehicles on August 30, 2000 at 11:04 AM. Felsted personnel arrived at the Macungie the morning of August 30, 2000.

August 30 - September 15, 2000

Went on a "refusal hunt" by checking inventory at the manufacturing facilities, transporter lots (Hook-Up), and chassis currently in production still on the line. Inspected and corrected chassis as necessary. All vehicles were held for 100% replacement on the throttle pedal springs. During this time frame, no trucks were released for delivery until there was a blue mark on the roller axle, which is visible when looking at the left side of the pedal. In this time period, 3,386 trucks were corrected prior to release to the transporter and delivery. As part of the repair, all reworked trucks were started after rework to confirm the accelerator operates correctly.

September 21, 2000

Mack's Product Regulation Compliance Committee approved this campaign

7. Not Applicable

8. Remedy Program:

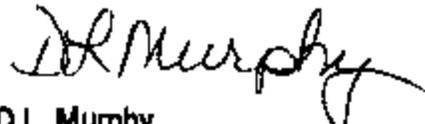
All known owners of the subject vehicles will be notified by first class mail of Mack's inspection program involving suspect vehicles and replacement if necessary. All trucks previously corrected will not be included in the campaign. All Mack Authorized Service Centers will be sent a service bulletin detailing the program we have undertaken. We will provide a schedule for the implementation of this recall as soon as parts are available in our parts distribution centers.

9. Notices, Bulletins and Communications:

Copies of the owner and dealer notifications and dealer repair instructions will be forwarded when available.

Sincerely yours,

MACK TRUCKS, INC.



D.L. Murphy
Campaign Administrator