

06V-205



Timothy Blubaugh
President
Commercial Vehicle Division

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August 10, 2006

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

**Re: Defect Information Report – supplemental information
(FL-477), NHTSA no. 06V-205, Bendix SR-7 Spring Brake Valve**

6

Mr. Smith:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information and copies of documents to be distributed to dealers and purchasers.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh

Cc: Michael Mason, CAL-OSHA
Enclosure

Certified Mail Article #

North America's leading commercial vehicle manufacturer

7002 3150 0004 1405 4233



A DaimlerChrysler Company

Timothy Blubaugh
Director
Product Support Services

Freightliner LLC
10000 Northway Avenue
Portland, Oregon 97208
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www.freightlinertrucks.com

August 10, 2006

Section 573.6 Defect Information Report
FL-477, Bendix SR-7 Spring Brake Valve; NHTSA no. 06V-205
Supplement No.: 01

(c) (1) Manufacturer: FREIGHTLINER LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

(c)(2) Vehicle Identification:

Model(s) affected: (revise to read)

Freightliner - Argosy, Cargo, Century Class S/T, Columbia, FLD, Business Class M2, Classic,
Coronado
Sterling - Cargo, A-Line, L-Line, Acterra, Cargo
Freightliner Custom Chassis - B2 school bus chassis, S2 shuttle bus chassis
Thomas Built Buses - C2 and HDX school buses.

(c) (3) Total number of vehicles potentially affected: 5,243

(c) (9) Communications sent to dealers:

Freightliner, Sterling, FCCC, Thomas C-2 – Dealer bulletin posted June 23, 2006;
Attachment One
Thomas HDX – Dealer bulletin posted June 23, 2006; Attachment One
Thomas HDX – Dealer letter mailed July 27; Attachment Two

Communications sent to owners:

Thomas HDX - Dealers notified by phone June 8, 2006 to advise owners.
Owner notification letters mailed July 27, 2006;
Attachment Three
Thomas C-2 - Dealers notified by phone June 8, 2006 to advise owners.
Owner notification letters mailed August 1, 2006;
Attachment Four
Freightliner, Sterling, FCCC - Owner notification letters mailed: start June 28,
completed June 30, 2006; Attachment One



Recall Campaign

June 2006
FL477AB
NHTSA #06V-205

Subject: Bendix SR-7 Park Brake Valves

Models Affected: Specific Freightliner Argosy, Business Class M2, Cargo, Century Class S/T, Classic, Columbia, Coronado, and FLD vehicles; Sterling Acterra, LT/L-Line, and Cargo vehicles; Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses C2 Saf-T-Liner) and S2 shuttle bus chassis; and Thomas Built Buses HDX school bus chassis manufactured between April 7, 2006, and May 27, 2006, with certain Bendix SR-7 spring brake modulating valves.

General Information

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiaries, Sterling Truck Corporation, Freightliner Customer Chassis Corporation, and Thomas Built Buses, has decided that a defect which relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 6,500 vehicles involved in this campaign.

NOTE: For all FCCC (FL477A) and Thomas Built Buses HDX school bus chassis, continue to order replacement valves from Thomas Built Buses at no charge. To place an order or for questions about replacement valves, please contact Ricky Myers at Thomas Built Buses, (336) 471-1199 or Ricky.Myers@ThomasBus.com. The part numbers for school buses are noted for reference in **Table 1** below. The **order form for replacement valves for school bus chassis** is included following the last page of this bulletin. For all truck models (FL477B), please order the kit in **Table 1**, Replacement Parts, below.

A manufacturing defect in the Bendix SR-7 modulating spring brake valve housing may intermittently cause air to enter the spring brakes when the parking brake control is applied, instead of engaging the spring brakes. Under certain conditions, the vehicle may roll away without warning, resulting in possible property damage or personal injury.

All affected vehicles must be parked until they are inspected and, if necessary, repaired. The SR-7 valve must be inspected to determine if it is defective. If the valve is not defective, no further action is necessary and the vehicle may be returned to service. Defective valves must be replaced before returning the vehicle to service. It is estimated that 50 percent of valves will require replacement.

Additional Repairs

Dealers must complete all outstanding recall 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 FL477AB, 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.

It is estimated that 50 percent of valves will require replacement.

Recall Campaign

June 2006
 FL477AB
 NHTSA #06V-205

Table 1 - Replacement Parts for FL477AB

NOTE: For all school buses (FL477A and Thomas Built Buses HDX), continue to order replacement valves from Thomas Built Buses at no charge. To place an order or for questions about replacement valves for school buses, please contact Ricky Myers at Thomas Built Buses, (336) 471-1199 or Ricky.Myers@ThomasBus.com. The order form for replacement valves for school bus chassis is included following the last page of this bulletin.

For all truck models (FL477B), please order the kit in **Table 1** below.

Campaign Number	Kit Number	Part Description	Part Number	Qty.	Suggested Wholesale*
FL477A - FCCC B2/ C2 chassis TBB HDX Chassis	N/A	Spring Brake Modulation Valve	BW 5012046 for FCCC BW 5017233 for TBB	1 ea	No Charge
FL477B Straight Trucks	25-FL477-000	Spring Brake Modulation Valve	BW 5019466	1 ea	\$79.60 U.S. \$115.25 CAN
		Completion Sticker	WAR260	1 ea	

* 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

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL477AB	Inspect valve	0.3	996-0679A	000-Inspected
FL477AB	Inspect and replace valve	0.9	996-0679B	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 you do not use a kit, write the recall number on a blank completion sticker. 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. (For Thomas Built Buses HDX chassis, please submit your claim using TBB's normal procedures.) 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. **FL477A, FL477B, etc.**).
- In the Primary Failed Part Number field, enter **25-FL477-000**.
- In the Parts field, for school buses in **FL477A**, enter nothing; parts have been provided at no charge. For trucks in **FL477B**, enter the appropriate kit number(s) as shown in the Replacement Parts Table.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours.

Recall Campaign

June 2006
FL477AB
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NOTE: ServicePro®/Service Advisor® 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 at (800) 547-0712, from 7:00 a.m. to 4:00 p.m. Pacific Time, Monday through Friday, Web inquiry at AccessFreightliner.com / Support / 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. Also, any lessor is required to send a copy of the recall notification to the lessee.

Recall Campaign

June 2006
FL477AB
NHTSA #06V-205

Copy of Letter to Owner Subject: Bendix SR-7 Park Brake Valves

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

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiaries, Sterling Truck Corporation, Freightliner Customer Chassis Corporation, and Thomas Built Buses, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Argosy, Business Class M2, Cargo, Century Class S/T, Classic, Columbia, Coronado, and FLD vehicles; Sterling Acterra, LT/L-Line, and Cargo vehicles; Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses C2 Saf-T-Liner) and S2 shuttle bus chassis; and Thomas Built Buses HDX school bus chassis manufactured between April 7, 2006, and May 27, 2006, with certain Bendix SR-7 spring brake modulating valves.

A manufacturing defect in certain Bendix SR-7 modulating spring brake valve housings may create an intermittent internal air leak when a check valve does not seat correctly, delaying the engagement of the park brake when the parking brake control is applied. Under certain conditions, the vehicle may roll away without warning, resulting in possible property damage or personal injury.

All affected vehicles must be parked until they are inspected and, if necessary, repaired. The SR-7 valve must be inspected to determine if it is defective. If the valve is not defective, no further action is necessary and the vehicle may be returned to service. Defective valves must be replaced before returning the vehicle to service. It is estimated that 50 percent of valves will require replacement.

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

When you contact your dealer, refer to campaign number **FL477B**. Once kit(s) are received at the dealership, the modification will take up to approximately an hour and a half and will be performed at no charge to you.

IMPORTANT: When the recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL477B**.

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 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, 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 WarrantyCampaigns@freightliner.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

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

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Work Instructions

Subject: Bendix SR-7 Park Brake Valves

Models Affected: Specific Freightliner Argosy, Business Class M2, Cargo, Century Class S/T, Classic, Columbia, Coronado, and FLD vehicles; Sterling Acterra, LT/L-Line, and Cargo vehicles; Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses C2 Saf-T-Liner) and S2 shuttle bus chassis; and Thomas Built Buses HDX school bus chassis manufactured between April 7, 2006, and May 27, 2006, with certain Bendix SR-7 spring brake modulating valves.

NOTE: For all FCCC (FL477A) and Thomas Built Buses HDX school bus chassis, continue to order replacement valves from Thomas Built Buses at no charge. To place an order or for questions about replacement valves, please contact Ricky Myers at Thomas Built Buses, (336) 471-1199 or Ricky.Myers@ThomasBus.com. The part numbers for school buses are noted for reference in **Table 1** below. The **order form for replacement valves for school bus chassis** is included following the last page of this bulletin. For all truck models (FL477B), please order the kit in **Table 1**, Replacement Parts, below.

It is estimated that 50 percent of valves will require replacement.

Inspection

1. Check the base label (Form WAR259) for a completion sticker for FL477 (Form WAR260) indicating this work has been done. On trucks, the base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. On school buses, the base label is usually in the driver's area. If a completion sticker is present, no further work is needed. If there is no completion sticker, go to the next step.
2. Park the vehicle on a level surface. Shut down the engine, set the parking brake, and chock the tires.

NOTE: The SR-7 valve is located near the rear axle's parking brake chambers, usually mounted on a bracket on a frame crossmember.

3. Without removing the air lines and fittings at this time, carefully remove the mounting nuts and move the valve away from the bracket to view the back. See **Fig. 1**, step 1. Either Bendix 1 or Bendix 2 is stamped on the valve. If you see Bendix 2, no further work is required; install the valve, attach a completion sticker for FL477 (Form WAR260) to the base label, and return the vehicle to service. If you see Bendix 1, proceed with the steps below.
4. Inspect the date code following the "Date Code Identification Procedure" below.

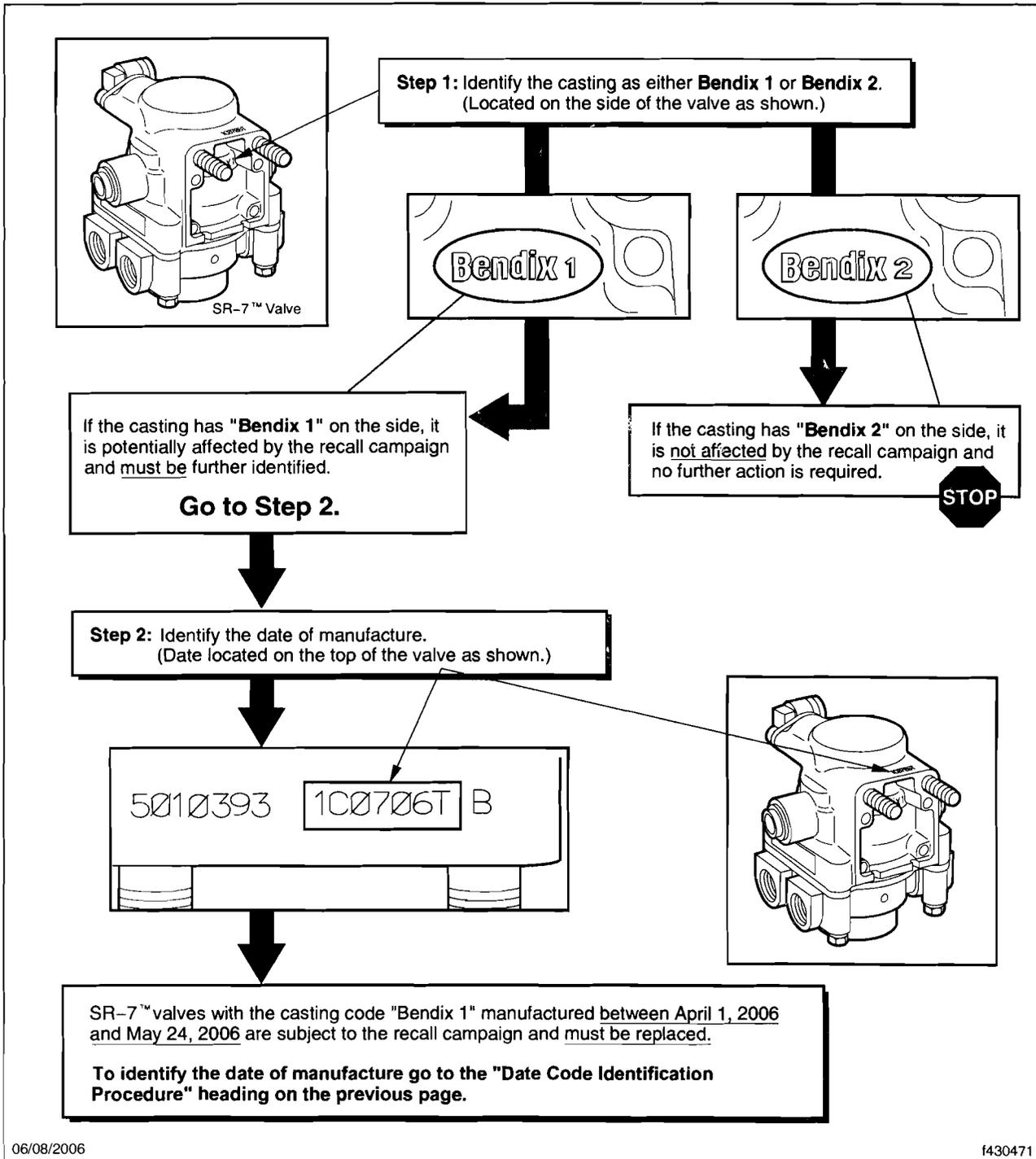
Date Code Identification Procedure

See **Fig. 1** to identify the casting as either Bendix 1 or Bendix 2, and to identify the location of the manufacturing date code.

In the date code, the second character is a letter representing the month of manufacture (affected months are D = April and E = May, no other months are involved). The next four characters are numbers, the first two represent the day and second two represent the year. For example, the date code 1D2006T indicates the valve was manufactured April 20, 2006. If the date code is between April 1, 2006 (D0106), and May 24, 2006 (E2406), replace the valve. See "Bendix SR-7 Valve Replacement" instructions below.

Recall Campaign

June 2006
 FL477AB
 NHTSA #06V-205



06/08/2006

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Fig. 1, Bendix Identification Guidelines

Safety Precautions

Before attempting to work on the air brake system, observe the following precautions:

- Since the compression and storage of air can be compared to energy in a coiled spring, when released, it can present a hazard if not properly recognized.
- The wheels of the vehicle must always be chocked so that depletion of air will not permit the vehicle to roll.
- When draining the system, do not look into the air jets or direct them toward a person, as dirt or sludge particles can be carried in the air stream.
- Hoses will whip dangerously if disconnected under pressure. Follow the manufacturer's recommended procedures when working on any air devices so as to avoid injury or damage from parts which, when released, are subject to mechanical (spring) or pneumatic propulsion.
- As system pressure is drained and the emergency brakes apply, hands must be away from the air chamber pushrods and spring actuators that apply automatically with the loss of pressure. This also applies when checking the service brake system.
- The safety valves must not be reset higher than specified by the reservoir manufacturer, vehicle manufacturer, or code to which the reservoir had been manufactured in order to prevent valve failure.
- Various actuators contain powerful internal springs that require special handling procedures. Note and be guided by the warning tags on such units to avoid personal injury or property damage.
- To avoid injury, keep clear of the air chamber pushrod when brakes are applied or when air is exhausted from the system.

Bendix SR-7 Valve Replacement



Before working on or around air brake systems and components, review all "Safety Precautions" above. Failure to do so could result in personal injury.

Do not attempt to disassemble the SR-7 valve. The valve contains high spring forces that could result in personal injury if disassembly is attempted.

1. Drain the air system.
2. Identify the positions of all air lines attached to the valve, and note the orientation of all fittings for installation on the new valve. See **Fig. 2** for a view of a typical installation, or access EZWiring for vehicle-specific plumbing diagrams.
3. Disconnect all air lines and fittings from the valve, and set the old valve aside.
4. Apply pipe sealant on the fittings and install the fittings removed from the old valve onto the new one. Use the orientation noted during removal.
5. Position the valve on the crossmember bracket and install the mounting nuts. Tighten the nuts 15 to 18 lbf-ft (20 to 24 N·m).
6. Attach all air lines as noted during removal.

Recall Campaign

June 2006
FL477AB
NHTSA #06V-205

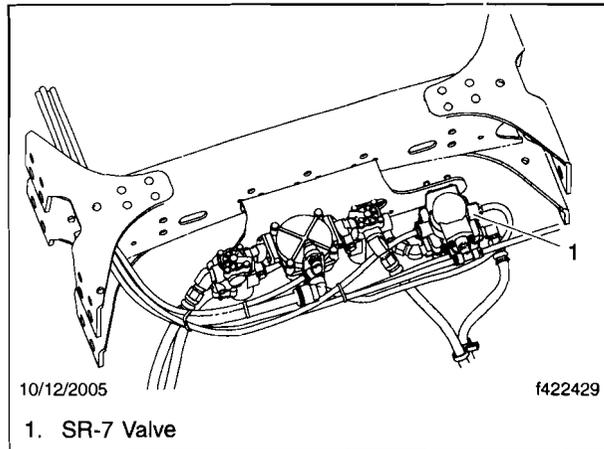


Fig. 2, SR-7 Spring Brake Modulating Valve Installation (typical)

Perform the Operating Test as follows:

NOTE: The SR-7 valve is not serviceable. If the valve does not function as described, replace it.

- 7.1 Charge the air brake system to governor cut-out pressure.
- 7.2 Place the parking control valve in the PARK position. Observe that the spring brake actuators apply promptly.
- 7.3 Remove one line from a delivery port of the SR-7 valve and install a test gauge that is known to be accurate. See **Fig. 3** for the port locations.
- 7.4 With the parking control valve still in the RELEASE position, note the gauge pressure reading. Correct spring brake actuator hold-off pressure is 107 psi (737 kPa) nominal.
- 7.5 Place the parking control valve in the RELEASE position. Observe that the spring brake actuators fully release.
- 7.6 Place the parking control valve in the PARK position. The gauge reading should drop to zero promptly. A lag (more than 3 seconds) in the drop of pressure would indicate faulty operation.
- 7.7 With the parking control valve still in the PARK position, gradually apply the foot brake valve and note a pressure reading increase on the gauge installed in the SR-7 valve delivery port.
- 7.8 Place the parking control valve in the RELEASE position.
- 7.9 Drain the reservoir that supplies the rear service brake circuit; apply the foot brake valve several times and note that the pressure reading on the gauge decreases each time the foot brake valve is applied (spring brake modulation). After the foot brake valve has been applied several times, the pressure reading on the gauge will drop to the point where release of the spring brake actuators will no longer occur.

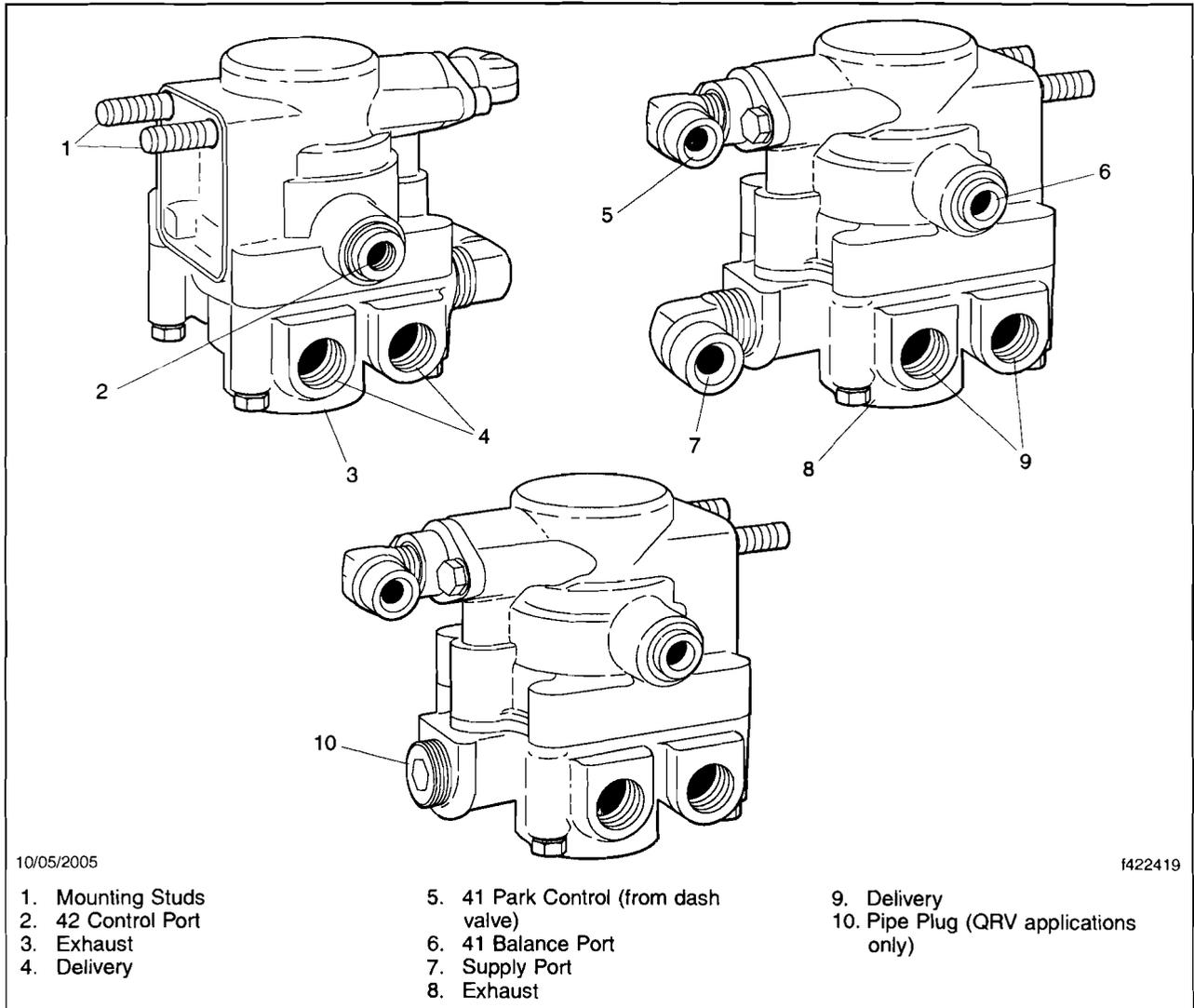


Fig. 3, SR-7 Spring Brake Modulating Valve (exterior views)

8. Perform the Leakage Test as follows:
 - 8.1 Charge the air brake system to governor cut-out pressure.
 - 8.2 Place the park control valve in the RELEASE position.
 - 8.3 Using a soap solution, coat all ports including the exhaust port. A 1-inch (25-mm) bubble in three seconds is permitted.
 - 8.4 If out-of-range leaks are detected, repair leaks as necessary and test again.
9. When the Operating Test and Leakage Test have been successfully completed, clean a spot on the base label and attach a completion sticker for recall FL477 to the base label. Remove the chocks from the tires and return the vehicle to service.



A Subsidiary of **FREIGHTLINER**
LLC

**THOMAS BUILT BUSES, INC./FREIGHTLINER CUSTOM CHASSIS
PRE-RECALL #FL477A BENDIX SR-7 VALVE ORDER FORM**

DEALER NAME: _____

TBB or FCCC DEALER CODE: _____

SHIP PARTS TO THIS ADDRESS:

Attention: _____

VIN # (Enter last 6 digits.)

For Questions: Ricky Myers, (336) 471-1199

E-Mail Orders to: Ricky.Myers@ThomasBus.com

FAX Orders to: (336) 889-5742

NOTE: No orders will be processed without complete shipping address and VIN number(s).

TBB use only-

Date Received:

Date Shipped:



A Subsidiary of **FREIGHTLINER**
CORPORATION

Product Recall

To: ALL DEALERS

From: TRACY SAUERBREY - CUSTOMER SUPPORT DIVISION

Subject: RECALL 06V-205- Bendix SR-7 Park Brake Valve

Date: July 27, 2006

Enclosed are copies of the customer notification letter and the repair procedure for Recall 06V-205. This recall involves certain Thomas HDX school buses manufactured from April 7, 2006 through May 27, 2006. The Bendix SR-7 modulating spring brake valve housings may create an intermittent internal air leak when a check valve does not seat correctly, delaying the engagement of the park brake when the parking brake control is applied. Under certain conditions, the vehicle may roll away without warning, resulting in possible property damage, personal injury, or crash.

This is a universal notification sent to all dealers. You may or may not have customers in your area affected by this recall. If owners in your area are subject to this recall, we have enclosed a printout listing those customers' names and addresses. If there is not a printout enclosed according to our records there are no units in your area involved. **If you have a printout and any of the units on it are still in your possession it is your responsibility to ensure the recall is performed before the unit is delivered to the customer.**

The repair will consist of inspection and possible repair of replacing the valve. The labor allowance for this repair is .7 for inspection (SRT code 90-56) and 1.3 for inspection and replacement. (SRT Code 90-60). **You will need to fill out the attached order form and FAX directly to Thomas Bus at 336-889-5742 Attn: Ricky Myers in order to receive your repair kits.**

Thomas Built Buses has elected to notify all customers directly. Your customers will be contacting you to schedule an appointment for repairs. Reimbursement for parts and labor, (if requested) may be obtained by filing a warranty claim.

If you know of any customers who own or operate a Thomas bus in this recall, whose name and address is NOT listed or is INCORRECTLY listed on the enclosed printout, please promptly notify Thomas Built Buses of that additional information in writing. Thank you for your cooperation and assistance.

Tracy

Enclosures: Customer Letter Repair Procedure Printout (if applicable)



A Subsidiary of **FREIGHTLINER**
LLC

August 3, 2006

Recall 06V-205

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Thomas Built Buses, Inc. has decided that a defect which relates to motor vehicle safety exists on certain 2007 HDX school buses, manufactured between April 7, 2006 and May 27, 2006 with certain Bendix SR-7 spring brake modulating valves. These units are identified on the enclosed postcard (Form PSD 304).

A manufacturing defect in certain Bendix SR-7 modulating spring brake valve housings may create an intermittent internal air leak when a check valve does not seat correctly, delaying the engagement of the park brake when the parking brake control is applied. Under certain conditions, the vehicle may roll away without warning, resulting in possible property damage, personal injury, or crash.

All affected vehicles must be parked and not used until they are inspected and, if necessary, repaired. The SR-7 valve must be inspected to determine if it is defective. If the valve is not defective, no further action is necessary and the vehicle may be returned to service. Defective valves must be replaced before returning the vehicle to service.

You were recently contacted by Thomas Built Buses regarding the need for an inspection and possible repair of your bus(es). If you have already completed this, no further action is necessary on your part and you may disregard this notice. If you have not had your bus(es) inspected yet, please contact your authorized dealer and make arrangements to have this done.

You should immediately contact your Thomas Built Buses dealer for an appointment to have your vehicle modified. Thomas will remedy this defect without charge. It will take approximately .7 hour for inspection and 1.3 for inspection and replacement. To arrange for repairs, contact your local Thomas Built Buses dealer. After the repair is made, please complete each postage paid card separately and return it to Thomas Built Buses to verify completion.

In addition to being used to verify repair completion, the postcard must be completed and returned if the vehicle does not need repair, if you no longer own the vehicle, or the vehicle identified on the postcard has been exported, stolen, or destroyed/totaled. Federal law requires that any vehicle lessor receiving the recall notice must forward a copy of this notice to the lessee within 10 days.

If you have had your vehicle repaired due to this defect prior to receipt of this notice and you have incurred any costs, you may be eligible for reimbursement. For further information, please contact the Customer Support office at (336) 889-4871, 8 a.m. to 5 p.m. eastern standard time Monday through Friday, e-mail Tracy.Sauerbrey@thomasbus.com.

If the defect is not remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, also please contact the Customer Support Office at (336)-889-4871. You may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S. W., Washington, DC 20590, or phone the Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>. 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.

Sincerely,

Tracy Sauerbrey
Customer Support Division

Enclosure



A DaimlerChrysler Company

Freightliner LLC
 P.O. Box 4090
 Portland, OR 97208-4090
 800.547.0712 Phone
 503.745.9009 Fax

July 2006
 FL477A
 NHTSA #06V-205

Subject: Bendix SR-7 Park Brake Valves

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

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiaries, Sterling Truck Corporation, Freightliner Customer Chassis Corporation, and Thomas Built Buses, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Argosy, Business Class M2, Cargo, Century Class S/T, Classic, Columbia, Coronado, and FLD vehicles; Sterling Acterra, LT/L-Line, and Cargo vehicles; Freightliner Custom Chassis B2 school bus chassis (Thomas Built Buses C2 Saf-T-Liner) and S2 shuttle bus chassis; and Thomas Built Buses HDX school bus chassis manufactured between April 7, 2006, and May 27, 2006, with certain Bendix SR-7 spring brake modulating valves.

A manufacturing defect in certain Bendix SR-7 modulating spring brake valve housings may create an intermittent internal air leak when a check valve does not seat correctly, delaying the engagement of the park brake when the parking brake control is applied. Under certain conditions, the vehicle may roll away without warning, resulting in possible property damage or personal injury.

All affected vehicles must be parked until they are inspected and, if necessary, repaired. The SR-7 valve must be inspected to determine if it is defective. If the valve is not defective, no further action is necessary and the vehicle may be returned to service. Defective valves must be replaced before returning the vehicle to service.

You were recently contacted by Thomas Built Buses regarding the need for an inspection and possible repair of your bus(es). If you have already completed this, no further action is necessary on your part and you may disregard this notice. If you have not had your bus(es) inspected yet, please contact your authorized dealer and make arrangements to have this done.

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

When you contact your dealer, refer to campaign number **FL477A**. Once kit(s) are received at the dealership, the modification will take up to approximately an hour and a half and will be performed at no charge to you.

IMPORTANT: When the recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL477A**.

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 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.

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, 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 WarrantyCampaigns@freightliner.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may wish to notify Transport Canada, ASFAD, Place de Ville Tower C, 330 Sparks Street, Ottawa, ON K1A 0N5, or phone (800) 333-0510.

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

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure