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12V-074
(5 Pages)

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

February 27, 2012

Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue S.E.
Washington D.C. 20590

**Re: Defect Information Report 12C-2 (FL-622)
DD13 and DD15/15 Pump to Rail High Pressure Fuel Line Support**

Ms. Lewis,

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith reports a safety campaign to recall approximately 428 Detroit Diesel DD13 and DD15/16 engines, and 103,437 Freightliner, Sterling, and Western Star vehicles manufactured January 20, 2006, through February 20, 2011, and equipped with a pump to rail High Pressure Fuel Line support system which is sensitive to assembly torque and may be damaged during rework potentially leading to a fuel leak.

Attached is Daimler Trucks North America's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Amy Martin, Chief Counsel, CAL-OSHA
Enclosure
Certified Mail# 7003 2260 0001 3404 2297

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
503-745-6910 Phone
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Nasser.Zamani@Daimler.com

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Defect Information Report

(Section 573.6)

February 27, 2012

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

Brands: Freightliner, Sterling, and Western Star

(c)(2) Vehicles identification:

Model(s) affected:

Freightliner: 114SD, Business Class M2, Cascadia, Century, Columbia, and Coronado

Sterling: 9500 -- Western Star: 4700, 4900, and 6900

Model Years affected: 2006 through 2013

Manufacture Dates: January 20, 2006, through February 20, 2012

Basis for determining population: Vehicles equipped with Detroit Diesel EPA07 and EPA10, DD13 and DD15/16 engines.

Component manufacturer if other than the vehicle manufacturer:

Detroit Diesel Corporation (DDC) C/o DTNA

(c)(3) Total number of vehicles potentially affected: Approximately 103,437

(c)(4) Percentage of vehicles estimated to contain the defect: Less than 1%

(c)(5) Description of the defect: The pump to rail High Pressure Fuel Line (HPFL) support system on certain EPA07 and EPA10 DD13 and DD15/16 engines is sensitive to assembly torque and may be damaged during rework. Incorrect torque applied to the dampener p-clip fasteners may damage the fasteners allowing the p-clips to become loose potentially leading to fuel line cracking and a fuel leak. A substantial diesel fuel leak may create a road hazard increasing the risk of a motor vehicle accident.

(c)(6) Chronology of principal events: July 2010 – Investigation of field issues determined missing p-clips or dampers related to removing or servicing of the fuel line assembly was resulting in damaged fuel lines. Service literature was updated in October 2010 to advise technicians on proper inspection, service, and replacement procedures for HPFL fuel line and support system. Fall 2011 - An increase in fuel line warranty claims was observed following the April 2011 launch of campaign 10C4, which required the removal of the HPFLs to replace the fuel pump, and an investigation into the fuel line assembly was restarted. February 2012 – DDC decided to conduct a voluntary safety campaign on certain DD13 and DD15/16 engines.

(c)(7) Noncompliance-test or other data: Not Applicable

(c)(8) (i) Remedial program: Vehicles will be inspected for loose pump to rail HPFL support brackets, p-clips, or dampers, and for fuel line leaks. The pump to rail HPFL support system on units with loose or missing mounting components will be replaced with a more robust HPFL support system, and new HPFLs will be installed. Detroit Diesel Corporation (DDC) service and parts literature will be updated to require that the pump to rail HPFL support system be upgraded to the more robust version when work is performed on the pump to rail HPFLs or support system. Remedy will be performed by DDC Authorized Repair Facilities.

Reimbursement Plan: Copies will be submitted as a supplemental report when available.

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(ii) Estimated Owner and Dealer Notification Date: Customer notification will be by first class mail using Daimler Trucks North America records to determine the customers affected. Owner, Dealer and Distributor notification dates to be determined based on parts availability.

(c)(9) Information for tire recalls: Not Applicable

(c)(10) Communications sent to manufacturers, dealers and owners: Copies will be submitted as a supplemental report when available.

(c)(11) Manufacturer's campaign number: 12C-2

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Defect Information Report

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February 27, 2012

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

Brands: Detroit Diesel Corporation

(c)(2) Vehicles identification:

Model(s) affected: EPA07 and EPA10, DD13 engines

Model Years affected: 2009 through 2012

Manufacture Dates: April 22, 2009, through February 1, 2012

Basis for determining population: EPA07 and EPA10, DD13 engines

Component manufacturer if other than the vehicle manufacturer: Not Applicable

(c)(2)(v) Manufacturer(s) that purchased potentially affected engines:

Manufacturer	Approximate # Affected	Manufacturer	Approximate # Affected
Van Hool	196	Spartan	1
Pierce Manufacturing	76	Oshkosh	1
MCI	2	EvoBus	152

Manufacturer contact information will be submitted when available

(c)(3) Total number of vehicles potentially affected: Approximately 428

(c)(4) Percentage of vehicles estimated to contain the defect: Less than 1%

(c)(5) Description of the defect: The pump to rail High Pressure Fuel Line (HPFL) support system on certain EAP07 and EPA10 DD13 and DD15/16 engines is sensitive to assembly torque and may be damaged during rework. Incorrect torque applied to the dampener p-clip fasteners may damage the fasteners allowing the p-clips to become loose potentially leading to fuel line cracking and a fuel leak. A substantial diesel fuel leak may create a road hazard increasing the risk of a motor vehicle accident.

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