# DAIMLER

Daimler Trucks North America

Nasser Zamani
Senior Manager
Compliance and Regulatory Affairs

July 30, 2012

Ron Medford
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave S.E.
Washington, D.C. 20590

**Re: DTNA 2nd Quarter 2012, Quarterly Report**

Mr. Medford,

Enclosed herewith is the Quarterly Report for Daimler Trucks North America, including divisions and subsidiaries Freightliner Trucks, Sterling Trucks, Detroit Diesel, Western Star Trucks, Thomas Built Buses, Freightliner Custom Chassis, and Unimog.

Sincerely,

Nasser Zamani

Nasser Zamani

attachment

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# Daimler

## National Highway Traffic Safety Administration

### 2nd Quarter 2012 DRAFT

### Per 49 CFR 573.7

| NHTSA's Notification Campaign Number | (b)(2) Owner Notification | | (b)(3) Vehicles Involved | (b)(4) Vehicles | | (b)(5) Vehicles Unreachable for Inspection Due To | | | | | Percentage Closed | DTNA s Campaign Number | Number of Quarters Recall Has Been In Effect | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Date Started | Completed | | and Repaired | Not Needing Repair | Export | Theft | Scrapped | Failure To Receive Notification | Other | | | | |
| 12V-235 | 6/13/2012 | 6/13/2012 | 12 | 2 | | 0 | 0 | 0 | 0 | 0 | 17% | FL551B | 1 | |
| 09V-460 | 4/9/2010 | 4/9/2010 | 712 | 648 | 0 | 0 | 0 | 0 | 0 | 0 | 91% | FL568 | 9 | |
| 10V-053 | 4/2/2010 | 4/2/2010 | 220 | 210 | 0 | 0 | 0 | 0 | 0 | 0 | 95% | FL572 | 9 | |
| 10V-102 | 8/13/2010 | 8/13/2010 | 489 | 439 | 8 | 0 | 0 | 1 | 0 | 0 | 92% | FL573 | 8 | 140 VINs moved between US & CAN |
| 10V-149 | 6/11/2010 | 6/11/2010 | 150 | 9 | 53 | 0 | 0 | 0 | 0 | 0 | 41% | FL576 | 9 | |
| 10V-177 - SB | 9/20/2011 | 9/20/2011 | 8,256 | 4,750 | 0 | 0 | 0 | 0 | 0 | 0 | 58% | FL577AB | 5 | |
| 10V-178 - Non SE | 9/20/2011 | 9/20/2011 | 8,971 | 4,474 | 0 | 0 | 0 | 0 | 0 | 0 | 50% | FL577C | 4 | |
| *10V-178/FL577 - Final Stage Manufacturers* | | | | | | | | | | | | | | |
| *Altec Hiline* | | | 9 | 0 | | | | | | | 0% | | | |
| *Coachman RV of Indiana* | | | 5 | 5 | | | | | | | 100% | | | |
| *Fleetwood* | | | 3 | 3 | | | | | | | 100% | | | |
| *Forest River Cardinal Division* | | | 3 | 3 | | | | | | | 100% | | | |
| *Forest River Diesel Division* | | | 1 | 1 | | | | | | | 100% | | | |
| *Gulfstream* | | | 390 | 385 | | | | | | | 99% | | | |
| *Monaco Coach* | | | 169 | 170 | | | | | | | 101% | | | |
| *National RV* | | | 1 | 1 | | | | | | | 100% | | | |
| *Newmar* | | | 70 | 70 | | | | | | | 100% | | | |
| *Supreme* | | | 20 | 9 | | | | | | | 45% | | | |
| *Thor Motor Coach* | | | 70 | 68 | | | | | | | 97% | | | |
| *Tiffin* | | | 1,297 | 1,290 | | | | | | | 99% | | | |
| *Winnebago* | | | 31 | 31 | | | | | | | 100% | | | |
| 10V-249 | 11/2/2010 | 11/2/2010 | 34 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 100% | FL580 | 7 | VINs that are |
| 10V-260 | 1/26/2011 | 1/26/2011 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 75% | FL581 | 5 | |
| 10V-321 - SB | 12/23/2010 | 12/23/2010 | 2,356 | 312 | 1,360 | 0 | 2 | 3 | 0 | 0 | 71% | FL582U | 6 | |
| 10V-322 - Non SE | 12/23/2010 | 12/23/2010 | 6,458 | 842 | 3,899 | 0 | 2 | 3 | 0 | 0 | 73% | FL582A-T | 6 | |
| *10V-322/FL582 - Final Stage Manufacturers* | | | | | | | | | | | | | | |
| *Champion Motor Coach* | | | 13 | 11 | | | | | | | 85% | | | |
| 10V-360 | 10/3/2011 | 10/3/2011 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 56% | FL583 | 3 | |
| 11V-008 | 3/21/2011 | 3/21/2011 | 366 | 195 | 99 | 0 | 0 | 2 | 0 | 0 | 81% | FL587 | 5 | |
| 11V-193 | 4/20/2011 | 4/20/2011 | 2,540 | 1,419 | 0 | 0 | 0 | 5 | 0 | 0 | 56% | FL588 | 5 | |
| 11V-109 | 7/14/2011 | 7/14/2011 | 4,958 | 1,439 | 2,286 | 0 | 0 | 0 | 0 | 0 | 75% | FL589 | 4 | |
| 11V-110 | 4/26/2011 | 4/26/2011 | 239 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 73% | FL590 | 5 | |
| 11V-160 | 10/10/2011 | 10/10/2011 | 295 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 54% | FL592 | 3 | |
| 11V-249 | 7/5/2011 | 7/5/2011 | 1,580 | 430 | 583 | 0 | 0 | 0 | 0 | 0 | 64% | FL605 | 4 | |
| 11V-257 | 6/27/2011 | 6/27/2011 | 350 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 57% | FL606 | 5 | |
| 11V-283 | 12/21/2011 | 12/21/2011 | 143 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 56% | FL607 | 2 | |
| 11V-330 | 12/21/2011 | 12/21/2011 | 47,994 | 23,195 | | | 1 | 15 | 0 | 0 | 48% | FL609 | 2 | |
| 11V-403 | 10/19/2011 | 10/19/2011 | 225 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 58% | FL610 | 3 | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Date Started | Completed | | and Repaired | Not Needing Repair | Export | Theft | Scrapped | Failure To Receive Notification | Other | | | |
| 11V-465 | 3/28/2012 | 3/28/2012 | 4,311 | 1,363 | | | | | | | 32% | FL612 | 1 |
| 11V-505 | 12/27/2011 | 12/27/2011 | 671 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 22% | FL615 | 2 |
| 11V-558 | 12/30/2011 | 12/30/2011 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | FL618 | 2 |
| 11V-573 - SB | 2/2/2012 | 2/2/2012 | 4,878 | 1,707 | 0 | 0 | 0 | 0 | 0 | 0 | 35% | FL619 | 2 |
| 11V-576 - Non SE | 2/2/2012 | 2/2/2012 | 87 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 25% | FL619 | 2 |
| *11V-576/FL619 - Final Stage Manufacturers* | | | | | | | | | | | | | |
| *Altec Hiline* | | | 7 | 4 | | | | | | | 57% | | |
| *Champion Motor Coach* | | | 30 | 18 | | | | | | | 60% | | |
| *Conquest Motor Company* | | | 10 | 4 | | | | | | | 40% | | |
| *Glaval Bus* | | | 31 | 22 | | | | | | | 71% | | |
| *Ride Solutions* | | | 1 | 0 | | | | | | | 0% | | |
| *Supreme Corp.* | | | 7 | 0 | | | | | | | 0% | | |
| 11V-578 - SB | 2/2/2012 | 2/2/2012 | 2,666 | 1,089 | 0 | 0 | 0 | 0 | 0 | 0 | 41% | FL620 | 2 |
| 12V-010 - Non-SE | 2/2/2012 | 2/2/2012 | 54 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 43% | FL620 | 2 |
| *12V-010/FL620 - Final Stage Manufacturers* | | | | | | | | | | | | | |
| *Champion Motor Coach* | | | 20 | 12 | | | | | | | 60% | | |
| *Conquest Motor Company* | | | 9 | 2 | | | | | | | 22% | | |
| *Glaval Bus* | | | 16 | 12 | | | | | | | 75% | | |
| *Ride Solutions* | | | 1 | 0 | | | | | | | 0% | | |
| *Supreme Corp.* | | | 7 | 0 | | | | | | | 0% | | |
| 12V-137 | 5/21/12 | 5/21/12 | 956 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 14% | FL623 | 1 |
| 09V-391 | 5/7/2010 | 5/7/2010 | 10,185 | 9,279 | 0 | 0 | 0 | 0 | 0 | 0 | 91% | FL561/09C-2 | 9 |
| 10V-112 - Non SE | 5/17/2010 | 5/17/2010 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 48% | FL575/10C-2 | 8 |
| 10E-005 | 5/17/2010 | 5/17/2010 | 1,206 | 924 | 0 | 0 | 0 | 0 | 0 | 0 | 77% | FL575/10C-2 | 8 |
| *10E-005- 10C-2 - Final Stage Manufacturers* | | | | | | | | | | | | | |
| **OEMs:** | | | | | | | | | | | | | |
| *DTNA (includes DDC Stock & Reman engines)* | | | 21 | 10 | | | | | | | 48% | | |
| *E-One* | | | 2 | 1 | | | | | | | 50% | | |
| *Pierce* | | | 827 | 666 | | | | | | | 81% | | |
| *Stuphen* | | | 1 | 1 | | | | | | | 100% | | |
| *Kovatch* | | | 66 | 54 | | | | | | | 82% | | |
| *Progressive* | | | 8 | 5 | | | | | | | 63% | | |
| *Spartan* | | | 167 | 119 | | | | | | | 71% | | |
| *American LaFrance* | | | 18 | 9 | | | | | | | 50% | | |

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| **Total for OEMs** | | | 1,110 | 865 | | | | | | | 78% | | |
| DC | | | | | | | | | | | | | |
| **Distributors:** | | | | | | | | | | | | | |
| Clarke DDA | | | 53 | 44 | | | | | | | 83% | | |
| Inland Diesel | | | 23 | 11 | | | | | | | 48% | | |
| Stewart & Stevenson Services | | | 23 | 5 | | | | | | | 22% | | |
| Florida DDA | | | 18 | 9 | | | | | | | 50% | | |
| **Total for Distributors** | | | 117 | 69 | | | | | | | 59% | | |
| 10E-016 | 12/6/2010 | 12/6/2010 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 75% | FL578/10C-3 | 7 |
| 10V-189 - Non SE | 12/6/2010 | 12/6/2010 | 31,080 | 29,206 | 0 | 0 | 0 | 0 | 0 | 0 | 94% | FL578/10C-3 | 7 |
| 10V-468 | 12/30/2010 | 12/30/2010 | 2,900 | 2,146 | 0 | 0 | 0 | 0 | 76 (Unmatched) | 0 | 74% | FL598/10C-6(1) | 6 |
| 10V-472 - Non SE | 12/30/2010 | 12/30/2010 | 54 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 70% | FL598/10C-6(1) | 6 |
| 11V-173 Non-SB | 3/25/2011 | 3/25/2011 | 45 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 49% | FL598/10C-6(2) | 5 |
| 11V-172 | 3/25/2011 | 3/25/2011 | 480 | 293 | 0 | 0 | 0 | 0 | 0 | 0 | 61% | FL598/10C-6(2) | 5 |
| 10V-339 | 4/1/2011 | 5/9/2011 | 13,549 | 11,863 | 0 | 0 | 0 | 0 | 0 | 0 | 88% | FL600/10C-4 | 5 |
| 11V-287 | 4/1/2011 | 5/9/2011 | 236 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 66% | FL600/10C-4 | 5 |
| 10V-340 (SB) | 7/29/2011 | 7/29/2011 | 5,617 | 3,984 | 0 | 0 | 0 | 0 | 0 | 0 | 71% | FL599/10C-5 | 4 |
| 10V-341 (Non SB | 7/29/2011 | 7/29/2011 | 5,857 | 2,301 | 0 | 0 | 0 | 0 | 0 | 0 | 39% | FL599/10C-5 | 4 |
| 11V-359 (SB) | 9/12/2011 | 9/12/2011 | 842 | 552 | 0 | 0 | 0 | 0 | 0 | 0 | 66% | FL599/10C-5 | 4 |
| 11V-455 (Non SB | 9/12/2011 | 9/12/2011 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5% | FL599/10C-5 | 4 |
| 11V-146 | 11/15/2011 | 11/15/2011 | 2,073 | 869 | 0 | 3 | 0 | 0 | 0 | 0 | 42% | FL599/10C-7 | 3 |
| 11V-136 | 11/1/2011 | 11/1/2011 | 1,134 | 662 | 0 | 0 | 0 | 0 | 0 | 0 | 58% | FL591/11C-1 | 3 |
| 11V-136 | 1/23/2012 | 1/23/2012 | 879 | 468 | | | | | | | 53% | FL591/11C-1 | 2 |
| 11V-478 | 2/23/12 | 2/23/12 | 57,989 | 11,388 | 0 | 975 | 0 | 0 | 0 | 0 | 21% | FL613/11C-2 | 2 |
| 11E-055 | 3/13/12 | 3/13/12 | 342 | 202 | 0 | 0 | 0 | 0 | 0 | 0 | 59% | FL621/11C-4 | 2 |
| 11V-605 | 3/13/12 | 3/13/12 | 66 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 52% | FL621/11C-4 | 2 |
| 12V-074 | 4/27/12 | 4/27/12 | 95,691 | 30,056 | 0 | 1,034 | 0 | 0 | 0 | 0 | 32% | FL622 | 1 |
| 12E-009 | 4/27/2012 | 4/27/2012 | 536 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 10% | FL622/12C-2 | 1 |
| OEMs: | | | | | | | | | | | | | |
| Van Hool | | | 196 | 13 | | | | | | | 7% | | |
| Pierce | | | 319 | 42 | | | | | | | 13% | | |
| MCI | | | 2 | 1 | | | | | | | 50% | | |
| Oshkosh | | | 1 | 0 | | | | | | | 0% | | |
| Terex Advance | | | 1 | 0 | | | | | | | 0% | | ***Off highway units don't have access to report |
| Terex Cranes | | | 17 | 0 | | | | | | | 0% | | ***Off highway units don't have access to report |
| Totals for OEMs | | | 536 | 56 | | | | | | | | | |
| Totals for 12C2 | | | | | | | | | | | | | |
| DC | | | | | | | | | | | | | |
| DC | | | | | | | | | | | | | |

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| 10V-100 | 5/24/2010 | 5/24/2010 | 10,286 | 9,118 | 28 | 0 | 0 | 7 | 6 | 0 | 89% | FL574 | 9 |
| 10V-183 - SB | 7/6/2010 | 7/6/2010 | 1,545 | 1,404 | 1 | 0 | 0 | 2 | 1 | 0 | 91% | FL597 | 8 |
| 10V-184 - Non SE | 7/6/2010 | 7/6/2010 | 129 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 87% | FL597 | 8 |
| 10V-393 - SB | 11/16/2010 | 11/16/2010 | 4,469 | 2,695 | 3 | 2 | 0 | 11 | 24 | 0 | 61% | FL596 | 7 |
| 10V-394 - Non SE | 11/16/2010 | 11/16/2010 | 23 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 61% | FL596 | 7 |
| 10V-486 - SB | 11/24/2010 | 11/24/2010 | 480 | 300 | 5 | 0 | 0 | 3 | 0 | 0 | 64% | FL594 | 7 |
| 10V-487 - Non SE | 11/24/2010 | 11/24/2010 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | FL594 | 7 |
| 10V-396 - SB | 12/13/2010 | 12/13/2010 | 1,159 | 945 | 1 | 0 | 0 | 0 | 1 | 0 | 82% | FL595 | 7 |
| 10V-397 - Non SE | 12/13/2010 | 12/13/2010 | 66 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 65% | FL595 | 7 |
| 11V-223 - Non SE | 5/20/2011 | 5/20/2011 | 68 | 24 | 0 | 0 | 0 | 0 | 2 | 0 | 35% | FL604 | 5 |
| 11V-222 - SB | 5/20/2011 | 5/20/2011 | 6,840 | 5,354 | 10 | 0 | 0 | 8 | 3 | 0 | 79% | FL604 | 5 |
| 11V-202 - Non SE | 5/24/2011 | 5/24/2011 | 43 | 8 | 0 | 10 | 0 | 0 | 1 | 0 | 42% | FL601 | 5 |
| 11V-201 - SB | 5/24/2011 | 5/24/2011 | 5,823 | 2,632 | 2 | 13 | 0 | 14 | 54 | 0 | 46% | FL601 | 5 |
| 11V-204 - SB | 5/24/2011 | 5/24/2011 | 526 | 406 | 0 | 0 | 0 | 2 | 5 | 0 | 78% | FL602 | 5 |
| 11V-503 - SB | 12/15/2011 | 12/15/2011 | 3,590 | 1,621 | 2 | 0 | | 18 | 9 | 0 | 46% | FL616 | 3 |
| 11V-517 - SB | 12/15/2011 | 12/15/2011 | 90 | 53 | 0 | 0 | | 0 | 0 | 0 | 59% | FL617 | 3 |