

# DAIMLER

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

January 21, 2013

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

**Re: DTNA 4th 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

attachment

# Daimler

## National Highway Traffic Safety Administration

4th Quarter 2012

Per 49 CFR 573.7

| (b)(1)<br>NHTSA's<br>Notification<br>Campaign Number | (b)(2) Owner Notification |            | (b)(3)<br>Vehicles<br>Involved | (b)(4) Vehicles |                          | (b)(5) Vehicles Unreachable for Inspection Due To |       |          |                                       |       | Percentage<br>Closed | DTNA s<br>Campaign<br>Number | Number of<br>Quarters Recall<br>Has Been In<br>Effect |   |
|--|---------------------------|------------|--------------------------------|-----------------|--------------------------|---|-------|----------|---------------------------------------|-------|----------------------|------------------------------|---|---|
|  | Date Started              | Completed  |                                | and<br>Repaired | Not<br>Needing<br>Repair | Export  | Theft | Scrapped | Failure To<br>Receive<br>Notification | Other |                      |                              |   |   |
| 12V-235  | 6/13/2012                 | 6/13/2012  | 12                             | 3               |                          | 0   | 0     | 0        | 0                                     | 0     | 0                    | 25%                          | FL551B  | 3 |
| 10V-177 - SB   | 9/20/2011                 | 9/20/2011  | 8,256                          | 5,310           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 64%                          | FL577AB   | 7 |
| 10V-178 - Non SB                                     | 9/20/2011                 | 9/20/2011  | 8,971                          | 5,619           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 63%                          | FL577C  | 6 |
| <i>10V-178/FL577 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Altec Hilline</i>                                 |                           |            | 9                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Coachman RV of Indiana</i>                        |                           |            | 5                              | 5               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Fleetwood</i>                                     |                           |            | 3                              | 3               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Forest River Cardinal Division</i>                |                           |            | 3                              | 3               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Forest River Diesel Division</i>                  |                           |            | 1                              | 1               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Gulfstream</i>                                    |                           |            | 390                            | 385             |                          |   |       |          |                                       |       |                      | 99%                          |   |   |
| <i>Monaco Coach</i>                                  |                           |            | 169                            | 169             |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>National RV</i>                                   |                           |            | 1                              | 1               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Newmar</i>  |                           |            | 70                             | 70              |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Supreme</i>                                       |                           |            | 20                             | 13              |                          |   |       |          |                                       |       |                      | 65%                          |   |   |
| <i>Thor Motor Coach</i>                              |                           |            | 70                             | 68              |                          |   |       |          |                                       |       |                      | 97%                          |   |   |
| <i>Tiffin</i>  |                           |            | 1,297                          | 1,295           |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| <i>Winnebago</i>                                     |                           |            | 31                             | 31              |                          |   |       |          |                                       |       |                      | 100%                         |   |   |
| 10V-260  | 1/26/2011                 | 1/26/2011  | 4                              | 2               | 0                        | 0   | 0     | 1        | 0                                     | 0     | 0                    | 75%                          | FL581   | 7 |
| 10V-321 - SB   | 12/23/2010                | 12/23/2010 | 2,356                          | 315             | 1,623                    | 0   | 0     | 0        | 0                                     | 0     | 0                    | 82%                          | FL582A-T  | 8 |
| 10V-322 - Non SB                                     | 12/23/2010                | 12/23/2010 | 6,458                          | 876             | 4,362                    | 0   | 2     | 3        | 0                                     | 0     | 0                    | 81%                          | FL582U  | 8 |
| <i>10V-322/FL582 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Champion Motor Coach</i>                          |                           |            | 13                             | 11              |                          |   |       |          |                                       |       |                      | 85%                          |   |   |
| 10V-360  | 10/3/2011                 | 10/3/2011  | 16                             | 9               | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 56%                          | FL583   | 5 |
| 11V-008  | 3/21/2011                 | 3/21/2011  | 366                            | 107             | 136                      | 0   | 0     | 2        | 0                                     | 0     | 0                    | 67%                          | FL587   | 7 |
| 11V-193  | 4/20/2011                 | 4/20/2011  | 2,540                          | 1,666           | 0                        | 0   | 0     | 5        | 0                                     | 0     | 0                    | 66%                          | FL588   | 7 |
| 11V-109  | 7/14/2011                 | 7/14/2011  | 4,958                          | 1,458           | 2,859                    | 0   | 0     | 0        | 0                                     | 0     | 0                    | 87%                          | FL589   | 6 |
| 11V-110  | 4/26/2011                 | 4/26/2011  | 239                            | 207             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 87%                          | FL590   | 7 |
| 11V-160  | 10/10/2011                | 10/10/2011 | 295                            | 193             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 65%                          | FL592   | 5 |
| 11V-249  | 7/5/2011                  | 7/5/2011   | 1,580                          | 459             | 706                      | 0   | 0     | 0        | 0                                     | 0     | 0                    | 74%                          | FL605   | 6 |
| 11V-257  | 6/27/2011                 | 6/27/2011  | 350                            | 231             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 66%                          | FL606   | 7 |
| 11V-283  | 12/21/2011                | 12/21/2011 | 143                            | 100             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 70%                          | FL607   | 4 |
| 11V-330  | 12/21/2011                | 12/21/2011 | 47,994                         | 39,959          |                          |   | 1     | 26       | 0                                     | 0     | 0                    | 83%                          | FL609   | 4 |
| 11V-403  | 10/19/2011                | 10/19/2011 | 225                            | 158             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 70%                          | FL610   | 5 |
| 11V-465  | 3/28/2012                 | 3/28/2012  | 4,311                          | 2,689           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 62%                          | FL612   | 3 |
| 11V-514  | 7/6/2012                  | 7/6/2012   | 9684                           | 5272            | 0                        | 0   | 1     | 18       | 0                                     | 0     | 0                    | 54%                          | FL614   | 2 |

# National Highway Traffic Safety Administration

4th Quarter 2012

Per 49 CFR 573.7

| (b)(1)<br>NHTSA's<br>Notification<br>Campaign Number | (b)(2) Owner Notification |            | (b)(3)<br>Vehicles<br>Involved | (b)(4) Vehicles |                          | (b)(5) Vehicles Unreachable for Inspection Due To |       |          |                                       |       | Percentage<br>Closed | DTNA s<br>Campaign<br>Number | Number of<br>Quarters Recall<br>Has Been In<br>Effect |   |
|--|---------------------------|------------|--------------------------------|-----------------|--------------------------|---|-------|----------|---------------------------------------|-------|----------------------|------------------------------|---|---|
|  | Date Started              | Completed  |                                | and<br>Repaired | Not<br>Needing<br>Repair | Export  | Theft | Scrapped | Failure To<br>Receive<br>Notification | Other |                      |                              |   |   |
| 11V-505  | 12/27/2011                | 12/27/2011 | 671                            | 311             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 46%                          | FL615   | 4 |
| 11V-558  | 12/30/2011                | 12/30/2011 | 3                              | 0               | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 0%                           | FL618   | 4 |
| 11V-573 - SB   | 2/2/2012                  | 2/2/2012   | 4,878                          | 3,641           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 75%                          | FL619   | 4 |
| 11V-576 - Non SB                                     | 2/2/2012                  | 2/2/2012   | 87                             | 61              | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 70%                          | FL619   | 4 |
| <i>11V-576/FL619 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Altec Hiline</i>                                  |                           |            | 7                              | 4               |                          |   |       |          |                                       |       |                      | 57%                          |   |   |
| <i>Champion Motor Coach</i>                          |                           |            | 30                             | 22              |                          |   |       |          |                                       |       |                      | 73%                          |   |   |
| <i>Conquest Motor Company</i>                        |                           |            | 10                             | 6               |                          |   |       |          |                                       |       |                      | 60%                          |   |   |
| <i>Glaval Bus</i>                                    |                           |            | 31                             | 26              |                          |   |       |          |                                       |       |                      | 84%                          |   |   |
| <i>Ride Solutions</i>                                |                           |            | 1                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Supreme Corp.</i>                                 |                           |            | 7                              | 3               |                          |   |       |          |                                       |       |                      | 43%                          |   |   |
| 11V-578 - SB   | 2/2/2012                  | 2/2/2012   | 2,666                          | 2,050           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 77%                          | FL620   | 4 |
| 12V-010 - Non-SB                                     | 2/2/2012                  | 2/2/2012   | 54                             | 34              | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 63%                          | FL620   | 4 |
| <i>12V-010/FL620 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Champion Motor Coach</i>                          |                           |            | 20                             | 15              |                          |   |       |          |                                       |       |                      | 75%                          |   |   |
| <i>Conquest Motor Company</i>                        |                           |            | 9                              | 4               |                          |   |       |          |                                       |       |                      | 44%                          |   |   |
| <i>Glaval Bus</i>                                    |                           |            | 16                             | 14              |                          |   |       |          |                                       |       |                      | 88%                          |   |   |
| <i>Ride Solutions</i>                                |                           |            | 1                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Supreme Corp.</i>                                 |                           |            | 7                              | 3               |                          |   |       |          |                                       |       |                      | 43%                          |   |   |
| 12V-137  | 5/21/12                   | 5/21/12    | 973                            | 711             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 73%                          | FL623   | 3 |
| 12V-138  | 11/21/12                  | 11/21/12   | 5,247                          | 511             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 10%                          | FL625   | 1 |
| 12V-178  | 6/27/2012                 | 6/27/2012  | 2,215                          | 219             | 895                      | 0   | 0     | 0        | 0                                     | 0     | 0                    | 50%                          | FL625   | 2 |
| 12V-207  | 6/26/2012                 | 6/27/2012  | 1,249                          | 871             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 70%                          | FL626   | 2 |
| 12V-242  | 11/7/2012                 | 11/7/2012  | 2,070                          | 242             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 12%                          | FL628   | 1 |
| <i>12V-242/FL628 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Coachman RV of Indiana</i>                        |                           |            | 5                              | 2               |                          |   |       |          |                                       |       |                      | 40%                          |   |   |
| <i>Fleetwood</i>                                     |                           |            | 3                              | 1               |                          |   |       |          |                                       |       |                      | 33%                          |   |   |
| <i>Forest River Cardinal Division</i>                |                           |            | 3                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Forest River Diesel Division</i>                  |                           |            | 1                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Gulfstream</i>                                    |                           |            | 374                            | 35              |                          |   |       |          |                                       |       |                      | 9%                           |   |   |
| <i>Monaco Coach</i>                                  |                           |            | 166                            | 13              |                          |   |       |          |                                       |       |                      | 8%                           |   |   |
| <i>National RV</i>                                   |                           |            | 1                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Newmar</i>  |                           |            | 70                             | 11              |                          |   |       |          |                                       |       |                      | 16%                          |   |   |
| <i>Rexhall</i>                                       |                           |            | 1                              | 0               |                          |   |       |          |                                       |       |                      | 0%                           |   |   |
| <i>Thor Motor Coach</i>                              |                           |            | 85                             | 21              |                          |   |       |          |                                       |       |                      | 25%                          |   |   |
| <i>Tiffin</i>  |                           |            | 1,226                          | 222             |                          |   |       |          |                                       |       |                      | 18%                          |   |   |
| <i>Winnebago</i>                                     |                           |            | 59                             | 9               |                          |   |       |          |                                       |       |                      | 15%                          |   |   |
| 12V-266 Non SB                                       | 8/10/2012                 | 8/10/2012  | 104                            | 46              | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0                    | 44%                          | FL629ABC  | 2 |
| <i>12V-266/FL629 - Final Stage Manufacturers</i>     |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |   |
| <i>Coachman RV of Indiana</i>                        |                           |            | 6                              | 6               |                          |   |       |          |                                       |       |                      | 100%                         |   |   |

# National Highway Traffic Safety Administration

**4th Quarter 2012**

**Per 49 CFR 573.7**

| (b)(1)<br>NHTSA's<br>Notification<br>Campaign Number | (b)(2) Owner Notification |            | (b)(3)<br>Vehicles<br>Involved | (b)(4) Vehicles |                          | (b)(5) Vehicles Unreachable for Inspection Due To |       |          |                                       |       | Percentage<br>Closed | DTNA s<br>Campaign<br>Number | Number of<br>Quarters Recall<br>Has Been In<br>Effect |
|--|---------------------------|------------|--------------------------------|-----------------|--------------------------|---|-------|----------|---------------------------------------|-------|----------------------|------------------------------|---|
|  | Date Started              | Completed  |                                | and<br>Repaired | Not<br>Needing<br>Repair | Export  | Theft | Scrapped | Failure To<br>Receive<br>Notification | Other |                      |                              |   |
| <i>Fleetwood</i>                                     |                           |            | 4                              | 4               |                          |   |       |          |                                       |       | 100%                 |                              |   |
| <i>Forest River Diesel Division</i>                  |                           |            | 4                              | 4               |                          |   |       |          |                                       |       | 100%                 |                              |   |
| <i>Thor Motor Coach</i>                              |                           |            | 5                              | 5               |                          |   |       |          |                                       |       | 100%                 |                              |   |
| 12V-358 SB   | 8/10/2012                 | 8/10/2012  | 2                              | 1               |                          |   |       |          |                                       |       | 50%                  | FL629DEF                     | 2   |
| 12V-405  | 12/24/2012                | 12/24/2012 | 1,669                          | 4               |                          |   |       |          |                                       |       | 0%                   | FL631                        | 1   |
| 12V-552  | 12/26/2012                | 12/26/2012 | 7,054                          | 34              | 0                        | 0   | 0     | 0        | 0                                     | 0     | 0%                   | FL634                        | 1   |
|  |                           |            | 1                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 2                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 49                             | 4               |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 15                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 307                            |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 10                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 1                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 4                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 3                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 1,112                          | 21              |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 423                            | 1               |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 26                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 16                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 141                            |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 5                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 626                            |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 1                              |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 10                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 33                             |                 |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 718                            | 6               |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 2,150                          | 2               |                          |   |       |          |                                       |       |                      |                              |   |
|  |                           |            | 1,388                          | 2               |                          |   |       |          |                                       |       |                      |                              |   |
| 09V-391  | 5/7/10                    | 5/7/10     | 10,185                         | 9,394           | 0                        | 0   | 0     | 0        | 0                                     | 0     | 92%                  | FL561/09C-2                  | 9   |
| 10V-112 - Non SB                                     | 5/17/2010                 | 5/17/2010  | 21                             | 10              | 0                        | 0   | 0     | 0        | 0                                     | 0     | 48%                  | FL575/10C-2                  | 9   |
| 10E-005  | 5/17/2010                 | 5/17/2010  | 1,206                          | 953             | 0                        | 0   | 0     | 0        | 0                                     | 0     | 79%                  | FL575/10C-2                  | 9   |
| <i>10E-005- 10C-2 - Final Stage Manufacturers</i>    |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |
| <b>OEMs:</b>   |                           |            |                                |                 |                          |   |       |          |                                       |       |                      |                              |   |
| <i>DTNA (includes DDC Stock &amp; Reman engines)</i> |                           |            | 21                             | 10              |                          |   |       |          |                                       |       | 48%                  |                              |   |
| <i>E-One</i>   |                           |            | 2                              | 1               |                          |   |       |          |                                       |       | 50%                  |                              |   |
| <i>Pierce</i>  |                           |            | 827                            | 685             |                          |   |       |          |                                       |       | 83%                  |                              |   |
| <i>Stuphen</i>                                       |                           |            | 1                              | 1               |                          |   |       |          |                                       |       | 100%                 |                              |   |
| <i>Kovatch</i>                                       |                           |            | 66                             | 55              |                          |   |       |          |                                       |       | 83%                  |                              |   |
| <i>Progressive</i>                                   |                           |            | 8                              | 5               |                          |   |       |          |                                       |       | 63%                  |                              |   |

# National Highway Traffic Safety Administration

**4th Quarter 2012**

**Per 49 CFR 573.7**

| (b)(1)<br>NHTSA's<br>Campaign Number | (b)(2) Owner Notification |            | (b)(3)<br>Vehicles<br>Involved | (b)(4) Vehicles<br>and<br>Repaired |        | (b)(5) Vehicles Unreachable for Inspection Due To |          |                                       |                |   | Percentage<br>Closed | DTNA s<br>Campaign<br>Number | Number of<br>Quarters Recall<br>Has Been In<br>Effect |
|--------------------------------------|---------------------------|------------|--------------------------------|------------------------------------|--------|---|----------|---------------------------------------|----------------|---|----------------------|------------------------------|---|
|                                      | Date Started              | Completed  |                                | Not<br>Needing<br>Repair           | Export | Theft   | Scrapped | Failure To<br>Receive<br>Notification | Other          |   |                      |                              |   |
| <i>Spartan</i>                       |                           |            | 167                            | 122                                |        |   |          |                                       |                |   | 73%                  |                              |   |
| <i>American LaFrance</i>             |                           |            | 18                             | 11                                 |        |   |          |                                       |                |   | 61%                  |                              |   |
| <b>Total for OEMs</b>                |                           |            | 1,110                          | 890                                |        |   |          |                                       |                |   | 80%                  |                              |   |
| <b>Distributors:</b>                 |                           |            |                                |                                    |        |   |          |                                       |                |   |                      |                              |   |
| Clarke DDA                           |                           |            | 53                             | 45                                 |        |   |          |                                       |                |   | 85%                  |                              |   |
| Inland Diesel                        |                           |            | 23                             | 13                                 |        |   |          |                                       |                |   | 57%                  |                              |   |
| Stewart & Stevenson Services         |                           |            | 23                             | 6                                  |        |   |          |                                       |                |   | 26%                  |                              |   |
| Florida DDA                          |                           |            | 18                             | 9                                  |        |   |          |                                       |                |   | 50%                  |                              |   |
| <b>Total for Distributors</b>        |                           |            | 117                            | 73                                 |        |   |          |                                       |                |   | 62%                  |                              |   |
| 10E-016                              | 12/6/2010                 | 12/6/2010  | 4                              | 4                                  | 0      | 0   | 0        | 0                                     | 0              | 0 | 100%                 | FL578/10C-3                  | 8   |
| 10V-189 - Non SB                     | 12/6/2010                 | 12/6/2010  | 31,080                         | 29,689                             | 0      | 0   | 0        | 0                                     | 0              | 0 | 96%                  | FL578/10C-3                  | 8   |
| 10V-468                              | 12/30/2010                | 12/30/2010 | 2,900                          | 2,195                              | 0      | 0   | 0        | 0                                     | 76 (Unmatched) | 0 | 76%                  | FL598/10C-6(1)               | 7   |
| 10V-472 - Non SB                     | 12/30/2010                | 12/30/2010 | 54                             | 39                                 | 0      | 0   | 0        | 0                                     | 0              | 0 | 72%                  | FL598/10C-6(1)               | 7   |
| 11V-173 Non-SB                       | 3/25/2011                 | 3/25/2011  | 45                             | 24                                 | 0      | 0   | 0        | 0                                     | 0              | 0 | 53%                  | FL598/10C-6(2)               | 6   |
| 11V-172                              | 3/25/2011                 | 3/25/2011  | 480                            | 320                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 67%                  | FL598/10C-6(2)               | 6   |
| 11V-136                              | 11/1/2011                 | 11/1/2011  | 1,134                          | 841                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 74%                  | FL591/11C-1                  | 4   |
| 11V-136                              | 1/23/2012                 | 1/23/2012  | 879                            | 637                                |        |   |          |                                       |                |   | 72%                  | FL591/11C-1                  | 3   |
| 10V-340 (SB)                         | 7/29/2011                 | 7/29/2011  | 5,617                          | 4,234                              | 0      | 0   | 0        | 0                                     | 0              | 0 | 75%                  | FL599/10C-5                  | 5   |
| 10V-341 (Non SB)                     | 7/29/2011                 | 7/29/2011  | 5,857                          | 2,591                              | 0      | 0   | 0        | 0                                     | 0              | 0 | 44%                  | FL599/10C-5                  | 5   |
| 11V-359 (SB)                         | 9/12/2011                 | 9/12/2011  | 842                            | 591                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 70%                  | FL599/10C-5                  | 5   |
| 11V-455 (Non SB)                     | 9/12/2011                 | 9/12/2011  | 37                             | 4                                  | 0      | 0   | 0        | 0                                     | 0              | 0 | 11%                  | FL599/10C-5                  | 5   |
| 11V-146                              | 11/15/2011                | 11/15/2011 | 2,073                          | 1,287                              | 0      | 3   | 0        | 0                                     | 0              | 0 | 62%                  | FL599/10C-7                  | 5   |
| 10V-339                              | 4/1/2011                  | 5/9/2011   | 13,549                         | 12,426                             | 0      | 0   | 0        | 0                                     | 0              | 0 | 92%                  | FL600/10C-4                  | 6   |
| 11V-287                              | 4/1/2011                  | 5/9/2011   | 236                            | 156                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 66%                  | FL600/10C-4                  | 6   |
| 11V-478                              | 2/23/12                   | 2/23/12    | 57,989                         | 15,770                             | 0      | 975   | 0        | 0                                     | 0              | 0 | 29%                  | FL613/11C-2                  | 3   |
| 11E-055                              | 3/13/12                   | 3/13/12    | 342                            | 273                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 80%                  | FL621/11C-4                  | 3   |
| 11V-605                              | 3/13/12                   | 3/13/12    | 66                             | 47                                 | 0      | 0   | 0        | 0                                     | 0              | 0 | 71%                  | FL621/11C-4                  | 3   |
| 12V-074                              | 4/27/12                   | 4/27/12    | 95,691                         | 72,584                             | 0      | 1,034   | 0        | 0                                     | 0              | 0 | 77%                  | FL622                        | 2   |
| 12E-009                              | 4/27/2012                 | 4/27/2012  | 536                            | 310                                | 0      | 0   | 0        | 0                                     | 0              | 0 | 58%                  | FL622/12C-2                  | 2   |
| <b>OEMs:</b>                         |                           |            |                                |                                    |        |   |          |                                       |                |   |                      |                              |   |
| Van Hool                             |                           |            | 196                            | 72                                 |        |   |          |                                       |                |   | 37%                  |                              |   |
| Pierce                               |                           |            | 319                            | 236                                |        |   |          |                                       |                |   | 74%                  |                              |   |
| MCI                                  |                           |            | 2                              | 2                                  |        |   |          |                                       |                |   | 100%                 |                              |   |
| Oshkosh                              |                           |            | 1                              | 0                                  |        |   |          |                                       |                |   | 0%                   |                              |   |