



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

September 16, 2011

MR. NASSER ZAMANI
MANAGER, COMPLIANCE AND
REGULATORY AFFAIRS
DAIMLER TRUCKS NORTH AMERICA
4747 N. CHANNEL AVENUE
PORTLAND, OR 97217-3849

NVS-215dgl
11V-474

SUBJECT: V-BAND CLAMP ASSEMBLY/CUMMINS

DEAR MR. ZAMANI:

This letter serves to acknowledge Daimler Trucks North America's (DTNA) notification to the National Highway Traffic Safety Administration (NHTSA) of a safety recall campaign which will be conducted pursuant to Federal law for the vehicles listed below.

Please review the following information to ensure that it conforms to your records as this information is being made available to the public. If the information does not agree with your records, please contact us immediately to discuss your concerns.

Makes/Models/Model Years:

Mfg's Report Date: September 1, 2011

FCCC/MC/2011-2012
FCCC/MT45/2011-2012
FCCC/MT55/2011-2012
FCCC/S2/2011-2012
FCCC/XBR/2011-2012
FCCC/XBS/2011-2012
FCCC/XCL/2011-2012
FCCC/XCM/2011-2012
FCCC/XCS/2011-2012
FCCC/XCR/2011-2012
FREIGHTLINER/BUSINESS CLASS M2/2011-2012
FREIGHTLINER/CORONADO/2011-2012
THOMAS BUILT BUSES/MVP-EF/2011-2012
THOMAS BUILT BUSES/SAF-T-LINER HDX/2011-2012

NHTSA Campaign Number: 11V-474

Components: ENGINE AND ENGINE COOLING

Potential Number of Units Affected: 8,870

Summary:

DAIMLER TRUCKS IS RECALLING CERTAIN MODEL YEAR 2011- 2012 BUSINESS CLASS M2 AND CORONADO TRUCKS MANUFACTURED FROM SEPTEMBER 1, 2010, THROUGH DECEMBER 31, 2010, EQUIPPED WITH A CUMMINS ISX OR ISL DIESEL ENGINE. THE V-BAND CLAMP ASSEMBLY, PART NUMBERS Q187684, Q187685, AND Q187686, USED TO CONNECT THE INLET AND OUTLET CONE SECTIONS TO THE DIESEL OXIDATION CATALYST (DOC)/DIESEL PARTICULATE FILTER (DPF) INCLUDE A T-BOLT WHICH CAN FRACTURE AND FAIL WHEN SUBJECTED TO STRESS OR LOAD. A FRACTURE OR FAILURE OF THE T-BOLT MAY CAUSE THE CLAMP TO LOOSEN AND THE INLET OR OUTLET SECTIONS ATTACHED TO THE DOC/DPF HOUSING TO DISCONNECT.

Consequence:

IF THE INLET OR OUTLET SECTIONS DISCONNECT, HOT EXHAUST GASES CAN VENT PRIOR TO EXITING THE TAILPIPE, CREATING THE RISK OF COMBUSTION AND A FIRE. IF BOTH CLAMPS FAIL, THERE IS A RISK IN SOME APPLICATIONS THAT THE DOC/DPF HOUSING MAY DETACH COMPLETELY, CREATING A ROAD HAZARD.

Remedy:

DAIMLER TRUCKS IS WORKING WITH CUMMINS TO IDENTIFY AND NOTIFY OWNERS OF THE RECALL CAMPAIGN. REPAIRS WILL BE PERFORMED BY AUTHORIZED CUMMINS DEALERS FREE OF CHARGE. THE SAFETY RECALL BEGAN AUGUST 2011. OWNERS MAY CONTACT CUMMINS AT 1-812-377-5000 OR DAIMLER TRUCKS AT 1-800-547-0712.

Notes:

CUMMINS' RECALL CAMPAIGN NUMBER IS C1154. DAIMLER TRUCKS' SAFETY RECALL NUMBER IS FL-611. CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).

As stated in your report, Cummins will be handling the owner notification, remedy, and quarterly reporting for this campaign. However, please be advised that 49 CFR 573.6 provides that the vehicle manufacturer is responsible for any safety related defect or any noncompliance in the vehicle or any item of original equipment. If Cummins's campaign is not satisfactory, you may be required to conduct a follow-up notification.

Your contact for this recall will be Delia Lopez who may be reached by phone at 1-202-366-9525, or by email at Delia.lopez@dot.gov, or through the office email at RMD.ODI@dot.gov. We look forward to working with you toward a successful completion of this recall campaign.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Willard". The signature is fluid and cursive, with a large loop at the end of the last name.

Ric Willard
Acting Chief, Recall Management Division
Office of Defects Investigation
Enforcement