

Recall Campaign

Daimler Trucks
North America LLC

June 2018
FL765A
NHTSA #18V-190
Transport Canada #18-141

Subject: TBB Saf-T-Liner C2 LPG Fuel Lines

Models Affected: Specific Thomas Built Buses Saf-T-Liner C2 buses manufactured April 3, 2013, through November 28, 2017, with propane engines and fuel line routing.

General Information

Daimler Trucks North America LLC (DTNA), on behalf of its wholly owned subsidiary, Thomas Built Buses (TBB), has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 1,000 vehicles involved in this campaign.

On certain buses, interference between the fuel line plumbing routing and J-hook body support bracket may cause chaffing and a potential fuel leak. A propane fuel leak in the presence of an ignition source may increase the risk of a fire.

Fuel line routing will be inspected for proper clearance and will be rerouted if required.

Additional Repairs

Dealers must complete all outstanding Recall and Field Service 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 failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions.

Replacement Parts

Replacement parts are now available and can be obtained by ordering from your facing Parts Distribution Center.

Table 1 – Replacement Parts for FL765

Campaign Number	Part Number	Description	Qty.
FL765-A	TBB 61480475 or Equivalent	CLAMP, CUSHIONED LOOM, .63 TO .75 I.D.	As Needed
	TBB 69003129 or Equivalent	SCREW TAPPING 10 X .75 PHILLIPS PAN	As Needed
	23-12880-000 or Equivalent	MOUNT-SADDLE (STANDOFF)	As Needed

Table 1

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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	Corrective Action
FL765-A	Reroute fuel line	0.5	996-R010B	12 – Repair Recall/Campaign

Table 2

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. Please reference the following information in OWL:

- Claim Type is **Recall Campaign**.
- In the Campaign field, enter the campaign number (**FL765-A**)
- In the Primary Failed Part field, enter **TBB 196935**.
- In the Parts section, enter the appropriate part number(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table.
- The VMRS Component Code is **043-003-034** and the Cause Code is **A1 - Campaign**.
- **U.S. and Canada – Reimbursement for Prior Repairs**. When a customer asks about reimbursement, please do the following:
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement.
 - Submit a Recall Pre-Approval request for a decision and authorized amount.
 - Submit a "based on" claim for the approved pre-approval.
 - Attach the documentation to the pre-approval request.
 - When your claim is paid, reimburse the customer the appropriate amount.

IMPORTANT: OWL must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed.

Contact the Warranty Campaigns Department at (336) 889-4871, from 8:00 a.m. to 5:00 p.m. Eastern Time, Monday through Friday, via Web inquiry at AccessFreightliner.com / My Tickets and Submit an Inquiry, 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.

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The letter notifying U.S. and Canadian 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. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

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Copy of Notice to Owners

Subject: TBB Saf-T-Liner C2 LPG Fuel Lines

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

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Thomas Built Buses, Inc., has decided that a defect which relates to motor vehicle safety exists on specific Thomas Built Buses Saf-T-Liner C2 buses manufactured April 3, 2013, through November 28, 2017, with propane engines and fuel line routing.

On certain buses, interference between the fuel line plumbing routing and J-hook body support bracket may cause chaffing and a potential fuel leak. A propane fuel leak in the presence of an ignition source may increase the risk of a fire.

Fuel line routing will be inspected for proper clearance and will be rerouted if required.

This is the second notice regarding this recall and is to inform you the remedy is now available. **To arrange for repairs, you should contact your local Thomas Built Buses dealer immediately.** The repair should take approximately half an hour and will be performed at no charge to you.

You may be liable for any progressive damage that results from your failure to complete the Recall within a reasonable time after receiving notification.

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 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. For further information, please contact the Warranty Department at (336) 889-4871, 8 a.m. to 5 p.m. Eastern Time Monday through Friday. To find a dealer in your area please go to www.thomasbus.com.

If you have any questions about this recall, please contact the Warranty Department at (336) 889-4871, 8:00 a.m. to 5:00 p.m. Eastern Time, Monday through Friday. If you are not able to have the defect remedied without charge and within a reasonable time, you may wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: 800-424-9153); or to <http://www.safercar.gov>. In Canada, you may contact Transport Canada-road safety, 80 rue Noel, Gatineau, Quebec J8Z 0A1 or call 1-800-333-0510.

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

THOMAS BUILT BUSES WARRANTY DEPARTMENT
Enclosure

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Work Instructions

Subject: TBB Saf-T-Liner C2 LPG Fuel Lines

Models Affected: Specific Thomas Built Buses Saf-T-Liner C2 buses manufactured April 3, 2013, through November 28, 2017, with propane engines and fuel line routing.

LPG Fuel Line Rerouting



- Do not smoke, carry lighted tobacco or have an open flame of any type when working or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.
- Do not carry personal electronic devices such as cell phones, pagers or audio equipment of any type when working on or near any fuel-related component. Highly flammable mixtures are always present and may be ignited. Failure to follow these instructions may result in serious personal injury.
- When handling fuel, always observe fuel handling precautions and be prepared in the event of fuel spillage. Spilled fuel may be ignited by hot vehicle components or other ignition sources. Failure to follow these instructions may result in serious personal injury.
- Before working on or disconnecting any of the fuel tubes or fuel system components, relieve the fuel system pressure to prevent accidental spraying of fuel. Fuel in the fuel system remains under high pressure, even when the engine is not running. Failure to follow this instruction may result in serious personal injury.
- Please follow NFPA-58 LPG code – Engine Fuel Systems. 11.10 Pipe and Hose Installation – routing guidelines

FUEL LINE INSPECTION

1. Park the vehicle, shut down the engine, make sure the shifter is in Park/Neutral, set the parking brake, chock the tires.
2. Remove the negative battery cable.
3. Raise the bus using properly supported jacks to access the underside of the bus floor.
4. Inspect the fuel line from the filler door to the connection fitting on the frame rail.
5. If the fuel line is rubbing against the J-hook near the frame rail connection, go to **J-Hook Repair** on page 7. If the fuel line is not rubbing against the J-hook, continue with the next step.

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NOTE: There will still be some fuel in the line when removed.

6. Turn off the fuel supply line and return line valves, turn valves clockwise. See **Figure 1**.

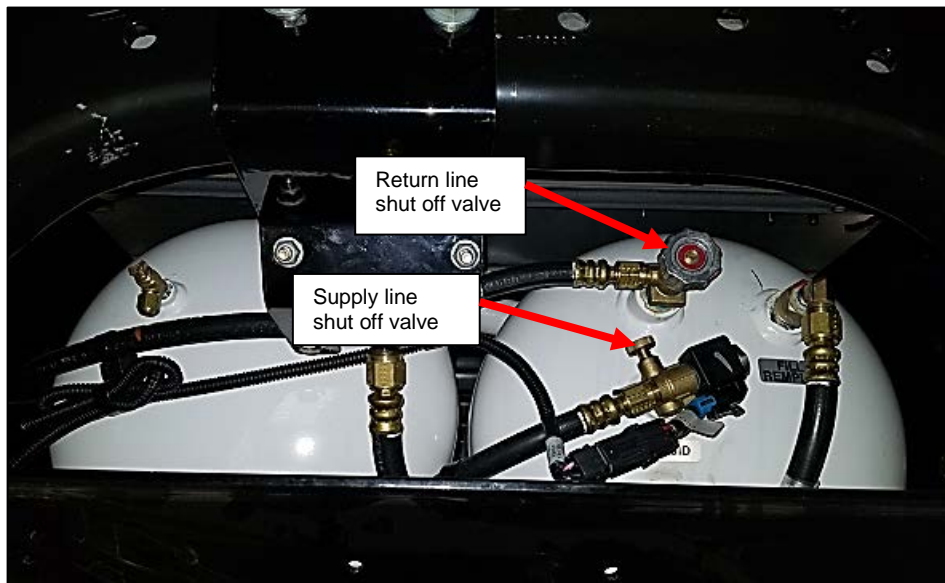


Figure 6: Location of Propane Tank Supply Line and Return Line Shut Off Valves

7. Check along the rest of the fuel line for areas where the line rubs. For example:

- Line rubs a bracket. Remove the bracket and clip the line with a clamp in a location that will not rub.
- Line droops onto the frame rail. Add additional clamps.
- Line runs over a bracket causing two points of potential contact. Remove the bracket.
- Two lines are connected with the wrong mounting type. Replace with the correct type of connector.

8. Correct all routing issues found.

9. Turn the fuel supply back on.

10. Inspect for leaks and repair as necessary.

11. Remove the chocks from the tires.

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J-HOOK REPAIR

1. Confirm the fuel supply is still turned off.
2. Locate the 90-degree fitting on the fuel line at the rear of the frame. See **Figure 2**.

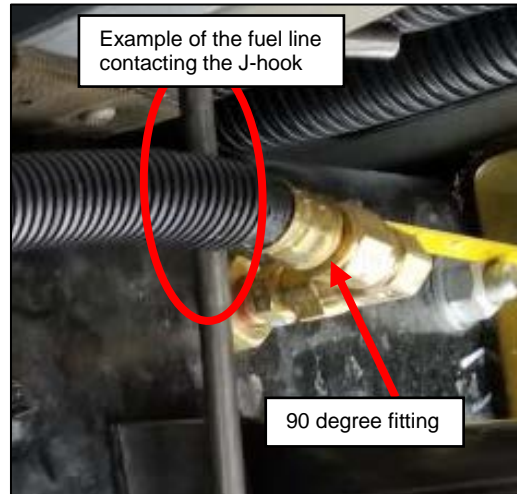


Figure 2: 90-Degree Fitting on Fuel Line

3. Loosen the fitting until venting stops, and then remove the fitting.
4. Remove the fuel line from the 90-degree fitting, then the 90-degree fitting from the firewall and discard.
5. Before the connection to the straight fitting, look for additional points of interference and reroute as needed. See examples in **Figure 3**.

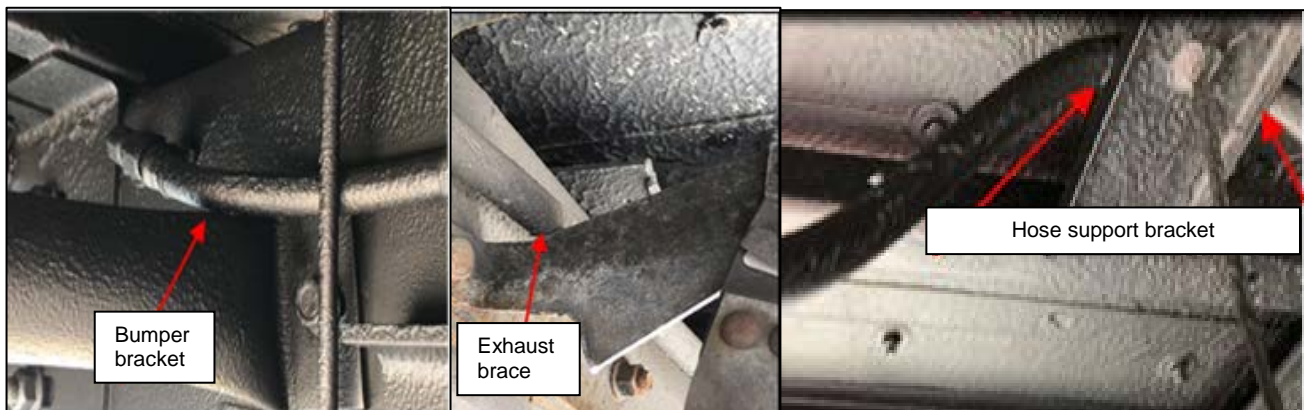


Figure 3: Examples of Interference along the Fuel Line

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6. Connect the fuel supply line to the fitting that goes through the frame rail. Use butyl tape to seal the fitting and torque the fitting to 12-14 lbf lbs. See **Figure 4**.



Figure 4: Installation of Fuel Line in Fitting through the Frame Rail

7. Route the fuel line around the J-hook with a C-clamp and screw (using the correct size for the fuel line) 6 in. from the frame rail, as shown in **Figure 5**. Make sure the line does not rub at any point.

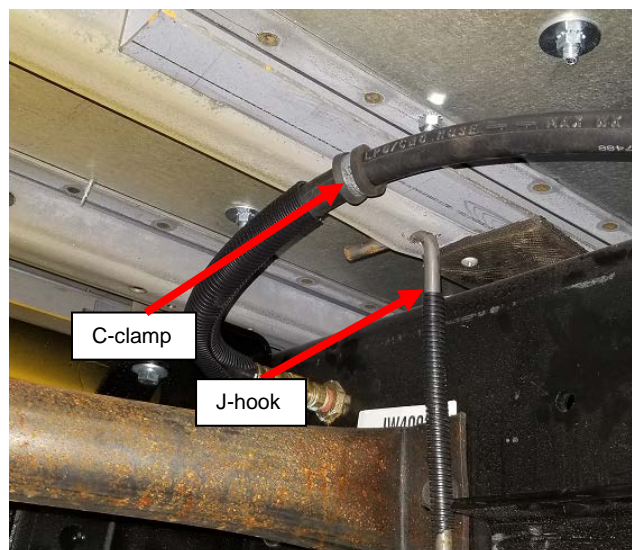


Figure 5: Routing the Fuel Line Around the J-hook

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10. Inspect cable clamps at two points where the fuel line is mounted, as shown in **Figure 6**. Ensure the line is not contacting corners or edges. Remove any slack that could allow the line to lay on the frame rail.

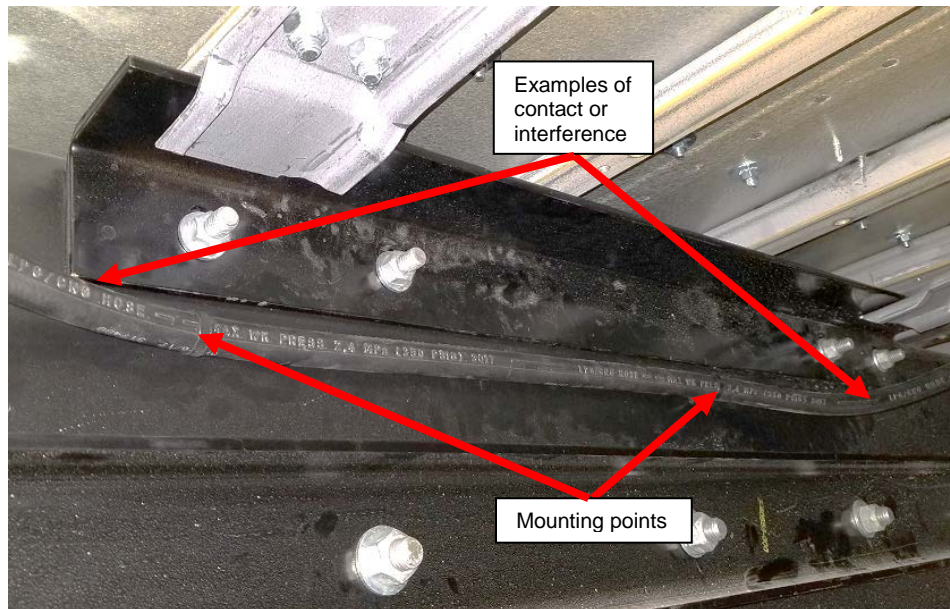


Figure 6: Location of Straps Holding the Fuel Line

11. If the line runs over the bracket near the fuel filler, disconnect it from fuel filler, route it under the bracket, and mount with a C-clamp. Ensure the line does not contact any corners or edges that could cause wear to the fuel line during vehicle movement.
12. Looking back from the fuel filler, mount the last C-clamp as shown in **Figure 7**. Again, ensure the fuel line will not contact anything sharp or that could cause wear to the line during vehicle movement.

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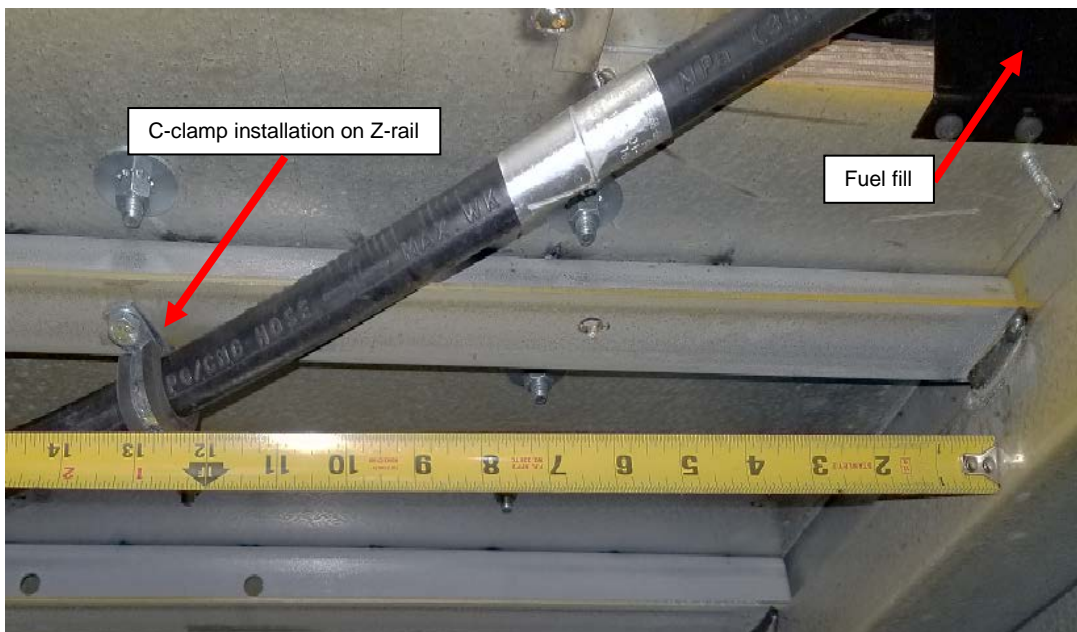


Figure 7: C-clamp Mounted on Floor Joist

13. Return to **Fuel Line Inspection**, step 7, on page 6.