

## Defect Information Report (Section 573.6)

**FL-744**

Date of Submission: *June 15, 2018*

Manufacturer: Daimler Trucks North America LLC  
P.O. BOX 3849  
Portland, Oregon 97208

Type of Report:  Safety Defect  Non-Compliance

### Vehicle Information

Model Yr. Start: *2017* Model Yr. End: *2018*

Make: *Thomas Built Buses*

Model: *Saf-T-Liner EFX*

Production Dates: Begin: *11/1/2017*  
End: *1/16/2018*

### Descriptive Information:

*Saf-T-Liner EFX School Bus Vehicles built within the above referenced dates*

Number potentially involved: *109* Estimated percentage of involve with defect: *Unknown*

### Defect / Noncompliance Description

**For this Defect/Noncompliance:**

#### Describe the defect or noncompliance:

*A check valve in the brake system may be plumbed incorrectly. If the valve is plumbed incorrectly, then the primary air system is not isolated from the secondary air system.*

**If a noncompliance, provide the applicable FMVSS:**

- Check if this recall only affects products in certain geographic regions.

**Describe the safety risk:**

*In the event of a rapid loss of air pressure in the secondary system, the incorrectly plumbed check valve could allow a similar rapid loss of pressure in the primary system, which may lead to a sudden application of the parking brakes. This could increase the risk of a crash*

**If applicable, identify the manufacture of the defective or noncompliant component.**

## **Chronology of Defect / Noncompliance Determination**

**Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.:**

*In the middle of January 2018, a Thomas Built Buses Dealer reported that a new bus did not pass a brake inspection. It was discovered that 2 airlines were attached to the wrong ports on the check valve. DTNA immediately began an investigation to determine the scope and potential consequences of the issue. DTNA inspected buses at the Thomas Built Buses assembly plant and found 1 additional bus built in the same time period that was plumbed incorrectly. DTNA checked the current production and found that the check valves were being properly installed and tested. DTNA continued the investigation and found that there were no warranty claims, dealer reports, or customer complaints related to this issue. DTNA discovered that many of the Thomas Built Buses dealers conduct brake testing on new vehicles that would detect this issue if it were present. At this point in the investigation evidence pointed to this being an isolated incident, with only two buses with the condition identified. DTNA continued investigating the issue and began reviewing employee attendance records to determine when substitute personnel may have been working in the area. DTNA found that during November and December of 2017 there was a considerable amount of vacation time that could have resulted in having less experienced technicians and inspectors working in the airline installation area. In June 2018, out of an abundance of caution, DTNA decided to conduct a voluntary safety recall on Saf-T-Liner EXF buses produced during this time period.*

## Identify the Remedy

**Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.**

*Buses will be inspected and repaired as needed. Repairs will be performed by Daimler Trucks North America authorized service facilities. Copies of the reimbursement plan will be submitted as a supplemental report when available.*

## Identify the Recall Schedule

**Describe the recall schedule for notifications.:**

*Customer notification will be made by first class mail using Daimler Trucks North America records to determine the customers affected.*

**Planned Dealer Notification Begin Date:** 08/13/2018

**Planned Dealer Notification End Date:** 08/13/2018

**Planned Owner Notification Begin Date:** 08/13/2018

**Planned Owner Notification End Date:** 08/13/2018

**Manufacture's identification code for this recall (if applicable):** FL-774

**DTNA Representative;**



Andy Jones  
Manager  
Compliance and Regulatory Affairs