

Defect Information Report

(Section 573.6)

FL-818

Date of Submission: *June 11, 2019*

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: 2010 **Model Yr. End:** 2020
Make: *Thomas Built Buses* **Model:** *SAF-T-Liner C2*
Production Dates: **Begin:** *03/16/2009* **End:** *06/29/2018*

Model Yr. Start: 2016 **Model Yr. End:** 2019
Make: *Thomas Built Buses* **Model:** *SAF-T-Liner HDX*
Production Dates: **Begin:** *08/10/2015* **End:** *06/29/2018*

Model Yr. Start: 2017 **Model Yr. End:** 2019
Make: *Thomas Built Buses* **Model:** *SAF-T-Liner EFX*
Production Dates: **Begin:** *03/15/2016* **End:** *06/22/2018*

Descriptive Information: *School Buses equipped with certain Bendix Air Disc Brakes on the rear axle that Bendix has identified per the equipment recall 19E-030.*

Number potentially involved: 11,546 **Estimated percentage of involve with defect:** 100%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance: *Bendix states per NHTSA 19E-030, "The ADB22X on the left (driver side) rear corner on school bus applications may experience an unintended reduction in the gap between the brake pad and rotor (running clearance), during operation which can lead to a dragging brake."*

Describe the safety risk: *Bendix states per NHTSA 19E-030, "If the gap between the brake pad and rotor is eliminated, it may lead to high temperatures at the wheel end. The high temperatures may lead to the presence of smoke, smoke odor, or in remote cases a potential for fire, which could result in school bus emergency evacuation procedures in uncontrolled traffic situations."*

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

Bendix Commercial Vehicle Systems LLC

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision.: *In October – December 2018, DTNA received two informal reports of rear brakes dragging in the field. January 2019, DTNA was informed by Bendix of the supplier's ongoing investigation of the brake issue. (Please refer to the chronology in equipment recall 19E-030.) DTNA opened an investigation and reviewed warranty claims with the supplier. DTNA identified three claims related to this issue that were reported from 2014-2015. Bendix began inspecting and collecting data from vehicles at the plant, and DTNA collaborated with Bendix in this effort. February – April 2019, supplier testing and field inspection results identified the internal caliper adjuster behavior is different between the wheel end locations. May 2019, Bendix notified DTNA of a NHTSA 573 submission on school buses equipped with Bendix ADB 22X calipers on the left rear wheel end. June 2019, due to Bendix filing an equipment recall 19E-030, and in an abundance of caution, DTNA has decided to recall suspect vehicles built within the Bendix identified caliper build range.*

Identify the Remedy

Describe the defect/noncompliance remedy program, including the manufacture's plan for reimbursement.: *The left rear caliper will be replaced with a new caliper containing an updated clearance adjustment mechanism. 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:	<i>08/09/2019</i>
Planned Dealer Notification End Date:	<i>08/09/2019</i>
Planned Owner Notification Begin Date:	<i>08/09/2019</i>
Planned Owner Notification End Date:	<i>08/09/2019</i>

Manufacture's identification code for this recall (if applicable): *FL-818*

DTNA Representative;



Andy Jones
Manager
Compliance and Regulatory Affairs