

Defect Information Report

(Section 573.6)

FL-871

Date of Submission: 12/21/2020

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: 2022 Model Yr. End: 2022

Make: Thomas Built Buses

Model: Saf-T-Liner C2

Production Dates: Begin: 10/14/2020

End: 12/3/2020

Descriptive Information: School bus chassis equipped with suspect hydraulic brake calipers

Number potentially involved: 278 Estimated percentage of involve with defect: 30%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

The 73mm Bosch hydraulic caliper tie bar support fasteners on steer axles may be under torqued and/or finger loose or the tie bar may have not been installed in some cases

If a noncompliance, provide the applicable FMVSS: NA

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

Describe the safety risk:

Although a loose or dangling tie bar could theoretically cause problems through coming into contact with rotating wheel-end components or brake parts flexing, we have no indication that any such things happened.

Identify any warning which can precede or occur:

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

**Axle assembler – Meritor, Inc
801 Railroad Ave
York, SC 29745
Contact – Kevin White Tel 248.435.1058**

Involved Components

**Component Name: Caliper Tie Bar
Component Description: Fastener
Component Part Number: BW 02040J2120**

Chronology of Defect / Noncompliance Determination

Provide the chronology of events leading up to the defect decision or test data for the noncompliance decision: In November of 2020, DTNA found a single failure where the tie bar fasteners were determined to be finger loose. DTNA and the axle assembly supplier immediately performed inspections at the plants. The investigation found 55 units with fasteners under torqued and two trucks in which the tie bar had not been installed during assembly but no additional finger loose fasteners. Over the course of December 2020, DTNA engaged the axle assembly supplier to determine a population. Based on the best available information currently, DTNA has developed the population cited in this DIR/DIN; we will continue to work to define the population. December 2020, with an abundance of caution, DTNA reasonably decided to conduct a voluntary safety recall.

Identify the Remedy

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

Inspection of both steer axle wheel-ends will require the removal of the tire & wheel assembly. The 4 tie bar mounting fasteners are to be torqued to 40-50 ft-lbs. If the required tie bar is missing inspection of the caliper anchor mounts and functionality (brake pad slide pins and pad movement) is required before installing a tie bar. Repairs will be performed by Daimler Trucks North America authorized service facilities. Customer notification will be done by first class mail using Daimler Trucks North America records to determine the customers affected. Details of the reimbursement plan will be included in the owner's notification letter.

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:	2/18/2021
Planned Dealer Notification End Date:	2/18/2021
Planned Owner Notification Begin Date:	2/18/2021
Planned Owner Notification End Date:	2/18/2021

Manufacture's identification code for this recall (if applicable): FL-871

Manufactures Comments to NHTSA Staff

DTNA Representative;



Larissa Stoffels
Executive Manager, Vehicle Safety
Compliance and Regulatory Affairs