

Defect / Noncompliance Information Report

(Section 573.6)

FL928

Date of Submission: May 23, 2022

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

Type of Report: **Safety Defect** **Non-Compliance**

Vehicle Information

Model Yr. Start: 2019 **Model Yr. End:** 2023

Make: Thomas Built Commercial Buses

Model: HDX

Production Dates: **Begin:** 03/28/2018 **End:** 03/23/2022

Descriptive Information: On certain Thomas Built Bus HDX model commercial buses, the battery cables may potentially chafe on the transmission oil cooler hoses.

NOTE:

- Identify by body style or type. - HDX
- If bus, include the number of passengers. 1-90

Basis for Determination of the Recall Population: At the current time, all HDX buses built from March 08, 2018 to March 24, 2022 are included in the recall population. However, as DTNA continues to investigate, the population may be decreased.

Number potentially involved: 138

Estimated percentage of involved with defect: 1%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

Certain HDX commercial buses had the positive battery cable routed in a manner that permitted those battery cables to rub on the transmission oil cooler hoses, creating the possibility of an electrical fault or, in the extreme, a thermal event.

Describe the safety risk:

If the battery cable rubs on the hose long enough, there is a potential that after prolonged contact the hose could wear thru the electrical conduit, creating the risk of an electrical short or, in the extreme, a fire.

Identify any warning which can precede or occur:

DTNA reasonably expects this potential chafe should be detected during regular maintenance intervals. The maintenance manual specifically states to inspect the battery cables for chafing every 4,000 miles (6,400 Km) or 60 days. Because chafing must continue for a prolonged time and would show visible signs of chafing before electrical cables wear to the point of a safety risk, DTNA reasonably believes there would be many opportunities for detection and repair before the issue would rise to the safety risk described above occurring.

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

Hellermann Tyton

Involved Components

Component Name: CLAMP-CABLE,NYLON,AWG 0000

Component Description: Battery Cable Clamp

Component Part Number: DK 016 0020

Chronology of Defect / Noncompliance Determination

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

In mid-February of 2022, DTNA received a report from the field of a potential thermal event on a three-year-old HDX school bus; according to the best of DTNA's knowledge, no injuries or deaths occurred in this event. DTNA immediately began an investigation into the issue. No additional field reports or warranty claims of fire or similar symptoms were found. In early March of 2022, as soon as reasonably practicable to investigate the vehicle, DTNA's Cause and Origin investigator examined the suspect bus and determined the origin of the thermal event was likely at the battery cable crossing over the transmission cooler hoses. Within that same month and lasting into April, DTNA began a comprehensive review of warranty data and field reports. Upon reviewing information more closely for this defect, DTNA found 17 total warranty claims ranging from November of 2018 to December of 2020 for the battery cables rubbing or contacting the transmission oil cooler hoses. None of these claims indicated any evidence of a fire or similar thermal event. Nonetheless, in April 2022, out of an abundance of caution DTNA decided to conduct a voluntary recall on certain Thomas Built Bus HDX chassis. There are no injuries or deaths reported. In early May of 2022, in an effort to reduce the administrative burdens and to simplify the reporting requirements, DTNA decided to merge recalls FL928 (22V271 - School Bus) and FL929 (22V272 Non School Bus). There are, materially speaking, no differences in the recalls except for the vocations of the population. To further clarify, the newly merged recall population will be designated as FL928A (22V271) for school bus vocations and FL928B (22V272) will be designated for commercial bus vocations. In addition, per a request from the Agency, a more concise description was added to the Involved Components section of the DIR filing.

Identify the Remedy

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

Inspection and repair of the cable routings, if required, will be performed by Daimler Truck North America authorized service facilities. Daimler Truck North America shall be offering a refund for owner-paid repairs covered by this recall if the repair was performed prior to the date indicated in the reimbursement plan, which will be posted with owner's notification letter. Owners are directed to seek reimbursement through authorized dealers.

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: 6/20/2022

Planned Dealer Notification End Date: 6/20/2022

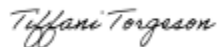
Planned Owner Notification Begin Date: 6/20/2022

Planned Owner Notification End Date: 6/20/2022

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL928

DTNA Representative;



Tiffani Torgeson

Manager, Compliance and Regulatory Affairs