

Defect / Noncompliance Information Report

(Section 573.6)

FL973

Date of Submission: 05/09/2023

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: 2021 **Model Yr. End:** 2024

Make: Thomas Built Buses

Model: Saf-T-Liner C2

Production Dates: **Begin:** 1/24/2020 **End:** 04/18/2023

Descriptive Information:

One particular interior body panel joint formed at the last rafter, near the structure of the D-pillar, on certain Thomas Built Buses (TBB) Saf-T-Liner C2 school buses may not meet the tensile requirements of FMVSS 221 School bus body joint strength.

Basis for Determination of the Recall Population:

TBB Saf-T-Liner C2 school buses manufactured within the production range listed above.

Number potentially involved: 23,603

Estimated percentage of involved with defect: 100%

Defect / Noncompliance Description

For this Defect/Noncompliance:

Describe the defect or noncompliance:

On certain TBB Saf-T-Liner C2 school buses, the rear interior joint formed by the D-panel overlapping the side-sheet at the last rafter may not meet the joint strength requirement of FMVSS 221 School bus body joint strength.

Describe the safety risk:

A body Joint on a school bus that does not meet the joint strength requirement of FMVSS 221 may increase the risk of injury in a crash.

Identify any warning which can precede or occur: NA**If applicable, identify the manufacture of the defective or noncompliant component.:**

Daimler Truck North America.

Involved Components

Component Name: Side Sheet Joint

Component Description: Side Sheet Joint

Component Part Number: _____

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-April 2023, TBB identified a possible production mis-installation at the interior D-pillar joint where the D-panel overlaps the side-sheet at the last rafter. TBB promptly corrected production installation process and began an investigation to determine the scope and potential consequences of the issue. Later in April 2023, while Thomas Built Buses continued working to identify potential affected vehicles, Thomas Built Buses began conducting FMVSS 221 strength testing to determine if the panels, as built, would be noncompliant. In early May TBB conducted a field inspection to further assess the scope of the affected vehicles. In early May 2023, DTNA decided to initiate a voluntary noncompliance recall for certain Thomas Built Buses C2 school buses that may not meet the joint strength requirements of FMVSS 221 at the lower D-pillar. There are no warranty claims, field or service reports, nor any known accidents, injuries, or deaths.

Identify the Remedy

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

Additional mechanical fasteners will be added to the joints on affected vehicles in order to bring the vehicles into compliance. The repair will be conducted by a 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 Truck North America records to determine the customers affected.

Planned Dealer Notification Begin Date: 07/08/2023

Planned Dealer Notification End Date: 07/08/2023

Planned Owner Notification Begin Date: 07/08/2023

Planned Owner Notification End Date: 07/08/2023

Does DTNA plan to file inconsequentiality petition? Yes No

Manufacturer's identification code for this recall (if applicable): FL973

DTNA Representative;

Sam Geser

Sam Geser

Manager, Compliance and Regulatory Affairs