

DAIMLER



Daimler Trucks North America
Nasser Zamani
Manager
Compliance and Regulatory Affairs

August 1, 2008

Dan Smith
Associate Administrator for Vehicle Safety
National Highway Traffic Safety Administration
1200 New Jersey Avenue S.E.
Washington D.C. 20590

**Re: Defect Information Report – Supplemental Report No. 2
08V-088, FL-524, Braun Wheelchair Lift**

Mr. Smith

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith submits supplemental defect information and copies of documents to be distributed to dealers and purchasers.

- (c)(3) Total number of vehicles potentially affected: 643**
- (c) (8)(ii) Communications sent to dealers: posted July 28, 2008**
Communications sent to owners: to be mailed August 8, 2008
- (c) (10) Copies of Communications sent to owners and dealers are attached.**

Please contact me if you have any questions.

Sincerely yours,

Nasser Zamani

Cc: Michael Mason, CAL-OSHA
Enclosure
Certified Mail# 7004 2890 0004 1202 2274

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
503-745-6910 Phone
503-745-5544 Fax
NasserZamani@Daimler.com



Product Recall

To: ALL DEALERS

From: TRACY SAUERBREY – WARRANTY/RECALL DEPARTMENT

Subject: RECALL 08V-088 – Braun Wheelchair Lifts/Threshold Warning

Date: July 18, 2008

Enclosed are copies of the customer notification letter and the repair procedure for Recall 08V-088. This recall involves certain Saf-t-liner C2, FS-65, HDX, Minotour and MVP-EF models manufactured between 2003 and 2007. The non-conformity involves the threshold warning systems. This non-conformity may result in a passenger approaching the exposed lift doorway without the audible alarm alerting them of their proximity to the threshold.

This is a universal notification sent to all dealers. You may or may not have customers in your area affected by this recall. If owners in your area are subject to this recall, we have enclosed a printout listing those customers' names and addresses. If there is not a printout enclosed according to our records there are no units in your area involved. **If you have a printout and any of the units on it are still in your possession it is your responsibility to ensure the recall is performed before the unit is delivered to the customer.**

The remedy will consist of verifying the threshold warning system is within NHTSA specification. The labor allowance is .3 hour for inspection. (SRT code 90-77). You will need to perform the inspection or contact an approved Braun service technician to perform the compliance test. After the inspection if you determine further attention is needed, please contact your local Braun dealer service center and schedule an appointment or call the Braun Corporation Product Support at 1-800-946-7513.

Thomas Built Buses has elected to notify all customers directly. Your customers will be contacting you to schedule an appointment for repairs. Reimbursement for parts and labor, (if requested) may be obtained by filing a warranty claim.

If you know of any customers who own or operate a Thomas bus in this recall, whose name and address is NOT listed or is INCORRECTLY listed on the enclosed printout, please promptly notify Thomas Built Buses of that additional information in writing. Thank you for your cooperation and assistance.

A handwritten signature in cursive script that reads "Tracy".

Tracy

Enclosures: Customer Letter Repair Procedure Printout (if applicable)



July 28, 2008

Recall 08V-088

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This recall involves certain Saf-T-Liner C2, FS-65, HDX, Minotour and MVP-EF models, manufactured between 2003 and 2007. The Braun Corporation has determined that some of these units may not conform to Federal Motor Vehicle Safety Standard No. 403, "Platform Lift Systems for Motor Vehicles". These units are identified on the enclosed postcard (Form PSD 304).

The non-conformity involves the threshold warning systems. This non-conformity may result in a passenger approaching the exposed lift doorway without the audible alarm alerting them of their proximity to the threshold. As a result, they could fall out of the open door potentially resulting in serious personal injury.

You should immediately contact your Thomas Built Buses dealer for an appointment to have your vehicle modified. Thomas will remedy this non conformance without charge. The remedy will consist of verifying the threshold warning system is within NHTSA specification. It will take approximately .3 for inspection. If the system is not within NHTSA specification a retrofit must be performed by an authorized Braun dealer service center. To arrange for repairs, contact your local Thomas Built Buses dealer. After the repair is made, please complete each postage paid card separately and return it to Thomas Built Buses to verify completion.

In addition to being used to verify repair completion, the postcard must be completed and returned if the vehicle does not need repair, if you no longer own the vehicle, or the vehicle identified on the postcard has been exported, stolen, or destroyed/totaled. Federal law requires that any vehicle lessor receiving the recall notice must forward a copy of this notice to the lessee within 10 days.

If you have had your vehicle repaired due to this defect prior to receipt of this notice and you have incurred any costs, you may be eligible for reimbursement. For further information, please contact the Customer Support office at (336) 822-2871, 8 a.m. to 5 p.m. eastern standard time Monday through Friday. To find a dealer in your area please go to www.thomasbus.com.

If the defect is not remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, also please contact the Customer Support Office at (336)-889-4871. You may also submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, S.E., Washington, DC 20590, or phone the Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153) or go to <http://www.safercar.gov>. If your vehicle is involved in the Canadian portion, you may notify the Manager, Recall and Public Compliance, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, Ottawa, Ontario or phone (613)-993-9851.

Sincerely,

A handwritten signature in black ink that reads "Tracy Sauerbrei". The signature is fluid and cursive, with the first name "Tracy" being more prominent.

Tracy Sauerbrei
Warranty/Recall Department

Enclosure

Service Bulletin 34273

October 2007

Instructions for Braun Corporation "Public and Private Use" Dual Parallel Arm Lift Threshold Sensitivity Evaluation and NHTSA Compliance Applicable for NL, NCL and NVL Series Lifts

THE BRAUN CORPORATION.
"Providing Access to the World"

International Corporate Hqtrs P.O. Box 310 Winamac, IN 46996 USA
1-800-THE LIFT* (574) 946-6153 FAX: (574) 946-4670



Introduction: Per NHTSA requirements - a visual and/or audible warning* is to activate if the threshold area is occupied when the lift platform is at least one inch below floor level.

* **Note:** A visual and audible warning system is required for Public Use lifts. Braun Private Use lifts feature an audible warning only.

This bulletin outlines the procedures required for testing lift threshold sensitivity (details below). Check the activation of the threshold warning system as outlined. If the threshold warning functions as intended - **disregard** the remainder of the bulletin. The lift threshold warning is NHTSA compliant.

If there is a non-responsive location on the threshold plate (alarm does not activate), correct the activation sensitivity as detailed in the retrofit instructions on pages 2 and 3 of this bulletin. Test the threshold sensitivity again to ensure proper activation.

Note: For clarity, the photos appearing in this bulletin depict a lift base plate weldment, threshold plate and tape switches only.

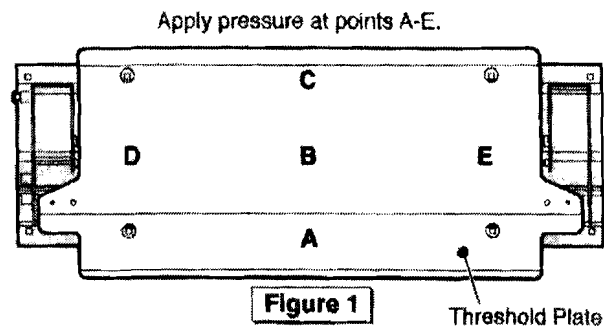
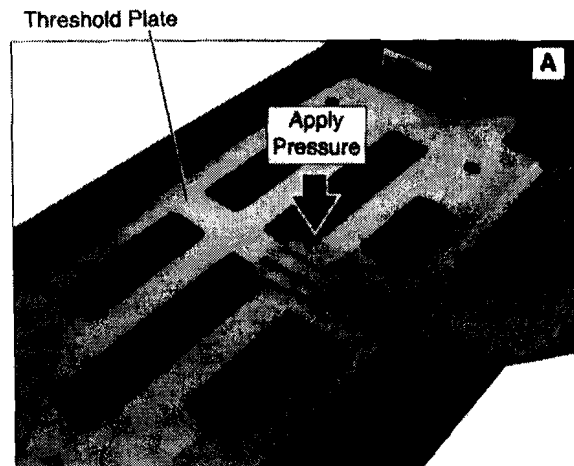
Threshold Sensitivity Test

1. Turn Lift Power switch ON. Deploy the lift platform fully to the ground.
2. Apply hand pressure on the center of the threshold plate as shown in Photo A. The visual and/or audible threshold warning* should be activated when you push down.

Repeat the sensitivity test procedure at positions A-E shown in Figure 1.

3. If the threshold alarm is activated at all positions, no further procedures are required. The lift threshold sensitivity meets NHTSA FMVSS 403/404 requirements.

If the threshold alarm is not activated at all positions, perform the retrofit procedures detailed on pages 2 and 3 of this bulletin. Repeat the sensitivity test procedures following the retrofit. If the lift still does not meet the requirement, contact a Braun Corporation Product Support representative at 1-800-THE LIFT*.



Lift Threshold Sensitivity Bulletin 34273

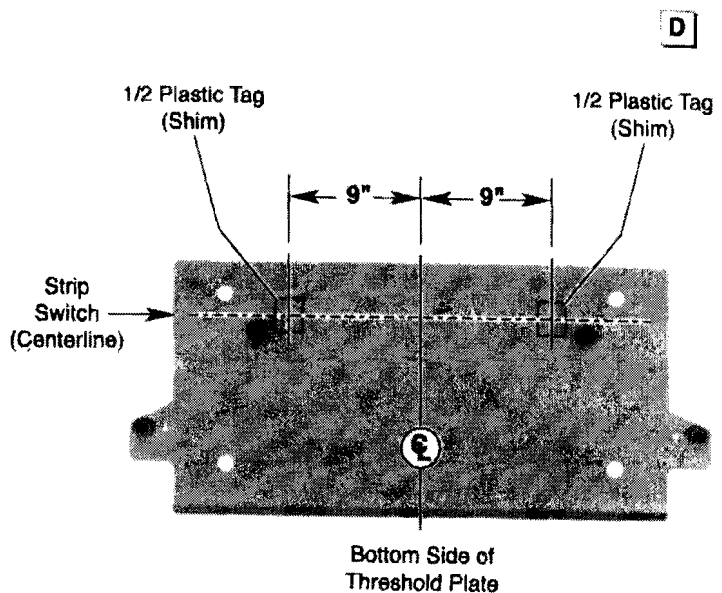
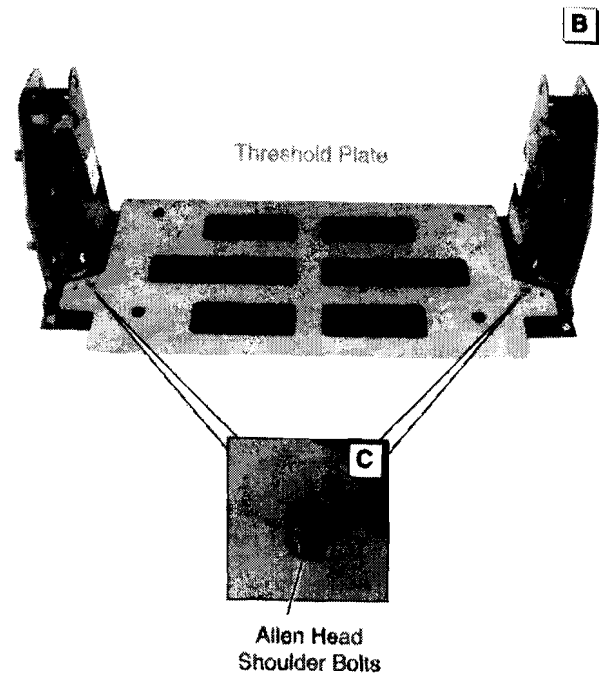
Threshold Sensitivity Retrofit Instructions

1. Turn Lift Power switch ON. Deploy the lift platform fully to the ground.
2. Remove the threshold plate. Loosen and remove two Allen head shoulder bolts securing the plate (see Photos B and C). Keep bolts. Slide the plate outward and lift to remove it (four keeper standoffs engage key-hole slots). See Photos E, F and G.
3. An adhesive-backed plastic tag is supplied to serve as an alarm activation shim (minimal thickness required to activate the highly sensitive alarm strip switches). Cut the plastic tag in two halves. The plastic tags (shims) will be affixed to the bottom side of the threshold plate (positioned as shown and detailed below).

Turn threshold plate over. See Photo D. The strip switches typically leave an impression (mark) on the yellow plate from use. Use the impression of the inboard strip switch as a centerline for shim positioning (or measure to establish position).

Position each shim 9" from the center of the threshold plate (see Photo D). Align the tags with the strip switch centerline. Clean the surface as detailed below and affix the adhesive-backed tag to the plate (**press firmly**).

Note: Clean the surface with isopropyl alcohol before affixing the tag. Use a clean cloth or paper towels. Do not use oily shop rags. Wipe surface free of residue with dry portion of cleaning cloth.



Lift Threshold Sensitivity Bulletin 34273

Threshold Sensitivity Retrofit Instructions

4. Reposition the threshold plate (with shim). Align the keeper standoffs (studs) on the bottom of the threshold plate with the base plate keyhole slots. See Photos E, F and G. Insert studs and **carefully** slide the plate inward (engage slots fully).

When repositioning the threshold plate - **note the following:**

Ensure all hoses and wiring harnesses routed through the base plate gutter are positioned fully in the gutter and not located anywhere they could potentially interfere with activation of the tape switches. See Photo E.

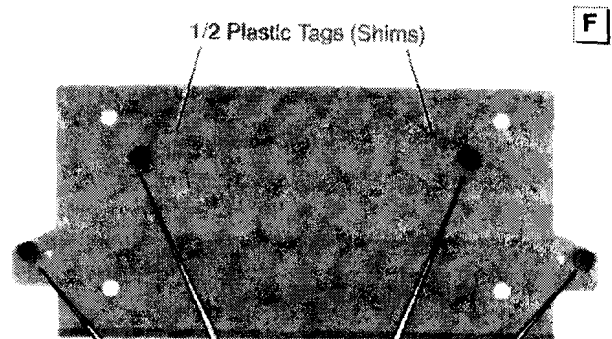
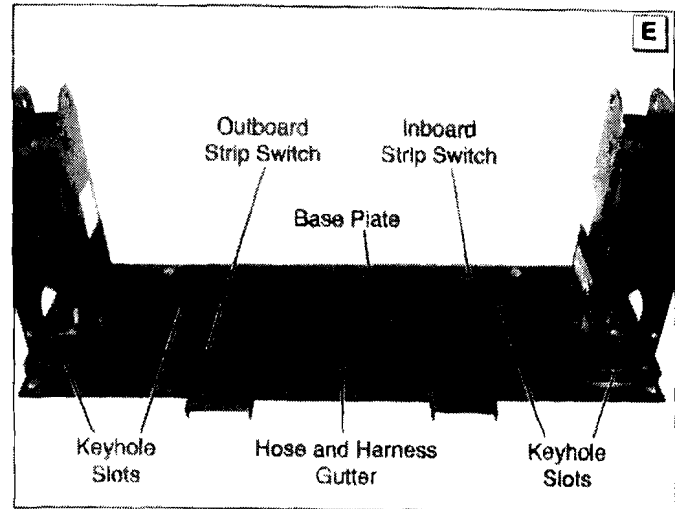
Note: Spraying a light mist of glass cleaner (or other) to the strip switches will aid in the plate sliding easier into position. See Photos E, F and G.

Ensure all four keeper standoffs engage the base plate keyhole slots.

5. Reinstall the two Allen head shoulder bolts previously securing the plate (see Photo B and C). Tighten bolts **securely**.
6. Repeat the sensitivity test procedures outlined on page 1.

If the threshold alarm is activated at all positions, no further procedures are required. The lift threshold sensitivity meets NHTSA FMVSS 403/404 requirements.

If the threshold alarm is not activated at all positions, contact a Braun Corporation Product Support representative at 1-800-THE LIFT®.



Keeper Standoffs
(Engagement Studs)