

February 27, 2009



Carrier

A United Technologies Company

Dan Smith, Associate Administrator
Office of Safety Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590
ATTN: George Person, Chief, Recall Management Division

09V-070
(3 Pages)

Re: Part 573 Non-Compliance OR Defect Information Report

Dear Mr. Smith:

This letter is pursuant to the requirements of 49 C.F.R. Part 573. Carrier Corporation advises you of a defect potentially related to safety in certain AvantAC air conditioning units that contain a shore power feature and are mounted on 40 foot transit buses manufactured by New Flyer Industries (the "AvantAC Units").

573.6(c)(1): Manufacturer's Name

Carrier Corporation
One Carrier Place
Farmington CT 06032

573.6(c)(2): Identification of AvantAC Units Impacted

This issue affects only fifteen (15) AvantAC Units, model number HE2320-0076, manufactured between April 25, 2008 and August 22, 2008.

Affected AvantAC Units and quantities are as follows:

Model Number	Model Description	Total
HE2320-0076	AvantAC 32 Kw system mounted on New Flyer 40 ft Hybrid Buses operated by the City of Montebello, California	15

573.6(c)(3) & (4): Total Number of AvantAC Units Containing the Defect

Fifteen (15) AvantAC Units are affected.

09 MAR -4 A 11: 13
RECEIVED

573.6(c)(5): Description of Possible Defect

These units can potentially create an electric shock hazard under certain circumstances. We are not aware of any incident in which this has actually occurred.

We believe this potential risk can occur only if all of the following conditions exist:

- 1) There is a failure of an internal component in the inverter.
- 2) The shore power feature is engaged (i.e. bus engine is off, air conditioning system is made operational by applying 460V to the shore power box receptacle, and the air conditioning system is switched on).
- 3) The 460V shore power lead (land connection) has a compromised ground connection.

Carrier has not received any complaints or been notified of any incidents relating to the potential defect referenced above.

573.6(c)(6): Chronology of Events

The potential safety hazard described above was discovered by Carrier in connection with a root cause analysis related to failures of AvantAC Unit inverters on. The end user of the buses containing the AvantAC Units, the City of Montabello, was notified verbally by Carrier on February 6, 2008 and in writing on February 19, 2008 of the potential safety hazard and was instructed to immediately cease using the shore power feature on the fifteen buses.

573.6(c)(7): Test Results and Other Information of Noncompliance

N/A

573.6(c)(8): Proposed Remedy

The end user of the buses containing the AvantAC Units, the City of Montabello, was notified by Carrier verbally on February 6 and in writing on February 19, 2008 of the potential safety hazard and was instructed to immediately cease using the shore power feature on the fifteen buses. Carrier provided, and the City of Montabello is in the process of installing, lock-out/tag-out devices on each shore power plug on the fifteen

Dan Smith
February 27, 2009
Page 3

buses with the AvantAC Units. The lock-out device is a physical barrier to use of the shore power feature and eliminates the potential safety hazard.

Carrier is in the process of developing a permanent remedy to address this potential safety hazard. When the permanent remedy is identified, Carrier will work with the City of Montebello to install it on the fifteen buses.

If you have any questions, please contact me at 860-830-5948 or Shelley.finger@carrier.utc.com.

Sincerely,

A handwritten signature in black ink that reads "Shelley Finger". The signature is written in a cursive style with a large initial "S".

Shelley Finger
Senior Counsel
Carrier Corporation