



VIA Email and Overnight Courier

March 20, 2009

City of Montebello  
400 South Taylor Ave.  
Montebello, CA 90640  
Attn: Thomas C. Barrio – Vehicle Maintenance Manager

Re: **Important Notice of Potential Safety Hazard - Amended letter**

Dear Tom:

**We are re-issuing this letter at the request of the National Highway Traffic Safety Administration (“NHTSA”) to meet NHTSA’s requirements.**

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and is a follow-up to our telephone conversation and my previous written notice in which I advised that Carrier has identified a potential safety hazard related to the 15 Carrier AvantAC systems installed in the City’s 2008 New Flyer buses. More specifically, the use of the shore power feature on those buses presents a potential electric shock hazard. **Please immediately suspend use of the shore power feature on all the AvantAC equipped buses.**

A potential defect which relates to motor vehicle safety may exist in certain model year 2008 GE41LRF transit buses built on the New Flyer chassis, and equipped with Carrier AvantAC air conditioning units. Carrier determined that under certain circumstances during use of the shore power feature the chassis of the bus could become electrified if an internal component failure were to occur inside the inverter. We are not aware of any incident in which this hazard has actually occurred.

We believe this situation can occur only if all of the following three 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, A/C system is made operational by applying 460V to the shore power box receptacle, and the A/C system is switched on).
- 3) The 460V shore power lead (land connection) has a compromised ground connection.

The risk can be entirely avoided by refraining from using the shore power feature until we are able to implement and install the permanent remedy. Since, the potential for this risk exists only during use of the shore power feature when tethered to land base power and not to normal “over-the-road” vehicle operation (i.e. using the bus’ hybrid drive system) normal operation is still permissible.

As of today, 5 of the buses have had the inverter changed out and remedied. The remaining 10 buses have been installed with a lock-out/tag-out device on each shore power plug with the AvantAC systems which provides a physical barrier preventing anybody from inadvertently using the shore power feature until the permanent remedy is installed. The lock-out/tag-out devices on these buses will not be removed until the inverters on such buses have been changed out. We expect the remaining 10 buses to have the inverter changed out by April 10<sup>th</sup> subject to bus availability.

If Carrier fails or is unable to remedy this defect without charge and within a reasonable period of time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, DC 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236; (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.”

Please contact me with any questions you may have on this matter.

Joe Giacona  
  
Product Manager  
Carrier Transport Air Conditioning  
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cc: Gavin Blight – AvantAC Project Manager Carrier Transport A/C  
Mark Cywilko – President Carrier Transicold  
Michael Dormer – General Manager Carrier Transport A/C  
Mark London – Service Engineer Carrier Transport A/C  
New Flyer Industries; Paula Lemay – Customer Programs Manager New Flyer