



April 1, 2011

Mr. Daniel C. Smith
Associate Administrator for Enforcement
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Attn: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Recall Notification

Dear Mr. Smith:

On April 1, 2011, Daimler Buses North America determined that a potential defect relating to motor vehicle safety exists in the door assembly of certain 2008 model year Orion VII transit buses and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

573.6(c)(1)

Name of manufacturer: Daimler Buses North America (DBNA)

Manufacturer's agent: Bill Nicolle
Daimler Buses North America
350 Hazelhurst Road
Mississauga, Ontario L5J 4T8
Canada

Name of supplier: Vapor Bus International (VBI)

Supplier's agent: James Pearson
Vapor Bus International
1010 Johnson Drive
Buffalo Grove, Illinois. 60089
United States of America

573.6(c)(2)

Identification of potentially affected vehicles:

| <u>Make/Model</u> | <u>Description</u> | <u>VIN Range/Dates of Manufacture</u> |
|-------------------|-------------------------|--|
| Orion VII | Certain 2008 model year | 1VHFF3G2386704210~1VHFF3G2586704211 June 13 ~ June 16, 2008 |

Daimler Buses North America Ltd
350 Hazelhurst Road
Mississauga, Ontario L5J 4T8
Phone: 905.403.1111
Fax: 905.403.8800
www.dcbusna.com

Description of the basis for the determination of the recall population:

The recall population was based on manufacturing records received from the supplier, Vapor Bus International. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(3)

Total number of potentially affected vehicles: 2

573.6(c)(4)

Percentage of affected vehicles that contain the defect: 100%

573.6(c)(5)

Defect Description:

A bell crank mechanism that is a component of certain types of bus door actuators and performs the following functions:

- Mechanically connects the pneumatic actuator and return spring to the connecting rods that transmit motion to the door panels
- Provides an engagement surface for the door hold-close latching mechanism
- Provides cam surfaces to actuate and release position-sensing limit switches

The defect is insufficient engagement between the key surfaces machined onto top end of the hub portion of the teeter lever base and the mating surfaces cut into the cam plate.

573.6(c)(6)

Chronology:

| | |
|--------------------|--|
| September 1, 2010 | The Chicago Transit Authority notified the VBI Regional Sales Manager that they had replaced a Teeter Lever Assembly on bus due to separation of the cam plate from the base. |
| September 21, 2010 | The Chicago Transit Authority notified the VBI Regional Sales Manager of a second Teeter Lever Assembly exhibiting separation of the cam plate from the base. |
| September 23, 2010 | At VBI's direction, an investigation was initiated. |
| March 7, 2011 | VBI's investigation concluded that the root cause of the failures was insufficient engagement between the mating surfaces of the keyed hub on the base and the keyed hole in the cam. The reason for the insufficiency was out of tolerance dimensions on as-manufactured hubs and cam plates. VBI determined a safety defect existed and decided to conduct a safety recall. |
| March 11, 2011 | VBI notified NHTSA and recall number 11E-010 was assigned |
| March 30, 2011 | VBI notified DBNA that two (2) Orion buses were affected. |