



August 15, 2011

Mr. Claude Harris  
Acting 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  
2010 Orion VII Transit Buses**

Dear Mr. Harris:

On August 15, 2011, Daimler Buses North America determined that a potential defect relating to motor vehicle safety exists in certain 2010 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.

Please note, this information is identical to 11E-031 furnished by Cummins Inc on August 8<sup>th</sup>, 2011 (Cummins reference number C1154). Furthermore, Cummins Inc will be undertaking the customer notification, the remedy in the field and the quarterly completion report submission.

573.6(c)(1)

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

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 Transit bus	Certain 2010 model year	1VHHH3V28A6707115 / Nov.2010 up to 1VHHH3V20A6707352 / Jan.2011

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

The recall population was based on manufacturing records. The VIN range reflects all possible vehicles that could potentially experience the problem.

573.6(c)(2)(iv)

**Identification of affected component:**

**Component:** Cummins ISB and ISL diesel engines  
**Country of Origin:** United States  
**Manufacturer:** Cummins Inc  
**Contact Name:** Steven R. Butler, Director – Product Safety  
**Address:** 500 Jackson Street, Columbus, IN. 47201.  
**Telephone No. :** (812)377-5000

573.6(c)(3)

**Total number of potentially affected vehicles:** 96

573.6(c)(4)

**Percentage of affected vehicles that contain the defect:** 100%

573.6(c)(5)

**Defect Description:**

Due to an error in the plating process, the T-bolt included on the V-Band clamp assembly - used to connect the inlet and outlet cone sections to the Diesel Oxidation Catalyst (DOC)/Diesel Particulate Filter (DPF) - may be susceptible to fracture or failure when subjected to stress or load. A fracture or failure of the T-Bolt may cause the clamp to loosen and the inlet or outlet sections attached to the DOC/DPF housing to disconnect. If the inlet or outlet sections disconnect, hot exhaust gases can vent prior to exiting the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that that both V-Band clamps were to fail or loosen. In either case, the vehicle's check engine light will illuminate.

As a result of these risks, Cummins Inc. determined that this condition may constitute a safety-related defect with respect to vehicles that have flammable or combustible materials in close proximity to the DOC/DPF. This includes buses manufactured by Daimler Buses North America.

573.6(c)(6)

**Chronology** (as supplied by Cummins Inc. and noted in 11E-031):

- |                          |   |
|--------------------------|---|
| <b>February 3, 2011</b>  | A customer advised Cummins of a check engine light and excessive engine noise. Troubleshooting fault codes and excessive exhaust noise led preliminarily to identification of a broken V-Band clamp securing the DOC/DPF to the outlet sections. After further inspection, the V-Band clamps were found to be loose, with the T-bolt broken at the lock nut-to-clamp interface. The resulting separation between the DOC/DPF and the outlet sections caused exhaust leaks and progressive damage to surrounding components (wiring harness, pressure sensor and tubes). Cummins commenced an investigation. |
| <b>February 15, 2011</b> | Material of the T-bolt was changed and a plating process was removed.   |
| <b>April 14, 2011</b>    | Further investigation of the sub-assembly process resulted in a revision to the assembly torque on the T-bolt and torque-monitoring checks were implemented on the production line.   |
| <b>August 1, 2011</b>    | Cummins Inc. determined a safety related defect existed.  |
| <b>August 8, 2011</b>    | Cummins Inc. notified NHTSA and 11E-031 was assigned.   |
| <b>August 9, 2011</b>    | Cummins Inc. notified Daimler Buses of North America (DBNA) of the defect.  |
| <b>August 10, 2011</b>   | Cummins Inc. supplied DBNA with a total of 107 engine serial numbers for cross reference to vehicle VIN.  |
| <b>August 12, 2011</b>   | DBNA supplied Cummins Inc. with 107 VIN's and 4 affected customer names and addresses. 96 vehicles are operated in the U.S. by 3 customers (balance of 11 vehicles and 1 customer are in Canada)  |
| <b>August 15, 2011</b>   | DBNA determined a safety defect existed in certain Orion VII transit buses.   |

573.6(c)(8)(i)

**Program for remedying the defect:**

Cummins will notify affected DBNA customers of this defect and the potential safety consequences. Cummins will install new V-Band clamps, without charge, through the Cummins service network. The new clamps will be recognizable by new part numbers Q187688, Q187689, and Q187690. Replacement clamps are currently available.

573.6(c)(8)(ii)

<b>The estimated date for preliminary notification to customers:</b>	TDB by Cummins Inc.
<b>The estimated date to provide service bulletin:</b>	TDB by Cummins Inc.
<b>The estimated date to begin sending notifications:</b>	TDB by Cummins Inc.
<b>The estimated date of completion of the notification:</b>	TDB by Cummins Inc.

573.6(c)(9)

**Representative copies of all notices, bulletins and other communications:**

A copy of the service bulletin and text of the final customer notification letter will be submitted to your office as soon as possible by Cummins Inc.

573.6(c)(10)

**Proposed owner notification letter submission:**

A draft of the owner notification letter will be submitted to your office by Cummins Inc. as soon as possible.

573.6(c)(11)

**Manufacturer's campaign number:**

N/A.

Sincerely,

Daimler Buses North America



Bill Nicolle  
Safety and Compliance Officer