

April 2016
FL701AB
NHTSA #16V-103
Transport Canada #16-082

Subject: TBB GM Minotour Body Control Modules

Models Affected: Specific Thomas Built Buses GM Minotour DRW/SRW buses manufactured October 26, 2010, through December 14, 2015.

General Information

Daimler Trucks North America LLC (DTNA), on behalf of its wholly owned subsidiary, Thomas Built Buses (TBB), has decided that a defect that relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 2,700 vehicles involved in this campaign.

On certain vehicles the body control module may fail, leading to intermittent function or loss of exterior vehicle lighting and/or windshield wipers. Loss of exterior lighting or windshield wipers in certain traffic conditions may increase the potential of a vehicle crash.

The wiring to the body control module will be modified as necessary. Parts are expected to be available by April 30, 2016, and repairs can begin as soon as parts are on hand.

Additional Repairs

Dealers must complete all outstanding Recall and Field Service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions.

Replacement Parts

Replacement parts are now available and can be obtained by ordering from your facing Parts Distribution Center. Please refer to this list when ordering parts for this recall.

Table 1 – Replacement Parts for FL701

Campaign Number	Part Number	Description	Qty.
FL701AB	TBB 205388	DOOR OPEN AND BRAKE INPUT HARNESS MINOTOUR, SERVICE	1 ea
	TBB 61201817	RELAY, MICRO-AD, 4 PIN, SPST, 20A	2 ea

Table 1

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Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 2 – Labor Allowance

Campaign Number	Procedure	Time Allowed (Hours)	SRT Code	Corrective Action
FL701AB	Install Isolation Harness, Driver's Side Door	0.4	174-6812A	12 – Repair Recall/Campaign
	Install Isolation Harness, Driver's Side Door and Parking Brake	0.5	174-6812B	12 – Repair Recall/Campaign

Table 2

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in OWL:

- Claim Type is **Recall Campaign**.
- In the Campaign field, enter the campaign number (**FL701-A or FL701-B**)
- In the Primary Failed Part field, enter **TBB 52007517**.
- In the Parts section, enter the appropriate part number(s) as shown in the Replacement Parts Table.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table.
- The VMRS Component Code is **174-024-001** and the Cause Code is **A1 - Campaign**.
- **U.S. and Canada – Reimbursement for Prior Repairs**. When a customer asks about reimbursement, please do the following:
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement.
 - Submit a Recall Pre-Approval request for a decision and authorized amount.
 - Submit a "based on" claim for the approved pre-approval.
 - Attach the documentation to the pre-approval request.
 - When your claim is paid, reimburse the customer the appropriate amount.

IMPORTANT: OWL must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed.

Contact the Warranty Campaigns Department at (336) 889-4871, from 8:00 a.m. to 5:00 p.m. Eastern Time, Monday through Friday, via Web inquiry at AccessFreightliner.com / My Tickets and Submit an Inquiry, if you have any questions or need additional information.

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To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying U.S. and Canadian vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (Title 49, United States Code, Chapter 301), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Any lessor is required to send a copy of the recall notification to the lessee within 10 days. Any subsequent stage manufacturer is required to forward this notice to its distributors and retail outlets within five working days.

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Copy of Notice to Owners

Subject: TBB GM Minotour Body Control Modules

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. This notice is sent to you in accordance with the Canadian Motor Vehicle Safety Act.

Daimler Trucks North America LLC, on behalf of its wholly owned subsidiary, Thomas Built Buses, has decided that a defect which relates to motor vehicle safety exists on certain Minotour model buses with GM chassis manufactured October 26, 2010, through December 14, 2015.

On certain vehicles the body control module may fail, leading to intermittent function or loss of exterior vehicle lighting and/or windshield wipers. Loss of exterior lighting or windshield wipers in certain traffic conditions may increase the potential of a vehicle crash.

The wiring to the body control module will be modified as necessary. Parts are expected to be available by April 30, 2016, and repairs can begin as soon as parts are on hand.

Thomas will remedy this defect without charge. The repair should take approximately an hour, and will be performed at no charge to you. To locate a dealer please go to www.thomasbus.com.

You may be liable for any progressive damage that results from your failure to complete the Recall within a reasonable time after receiving notification.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, Federal law requires that you forward this notice to the lessee within 10 days.

If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. For further information, please contact the Warranty Department at the number below.

If you have any questions about this recall, please contact the Warranty Department at (336) 889-4871, 8:00 a.m. to 5:00 p.m. Eastern Time, Monday through Friday. If you are not able to have the defect remedied without charge and within a reasonable time, you may wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590; or call the Vehicle Safety Hotline at (888) 327-4236 (TTY: (800) 424-9153); or to <http://www.safercar.gov>.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

THOMAS BUILT BUSES WARRANTY DEPARTMENT
Enclosure

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Work Instructions

Subject: TBB GM Minotour Body Control Modules

Models Affected: Specific Thomas Built Buses GM Minotour DRW/SRW buses manufactured October 26, 2010, through December 14, 2015.

Isolation Harness Installation

1. Turn off the ignition, set the parking brake, place bus in Park, and chock wheels.
2. Remove the negative terminal from the battery.

NOTE: See **Figure 1** for schematic of the “door open” connection for reference in isolating the door from the body wiring.

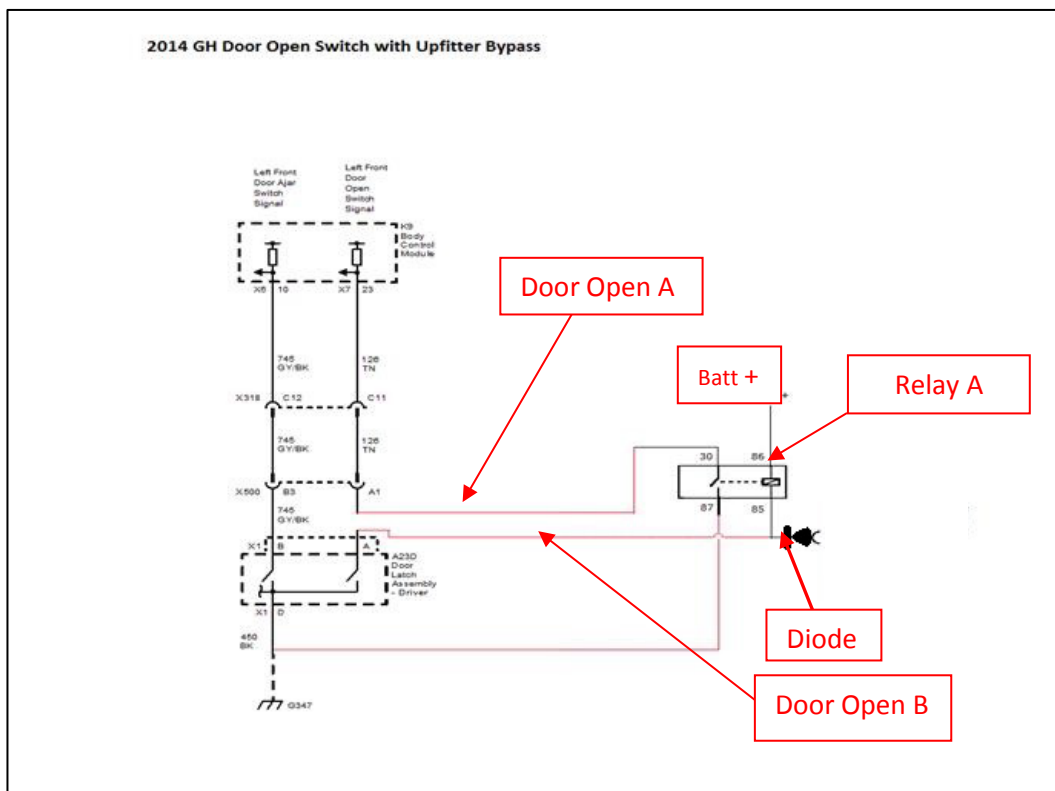


Figure 1, Schematic, isolation of door from body wiring

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3. Remove the kick panel on the driver's side.
4. Install the relay connector housing that will plug into in the kick panel. Use two self-tapping screws to mount the housing parallel to the edge of the opening (close to the firewall) as shown in **Figure 2**.

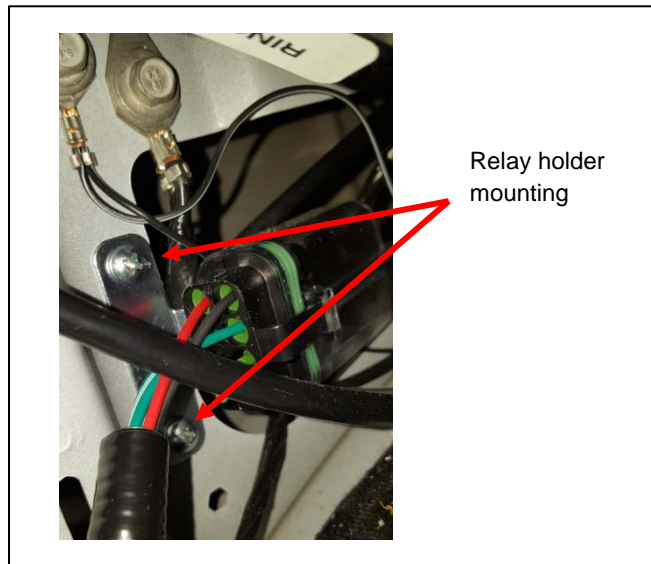


Figure 2, Location of relay holder mounting on GM kick-panel

5. Determine if one or two relays is needed (see **Figure 3** for relay locations):
 - FL701A – One relay (Position A) for door connection (vehicles **without** a lift option)
 - FL701B – Two relays (Positions A and B) for both the door and park brake monitoring (vehicles **with** a lift option)



Figure 3, Relay A and Relay B locations

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NOTE: If installing two relays, they may not seat completely flush with the plug.

6. Install the new harness (TBB205388) with one or two relays to isolate the body from the chassis.
7. Once the relay(s) have been installed, plug the connector with the relay(s) into the relay holder.
8. Install the ring terminal Ring_term_Batt+ wire.
 - 8.1 Take the red wire and route it under the floor covering to the driver's seat. (Remove the pink ignition wire from the convolute wiring back to the point where the two door open wires come out of the harness before doing so.)
 - 8.2 Remove the four seat bolts, pull the seat off the bolts and slide it toward the back of the bus, then lean the seat backward to access fuse panel under the seat. Disconnect the yellow plug attached to the seat frame to make it easier to move the seat.
 - 8.3 Find the battery terminal on the rear side of the fuse panel, see **Figure 4**. Remove the nut, insert the ring terminal, and tighten the nut back down.
 - 8.4 Install convolute tubing of the correct size on the red wire. Tie the red wire in a bundle with the other wiring that was previously installed.
 - 8.5 Locate the fuse holder so that it is visible near the GM fuse box and install a 1 amp fuse in the fuse holder.
 - 8.6 Install the seat.

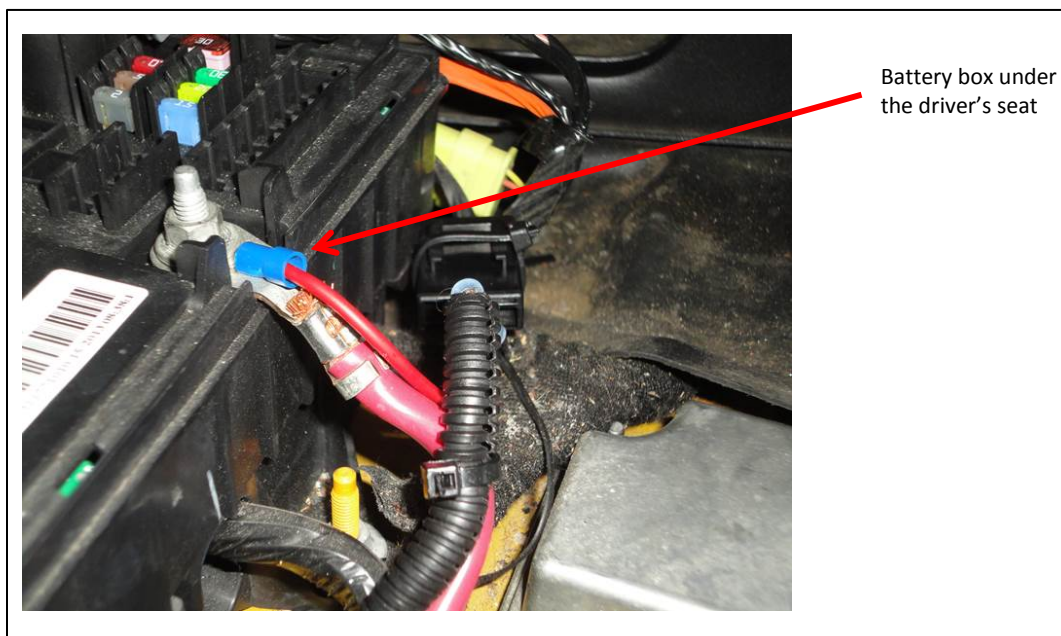


Figure 4 Splicing the RING_TERM_BATT+ wire to the fuse panel under seat

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9. Cut the tan wire that comes from the connector shown in **Figure 5** on the chassis and butt-splice that tan wire to the green/white stripe wire labeled DOOR OPEN A.

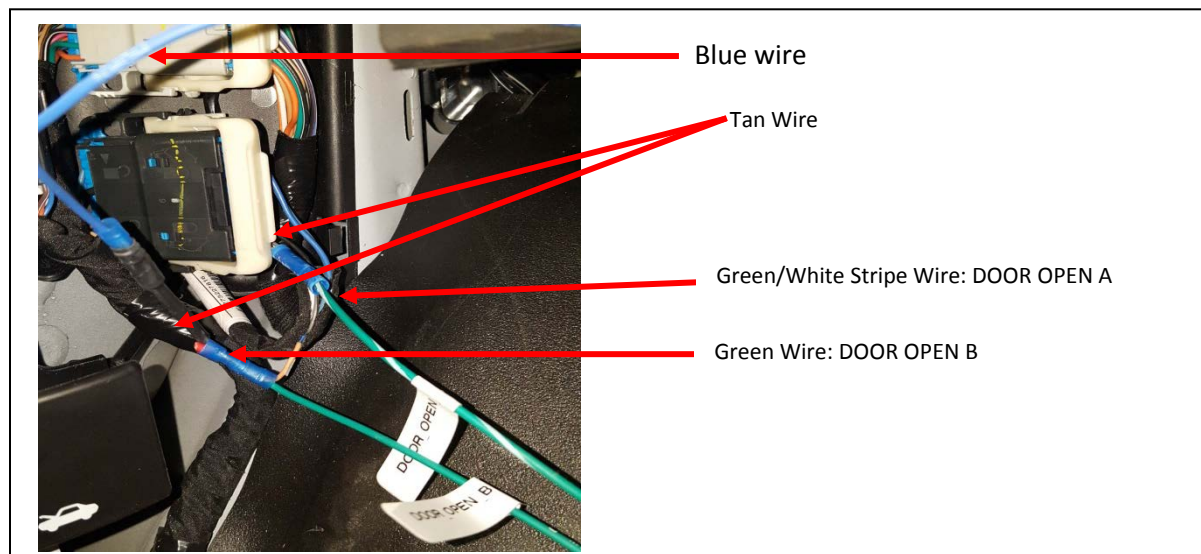


Figure 5, Locations of chassis wiring connections

10. Cut the butt-splice off the green wire labeled DOOR OPEN B. Twist this wire with the other half of the tan wire going into the chassis harness.
11. Butt-splice these two wires together on one side of the butt connector. On the other side of the butt connector, connect a diode with the stripe closest to the butt-splice. Install a butt connector on opposite side of the diode, then use heat shrink to cover the diode.
12. Connect the blue drop out wire for the PC board door signal that was previously connected to the door output, to the butt-splice.
13. Take the two ground wires, RING_TERM_GND A and B, and ground them using the factory ground location just above the relay mounting. See **Figure 6**.

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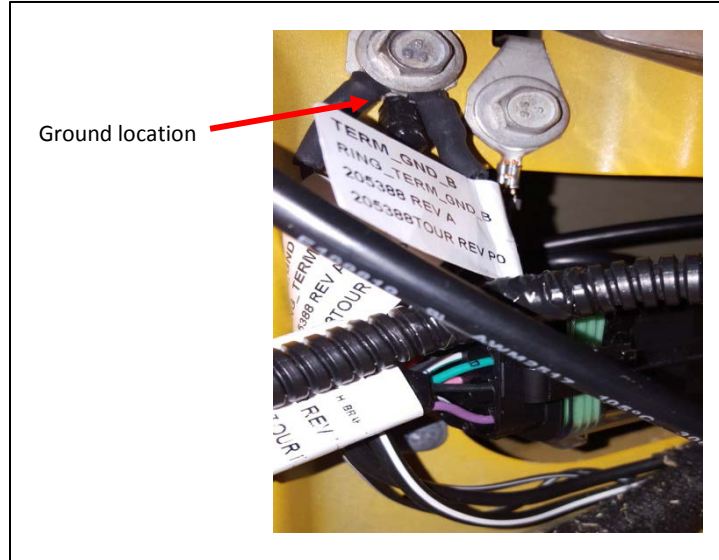


Figure 6 Ground termination location

- 14. For vehicles in FL701A – **Go to step 18.**
For vehicles in FL701B – **Continue with the next step.**

NOTE: See **Figure 7** for schematic of the park brake to chassis connection.

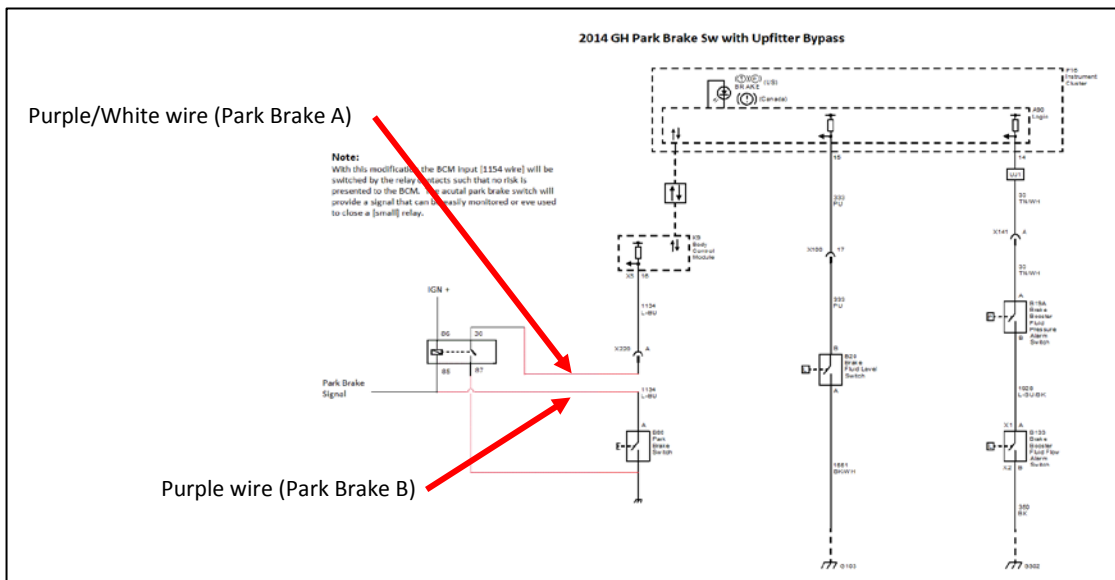


Figure 7, Schematic, park brake connection to the chassis

- 15. Locate the ENG_COMP plug under the floor covering and cut the red wire in location 2 on the plug. Cut and splice the pink (IGN) wire from the harness to this wire as shown in **Figure 8**. Remove excess Ignition wire (pink).

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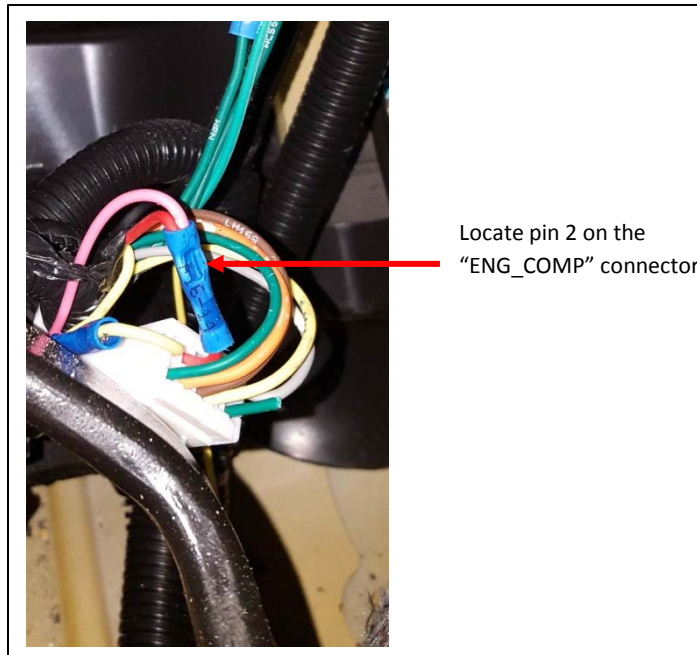


Figure 8, Ignition wire connection

16. If not already cut, cut the light blue wire coming from the park brake. Butt-splice the purple/white wire (PARK_BRAKE_A) to the end of the light blue wire that is going to the harness. See **Figure 9**.
17. Twist the light blue wire coming from the connector with the yellow wire that was previously connected here and butt-splice both on one end. Butt-splice the other side to the purple wire (PARK_BRAKE_B).

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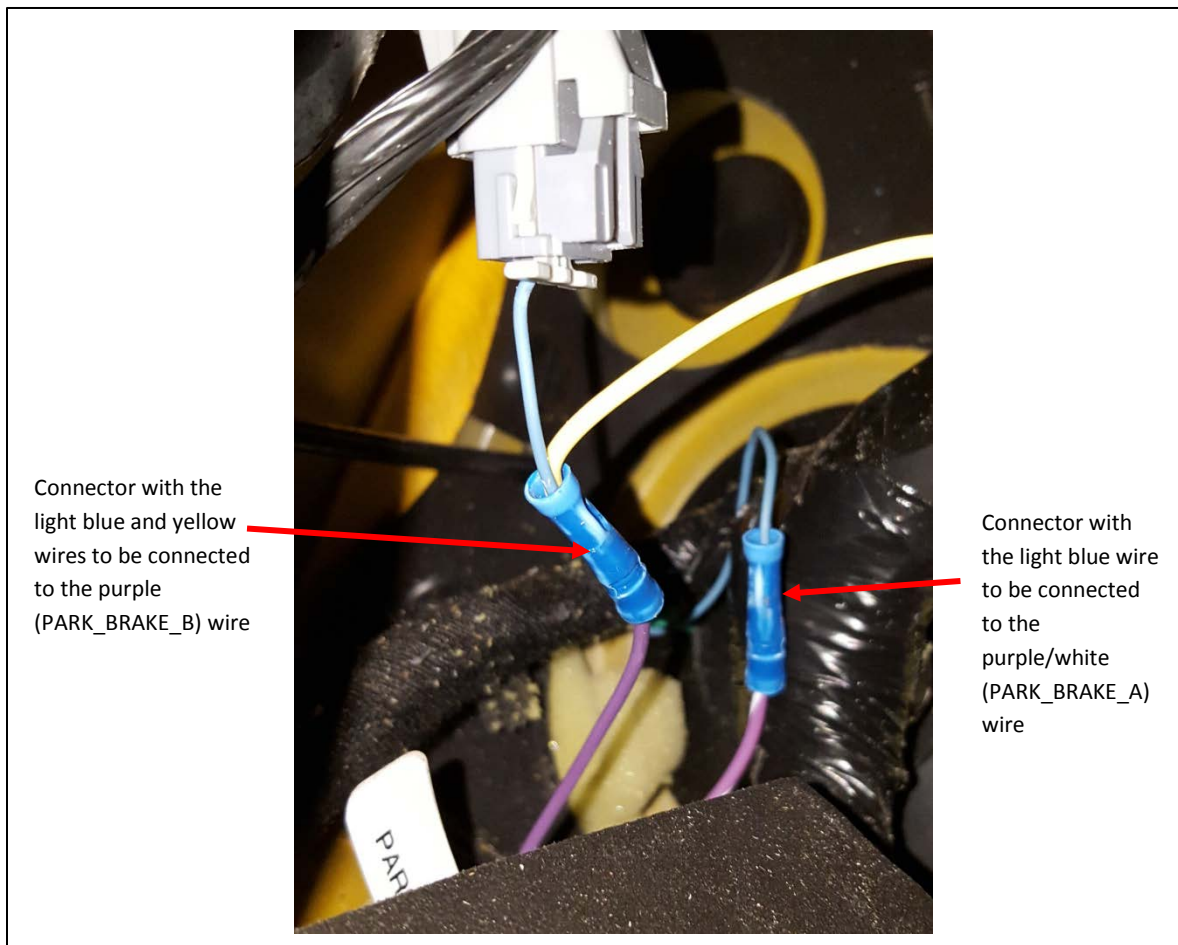


Figure 9, Park brake wiring connections

18. Tie up wiring that has been installed in a neat and orderly fashion away from any sharp edges. Do not encroach on the driver's area.
19. Reinstall the ground terminal on the battery.
20. Verify operation of the brake wiring and/or driver's door.
21. Install the kick panel and floor covering.