

Recall Campaign

Daimler Trucks
North America LLC

August 2018

FL774AB

NHTSA #18V-409 (School Buses)

#18V-410 (Non-School Buses)

Subject: TBB Air Line Double Check Valves

Models Affected: Specific Thomas Built Buses Saf-T-Liner EFX school and non-school buses manufactured November 1, 2017, through January 16, 2018.

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 100 vehicles involved in this campaign.

On certain buses, a check valve in the brake system may be plumbed incorrectly. If the valve is plumbed incorrectly, the primary air system is not isolated from the secondary air system. In the event of a rapid loss of air pressure in the secondary system, an incorrectly plumbed check valve could allow a similar rapid loss of pressure in the primary system, which may lead to a sudden application of the parking brakes. This may increase the risk of a crash.

Check valve plumbing will be inspected and repaired as needed.

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 not needed for this repair.

Removed Parts

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

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Labor Allowance

Table 2 – Labor Allowance

Campaign Number	Procedure	Time Allowed (Hours)	SRT Code	Corrective Action
FL774-A	Inspect air system operation	0.2	996-R012A	06 – Inspect
	Inspect air system operation and re-plumb the double check valve	0.5	996-R012B	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 (**FL774-A and FL774-B**)
- In the Primary Failed Part field, enter **25-FL774-000**.
- No parts are required for this campaign.
- In the Labor section, enter the appropriate SRT from the Labor Allowance Table.
- The VMRS Component Code is **013-010-469** 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. Also, check for a completion sticker prior to beginning work.

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.

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.

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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 Air Line Double Check Valves

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 (DTNA), on behalf of its wholly owned subsidiary, Thomas Built Buses (TBB), has decided that a defect that relates to motor vehicle safety exists specific Thomas Built Buses Saf-T-Liner EFX school and non-school buses manufactured November 1, 2017, through January 16, 2018.

On certain buses, a check valve in the brake system may be plumbed incorrectly. If the valve is plumbed incorrectly, the primary air system is not isolated from the secondary air system. In the event of a rapid loss of air pressure in the secondary system, an incorrectly plumbed check valve could allow a similar rapid loss of pressure in the primary system, which may lead to a sudden application of the parking brakes. This may increase the risk of a crash.

Check valve plumbing will be inspected and repaired as needed.

To arrange for repairs, you should contact your local Thomas Built Buses dealer immediately. The repair should take approximately half an hour and will be performed at no charge to you.

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 (336) 889-4871, 8 a.m. to 5 p.m. Eastern Time Monday through Friday. To find a dealer in your area please go to www.thomasbus.com.

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.safer\(800\) 333-0510](http://www.safer(800) 333-0510).

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 Air Line Double Check Valves

Models Affected: Specific Thomas Built Buses Saf-T-Liner EFX school and non-school buses manufactured November 1, 2017, through January 16, 2018.

Air System Inspection

1. Park the vehicle on a level surface, shut down the engine, and set the park brake. Chock the tires.
2. Perform the Primary and Secondary System Inspections.
If the bus passes BOTH inspections, no further work is needed.
If the bus fails either ONE of the inspections, perform the Re-plumb Double Check Valve procedure below.

PRIMARY SYSTEM INSPECTION

1. Do **not** apply the park brake (yellow PP1 valve on the dash).
2. Drain the wet and primary air tanks to zero PSI. The spring brakes should **not** engage automatically.
3. Press the service brake pedal. The front brakes should engage, the rear brakes should engage **and** release. The park brake should **not** automatically engage.

SECONDARY SYSTEM INSPECTION

1. Build up air pressure until the governor cuts off.
2. Do **not** apply the park brake (yellow PP1 valve on the dash).
3. Drain the secondary and wet tanks to zero PSI. The spring brakes should **not** engage automatically.
4. Press the service brake pedal. The rear brakes should engage and the front brakes should **not** engage. The park brake should **not** automatically apply.

Re-plumb Double Check Valve

1. If not already done, park the vehicle on a level surface, shut down the engine, and set the park brake. Chock the tires.
2. If not already done, empty the air tanks completely.

NOTE: The double check valve will be behind the fuel tank at the rear axle and will be visible from underneath. **Figure 1** shows the double check valve on a chassis only, so the connection is clearly visible.

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3. Locate the primary (green), spring brake (yellow), and secondary (red) air line connections. If the lines are **not** installed as in **Figure 1**, continue with the next step.

If the airlines **are** installed as shown, repeat the inspection of the primary and secondary air systems.

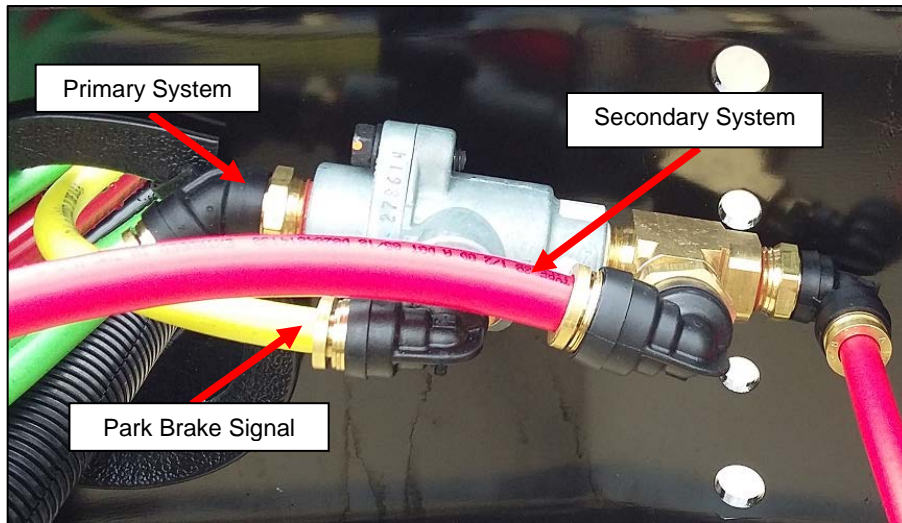


Figure 1: Correct connections of the two hoses

4. Wearing safety goggles as you release air lines, release air lines and reroute from the incorrect fitting to the correct fitting. Air lines must be routed so they do not contact other components or chafe.
5. Push air lines into the correct fittings.
6. Start the vehicle.
7. As the air tanks fill, check for leaks in the fittings and air lines. Repair any leaks found.
8. Repeat the primary and secondary air system inspections outlined above.
9. Repeat this procedure if either of the inspections fail.
10. When the air system is working correctly, remove the chocks from the tires.