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Title: Driver's and Stepwell Heaters in BE and CE Buses, Mist or Hazy Film on Windshield

Applies To: Model: BE 200 Start Date: 02/01/2006 End Date: 10/15/2006 CE Bus Start Date: 02/01/2006 End Date: 10/15/2006

DESCRIPTION

This letter is to advise you of a corrective measure for IC Corporation BE and CE conventional school buses built between February 1st, 2006 and October 15th, 2006. A small percentage of buses manufactured within this time frame may exhibit one or more of the following conditions:

1. A white-colored mist emanating from the air diffuser(s).
2. A hazy film appearing on the windshield.
3. An unusual odor being emitted from the heating system.

It is important to note that if these conditions were to be present in any of the subject buses, they would appear immediately when the bus is put into service and would occur during the initial use of the driver's and/or Stepwell heater.

The supplier of the heaters has determined that the source of the mist and/or odor is residue from a lubricant used in the manufacture of the heater core. This lubricant is used throughout the heat exchanger manufacturing industry for all types of heat exchangers. This lubricant is designed to evaporate completely prior to the heater being used, but some heater cores apparently had too much lubricant applied allowing some residue to vaporize when the heater is first used in the bus.

If you experienced one or more of these conditions when the heating system was initially operated, and the condition(s) have since gone away, the source of the condition has been eliminated and no action is necessary.

If you have been operating the vehicle with the heating system in use and not experienced any of the above noted conditions, this letter should be disregarded.

However, if in the future you do experience any of these conditions on a new bus, we ask that you follow the PROCEDURE section of this letter.

Please be aware that extensive testing has been done on this issue to ensure that there are no dangerous chemicals present. The amount of material that may be present in the air circulated through these heaters is well below any EPA or OSHA permissible exposure limits.

Procedure

WARNING:

To prevent unexpected movement of the vehicle and possible serious personal injury or death, park the vehicle on a flat, level surface, set the parking brake, turn the engine off and chock the wheels to prevent vehicle from moving in both directions.

The objective of this procedure is to get the engine coolant being circulated through the heater units as hot as possible while staying within the normal operating range of the vehicle. The air flowing through the warm heaters will expedite the evaporation of any residual lubricant that may remain from the heater core manufacturing process.

1. Ensure parking brake is set, start the bus, and set throttle control to a high idle (about 1600 RPM).

2. Turn the "AIR" control knob (Recirc / Fresh Air) on the driver's control panel to the RECIRC position.

3. Turn the "HEAT" control knob (Driver / Passenger) to the PASSENGER position.

4. Turn the "TEMP" control knob all the way clockwise to full HOT.

5. Flip the "BOOST PUMP" toggle switch to OFF.

6. Flip the "REAR HEATER" toggle switch to OFF.

7. Position the Auxiliary fans (above the windshield) such that they are pointing down toward the defrost outlets and flip the toggle switches to LOW speed.

8. Allow the engine to reach operating temperature (190 degrees F or greater on the temperature gauge).

9. Flip the toggle switch for the DRIVER HEATER to HIGH fan speed.

10. Switch the STEPWELL heater toggle switch to HIGH fan speed.

11. Flip the toggle switch for the DEFROST FAN to the OFF position.

12. Open the driver's window.

13. Open the entry doors.

14. Allow the bus to run at high idle for a minimum of 2.5 hours. This procedure works best if the temperature gauge reading is 190 degrees F or greater. It is not necessary to stay with the bus during this step.

15. After the bus has run for at least 2.5 hours, return to normal idle (turn off throttle control).

16. Visually check the windshield for any sign of a film and if present, thoroughly clean the interior glass using commercially available glass cleaner; preferably the aerosol foaming type, but any good cleaner will work with a little "elbow grease".

17. Re-set throttle control to a high idle (1600 rpm), leaving heater control knobs in the same positions as above.

18. Close all doors and windows.

19. This time, also switch the DEFROST FAN to HIGH speed.

20. After 15 minutes, check for any visible fog in the bus and any visible film on the windshield. If either of these conditions is present, repeat steps 1-16.

These steps should eliminate any mist in the interior of the bus and / or depositing of film on the interior of the glass, and the buses should be ready to be delivered and put into, or returned to, service.

If reports of a foreign smell in the air inside the bus (other than the normal smell of new vinyl seats, rubber flooring, etc.), or an unusual amount film buildup on the windows persists after the above procedure has been performed, please contact your Customer Service Engineer for instructions on how to proceed.

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