



MAPT  
Michigan Association for Pupil Transportation  
**Technician's Bulletin**

June 2009

**Recall notices from NHTSA's Office of Defects Investigation (ODI)**

For more information on these or additional recalls visit

[www-odi.nhtsa.dot.gov/recalls](http://www-odi.nhtsa.dot.gov/recalls)

Click on Search for a recall and then type in the Campaign ID Number

**NHTSA Campaign ID Number: [09C003](#)**

Synopsis:

Team-Tex America, Inc. is recalling certain Babyride infant child restraint systems, Model 374199, manufactured on December 18, 2008. The belt routing label with the "horizontal reference line" is incorrectly placed on the child restraint system which fails to conform to Federal Motor Vehicle Safety Standard No. 213, "Child Restraints Systems."

Consequence:

Improperly routed belts could result in injury to the child in the event of a crash.

Remedy:

Team-Tex will notify owners and mail labels along with instructions for proper placement of the label. The safety recall is expected to begin during April 2009. Owners may contact Team-Tex at 1-877-912-1313.

**NHTSA Campaign ID Number: [09V075](#)**

Synopsis:

Blue Bird is recalling 3,419 MY 2008 and 2009 vision conventional school buses manufactured from January 18, 2007 through October 29, 2008, equipped with caterpillar C7 and C7 07 Engines. Incorrect bolts and/or spacers may have been installed to attach the fan blade to the fan clutch.

Consequence:

As a result, the fan blade may separate from the clutch and potentially cause property damage or personal injury to persons in or near the front of the bus. The vehicle should not be serviced with the hood open and the engine running until the bolts/spacers have been inspected and, if needed, replaced.

Remedy:

Blue Bird will notify owners and dealers will repair the buses free of charge. The safety recall began on April 7, 2009. Owners may contact Blue Bird at 1-478-822-2242

**Registration Online**

**MAPT 29th Support Staff Expo**

June 16-17, 2009

Caledonia Community Schools

SEE YOU THERE!



Michigan Association for Pupil Transportation  
6250 W. Michigan Ave., Suite A  
Lansing, MI 48917  
517-886-0881 Fax 517-886-0882

## **Recall notices from NHTSA's Office of Defects Investigation-Con't.**

### **NHTSA Campaign ID Number: 09V101000**

Synopsis:

Navistar is recalling 7,521 MY 2009 International model trucks and MY 2009 and 2010 IC school and transit buses manufactured from April 1, 2008 to December 12, 2008, equipped with a Horton 2-speed fan drive, identified by feature code 12THT. The fasteners that connect the magnet brackets to the air chamber housing of the 2-speed engine fan could fail resulting in the magnet bracket being thrown from the fan drive and the vehicle at high speed.

Consequence:

The bracket could separate and strike a person or motor vehicle resulting in property damage, personal injury, and/or death.

Remedy:

Navistar will notify owners and repair the vehicles by replacing the engine fan drive air chamber and magnet brackets free of charge. The safety recall is expected to begin on or about June 1, 2009. Owners may contact Navistar toll-free at 1-800-448-7825

### **NHTSA Campaign ID Number: 09V112000**

Synopsis:

Ford Motor Company is recalling 429 MY 2009 Ford econoline E-350 and E-450 cutaway school bus prep package vehicles manufactured from April 22, 2008 through March 2, 2009, to reposition the upper fuel tank protection bracket on the frame rail.

Consequence:

In certain types of very severe crashes, the fuel tank may be damaged and result in a leak. A fuel leak in the presence of an ignition source could result in a fire.

Remedy:

Ford will notify owners and dealers will reposition the upper fuel tank protection bracket free of charge. The safety recall is expected to begin on or before April 14, 2009. Owners may contact Ford toll-free at 1-866-436-7332 or contact a local Ford or Lincoln/Mercury dealer for more information.

### **NHTSA Campaign ID Number: 09V114000**

Synopsis:

Daimler Trucks North America (DTNA) is recalling 633 MY 2005 through 2008 FS65 and FB65 School and transit buses manufactured from April 12, 2004 through September 18, 2006, equipped with MBE906 engines and Allison Automatic Transmissions. Certain hydraulic brake lines may contact the transmission dipstick tube as the engine rocks.

Consequence:

Continue contact between the brake line and the dipstick tube could abraid the brake line, cause a leak and loss of brake fluid, and reduce brake performance, potentially resulting in a crash without warning.

Remedy:

DTNA will notify owners and perform repairs free of charge. The recall is expected to begin on or about June 5, 2009. Owners may contact BTNA toll free at 1-800-547-0712.

MAPT Publication Policy:

The Technician' Bulletin is disturbed by the Michigan Association for Pupil Transportation. The ideas and opinions expressed do not necessarily represent the beliefs or polices of MAPT or its members. MAPTs' position on key issues will be clearly stated. Because these bulletins deal with complex issues in a summary fashion, we recommend that qualified professional advice be sought before acting upon any of the information contained herein. Neither MAPT nor any of its members or representatives accepts liability for the contents or use thereof. Appearance in *The Technician's Bulletin* does not constitute endorsement of the advertiser, its products or services nor does *The Technician's Bulletin* make any claims or guarantees as to the accuracy or validity of the advertiser's offers and reserves the right to reject any advertising deemed unsuitable.

**Terry Lechenet, Hamilton Community Schools**  
Fleet Management Committee Chairperson

Submit articles, questions and/or comments to:

Email: [tlechene@hamiltonschools.us](mailto:tlechene@hamiltonschools.us)

Phone: 269-751-5191

Fax: 269-751-6303

## Did You Know?

### 2010 SCR Myths vs. Advanced EGR Facts

General Information ~ IC Bus, Warrenville, IL

Effective: May 11, 2009 - May 6, 2011

**The truth is MaxxFer Advanced EGR is the 2010 emissions compliant technology that is less cost, less hassle, better for the environment and takes the burden of compliance off of the bus customer. Yet there are myths and misconceptions circulating in the marketplace that call into question those facts. Let's clear the air with the truth.**

SCR Myth: SCR is greener.

Advanced EGR Fact: MaxxFer engines are greener. Navistar chose to make its engines cleaner than EPA emissions as early as 2004. So, Navistar has been making cleaner engines for years. Unfortunately, our competitors didn't reduce their engine emissions as much as we did, so their engines have been putting out more emissions than ours, for years.

Additionally, because SCR engines can continue to run for periods of time without appropriate urea, SCR buses can pollute the environment in excess of EPA emissions requirements unless the urea tank is properly maintained or filled.

SCR Myth: SCR will yield a 5% - 9 % fuel economy advantage.

Advanced EGR Fact: This has not been proven or tested. Since IC Bus is the only bus manufacturer using an Advanced EGR engine for 2010, we would have had to loan our competitors a MaxxFer Advanced EGR engine for testing. Since we did not do that, this myth is completely unsupported.

Based on SAE fuel economy tests, our MaxxFer engines already enjoy a fuel economy advantage (by as much as 12.9%) over competitive engines today. So the competition has a lot of ground to make up with their coming 2010 engine designs just to get comparable to the fuel economy of our MaxxFer engines. And even if competitive engines did make up that ground, bus customers would still be left with the complexities of dealing with urea.

Additionally, even if SCR buses do have a fuel economy advantage, bus owners still have to consider their total cost of operations increase with SCR which will include urea purchase, handling, storage and maintenance, as well as driver and service technician training. All of this should be taken into account when considering any potential fuel economy advantage which is yet unproven.

SCR Myth: SCR is proven.

Advanced EGR Fact: SCR is proven in Europe. European emission standards are not as strict as EPA 2010 so the hardware is not simply "plug and play" in North America.

Also, in Europe there is no governance for managing engine compliance when urea is not used. In other words, they use the honor system. Vehicles with no urea in Europe are completely drivable at full power. However, in North America, EPA 2010 guidelines regulate a vehicle's drivable distance and speed when there is no urea in the system.

Keep in mind that SCR is unproven in North American road conditions and climates. As noted in the table above, average temperatures between the two continents vary significantly, so making an apples to apples comparison is inaccurate.

Alternatively, Advanced EGR is an evolution of the current technology that almost all North American engine manufacturers are using on the road today. You can count on knowing that MaxxFer Advanced EGR engines have been thoroughly tested and proven in North America.

SCR Myth: An SCR bus will not shut down if the urea tank is empty.

Advanced EGR Fact: An SCR bus will not shut down, but it will derate to 5 mph after a period of time. With advanced EGR engines you do not have to worry about a 5 mph derate. Ever. You are compliant when you turn the key. Period. With Advanced EGR, drivers do not have to worry about what to do with your passengers in a bus that will only travel at 5 mph.

## **Did You Know?**

## **2010 SCR Myths vs. Advanced EGR Facts - Con't.**

- SCR Myth: An SCR bus will maintain current service intervals.
- Advanced EGR Fact: There is information to suggest that testers of 2010 SCR systems in Canada have experienced an increase in service intervals. Reports claim that SCR test vehicles are being serviced more often to remove crystallized urea build-up on the doser nozzle. This is another example of how SCR components can create additional maintenance requirements.
- SCR Myth: Once derated and the urea tank is filled, full power of an SCR engine will resume.
- Advanced EGR Fact: This depends on the engine manufacturer. Although the EPA does not appear to require a reset, it is our understanding that at least one engine manufacturer using SCR, will require an engine reset that can only be performed through a service call. With MaxxForte Advanced EGR engines you do not have to worry about a vehicle derate or engine reset - our engines are always 2010 compliant and all you have to do is turn the key.
- SCR Myth: DEF is expected to cost the same as diesel fuel.
- Advanced EGR Fact: There is no evidence in the marketplace to support this. It's too early for anyone to predict what the cost of urea will be in 2010 and beyond. We've seen containers of urea sell for around \$12 per gallon in Europe and as high as \$35 per gallon in America. And while some have claimed that prices will come down with bulk sales, early plans for bulk sales have been vague at best.
- It is important to note that urea is subject to fluctuations in natural gas prices, which swing wildly. Buying urea in small containers might be a simple way to avoid handling and testing complications, but the prices are expected to be higher for smaller-sized containers. Buying urea in bulk might bring the price down, but this method requires purification testing as well as the cost of a storage infrastructure (\$50,000 - \$1 million).
- SCR Myth: Urea will be readily available everywhere.
- Advanced EGR Fact: Urea will be available in jugs for sale at a limited number of truck stops. Do you have easy access to a truck stop? If not, do you plan to install the infrastructure (costing \$50,000 or more) on your own property to store and dispense it on site? Remember that with urea's need to be temperature controlled, it is not as simple as keeping a jug or two in a cabinet in your shop.
- SCR Myth: Advanced EGR reduces engine life by 20-25%
- Advanced EGR Fact: False. MaxxForte Advanced EGR engines will maintain their current service life.
- This myth is usually based on concerns about heat or soot. As for heat, since we are managing the heat of combustion the heat is, therefore, not in the engine. Also, though we are flowing more EGR we are also cooling that flow more so any additional heat is in the EGR cooler. We have upgraded our EGR cooler and are better managing that heat with its own radiator flow circuit.
- As for soot, which is unburned fuel, the high-pressure common rail, twin turbos, piston bowl, and multiple injections make a more efficient burn, therefore the opportunity to make soot is reduced.
- Our MaxxForte Advanced EGR technology takes all of these things into account so that our current engine life is maintained. (The MaxxForte 7 engine B50 life is 375,000 miles and the MaxxForte DT engine B50 life is 450,000 miles.)
- SCR Myth: SCR has no complex changes to the engine.
- Advanced EGR Fact: Advanced EGR engines are an evolution of the engines with which you are familiar. We are adding a turbo and a larger cooler, both of which are familiar to you and your service techs.
- SCR adds new after-treatment hardware, a system which requires new lights for drivers and new training for service technicians.
- SCR Myth: SCR is simple.
- Advanced EGR Fact: Advanced EGR requires no new driver or service technician training. However, SCR adds new after-treatment hardware, requires a new fluid to be maintained, requires new training for drivers and service technicians. MaxxForte Advanced EGR requires none of these things.