From:	Jonathan Birdsey
To:	Willard, Richard (NHTSA)
Cc:	John Gore
Subject:	Re: Seatbelt Buckle Pictures
Date:	Thursday, February 05, 2015 8:26:00 PM
Attachments:	image002.png image005.png image007.png image006.png image003.png image001.png image004.png

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Dear Ric,

I have been speaking with the seat-belt manufacturer in China, They have indicated "*those 480 seat belts were the only ones in the USA that are affected,"* meaning the seat-belts installed on the Casino buses. I am expecting more information tonight after some additional documentation is translated by our counterparts overseas.

I have informed them that a recall should be issued as soon as possible on these seat-belts based on my discussions with you and the findings so far - and they have agreed to move forward. This is personally my first experience submitting a recall, and I have offered to help the seat-belt manufacturer as well.

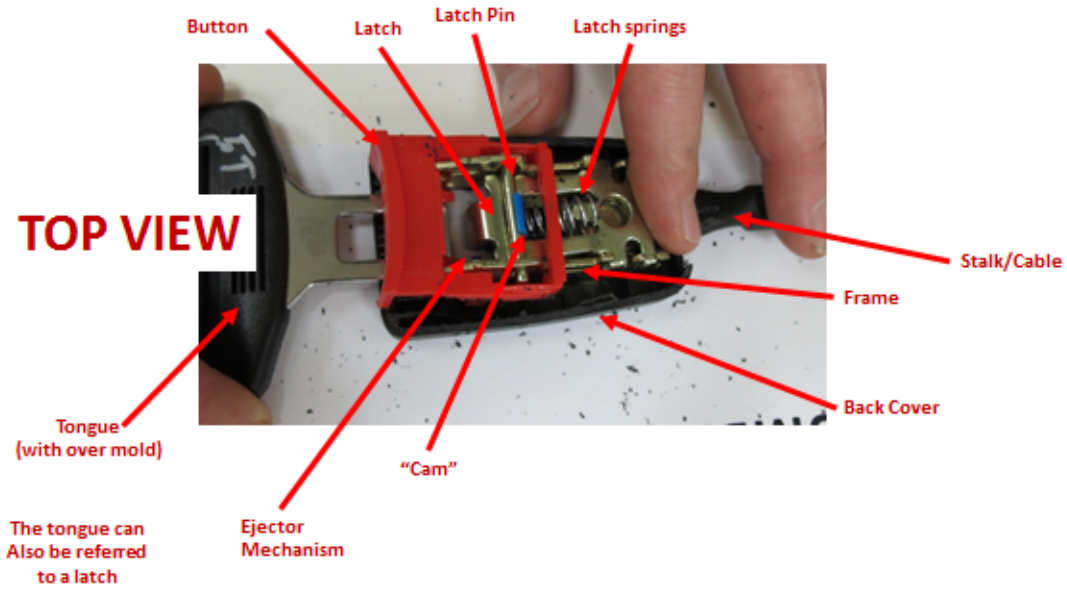
Would you mind giving me some guidance so I can make sure we follow the proper procedures and documentation? I would also like to make sure that I am clear on any differences in documentation between the vehicle manufacturer and the equipment manufacturer as well.

All the best,

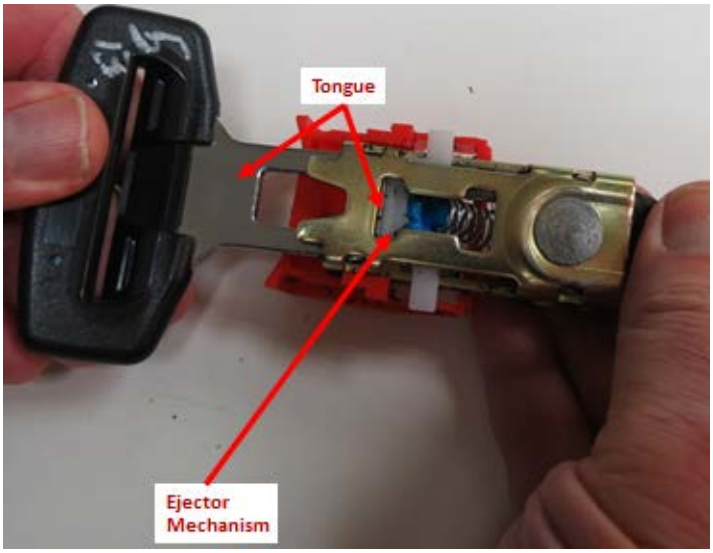
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On Thu, Jan 29, 2015 at 11:56 AM, <Richard.Willard@dot.gov> wrote:

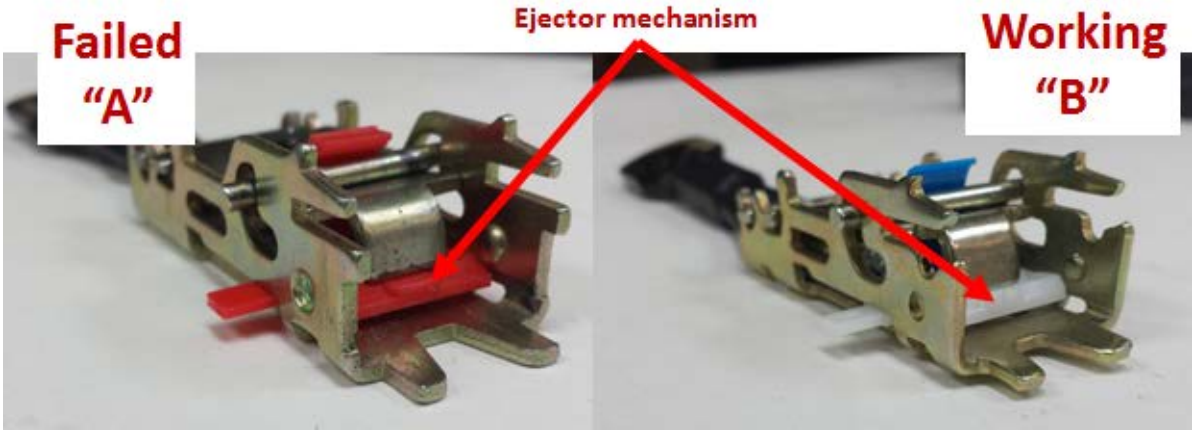
> John and John,
>
> By request, I'm attaching some information for your consideration. Please note that NHTSA considers the information pre-investigative and pre-decisional.
>
> Early analysis suggests that two significantly different designs exist of the buckle assembly, P/N 67RB1-04021. At this time failures appear to be limited to one of the two designs ("A" below). It is not yet clear if there is a predecessor / successor relationship between the two designs, and if so which is the predecessor and which the successor. Nor is it clear why two different designs exist.
>
> For purpose of discussion, I will refer to buckle components this way:



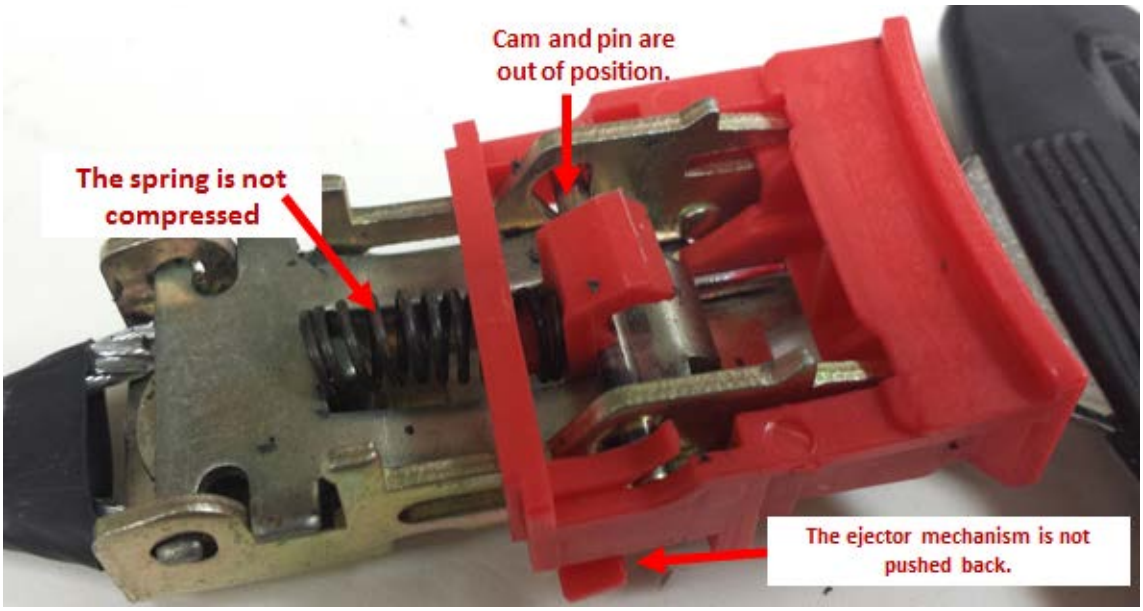
In order to engage the seatbelt latch, the tongue depresses the ejector mechanism (arming it for release), while the cam directs the latch components into latched position.



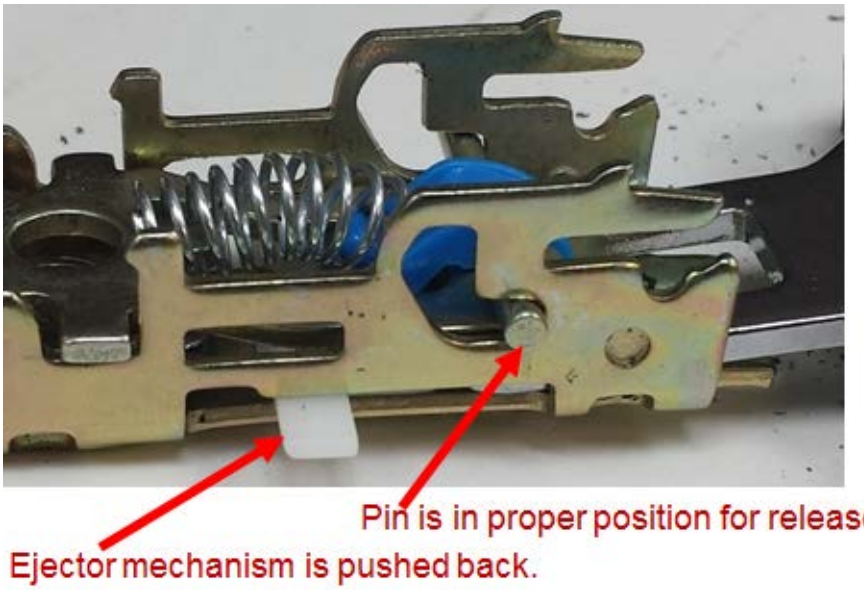
The ejector mechanism (red) in failed buckle "A" is thinner than ejector mechanism (white) in working buckle "B".



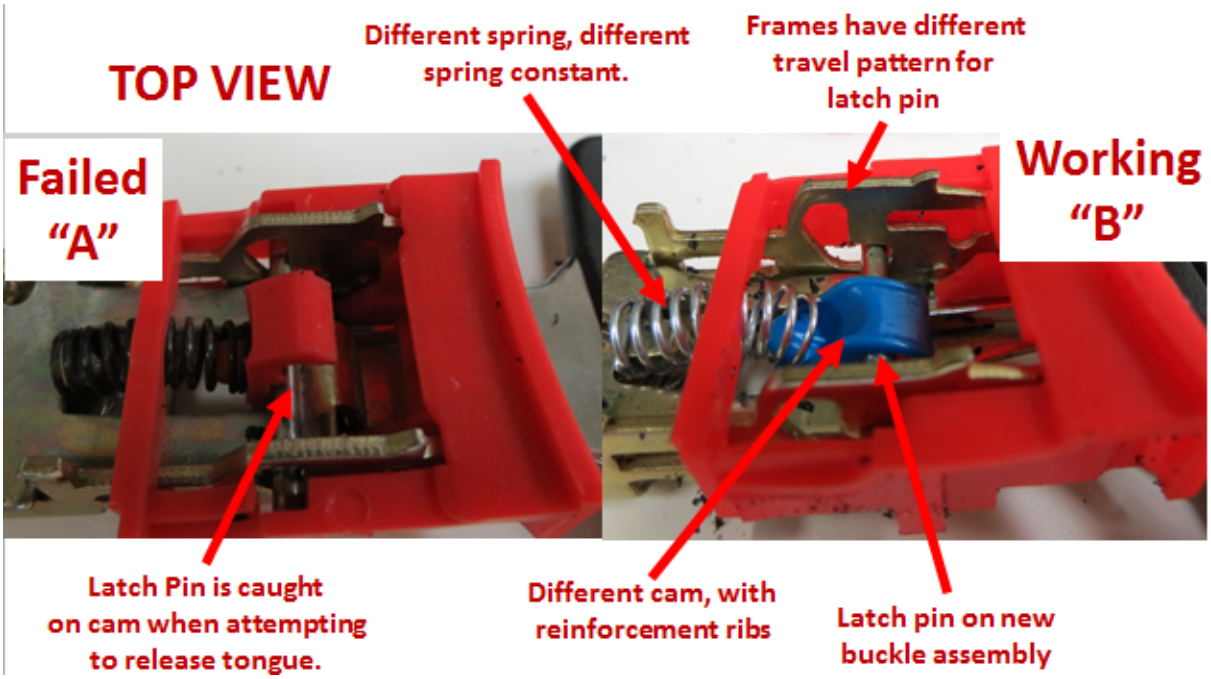
With buckle "A", the tongue may override the ejector mechanism, and move the cam and latch pin out of position. This results in the button not being able to release the seatbelt.

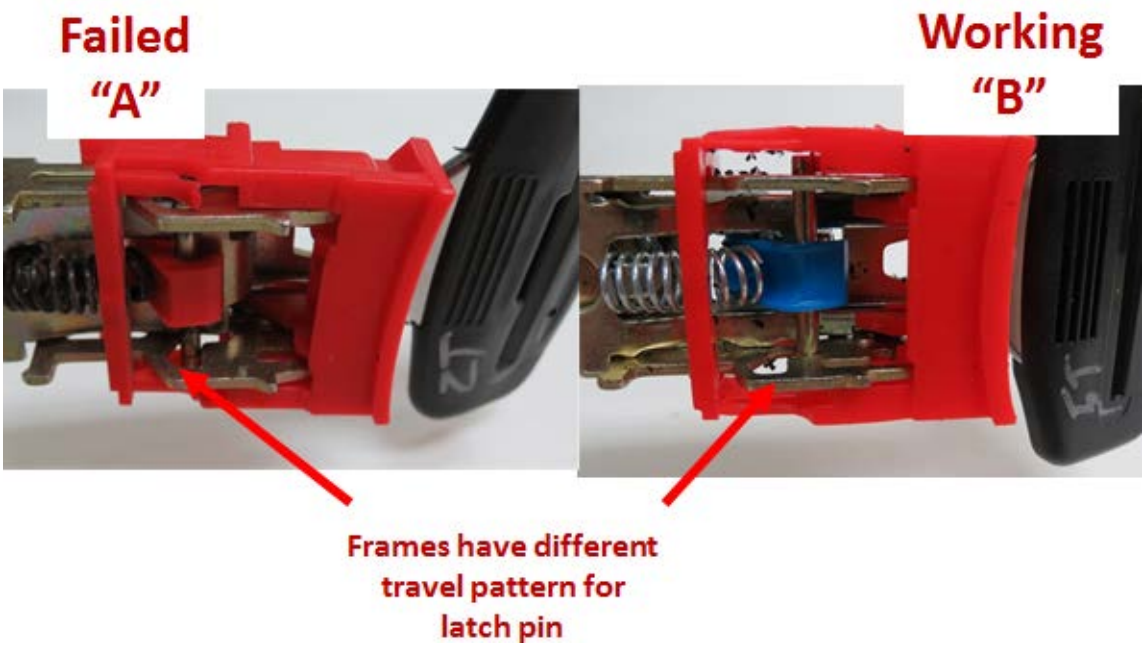


Working example:



Some differences observed between the two designs:





I hope this is helpful. Pending approval, you should receive confirmation of our opening a Preliminary Evaluation (PE) investigation for this issue and one for the wiper system. I'd like to talk with you about both of them soon.

Thanks,

Ric Willard

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