



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 17-004
Date Opened: 09/12/2017
Investigator: Ryan Rahimpour
Approver: Stephen Ridella
Subject: Failed School Bus Seat Back Pans
Reviewer: Bruce York-B

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Navistar, Inc.
Products: 2011 Navistar IC BE, CE, RE School and Commercial Buses
Population: 12,956 (Estimated)
Problem Description: Broken seat back pan causes lack of passenger compartmentalization protection in the event of crash.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	TBD	0
Crashes/Fires:	0	TBD	0
Injury Incidents:	0	TBD	0
Fatality Incidents:	0	TBD	0
Other*:	4	TBD	4

***Description of Other:** Tip from network contact.

ACTION / SUMMARY INFORMATION

Action: A Preliminary Evaluation (PE) has been opened.

Summary:

On July 7, 2017, the Office of Defects Investigation (ODI) received a report from the Executive Officer of the state of Iowa Bureau of Finance, Facilities, Operations & Transportation Fleet informing the office of numerous seat back pan failures (pan material fatiguing at weld points) in multiple Navistar IC school buses.

NHTSA evaluated the claim to determine accuracy and severity. In addition, NHTSA researched buses that could be impacted by the alleged defect. Similar buses were found in Arlington, VA. On August 1, 2017, ODI engineers visited an Arlington, VA public school facility to inspect four buses ranging from MY 2011 to 2015. The first MY2011 bus inspected demonstrated the same issue (broken back seat pan) as reported on the Iowa buses. MY2012 - MY2015 buses did not demonstrate the failed seat back pan issue; however, NHTSA discovered these buses had a different seat back pan design (metal strips were added to connect the pan and the frame).

ODI also located a service bulletin (TSI-13-47-01) that was issued by Navistar in May 2013 which provided consumers with instruction on how to fix the issue of failing seat back pans on subject buses manufactured between February 2010 and August 2011.

ODI has opened this investigation to better understand the potential risk of injury in the event of a crash.