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NVS-215

2005 MAR -9 A 10: 17

OFFICE OF  
DEFECTS INVESTIGATION

March 3, 2005

Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
400 Seventh Street, S. W.  
Washington, D.C. 20590

Subject: NABI Safety Recall #20043  
NHTSA Campaign # 04V-474

Dear Sir:

Attached is a **revised** vehicle defect information report which is submitted pursuant to Parts 573.5, 151 (1), and 153 (1-6) of the National Traffic and Motor Vehicle Safety Act.

The undersigned should be contacted for any additional information regarding this recall.

Very truly yours,

North American Bus Industries (NABI)

Dan C. Allen  
Director of Product Engineering

Enclosures

NORTH AMERICAN BUS INDUSTRIES (NABI)

**REVISED**  
VEHICLE DEFECT  
INITIAL INFORMATION REPORT

Date: ~~September 24, 2004~~  
**Revised: March 3, 2005**  
NABI Recall No. 20043  
**NHTSA Campaign # 04V-474**

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
NABI	40LFW & <i>60'LFW</i>	2003-2005	<del>297</del> <b>690</b>	9/01/03	6/1/04	Certain 40' & 60' Low Floor City Transit buses equipped with Eaton hydraulic system

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Total Number of Vehicles: ~~297~~ **690**

Percent Potentially Containing Defect: 100%

NORTH AMERICAN BUS INDUSTRIES, Inc. (NABI)

NABI RECALL NO. 20043

**VEHICLE DEFECT  
INITIAL INFORMATION REPORT**

**DESCRIPTION OF DEFECT:** The bus hydraulic system that provides power to the radiator cooling fan and power steering system is subject to becoming unstable. The system becoming unstable is caused by severe oscillations or pulses occurring in the hydraulic system and may happen during normal operation of the vehicle. When this occurs, the priority valve that provides hydraulic fluid to the power system may be damaged and may not function properly. If the priority valve fails to function properly, the hydraulic system may not provide sufficient hydraulic fluid to the power steering gear, under certain conditions.

**RISK TO MOTOR VEHICLE SAFETY:** The power steering assist may not function properly in hard turns at low speed. When this occurs the driver will be subjected to hard turning of the steering wheel and loss of power assist in the steering system. An accident could occur causing property damage or injuries.

**1) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:**

- On or about September 7, 2004, NABI received a letter from Eaton noting that certain components of the hydraulic system would be campaigned on the NABI buses at the Massachusetts Bay Transportation Authority (MBTA). At this time, NABI was not aware of any steering problems associated with this campaign.
- On or about September 15, 2004, NABI received a phone call from NHTSA regarding a Part 573 report that had been received by NHTSA from Eaton. NABI initiated an investigation.

- On or about September 20, 2004, NABI received a copy of the Part 573 report noted above from Cross Fluid Power, a distributor of Eaton products.
- On or about September 21, 2004, after numerous conversations with Cross Fluid Power and Eaton, NABI concluded that the reported problem involved a certain group of buses all of which were sold to Massachusetts Bay Transportation Authority (MBTA).
- On September 23, 2004 NABI decided to recall all buses that had been delivered to Massachusetts Bay Transportation Authority (MBTA).
- ***In February 2005, NABI was contacted by Cross Fluid Power that other buses may be affected.***
- ***On February 25, 2005 NABI decided to enlarge this recall to include certain buses located at other transit properties.***

- 2) MEASURES TO BE TAKEN TO REPAIR VEHICLE: The owner will be officially notified of the defect and NABI will arrange to have the vehicles repaired.
- 3) REMEDY EXPENSE: ***NABI Inc***, Eaton and Cross Fluid Power will arrange to repair the vehicles free of charge.
- 4) EARLIEST DATE TO BE REMEDIED: ~~October 4, 2004~~ ***March 31, 2005***
- 5) PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.
- 6) OWNER LETTER: ~~Draft notification letter is enclosed for review and approval by NHTSA.~~ ***Previous letter was approved by NHTSA and will be used for the expanded mailing.***