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04V-563
(6 pages)

**Safety Defect and Noncompliance Report Guide for Vehicles
Part 573 Defect and Noncompliance Report**

On November 17, 2004, Goshen Coach decided that a noncompliance with Federal Motor Vehicle Safety Standard No. 217 exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: **November 19, 2004**

Furnish the manufacturer's identification code for this recall (if applicable): **Not applicable.**

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled:

Goshen Coach, division of VSV Group Inc.

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Steve Worthington, Director of Engineering and Quality Assurance
Telephone: 574 206-7025 Fax: 574-264-7088

Name and Title of Person who prepared this report
Dan Strahm, Senior Design Engineer

Signed: 

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall.

Make: **Goshen Coach** Model Years Involved: **2003-2004**

Models: **GC II, Pacer II, Emerald, Sentry, Sentinel, and EuroShuttle**

Production Dates: Beginning: **12/29/02** Ending: **11/02/04**

Vehicle Type: **Bus** Bodystyle: **Bus**

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall.

Goshen Coach Buses that have an emergency exit window located in the rear wall, and are equipped with the high-back seating option that partially blocks the rear emergency exit window.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. **1%.**

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect of noncompliance.

<u>Model</u>	<u>Year</u>	<u># of Veh. Potentially involved</u>
Goshen Coach Shuttle Bus	2003	24
Goshen Coach Shuttle Bus	2004	19

Total Number Potentially affected by the Recall: **43.**

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: **Less than 1%.**

Identify and describe how the recall population was determined—in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

The recall population was determined based on NHTSA's Letter of Inquiry NVS-221A Pr OA-217-040929J.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance.

The noncompliance involved in this recall is in regards to FMVSS No.217. The rear emergency exit windows in buses equipped with optional high-back seating, mounted along the rear wall that block a portion of the emergency exit window, do not meet the dimensional requirements of Section 5.2. In these particular buses the 50cm x 30cm ellipsoid does not pass through the emergency exit opening.

Describe the cause(s) of the defect or noncompliance condition.

The cause of this noncompliance condition is the manufacturing of a bus with a seating configuration that partially blocks the rear emergency exit window.

Describe the consequence(s) of the defect or noncompliance condition.

The consequence of this noncompliance is that the rear emergency exit window on particular buses will not provide the required "means of readily accessible emergency egress" as required by FMVSS No. 217.

Identify any warning which can (a) precede or (b) occur.

Not applicable.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

Not applicable.

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Not applicable.

IV. Provide the Chronology in Determining the Defect/Noncompliance

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

- **October 12, 2004 - Received Letter of Inquiry (NVS-221A Pr OA-217-040929J) from NHTSA regarding a prototype bus that we had displayed at the 2004 BusCon trade show.**
- **October 28, 2004 - Began internal query to determine if a non-compliance with FMVSS No. 217 existed on any production built buses.**
- **November 5, 2004 – Response to NHTSA regarding Letter of Inquiry of prototype bus.**
- **November 17, 2004 – Verification that non-compliance to FMVSS No. 217 existed on a small percentage of buses.**
- **November 23, 2004 – Submit this Defect and Noncompliance report to NHTSA.**

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

The remedies of this recall include modification of the buses to meet the emergency exit requirements of FMVSS 217. There are 2 separate recall remedies that will be used to correct the non-compliant buses.

- **Some buses will have the rear emergency exit window replaced with a solid rear window, and will have an emergency exit roof hatch installed in the roof of the bus as permitted by Section 5.2.2.2.**
- **Other buses will have a larger replacement emergency egress window installed in the rear wall that will meet the dimensional requirements of Section 5.2.**

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

- **The remedy roof hatch assembly will meet the requirements of FMVSS 217. The non-compliant rear emergency exit window will be replaced with a solid (non-opening) rear window.**
- **The remedy emergency exit window assembly will be large enough to allow the 50cm x 30cm ellipsoid to pass through the emergency exit opening.**

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The production remedy is identical to the field remedy. Any buses equipped with the optional high-back seats, in a configuration that would partially block the emergency exit in the rear wall, will be equipped with an emergency exit roof hatch. The solid window will be installed on the rear wall in place of the non-compliant emergency exit window.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

A recall schedule will be developed as soon as we have all of the supporting documentation and replacement parts available. Our foreseeable problems include the procurement of a larger egress window, and the further review of internal documentation to determine which remedy is the most appropriate for each of the buses involved in this recall.

VII. Furnish Recall Communications

Recall letters will be submitted to NHTSA once those documents have been created.