



IC Corporation

751 South Harkrider, Conway, Ar 72302

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05V-091 (3095)

January 26, 2005

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

Subject: Vehicle Safety Defect Initial Information Report

Pursuant to Part 573.6 (c) (1), this Vehicle Safety Defect Initial Information Report is submitted to the National Highway Traffic Safety Administration by **IC Corporation**.

(1) *IDENTIFICATION OF VEHICLES [Part 573.6 (c)(2)]*

- Vehicle Models Involved:
 - IC CE School Bus, Model Year 2005
- Vehicle Manufacturing Dates:
 - 4/27/2004 thru 10/13/2004
- Other Identification Necessary to Describe Vehicles:
 - Vehicles built at our Tulsa, Oklahoma Bus Assembly Plant with Property Code 4085 hydraulic brakes.

(2) *COMPONENT MANUFACTURER [Part 573.6 (c)(2)(iv)]*

- This report does not relate to a component supplied by a manufacturer other than IC Corporation.

(3) *VEHICLE POPULATION INVOLVED [Part 573.6 (c)(3)]*

<i>Model</i>	<i>U.S. Quantity</i>	<i>Canadian Quantity</i>	<i>Mexico Quantity</i>	<i>Export Quantity</i>
CE school bus	920	508	0	0
Grand Total	920	508	0	0

(4) *PERCENTAGE OF VEHICLES ESTIMATED TO CONTAIN DEFECT [Part 573.6 (c)(4)]*

- 100%

(5) *DESCRIPTION OF DEFECT [Part 573.6 (c)(5)]*

- The locknut that secures the hydraulic brake pivot pin bolt may not be torqued properly.

- Without proper torque, the locknut may back off the brake pedal pivot bolt and the brake pedal pivot bolt may back out of the bracket causing the brake pedal to come off the pivot bracket.

(6) *CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF A SAFETY DEFECT or TEST RESULTS THAT LED TO DETERMINATION OF NONCOMPLIANCE [Part 573.6 (c)(6)/(7)]*

- 10/4/2004 Leeds Transportation in Canada notified the Tulsa, Oklahoma Bus Assembly Plant that they had found a brake pedal pivot pin locknut missing.
- 10/5/2004 Tulsa Bus Assembly Plant initiated a campaign to inspect and repair all vehicles not shipped.
- 10/7/2004 The Tulsa Bus Assembly Plant began containment activities by instituting a corrective action consisting of a torque procedure, a sign off due care, and a witness mark across the bolt and nut.
- 10/29/2004 The Tulsa bus assembly plant notified International Compliance Department that due to a missed assignment on the assembly line, a torque operation on the pivot bolt may have been missed.
- 11/2004 Approximately 100 vehicles in the Leed Fleet and approximately 90 vehicles at Briggs Bus Sales in Edmonton, Alberta were inspected to determine if the issue was repetitive in nature.
- 1/3/2005 Notification received of another occurrence of a missing locknut.
- 1/4/2005 Met with assembly plant personnel to determine if previous containment actions were adequate and to determine date range of suspect population.
- 1/11/2005 A vehicle search was performed to determine the extent of the population.
- 1/26/2005 A safety recall was declared.

(7) *PROGRAM TO REMEDY DEFECT [Part 573.6 (c)(8)]*

- All suspect vehicles will have the locknut inspected, replaced if necessary and torqued properly.

(8) *PLAN FOR REIMBURSEMENT [Part 573.6 (c)(8)(i)]*

- None of the vehicles in this recall fall outside the warranty period; therefore, our plan for reimbursement of pre-notification remedies, on file and dated 2/6/2003 does not apply.

(9) *SCHEDULE FOR RECALL NOTIFICATION [Part 573.6 (c)(8)(i)]*

- Part availability is undetermined as of the date of this report. If parts do not become available within 60 days of the date of this report, dealers and customers will receive an Interim Notice according to the following schedule:
 - Notify IC Dealers by: March 26, 2005
 - Notify IC Customers by: March 26, 2005

(10) *RECALL NUMBER [Part 573.6 (c)(11)]*

- 05302 (NHTSA number not assigned yet)

The undersigned should be contacted for any additional information regarding this recall on (260) 461-1890.

Very truly yours,



R. L. Van Laar
Compliance Manager