



BLUE BIRD

RECEIVED

2005 FEB 28 A 9:33

OFFICE OF DEFECTS
INVESTIGATION

February 22, 2004

Mr. Kenneth Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street
Washington DC 20590

In accordance with the requirements of CFR 49 Part 573, Blue Bird Corporation is submitting the attached defect report.

If you should have any questions concerning the information submitted, please contact me at 478-822-2242.

Respectfully,

Bill Coleman
Recall Administrator

Enclosure: 49 CFR Part 573 Notification for Blue Bird Recall R05JL Cummins Fuel Lift Pump Replacement

BLUE BIRD CORPORATION
402 Blue Bird Blvd. PO Box 937 • Fort Valley, Georgia 31030
(478) 825-2021

PART 573 Defect and Noncompliance Reporting

Defect Report

Report Date: February 22, 2005

1. Vehicles affected are manufactured by:

Blue Bird Corporation
P. O. Box 937
Fort Valley, GA 31030

2. The following vehicles are being recalled:

Certain 1998 through 2002 model year Blue Bird All American and TC/2000 model school and transit buses equipped with Cummins ISB engines and certain 1998 through 2002 model year Blue Bird Commercial Series buses equipped with Cummins ISB engines..

3. The total number of vehicles recalled potentially containing the defect are:

18,891

4. The approximate percentage of the total number of vehicles estimated to actually contain the defect is:

1% (based on Cummins estimate)

5. The defect consists of:

The subject fuel lift pump is mounted to the side of the engine. Its purpose is to draw fuel from the vehicle's fuel tank and supply the engine fuel system. The fuel lift pump could fail in a manner which results in engine fuel starvation, which could result in a stall condition. Potential lift pump failure modes include: brush wear out, bushing failure, rotor tab insert failure, or any other failure mode that would cause the fuel pumping element to stop spinning. If the fuel lift pumping element stops spinning and the fuel pumping vanes stop in a location which blocks fuel flow through the lift pump, the engine will be starved of fuel. Fuel starvation could cause low engine power, engine misfire or engine stall. Prior to the engine stalling the operator could experience low engine power, engine misfire, and/or dash-mounted fault lamp illumination. Reference Cummins Part 573 notification (NHTSA 05E-007) for further details.

6. The following data is the basis for the determination of the defect.

On February 14, 2005, Blue Bird Corporation was advised by Cummins of its recall campaign which including buses manufactured by Blue Bird as identified in paragraph 1 of this notification.

7. The defect will be corrected in the following manner:

Cummins dealers will install new lift pumps on affected ISB engines.

8. Notification will be as follows:

Cummins will be conducting the recall owner notification. Blue Bird will assist Cummins with final owner information from our sales record database.

Cummins has advised Blue Bird that notifications are expected to begin in June 2005, once the design validation and parts procurement process have been completed.

9. Blue Bird's identification number assigned to this recall is:

R05JL

10. A draft copy of the notification documents will be submitted to NHTSA for review prior to mailing.

Questions regarding this recall should be directed to:

William P. Coleman
Recall Administrator
Blue Bird Body Company
P.O. Box 937
Fort Valley GA 31030
(478) 822-2242

Signed: _____

William P. Coleman

William P. Coleman, Recall Administrator