

05V-167

**Wallace, Patricia**

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**From:** Andrew Schaar [andrew.schaar@optimabus.com]  
**Sent:** Friday, May 20, 2005 6:27 PM  
**To:** Wallace, Patricia  
**Subject:** Safety Bulletin

Hi Pat,

We had confusion on our side on the Hydraulic Line Safety Bulletin Optima Number. The 573 report you have and the letter with modification instructions have SAF# 05-004. This number was assigned to the Mobile Tech. issue without my knowledge so when I assigned the hydraulic line Safety Bulletin number I assigned it SAF 05-004 and it should be SAF 05-005. I have sent you new PDF's showing this change. Call me if you have any questions.

Andrew Schaar 316-779-7700 ext. 317  
Optima Bus Corp.

## PART 573 Defect and Non-Compliance Report

On 18, April 2005, Optima decided that a defect which relates to motor vehicle safety 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, Defects and Non-Compliance Reports.

This report was prepared on April 18, 2005

**Manufacturer's Identificaiton Code for this Recall: SAF 05005**

### 1. Fabricating Manufacturer/Brand Name/Trademark Owner of the Recalled Vehicle

Optima Bus.Corp.  
P.O. Box 19140  
Wichita, KS 67204-9140

For further information on this report contact:

Keith Pfannenstiel, P.E.  
Director of Engineering  
P.O. Box 19140  
Wichita, KS 67204-9140

Phone: 316-779-7700  
Fax: 316-779-7712

The person preparing this report is:

Andrew Schaar  
Technical Publications  
P.O. Box 19140  
Wichita, Ks 67204-9140

Signed: \_\_\_\_\_

### 2. Identification of vehicles(s) with potential defect

**Make:** Optima Bus Corp.  
**Model Years Involved:** -2002-2005  
**Model:** Opus 29 & 34  
**Production Dates: Beginning:**-11-01 2002 **Ending:** -2-12-2005  
**VIN Range: Beginning:** 29 - 535176 **Ending:** 216270 , 34 - **Beginning:** 535025 **Ending:** 216131  
**Vehicle Type:** Diesel  
**Bodystyle:** Opus

**Description of Vehicles in Recall Compared to those Not in the Recall:** Units may have a hydraulic hose rubbing on top of the air governor causing the hydraulic line to be rubbed through.

**Approximate Percentage of the Production of all the Recalled Models:** 100%

### 3. Total Number of Vehicles Recalled Potentially Containing the Defect: 201

**Total Number Potentially Affected by the Recall:** 201

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4. **Approximate Percentage of the Total Number of Vehicles Estimated to Actually Contain the Defect:** 100%

**Determination of Recall Population:** 100%

5. **Defect Description:** Power steering pump hydraulic line.

**Cause of Defect:** Power steering pump hydraulic line can rub on top of the air governor causing the hydraulic line to be rubbed through resulting in a leak and loss of hydraulic fluid, this fluid could ignite if it comes in contact with a hot source.

**Consequences of Defect:** Hydraulic line may be rubbed through resulting in a leak and loss of hydraulic fluid.

**Warning Which Can Occur:** Hydraulic line may be rubbed through resulting in a leak and loss of hydraulic fluid, this fluid could ignite if it comes in contact with a hot source.

**Corporate Name and Address of the Supplier of Defective Component:** Optima Bus Corp. 1601 E 77th. North Valley Center, Kansas 67147

**Name and Title of CEO or Representative of Supplier:** Keith Pfannenstiel, Director of Engineering

6. **Chronological Summary (Defect)**

7. **Test Reports/Data that Non-Compliance was determined:** Not Applicable

8. **Manufacturer's Remedy for the Defect -** Install a bracket and clamp on the air governor bracket that holds and secures the hose away from the air governor eliminating the possibility of chaffing.

**Distinguishing Characteristics of the Remedy Component/Assembly Versus the Recalled Component/Assembly:** The hydraulic hose will no longer rub on top of the air governor.

9. **How and When the Recall Condition was Corrected in Production -** April 2005, Installed a bracket and clamp on the air governor bracket that holds and secures the hose away from the air governor eliminating the possibility of chaffing.

10. **Recall Schedule -** All Optima Bus Corp. customers will be notified of the recall and required to inspect and repair their vehicle. Optima will send the modification kit with instructions to the customer.



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**DATE:** 18 April, 2005

**TO:** All Opus under 30' & 34' operators with Cummins ISB02 engines.

**MODEL(s):** Under 30' & 34' with Cummins ISB02 engines.

**SUBJECT:** Hydraulic Line Routing

Dear Opus Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. NHSTA Campaign Number: 05V-167

Optima Bus has decided that a defect which relates to motor vehicle safety exists in the power steering pump hydraulic line routing.

There is a possibility that the hydraulic line coming off of the power steering pump is rubbing on top of the air governor. This rubbing may cause the hydraulic line to be rubbed through resulting in a leak and a loss of hydraulic fluid, this fluid could ignite if it comes in contact with a hot source.

This Safety Recall corrects this problem by installing a bracket and clamp (Mod. Kit 30-0012-001), that will lift and secure the lines away from the air governor eliminating the possibility of chaffing.

Optima will reimburse the authority for costs incurred on this modification up to one hour at the current hourly rate.

For **leased vehicles**, Federal regulations require that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Perform the steps provided in **Instructions**, complete the certificate of compliance, and return the certificate of compliance to Optima Bus Corp. at your earliest convenience.



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## Overview:

This modification kit provides a bracket and clamp that will lift and secure the line away from the air governor eliminating the possibility of chaffing the hydraulic line.

## Instructions:

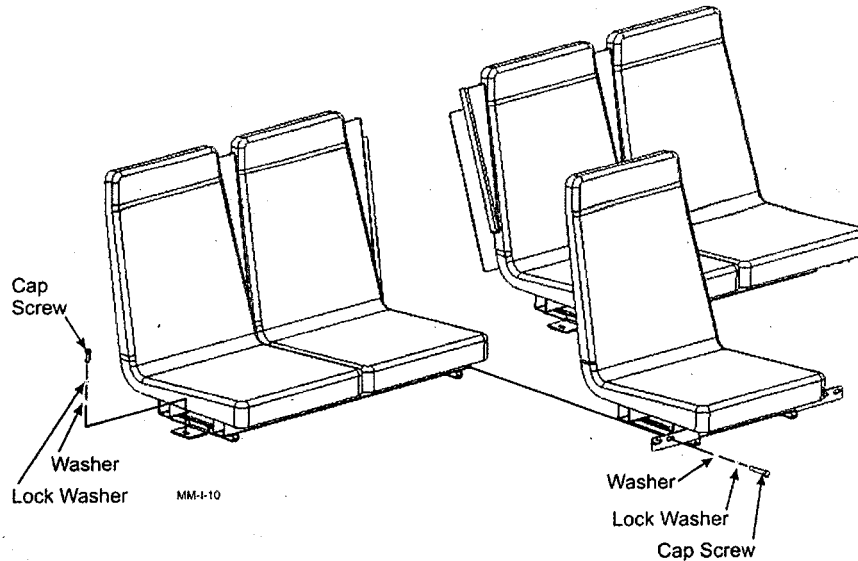
### Parts Provided in this Kit:

- 1 - HHCS, 5/16 - 18 X 1 P/N 60749400
- 2 - HHCS, 5/16 - 18 X 3 1/4 P/N 60751200
- 2 - Washer, 5/16, P/N 68530600
- 3 - Flexloc - Nut, 5/16 - 18 P/N 64808300
- 1 - Hose, P/N 30-3017B-003
- 1 - Bracket, P/N 30-9533-002
- 1 - P-Clamp 1-1/4", P/N 21622500
- 2 - O-Rings, P/N 26124500

### Installation Instructions:

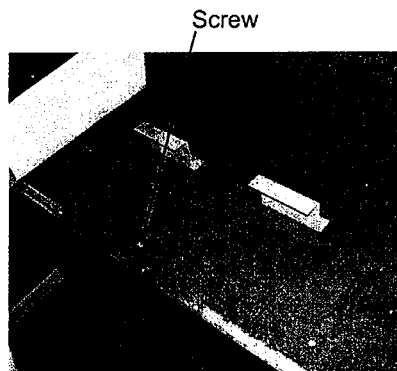
1. Set the parking brake on the coach.
2. Place the MASTER RUN SWITCH and the MASTER BATTERY SWITCH in the OFF position.
3. Remove the curb side rear seat to use the curb side engine access door. (Figure 1)
  - a. Locate and remove the bolts, washers, and lock washers securing the single middle seat to the outer seats. When the attaching hardware is removed pull the seat forward; not up, to remove.
  - b. Remove all of the attaching hardware mounting the outer seat to the rear deck and pull this seat forward; not up, to remove.
4. If your bus is equipped with a hinged seat, release the latch and tilt the seat forward and secure it with the prop rod.

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**Figure 1. Access Panel**

5. Remove the screws securing the engine access door to the floor. (Figure 2) When the door is removed pull insulation back to gain access to the engine.



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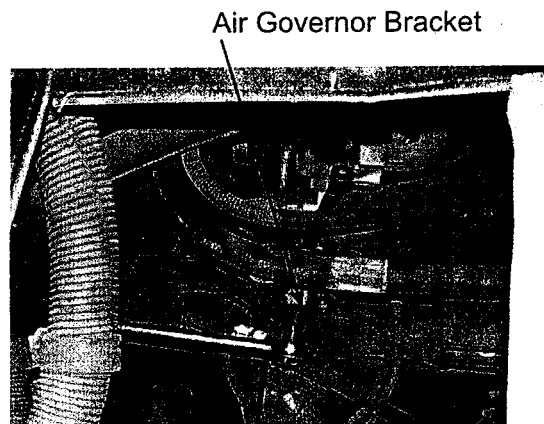
**Figure 2. Engine Access Door**

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6. Locate the hydraulic hose assembly that runs from the hydraulic pump to the CAC. Remove and discard the hose.

**NOTE:** Before installing the new hose use the oil from the hydraulic line to lube the o-ring prior to installing the new hose.

7. Install the new hose and torque the fittings 86 - 94 ft. lbs.
8. Use a 3/8" drive ratchet and a 1/2" socket to remove bolts securing the air governor to the bracket and discard the bolts. (Figure 3)

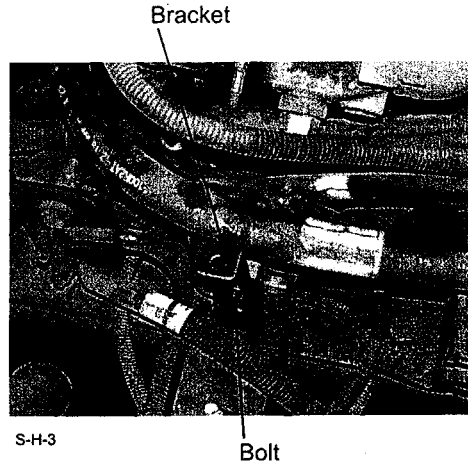


**Figure 3. Air Governor Bracket**

9. Place the new bracket against the governor bracket and line up the holes on the brackets and the governor and install the new bolts that are provided. (Use the existing washers and nuts)(Figure 4)

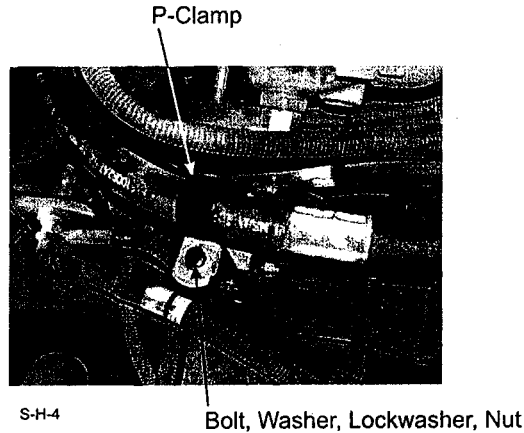
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**Figure 4. New Bracket Installation**

10. Place P-Clamp around the hydraulic hose and secure the p-clamp to the new bracket with a bolt, washer, lockwasher and nut. Lockwasher is installed on the nut side.(Figure 5)

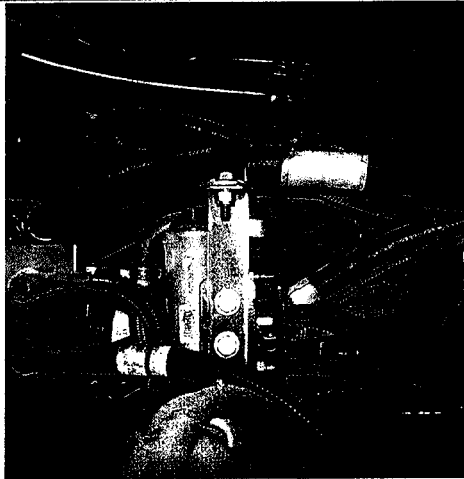


**Figure 5. P-Clamp Installation**

11. Once the p-clamp is secured, line the bracket up straight and tighten the bolts to secure the whole assembly.



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**Figure 6. New Bracket Assembly**

12. The final assembly should look like Figure 6.
13. Add hydraulic fluid to reservoir to appropriate level.
14. Turn master run switch "ON".
15. Check for leaks at fittings attached on power steering pump and hard lines.

If you experience any problems in complying with this Safety Recall or feel that you require assistance contact our Customer Service Department between the hours of 8:00 AM and 5:00 PM CST at 1-888-391-1777.

We regret any inconvenience that this action may cause you. If your dealer fails or is unable to remedy this defect without charge and within a reasonable time, you may submit a written complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590, or call the toll-free Auto Safety Hotline at 1-888-327-4236.

Sincerely,

OPTIMA BUS CORP.

Dan Scantlin  
Customer Service Manager