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By Recall Mgt Div. at 11:44 am, Nov 16, 2009

November 13, 2009

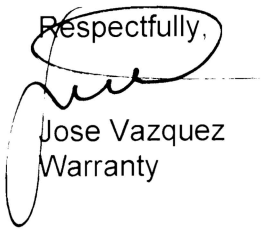
Associated Administrator for Enforcement
Attention: Recall Management Division
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington DC 20590

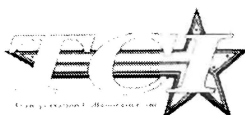
In accordance with CFR 49 Part 573, Transportation Collaborative Inc has decided on behalf of US Bus Corporation (the Original manufacturer) that a non compliance with Federal Motor Vehicle Safety Standard No. 222 " *School Bus Seating and Crash Protection* " exist with Certain 2003 and 2005 Sturdibus and Universe School buses equipped with C.E White 30-inch wide restraining barriers.

This report was e-mailed to NHTSA on November 13, 2009 to RMD.ODI@dot.gov In addition sent, via UPS.

If there are any questions regarding the information I have submitted, please contact me at 845-988-0419.

Respectfully,


Jose Vazquez
Warranty





**PART 573 Defects and Noncompliance
Noncompliance Report
Revised**

Report Date: November 9, 2009

I.

Transportation Collaborative Inc has decided to conduct recall # **05V-255** on behalf of US Bus Corporation (the Original manufacturer). US Bus Corporation on May 26,2005, decided that non-compliance exist with Certain 2003 thru 2005 Sturdibus, Universe School buses equipped with C.E. White 30-inch Barriers.

The noncompliance involves Federal Motor Vehicle Safety Standard No. 222 "*School Bus Seating and Crash Protection*". Specifically, certain 30-inch barriers frames were manufactured incorrectly, whereby certain critical welds were not preformed in critical areas.

Vehicles not involved in the recall:

Vehicles not included in the recall do not have 30-inch CE White Front Barriers installed and were manufactured after May 1, 2004.

Vehicles involved in the recall:

2003-2005 US Bus Sturdibus, Universe School Buses and manufactured by US Bus Corporation between April 2004 and June 2004

II.

Approximate percentage of the total of vehicles estimated to actually contain the noncompliance:

100%

Original vehicle population as of June 15, 2006:

Model	Year	Number of Vehicles involved
Sturdibus	2003	20
Universe	2003	4
Sturdibus	2004	69
Universe	2004	9
Sturdibus	2005	54
Universe	2005	15

Total: 171





Identify and describe how the original recall population was determined:

According to US Bus Corporation records, it was on May 26, 2005, that they were made aware of the noncompliance. The noncompliance involves Federal Motor Vehicle Safety Standard No. 222 "School Bus Seating and Crash Protection". Specifically this noncompliance was caused by the failure of the front 30" C.E. White Crash Barrier which were manufactured incorrectly by Norco Industries, where by certain critical welds were not performed in critical areas. The barriers are located at the front of the vehicle in front of a forward facing seat or wheelchair position. These barriers failed to comply with FMVS 222. US Bus Corporation determined that certain 2003 thru 2005 Sturdibus, Universe School Buses equipped with 30" C.E White Barriers this decision was based on Testing preformed by MGA research on behalf of NHTSA on May 19, 2005. It was the decision of US Bus Corporation to include all models built or ordered with 30" CE White Barriers and manufactured between April 2004 and June 2004. Transportation Collaborative Inc. has verified the Vehicle's involved to fall with in the criteria set by US Bus Corporation.

III.

Describe the Noncompliance:

The noncompliance involves FMVS 222 "School Bus Seating and Crash Protection" as required in paragraphs S5.2.2 thru S5.2.3 (d) and (e) in the regulation. Which requires that **"The restraining barrier shall not separate from the vehicle at any attachment point"** and **"Restraining barrier shall not separate at any attachment point"** **"According to** the test report from **MGA Research OBO NHTSA**, the barrier may detach from the vehicle or from its attachment points? The noncompliance was caused by Norco industries failure to properly weld critical areas of the barrier frames. The barrier frames were supplied to C.E White Company and used in the construction of there 30" School Bus barriers, purchased by US Bus Corporation.

Describe the consequence of the Noncompliance:

In the event of a collision a passengers could be projected into the barrier and the barrier may fail to perform as required in the standard, resulting in personal injury to a passenger or possibly fatality.

Identify any warning, which can (A) Precede or (B) Occur:

There are no warnings. Vehicles barriers must be physically inspected for the noncompliance.

IV.





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:

On or Before May 19, 2005 - MGA Research on behalf of NHTSA performed a restraining barrier position and projected area surface test on a US Bus Sturidibus HD School Bus that was equipped with 30" CE White Barriers. The test revealed that a noncompliance with **FMVS 222** existed. Specifically, that the barrier frames attachment points were not properly welded.

May 26, 2005– US Bus Corporation was made aware of the noncompliance with FMVS 222.

May 30, 2005– US Bus Corporation submitted their first 573 report to NHTSA stating that 172 units were affected by the recall. Acknowledging that a noncompliance exist with certain 2003 thru 2005 Sturidibus, Universe School Buses equipped with 30" C.E White Barriers and manufactured between April 2004 and June 2004.

June 10, 2005 – NHTSA issued their acknowledgement letter to US Bus Corporation and assigned recall number **05V-255** to the Campaign.

October 19, 2009 – Transportation Collaborative Inc on behalf of US Bus Corporation decided to conduct recall number 05V-255 on Certain US Bus Sturdibus, Universe School Buses built with 30" CE White Barriers manufactured between April 2004 and June 2004.

Identify the remedy:

Transportation Collaborative Inc will notify the owners of the affected vehicles and dealers that sold the vehicles on behalf of US Bus Corporation. Owners and dealers will be required to inspect the vehicles for the noncompliance. FMVS No. 222 "*School Bus Seating and Crash Protection*". TCI will supply customers, dealers and or any authorized repair facility with the repair kits at no cost. Customers will be supplied with instructions on how to inspect and have the barrier repaired or replaced. TCI will assist all customers with scheduling repairs and locating authorized repair facilities.

The remedy repair:

Inspection

The inspection process will consist of locating the barrier floor leg section that consists of a 1" outside diameter round tube extending down from the upholstered back. And locating the formed metal boot that is in the shape of a "C" that is approximately 11.75" tall, a flat footpad with a series of holes to mount the leg to the floor, and a 7 gage x 0.75" flat steel plate that extends down from the upholstered back and extends





approximately 1.50" beyond the top of the boot. This area is fully exposed below the upholstery line and should be very visible and easy to locate.

Once the leg section of the barrier is identified and exposed, the customer will need to look at the end of the flat steel plate below the top of the boot where there should be a 0.75" weld across the bottom and extending vertically up the backside by at least 0.38", Otherwise there should be 1.12" of vertical weld at the seam of the plate and tube on the backside of the barrier frame. If this amount of weld is not present, then proceed to the Repair Steps and follow instructions.

Repair

The repair procedure involves adding the missing welds to the barrier frame. Customers will be advised to use proper heat and fire protection surrounding weld area. A heat shield or welding blanket should be used if the barrier is kept in the vehicle for the repair or remove barrier from vehicle before following the next weld steps.

Prepare the seam for weld between the end of the flat plate and round tube by removing all paint from surface using a wire wheel on the end of an air, battery or electric hand tool.

With proper welding equipment, place a 1.12" length of vertical weld along the backside of the barrier frame at the seam location shown in figure "A". Use an electrode of E70 or better for sufficient weld strength.

Any cost incurred to the owners ,purchasers and dealers of Vehicles affected by recall number 05V-255 will be reimbursed by Transportation Collaborative Inc. on behalf of US Bus Corporation within a reasonable time of the notifications. Transportation Collaborative Inc. reimburses customers and dealers within 30days of the remedy.

According to US Bus Corporation records, new guidelines were put in place before units could be released to prevent the noncompliance with FMVS No.222 from reoccurring. The guidelines included employee training and implementing the recall remedy to all 30" CE White Barriers still in stock or in production.

V.

Recall Schedule:



7 LAKE STATION ROAD

WARWICK, NY 10990

PHONE: (845) 988-2333



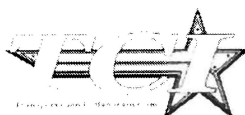
Upon approval of this report , TCI Will begin to notify customers on Behalf of US Bus Corporation by issuing Notification letters to the dealers and customers along with labels and inspection/ installation instructions no later then **November 23,2009**.

All questions regarding this recall should be addressed to:

Jose Vazquez
Warranty Department
Transportation Collaborative Inc.
7 Lake Station Road
Warwick, New York 10990
Phone# 845-988-0419 Fax# 845-988-0327

Prepared by: Jose Vazquez, Warranty Department TCI

Signature: _____ Date: 11/13/2009



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