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OFFICE OF
DEFECTS INVESTIGATION

February 21, 2005

Mr. George Person, Chief
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington DC 20590

Re: Blue Bird Recall R05JF NHTSA 05V-014

Dear Mr. Person,

In accordance with 49 CFR Part 573.5 (c) (9) you will find enclosed a copy of our owner and dealer notification letters for the above referenced recall.

The dealer notification letters were mailed on February 16, 2004 and the owner notification letters were mailed today February 21, 2005.

Should you have any questions regarding this recall Please contact me at 478-822-2242.

Sincerely,

Bill Coleman
Corporate Recall Administrator



R05JF

DATE: FEBRUARY 16, 2005

TO: U.S. DISTRIBUTORS

**SUBJECT: RECALL R05JF FMVSS 217 PASSENGER WINDOW RETENTION
NONCOMPLIANCE-HEHR EMERGENCY EXIT
PASSENGER WINDOWS**

This notice is sent to you in accordance with the requirements of The National Traffic and Motor Vehicle Safety Act.

Blue Bird Body Company has decided that certain 2003 through 2005 model year Blue Bird Ultra LF Commercial buses manufactured at the Fort Valley, GA. plant from March, 2003 through January, 2005 with Hehr passenger windows fail to conform to Federal Motor Vehicle Safety Standard No. 217 (Passenger Window Retention).

The nonconformance relates to Hehr's emergency exit window release system. Hehr advises that in some cases, their emergency exit striker plate can wear a groove into the spring-loaded pivoting release bolts, causing them to fail to retract when the release handle is pulled. When this occurs, the emergency window will not swing free unless pulled inward at the frame bottom, allowing the bolt to clear the catch. Should this occur during a panic exit situation, egress could be slowed considerably or impeded altogether. This could trap passengers inside the bus, possibly leading to injury or death

Blue Bird is conducting a recall to correct this noncompliance. Buses with the noncompliance must be corrected according to Hehr's instructions provided with recall R05JF, copy attached.

If our records indicate affected units were delivered in your service area, a printout identifying affected units is enclosed. Distributors should verify correct owners and that complete shipping addresses are provided for each listed vehicle. If you have in your possession or have sold a vehicle that was purchased from another distributor that may be affected by this recall, please notify me at 478-822-2242.

Time required to perform Recall R05JF is thirty minutes (0.5) hours per bus.

Warranty applications may be submitted to Blue Bird VIA ClaimTrac (use create campaign/bulletin claim).

BLUE BIRD CORPORATION
P.O. Box 937 • Fort Valley, Georgia 31030 • (478) 825-2021

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Distributors are reminded of their responsibilities under section 154 of The National Traffic and Motor Vehicle Safety Act of 1991. Dealers are required to complete modifications/repairs on units in their inventory before delivering to the final owner. Reference Blue Bird Body Company Distributor Memo No. 42-92.

Important: Your prompt return of the **pink** reimbursement sheet, complete with the correct Body Serial Numbers, permits Blue Bird to update the record indicating recall has been completed and prevents the mailing of a second notice. This is much appreciated. We regret any inconvenience this may have caused.

Questions regarding this recall campaign should be directed to me at (478) 822-2242.

Thank you,

A handwritten signature in black ink that reads "Bill Coleman". The signature is written in a cursive, flowing style.

Bill Coleman
Recall Administrator



R05JF

February 21 2005

Dear Blue Bird Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Blue Bird Body Company has decided that certain 2003 through 2005 model year Blue Bird Ultra LF Commercial buses manufactured at the Fort Valley, GA. plant from March, 2003 through January, 2005 with Hehr passenger windows fail to conform to Federal Motor Vehicle Safety Standard No. 217 (Passenger Window Retention).

The nonconformance relates to Hehr's emergency exit window release system. Hehr advises that in some cases, their emergency exit striker plate can wear a groove into the spring-loaded pivoting release bolts, causing them to fail to retract when the release handle is pulled. When this occurs, the emergency window will not swing free unless pulled inward at the frame bottom, allowing the bolt to clear the catch. Should this occur during a panic exit situation, egress could be slowed considerably or impeded altogether. This could trap passengers inside the bus, possibly leading to injury or death

Blue Bird is conducting a recall to correct this noncompliance. Buses with the noncompliance must be corrected according to Hehr's instructions provided with recall R05JF, copy attached.

Your Blue Bird bus(es) affected by recall R05JF are identified by body serial number(s) on the enclosed reply sheets.

If you no longer own the subject bus(es), please complete the appropriate section of the **pink** reply sheet and return to Blue Bird in the enclosed pink postage prepaid envelope.

Hehr modification parts and instructions required to correct this condition are included with this notice.

A qualified technician should perform this modification or you may contact your Blue Bird distributor for assistance. Reimbursement for labor may be obtained by completing the **pink** request for reimbursement sheet provided and returning it to Blue Bird in the enclosed **pink** postage prepaid envelope. Labor time required to perform recall R05JF is thirty minutes (0.5) hours per bus.

If the modifications/repair directed by this notification was performed on your bus prior to the receipt of this recall notification, complete and sign the recall reply sheet and attached a copy of the work order/invoice. Mail the documents in the **pink** self-addressed postage paid envelope included with the recall notification to Blue Bird for warranty consideration. Reimbursements will be made in accordance with the requirements of the National Highway Transportation Safety Act, title 49 Code of Federal Regulations, Parts 573 and 577.

Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

If Blue Bird Body Company should fail to or is unable to remedy this condition without charge to you, you may contact:

**ADMINISTRATOR
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
400 SEVENTH STREET, SW
WASHINGTON, D.C. 20590**

or you may call The National Highway Traffic Safety Administration toll free at:

1-888-327-4236

Questions regarding this recall campaign should be directed to me at (478) 822-2242.

Thank you,



Bill Coleman
Recall Administrator
BLUE BIRD BODY COMPANY

RECALL R05JF
FMVSS 217 PASSENGER WINDOW EMERGENCY EXIT NONCOMPLIANCE
MODIFICATION PROCEDURES

- 1 - For each emergency exit window on your bus you will find enclosed two small aluminum u-channels about 1.5”L x 15/32”W x 5/32”D. Hehr part #1400-27.
- 2 - To install these parts, open the emergency exit release handle. If the window will not open when the release handle is operated, pull inward on the bottom of the pushout window panel. This will relieve outward pressure on the pivoting latch bolts, allowing them to retract and free the exit panel.
- 3 - After the pushout window is opened, look at the bottom of the swing out panel. There you will find two slotted rectangular striker plates each held in place with two #8-18 x 3/4” flat head screws. Remove these screws, the striker plate and the 5/32” x 5/16” circular aluminum spacers behind the striker plate. Place the recall modification part #1400-27 in the space between the screw holes with the open side of the channel down. While holding it in place with one hand, install one screw through the striker plate and a spacer into the existing screw hole. Install the second screw in the same manner. **DO NOT OVER TIGHTEN.**

Note: Some striker plates will have a small triangle stamped into them. When resetting these striker plates, **be sure** that the triangle is down (visible) and that the point of the triangle points to the inside of the bus. On striker plates without a triangle, orientation is optional, so long as the counter sunk screw holes are down. “Snug up” the screws.

- 4 - Repeat this procedure on the striker plate at the other end of the window, and on all side emergency pushout windows in the bus. Check emergency release for proper operation before placing bus back into service.