

September 8, 2005

Kelly Schuler
Safety Defects Analyst
Office Of Defects Investigation (NEF-111)
400 Seventh Street S. W.
Washington, DC 20590

Dear Kelly Schuler:

Re: NHTSA Campaign Number 05V-094

This letter updates NHTSA regarding a defect information report (NHTSA Campaign Number 05V-094). The affected component is LATCHES/LOCKS/LINKAGES on windows manufactured by Transit Care.

An inspection was conducted by the component vendor (Transit Care) upon determination that a possible defect might exist. All customers were contacted and provided with the following attached bulletins:

1. Transit Care Service bulletin 05-001A dated March 4, 2005.
2. Egress Window Maintenance, Inspection and Test Procedure, Revision B 03/01/05.

All Transit Care windows installed on Orion buses were inspected. The Part 573 Notice submitted by Orion indicated that the potential number of units affected was 167. The vendor advises that the inspection indicated that 4 buses of 167 had windows that required correction. I have attached the inspection report provided by the vendor.

Transit Care has advised Orion that all buses have been 100% inspected and corrected. Orion is continuing to investigate this matter to verify Transit Care's conclusions. Please do not hesitate to contact me if you require any additional information.

Regards,



Joe Labonte
Compliance and Safety Officer
(905) 403-7807
Fax: (905) 403-8808

Orion Bus Industries Ltd.
350 Hazelhurst Road
Mississauga, Ontario
L5J 4T8
Tel: (905) 403-1111
Fax: (905) 403-8800

Orion Bus Industries Inc.
165 Base Road
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Oriskany, NY 13424-0748
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Fax: (315) 768-6520

Orion Parts – Canada
350 Hazelhurst Road
Mississauga, Ontario L5J 4T8
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Tel: (800) 668-2871
Fax: (800) 297-5249

Orion Parts – US
165 Base Road, PO Box 748
Oriskany, NY 13424-0748
Tel: (315) 223-4419
Tel: (800) 786-8099
Fax: (800) 211-3760

05-001A**March 4, 2005**

Subject : Egress Window

Models: Transit Care egress windows manufactured between 04/01/99 and 03/01/05.

Condition: Some egress windows may be capable of being forcibly opened without the operation of the egress handle. This may be caused by one or more of the spring catches that may exceed the minimum height tolerance and become unable to retain the catch bar under certain forces. The spring catch may become deformed by abuse, tampering, or improper maintenance procedures. Transit Care Egress Window Maintenance, and Test Procedure, Revision A, January 24, 2004, provides the spring catch inspection and maintenance procedure, but does not provide a measurement to inspect the height. Transit Care Egress Window Maintenance, and Test Procedure, Revision B, February 14, 2005, addresses this issue by providing the minimum height measurement.

Correction: Inspect the spring catches of all egress windows and replace as necessary.

Procedure: Open the egress window from inside the vehicle by operating the handle and pushing the window panel outward. Place a prop of sufficient length to safely hold the egress panel open, allowing clear access to the spring catches located on the lower sill of the window mainframe.

Measure the height of the spring catch (figure 1). If the spring catch measurement is below .328" (21/64"), replacement of the spring catch is necessary. It is not recommended to reform the spring catch.

To replace the spring catch, remove the 2 phillips head screws that attach the spring catch to the mainframe sill. Use caution when removing the screws as there are nuts on the opposite side. The nuts are bonded to the frame and it is possible that the nuts may detach. If this occurs, removal of the window from the vehicle will be necessary. Attach the replacement spring catch using 2 phillips head machine screws (part number 5518) and 2 nuts (part number 5588). Torque to 35 inch-pounds. Lubricate the spring catch surface with white lithium grease.

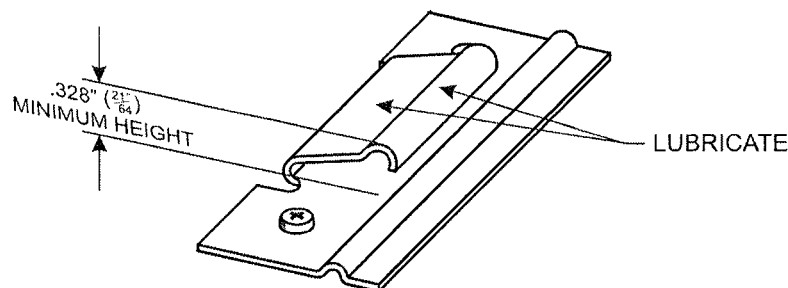


FIGURE 1

Transit Care Service Bulletins are intended for use by professional technicians. They are written to inform these technicians of conditions that may occur on some Transit Care products or to provide information that could assist in the proper service of Transit Care products. If a condition is described, **DO NOT** assume that the bulletin applies to every product, or that your Transit Care products have that condition. It is the responsibility of the technician to verify which Transit Care products in their possession may exhibit a described condition.

Egress Window Maintenance, Inspection and Test Procedure

MAINTENANCE

The release handles on Emergency Egress Windows have been designed and tested to be in full compliance with FMVSS #217 requirements. The regulation requires that the release locking mechanism operation force is not to exceed 20 lbs. (89N). The owner must have a regular maintenance and inspection program to ensure ongoing compliance with this regulation over the life of the vehicle.

Caution Personal Injury / Product Damage

Improper or lack of maintenance and inspection can result in egress failure during an emergency condition.

Regular maintenance is the responsibility of the owner/operator. In the absence of a maintenance and inspection program, Transit Care recommends that all egress window assemblies be inspected for proper operation at least every 30 days or more often as needed for proper compliance with FMVSS #217 requirements, but not later than 90 days per FMCSA 396.3, Inspection, repair and maintenance regulation. Regular maintenance of the emergency release handle mechanism requires the operator to inspect, remove debris, and lubricate window components and test as part of a regular maintenance cycle.

Note: Contamination and lack of lubrication are the most common and frequent cause of the pull force exceeding the FMVSS/CMVSS requirements.

MAINTENANCE PROCEDURE

Egress Catch Bar: From the outside of the vehicle, with the egress window open check catch bar (fig-1A) for dirt, foreign matter, debris or other contaminants that could restrict the catch bar sliding motion. (Fig-1) Remove all debris. Ensure catch bar spacer blocks are securely in-place. Spacer blocks should be installed with point or angled side towards inside of mainframe. (The spacer blocks across the bottom also function as a retainer for the Catch Bar).

Spacer Blocks: With the window open, wipe the egress frame seal with a vinyl cleaner solution and clear any debris between the frames. Visually inspect and insure that all spacer blocks (Fig- 2) are securely in-place and cannot slide on track. Spacer blocks should be installed a few inches down from the top and a second installed a few inches up from the bottom on each side of egress panel. If a spacer block is loose, remove it from the channel, clean the area and reapply a spacer block using Dolphin sealant.

Cable and Spring: Inspect the cable between the egress handle on the one end of the cable and the spring on the opposite end (Fig-1) Note where the cable tracks around the corner of the window, and inspect for any debris, loose cable retainer clips, or frayed cable. Frayed cables should be immediately replaced. Clean any and all debris.

CAUTION PRODUCT DAMAGE

Use only white lithium grease. Other lubricants may carry solvents (chlorine or fluorine compounds) that will damage the integrity of the Catch Bar or other window components.

LUBRICATION: Lubricate Catch Bar, channel area where the Catch Bar slide, and cable with white lithium grease. Following lubrication, operate the handle several times to "wet out" components.

SPRING CATCHES: From the inside of the vehicle, open the egress window and visually inspect the Spring Catches (Fig. 3A). For proper spring catch alignment refer to (Fig. 3B). To reduce the handle operating effort, move the spring catch towards the outside of the vehicle. A damaged spring catch may be misaligned, bent, distorted or over compressed. If damaged, replace immediately. Height of the spring catch (fig 3C) is set between .328" to .370"

(dim. C). A spring catch height below .328" is over compressed and must be replaced. It is not recommended to reform the catch spring.

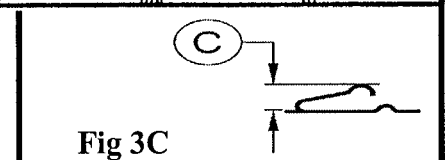
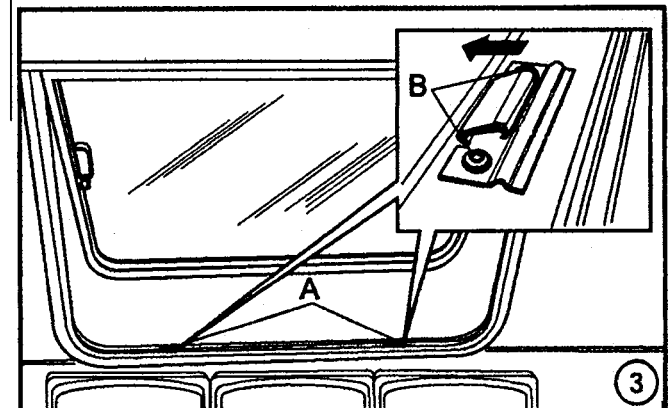
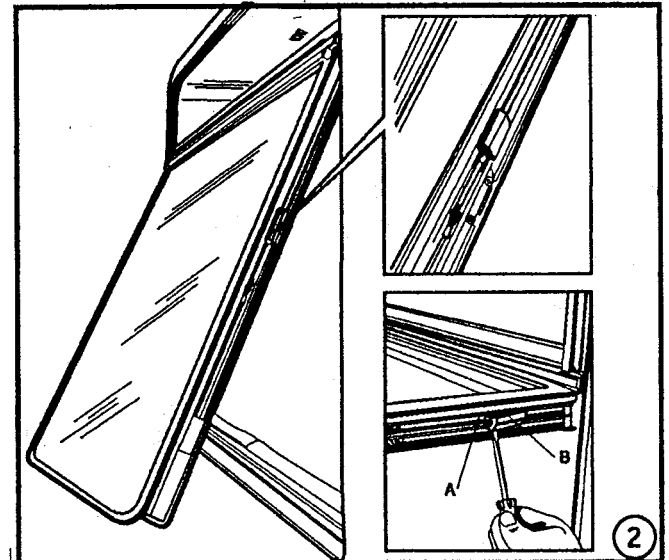
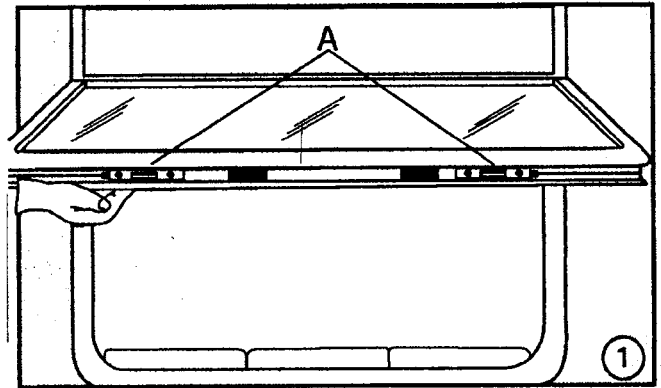


Fig 3C

Egress Window Maintenance, Inspection and Test Procedure

Transit Care Inc.
Attn: Engineering Department
345 W. H St.
Colton, Ca. 92324
(909) 430-0050

Caution Personal Injury / Product Damage

Improper or lack of maintenance and inspection can result in egress failure during an emergency condition.

Regular maintenance is the responsibility of the owner/operator. In the absence of a maintenance and inspection program, Transit Care recommends that all egress window assemblies be inspected for proper operation at least every 30 days or more often as needed for proper compliance with FMVSS #217 requirements, but not later than 90 days per FMCSA 396.3. Inspection, repair and maintenance regulation. Regular maintenance of the emergency release handle mechanism requires the operator to inspect, remove debris, and lubricate window components and test as part of a regular maintenance cycle.

Note: Contamination and lack of lubrication are the most common and frequent cause of the pull force exceeding the FMVSS/CMVSS requirements.

TEST PROCEDURE

All test equipment and procedures must be compliant with U.S. Department of Transportation National Highway Traffic Safety Administration Laboratory Test Procedure or FMVSS #217.

RECOMMENDED EQUIPMENT: FORCE GAUGE

To measure the magnitude of force required to release and open (extend) the emergency exit. The force gauge **MUST** have a range of at least 445 Newton (100 lbs.) and an indicator for peak force readings. The equipment must be properly calibrated.

PULL FORCE TEST PROCEDURE:

1. Exercise the release mechanism (move release handle and open the window and then return handle to its original unreleased position, close window) three times prior to measuring the release force.
2. Attach a force gauge (fig 4-C) to release handle (fig 4-A). Apply force to operate handle. If necessary, use a rope, cable or wire, to provide a means to keep the force perpendicular to the handle throughout the entire stroke until the mechanism is unlatched (fig 5)
3. Apply an increasingly greater force until release mechanism is released. The force measured should be recorded and gauge zeroed for next test.
4. Perform three consecutive tests, and calculate the average pull force. The average is to be below 20 lbs. force (89 Newton).

PUSH FORCE TEST PROCEDURE:

1. Test the swing open force by pushing on the lower-center of the inner frame while holding the red egress release handle open (fig 6).
2. Perform three consecutive tests, and calculate the average push force. The average test results should be 60 lbs. force (267 Newton) or less.

If the average pull force exceeds 20 lbs. force (89 Newton), or the average push out force exceeds 60 lbs. force (267 Newton) take the following actions:

1. Perform all prescribed Maintenance Procedures as outlined in the Maintenance Procedure section of this pamphlet.
2. Contact Transit Care Inc., Engineering Department:

