



## SERVICE REPAIR PROCEDURE

<b>30" C.E. WHITE BARRIER WELD REPAIR</b>		<b>RECALL # 05V-255</b>	
<b>BY:</b> Jose Vazquez	<b>DEPARTMENT:</b> Warranty	<b>DATE:</b> 3/4/2010	<b>REVISION:</b> 3

### MODEL:

2000- 2006 US Bus Corporation Sturdibus School Buses

### ISSUE:

The non-compliance relates to failure of the Forward Impact Barrier, manufactured by C.E. White Corporation, to absorb the required level of energy within the deflection range, as defined by Federal Motor Vehicle Safety Standard No. 222 "School Bus Passenger Seating and Crash Protection". The 30-inch barriers frames were manufactured incorrectly, whereby certain critical welds were not performed in critical areas.

### PROCEDURE:

#### Remove Cover and Foam Pack

1. Using a pick or staple removing tool, remove all staples from the bottom front side of the barrier. When the front side of the cover is loose, you will be able to see the backside of the cover bottom and remove those staples. The back facing tail staples will be last.



2. Pull up on the cover and remove it from the foam pack.



Styrene wedges

3. To remove the foam pack, pull up on the bottom side of the styrene wedge on one side and then repeat the same process on the opposite side until the foam will pull up and slide off the frame.



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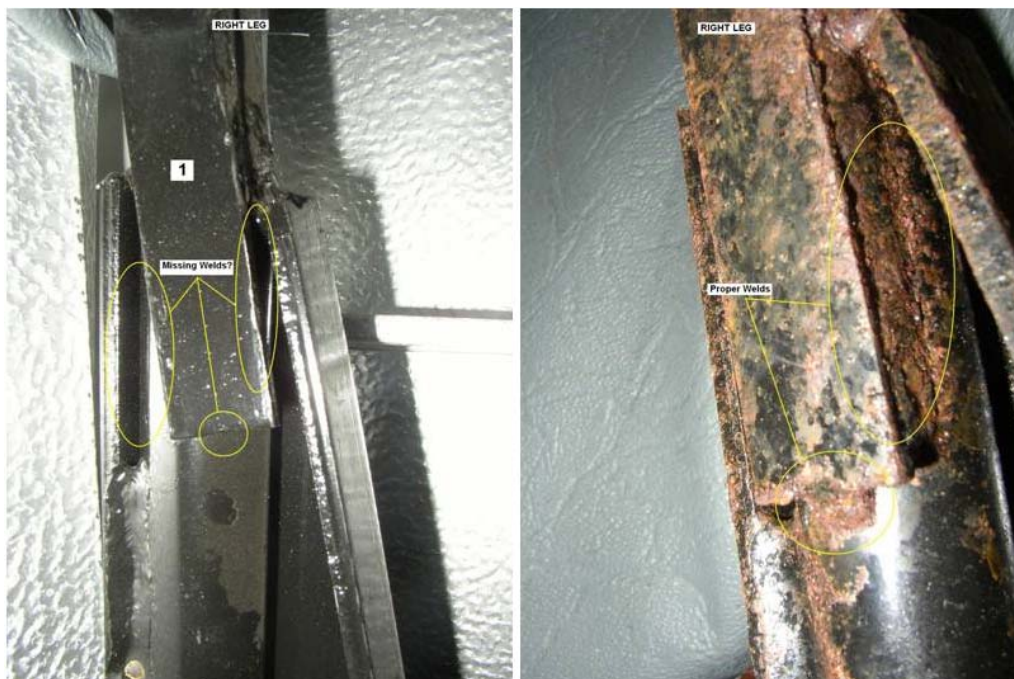
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Sometimes the glue in the foam will adhere to the frame and the foam pack may be hard to remove.

### BARRIER WELD INSPECTION AND REPAIR INSTRUCTIONS

**INSPECTION STEPS:** See Figure A

- 1) Locate the barrier floor leg section that consists of a 1" outside diameter round tube extending down from the upholstered back, a formed metal boot 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.
- 2) At the end of the flat steel plate below the top of the boot, 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.



**Welds Missing**

*Figure A*

**Proper Welds**



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## REPAIR PROCEDURE:

- 1) With proper heat and fire protection surrounding weld area either keep barrier in vehicle or remove barrier from vehicle before following the next weld steps.

Warning: All flammable and soft good materials must be protected from weld splatter and heat of weld before proceeding,

- 2) 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,
- 3) 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.

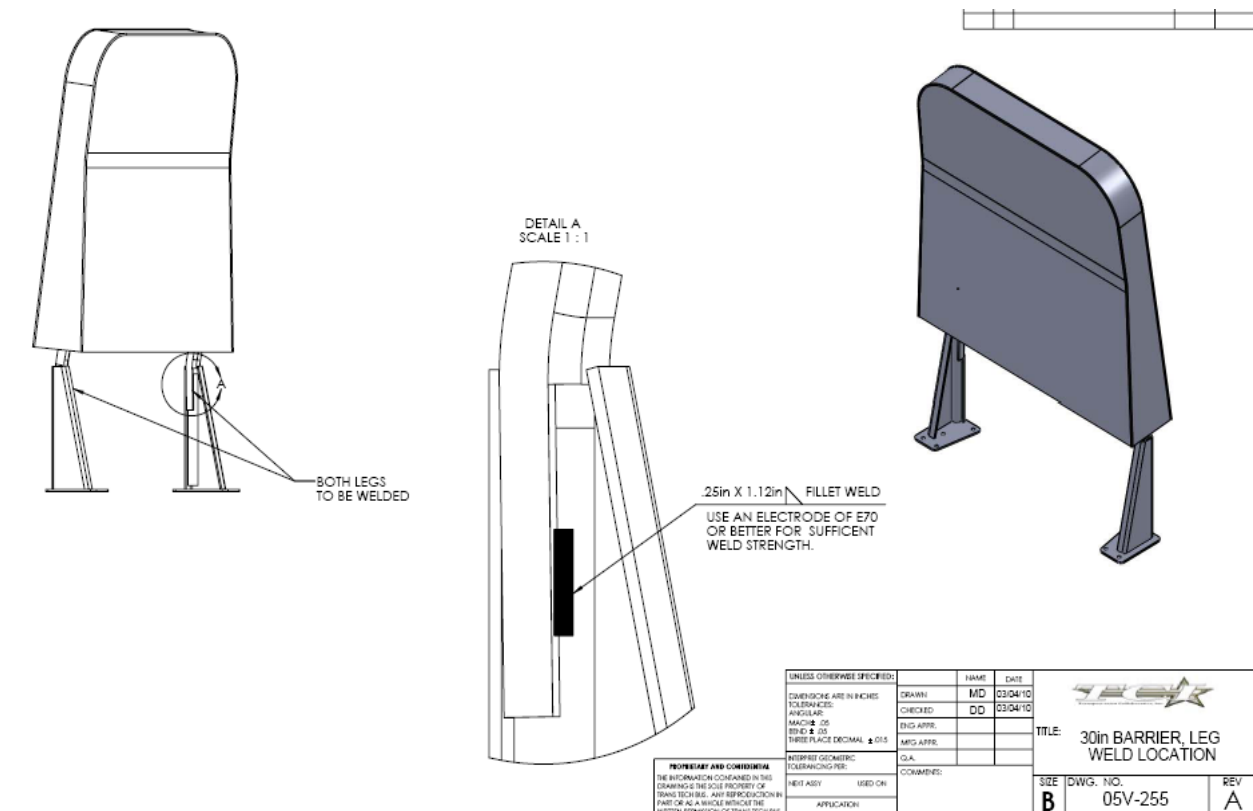


Figure B



SERVICE REPAIR  
PROCEDURE

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- 4) Once the weld area has cooled, repaint surface with a matching black paint finish.
- 5) Remove protective shield and reinstall in vehicle as before if barrier was removed from vehicle.

**OPERATION TIME:**

1.50 hr per Barrier

**WARRANTY STATUS:**

Transportation Collaborative Inc. warranty coverage as applicable. Please submit claim to Transportation collaborative Inc. Attention:

Jose Vazquez  
Warranty Department  
[Jvazquez@TransTechBus.com](mailto:Jvazquez@TransTechBus.com)

Or

Transportation Collaborative Inc. OBO US Bus Corporation Recall #05V-255  
7 Lake Station Road Warwick, NY 10990  
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