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RECALL DIVISION

28 September, 2006

George Person  
Head - Recall Management Division  
US DOT – National Highway Traffic Safety Administration  
Office of Defects Investigation (NVS-215)  
400 Seventh St. S.W.  
Washington, DC 20590

**06V-379**  
**(7 pages)**

**Subject: Safety Recall – Drawstring Hazard – New Flyer Invero Model Bus.**

Dear Mr. Person:

This letter is written to inform you of New Flyer Industries' intention to campaign Invero model heavy duty transit buses which have been determined to have a drawstring hazard at the modesty panel near the rear door of the bus. This affects those buses manufactured for the US market during 2005 and 2006 production years.

This defect was discovered without incident. The stanchion rails which attach a modest panel to the side wall of the bus just aft of the rear door, failed the recommended test procedure found in the "NHTSA School Bus Handrail Handbook".

Passengers exiting the bus at the rear door could unintentionally have items of loose clothing become caught at this stanchion attachment point. If unnoticed by the driver this may cause the passenger to be dragged by the bus, resulting in injury or death.

New Flyer has designed guard assemblies to prevent clothing drawstrings, etc. from snagging on the stanchions as passengers exit the bus. These guard assemblies have been incorporated into current production and will be supplied to customers as soon as sufficient quantities are available.

New Flyer will contact the customers who purchased these buses with parts and instructions on how to complete this recall (see sample letter attached). Parts and labor for this retrofit will be paid for by New Flyer.

**Headquarters/  
Winnipeg Facility**

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E: bussales@newflyer.com

**Customer  
Services**

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R2J 4G5 Canada

Ph: (204) 982-8400

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Jersey City, New Jersey  
07305-4423 USA

Ph: (201) 369-1200  
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**New Product  
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214 5th Avenue SW  
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Ph: (320) 203-0576  
Fx: (320) 203-0584

[www.newflyer.com](http://www.newflyer.com)

New Flyer is filing the appropriate 573 report and will manage all quarterly reporting for this recall.

New Flyer is the only vehicle manufacture presently using this component. This component arrangement is only utilized on the Invero Model, heavy duty transit bus (D40i).

If you have any further questions please contact me.

Sincerely,



Kerry Legg  
Safety and Compliance Manager  
Customer Service Support  
Office (204) 934-4876  
Fax (204) 224-0248  
email [kerry\\_legg@newflyer.com](mailto:kerry_legg@newflyer.com) .

cc: H. Peper, C. Murray, D. Bean, S. Halbesma, T. Sutherland

Attachments: 573 Defect Report,  
Sample Letter to Customer,

Safety Defect and Noncompliance Report Guide for Vehicles  
**PART 573 Defect and Noncompliance Report**<sup>1</sup>

**On 26 September, 2006, New Flyer 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 Defect and Noncompliance Reports.**

**Date this report was prepared:** 28 September, 2006

**Furnish the manufacturer's identification code for this recall (if applicable):** N/A

**1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.**

New Flyer Industries Canada ULC  
711 Kernaghan Ave,  
Winnipeg, Manitoba, Canada,  
R2C 3T4

**Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.**

Mr. Kerry Legg,  
Safety and Compliance Manager  
Customer Services Head Office  
25 DeBaets Street,  
Winnipeg, Manitoba, Canada,  
R2J 4G5

PH: 204-934-4876

Fax: 204-224-0248

**Name and Title of Person who prepared this report.**

Kerry Legg, Safety and Compliance Manager

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

\_\_\_\_\_

**I. Identify the Vehicle Models Involved in the Recall**

**2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:**

Make(s): NEW FLYER Model Years Involved: 2005-2006 Model(s): D40i

Production Dates: Beginning: January 2005 Ending: March 2006

VIN Range: Beginning: 027379 Ending: 027379

Beginning: 027621 Ending: 027640

Beginning: 027972 Ending: 027985

Beginning: 028143 Ending: 028154

Beginning: 029727 Ending: 029729

Vehicle Type: Heavy Duty Transit Bus Body Style: Low Floor (Invero)

**Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:**

This recall affects all D40i Invero model buses manufactured prior to MAY 2006.

**Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.**

2.8 %

## II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
D40i	2005-2006	50

Total Number Potentially Affected by the Recall: 50

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

All Invero Models manufactured prior to May 2006 require this retrofit.

## III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

This recall is for a specific model of restyled New Flyer Low Floor Bus named the Invero. It has been determined that there is potential for passenger clothing (drawstrings, straps etc.) to unknowingly become caught as the passenger exits the rear door of the bus. If passenger clothing is caught and not noticed by the driver before he/she pulls away, there is the potential for that passenger to be dragged by the bus, causing serious injury or death.

The area of concern is where the privacy partition stanchions just aft of the rear doorway, attach to the side wall of the bus at the rear door pillar. We are declaring a safety recall due the following reasons:

- The rear door sensitive edge, sensitive edge warning and obstruction detection systems are not, and cannot, be adjusted to be sensitive enough to react to something as small as a clothing drawstring;
- This is a high traffic area where items of clothing could easily become caught;
- This area of the bus can only be referenced by the driver via mirrors and is not in his/her normal line of sight; and
- Subject vehicle failed the recommended test procedure found in the "NHTSA School Bus Handrail Handbook" (<http://www.nhtsa.dot.gov/people/injury/buses/Handrail/handrail.html>) for the stanchion rail attachment points at the rear door of the bus.

The New Flyer Invero is the only vehicle model with this specific stanchion design configuration.

**Identify any warning which can (a) precede or (b) occur.**

**If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.**

**Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:**

#### **IV. Provide the Chronology in Determining the Defect/Noncompliance**

*If the recall is for a defect, complete item 6, otherwise item 7.*

**6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.**

In February of 2006 the issue was brought to our attention by a customer concerned with the possibility that a passenger could be injured or killed if their clothing became caught while disembarking the vehicle, and they were subsequently dragged by the vehicle.

The subject vehicle was tested and failed using the recommended test procedure from NHTSA for school bus handrails. It was decided that a guard assembly was required to reduce the potential risk associated with this, as the doorway is not within the drivers normal field of vision and must be referenced via mirrors to determine if the doorway is clear.

A guard assembly was designed and installed on the first production run for this model bus, which was in September of 2006. This guard was inspected and approved by the aforementioned customer, and was then incorporated into all future production of this model bus.

To date, no injuries or fatalities have been reported which are associated with this design defect.

**7. 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.**

#### **V. Identify the Remedy**

**8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.**

New attaching hardware (guard assemblies) will be incorporated at the upper and lower stanchion rails where they attach to the doorway rear pillar assembly. These guards prevent drawstrings from being caught as passengers exit the bus.

**Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.**

Non-retrofitted assemblies will have an opening at the upper and lower stanchion-to-door pillar attachment points. Retrofitted buses will have a cover and guard assembly at these attachment points.

**Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.**

Production and field recall remedy are identical. All production units manufactured after May of 2006 will have the drawstring guards installed.

#### **VI. Identify the Recall Schedule**

**Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.**

Customers with the affected model bus will be notified prior to 11 October 2006. New Flyer Regional Product Support Managers will coordinate labor for completion of the recall.

#### **VII. Furnish Recall Communications**

**9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification.**

*A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

**Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.**