



RECEIVED
By Recall Mgt Div. at 10:49 am, Nov 16, 2009

06V-443
(5 pages)
Revised

November 11, 2009

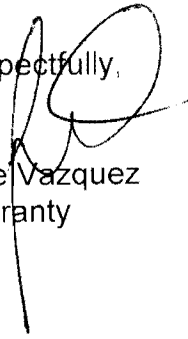
Associated Administrator for Enforcement
Attention: Recall Management Division
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington DC 20590

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 Sturdibus School buses manufactured between May 1, 2000 and May 2, 2006.

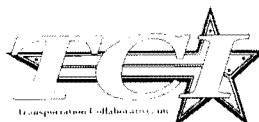
This report was e-mailed to NHTSA on November 11, 2009 to RMD.ODI@dot.gov In addition sent, via UPS.

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

Respectfully,



Jose Vazquez
Warranty



7 LAKE STATION ROAD

WARWICK, NY 10990

PHONE: (845) 988-2333



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

Report Date: November 9, 2009

I.

Transportation Collaborative Inc has decided to conduct recall # **06V-443** on behalf of US Bus Corporation (the Original manufacturer). US Bus Corporation on April 3, 2007 decided that non-compliance exist with Certain Sturdibus School buses manufactured between May 1, 2000 and May 2, 2006.

The noncompliance involves Federal Motor Vehicle Safety Standard No. 222 "*School Bus Seating and Crash Protection*". Specifically, this non-compliance was caused by the failure of the front crash barrier coincide with or exceed the contactable surface of the seat it protects as required in the standard.

Vehicles not involved in the recall:

Vehicles not included in the recall do not have 35 "CE White Front Barriers installed and were manufactured after May 2, 2006.

Vehicles involved in the recall:

2000-2006 US Bus Sturdibus

II.

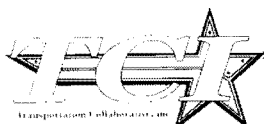
Approximate percentage of the total of vehicles estimated to actually contain the noncompliance:

100%

Original vehicle population as of April 25, 2007:

Model	Year	Number of Vehicles involved
Sturdibus	2000	1
Sturdibus	2001	3
Sturdibus	2002	0
Sturdibus	2003	12
Sturdibus	2004	48
Sturdibus	2005	13
Sturdibus	2006	3

Total: 80





Identify and describe how the original recall population was determined:

According to US Bus Corporation records, it was on April 3, 2007 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 35" C.E. White Crash Barrier which does not coincide with or may exceed the contactable surface of the seat it protects, as required by the standard. US Bus Corporation determined that all Sturdibus School Buses equipped with Freedman Family seats that had the 35" C.E. White Barriers installed. This decision was based on Testing performed by MGA research on behalf of NHTSA on October 31, 2006 and filed on the final report on June 7, 2007. It was the decision of US Bus Corporation to include all models built or ordered with freedman family seats and CE White Barriers between May 1, 2000 and May 2, 2006. 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 thru S5.2.2 in the regulation. Which requires that " **the position and rear surface of the restraining barrier shall be such that , in a front projected view of the bus , each point of the barrier's perimeter coincides with or lies outside of the perimeter of the seat back of the seat for which it is required** " According the test report from **MGA Research OBO NHTSA**, the barrier pad's contactable surface did not coincide or exceeded the seat behind it. The noncompliance was caused by US Bus Corporation's (Original Manufacture) failure to compare the pad designs prior to installation of the barriers and the mounting the barriers too far from the interior wall.

Describe the consequence of the Noncompliance:

In the event of a crash a passengers could be projected to the side of the barrier and may result in a head injury or even death.

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

There are no warnings. Vehicles 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:

October 31, 2006- MGA Research on behalf of NHTSA preformed a restraining barrier position and projected area surface test on a 2006 US Bus School Bus that was equipped with 35" CE White Barriers and Freedman Family Seats. The test revealed that a noncompliance with **FMVS 222** existed. Specifically, that the barrier pad's contactable surface did not coincide or exceeded the seat behind it.

November 16, 2006 – US Bus Corporation was made aware of the noncompliance with FMVS 222.

November 18, 2006 – US Bus Corporation submitted their first 573 report to NHTSA stating that 96 units were affected by the recall.

November 21, 2006 – NHTSA issued their acknowledgement letter to US Bus Corporation and assigned recall number **06V-443** to the Campaign.

April 3, 2007- US Bus Corporation decided that a noncompliance with Federal Motor Vehicle Safety Standard No. 222 "*School Bus Seating and Crash Protection*", on all US Bus Models equipped or ordered with 35" CE White barriers and Freedman Family seats manufactured between May 1, 2000 thru May 2, 2006.

June 12, 2007- US Bus Corporation submitted an Amended 573 report to NHTSA revising the original number of affected units from 96 to 80 regarding recall number **06V-443**.

October 19, 2009 – Transportation Collaborative Inc on behalf of US Bus Corporation decided to conduct recall number 06V-443 on all US Bus School Buses built with 35" CE White Barriers and Freedman Family Seats manufactured between May 1, 2000 thru May 2, 2006.

V.

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 oversized pads and covers for the affected barriers at no cost.





Customers will be supplied with instructions on how to inspect and have the barrier cover and foam pack replaced. TCI will assist all customers with scheduling repairs and locating authorized repair facilities.

Any cost incurred to the owners ,purchasers and dealers of Vehicles affected by recall number 06V-443 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 35" CE White Barriers still in stock or in production.

VI.

Recall Schedule:

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:** 11/11/2009

