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VEHICLE RECALL

G-06505
September, 2006

SUBJECT:NON-COMPLIANCE RECALL (U.S., EXPORT)
Davenport / Floor Joint on certain RE Buses built
between 07/01/2005 and 05/09/2006.

DEFECT DESCRIPTION

The davenport / floor joint at the rear of certain RE buses built between July 1, 2005 and May 9, 2006, may not meet the required joint strength requirements of FMVSS No.221 "School Bus Body Joint Strength".

MODELS INVOLVED

- PB305 (RESB): 2006 and 2007 Model Years

PARTS INFORMATION

Kit P/N	Description	Parts Included	Qty
8900185R91	KIT, FIELD FIX, DAVENPORT	2592739C1 – Retaining, Bar Davenport	2
		2592738C1 – Manual, Field Fix Davenport	1
		91305500 – Screw, #12 x 1.5" CRPNH	86
8900188R91	KIT, FIELD FIX, DAVENPORT, SS (Florida only)	2592739C1 – Retaining, Bar Davenport	2
		2592738C1 – Manual, Field Fix Davenport	1
		91302002 - SST Screw, #12 x 1.5" CRFLH BSD	86

SERVICE PROCEDURE



WARNING:

TO AVOID PROPERTY DAMAGE, PERSONAL INJURY, OR DEATH WHEN SERVICING THE VEHICLE, PARK ON A FLAT LEVEL SURFACE, SET THE PARKING BRAKE, SHUT THE ENGINE OFF AND CHOCK THE WHEELS.

**WARNING:**

TO AVOID SERIOUS EYE INJURY, ALWAYS WEAR SAFE EYE PROTECTION WHEN YOU PERFORM VEHICLE MAINTENANCE OR SERVICE.

Required Tools

- Cordless impact & #2 Phillips bit
- Drill with 11/64" bit
- Strap cutter or Bolt cutter
- Broom or vacuum
- Magnetic strip or Drill guard
- Hacksaw with metal cutting blade

This repair involves securing three flat retaining bars along the front of the davenport joint. The retaining bars are secured with 1 1/2" screws spaced at 1 1/8" installed through the floor covering, plywood (if applicable), the davenport closeout's lower flange, and into the floor's substructure. The davenport closeout's lower flange is typically not visible beneath the floor mat and plywood (if applicable). There is only one part number for one length of retaining bar. The two shorter retaining bars are made by cutting the longer bar to the appropriate length.

Please note the following requirements prior to completing the repair:

1. Right hand side retaining bar must be placed so that it is against the side wall of the bus and as close to the vertical face of the davenport cover as possible.
2. All retaining bars must be as close to the vertical face of the davenport closeout as possible.
3. Left hand side retaining bar must be positioned so that the outboard end is in line with the heater hose notch.
4. The retaining bars should not overlap.
5. All screws must be fully seated and secured through the structural channel under the floor.
6. Rubber trim must be reinstalled so that the area has a good appearance.
7. Any nicks or scratches in the painted surface of the davenport closeout must be repaired.
8. All drill shavings must be cleaned up and removed.

Repair:

1. Remove the rubber trim covering the joint between the bottom of the davenport closeout and the floor by removing the retention screws. Typically a cordless impact and #2 Phillips bit will be used.
2. Place the trim and screws in a secure place so they can be reinstalled later in the process.

3. Remove the last screw in each piece of aisle trim (screw mounted type) so that the trim can be lifted. With screw-less trim, lift trim from retaining strip using a thin flat tool such as a large screw driver or heavy duty putty knife. The screws will need to be replaced in the screw mounted type trim at the end of the process.
4. Place a full length retaining bar (P/N 2592739C1) on the floor along the right hand side of the davenport. The bar must be placed against the outer wall and as close to the vertical face of the davenport closeout as possible. This is to ensure that the screws pass through the retaining bar and davenport closeout flange as well as the substructure under the floor. See Figure 1.

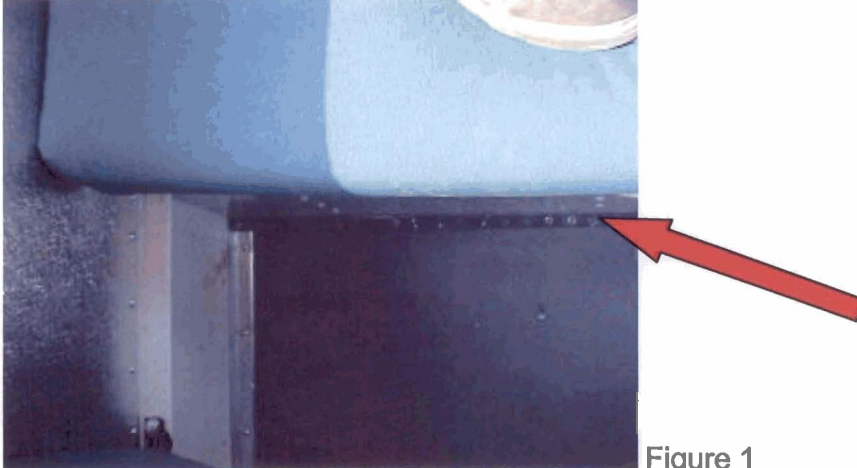


Figure 1

5. Before drilling any of the screw holes, place a magnetic strip or other drill guard along the vertical face of the davenport closeout to protect the painted surface from damage.
6. Using the pilot holes in the retaining bar as guides, drill through the floor material into the metal support bar under the floor with an 11/64" bit. It is recommended that a screw is installed in every 5th hole to prevent the bar from shifting or "pie crusting" (wavy affect) as the holes are drilled and screws installed.
7. Install a screw in each pilot hole location. See Figure 2.

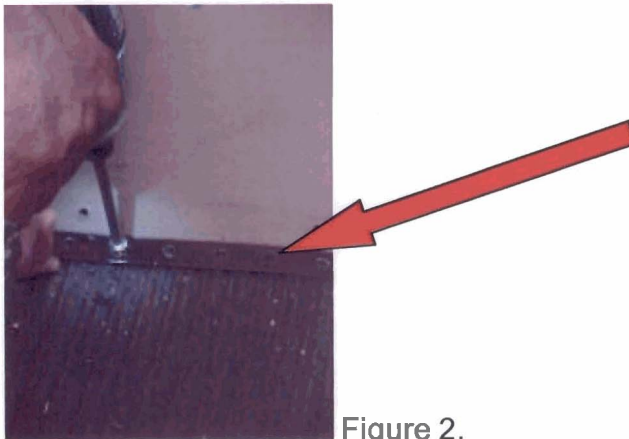


Figure 2.

8. At the aisle trim location, the retaining bar should be run under the aisle trim except for the screw-less trim. The screw-less trim must be modified so that it doesn't interfere with the bar.

9. If the bar is too long, it is acceptable to trim the end of the retaining bar at the corner of the center davenport closeout. This may be necessary for a V-8 bus. Typically a strap cutter or bolt cutter can be used.
10. Place the remaining retaining bar adjacent to the diagonal edge of the davenport closeout. Using the length of the diagonal face of the closeout as a guide, cut a section of retaining bar to fit along the diagonal face.
11. Position the short section retaining bar as close to the vertical face of the davenport closeout as possible.

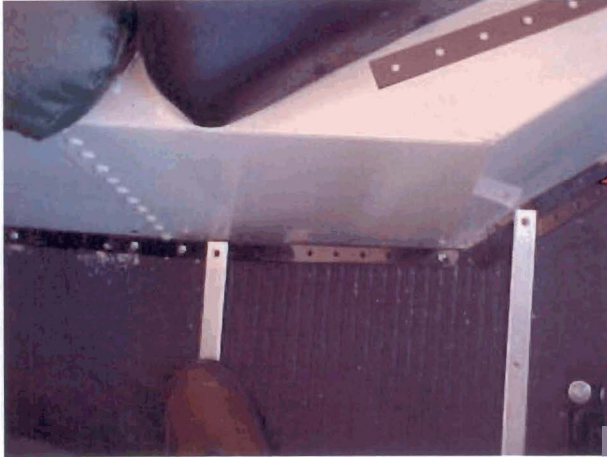


Figure 3.

12. Drill and install screws in the pilot hole locations following the guidelines for the right hand side retaining bar.
13. Place the remaining retaining bar along the left hand side of the davenport closeout. The retaining bar on the left hand side must not be placed all the way to the side wall due to the heater hose cutout in the davenport cover. The outside end of the retaining bar must be lined up with the cutout in the davenport closeout for the heater hose. The end of the heater hose cover must be lifted to locate and mount the end of the bar. To lift heater hose cover remove screws as needed. See Figure 4.

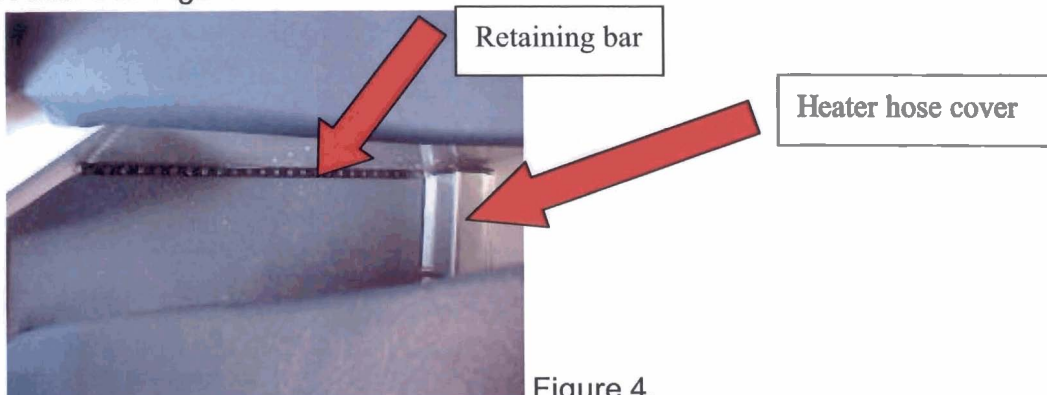


Figure 4.

14. Trim the length of the left hand side retaining bar if required.
15. Drill and install screws in the pilot hole locations following the guidelines for the right hand side retaining bar.

16. Install the screws removed in step 3. If required, drill a clearance hole in the retaining bar. If the unit has aisle trim that is screw mounted vinyl or screwless trim, modify the underside of the trim by removing the center rib to allow the trim to set flush on top of the retaining bars. Press the screw-less trim back into the retainers.
17. Reinstall the heater hose cover with the same screws removed in step 13.
18. Clean any drill shavings from around the retaining bars.
19. Replace the rubber davenport trim. The trim should cover the retaining bars.

End of Service Procedure

LABOR INFORMATION

<u>Labor Code</u>	<u>Description</u>	<u>Time (hours)</u>
A40-06505-01	Repair	1.2

CAMPAIGN IDENTIFICATION LABEL

*Each vehicle corrected in accordance with this campaign **must be** marked with a S00109 Campaign Identification Label.*

Complete the label and attach on a clean surface next to the vehicle identification number (VIN) plate.



ADMINISTRATIVE/DEALER RESPONSIBILITIES (U.S. & POSSESSIONS)

Proceed immediately to make necessary correction to units in inventory. **All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery.** If vehicles have been sold or transferred and you are in receipt of Customer Notification Letters and Authorization for Recall Service cards for those vehicles, the transfer location or customer must be notified **IMMEDIATELY** from your dealer location.

Dealers must correct all vehicles subject to this campaign at no charge to the owner, regardless of mileage, age of vehicle, or ownership, from this time forward. The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle that is subject to a vehicle recall campaign must be adequately **repaired** within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within **60 days** after a tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within 60 days, the owner may be entitled to **replacement** with an identical or reasonable equivalent vehicle at no charge, or to a **refund** of the purchase price less a reasonable allowance for depreciation.

However, consistent with the customer notification, dealers are expected to complete the repairs on the mutually agreed upon service date. To avoid having to replace an owner vehicle or refund the purchase price, every effort must be made to promptly schedule an appointment with each owner to repair his or her vehicle as soon as possible.

During the recall process, a listing of owner names and addresses will be furnished to the involved dealers to enable dealers to follow up with owners and have the vehicles corrected. You must limit the use of this listing to this campaign because the list may contain information obtained from state motor vehicle registration records and the use of such motor vehicle registration data for purposes other than this campaign is a violation of law in several states.

WARRANTY CLAIMS

Refer to Dealer Warranty Manual for procedures to conduct Recall Campaigns.

It is important that the Recall Coding be completed properly to assist in processing the warranty claim. Complete instructions will be found in the Warranty Manual, Section 7-1. Special attention should be given to Items 39 through 44:

	GROUP	NOUN	C	WARR.	TP	PAD
GROUP Enter number G—						
NOUN Leave blank						
C (CAUSE) Enter either 1, 2, 3. (see below)						
1. Inspected (No repair required).						
2. Inspected and repaired.						
3. Defective part from parts stock.						
WARRANTY (Warranty Code) Enter 40.						
TYPE PART Enter P for type part causing failure.						
PAD Enter 100						

ADMINISTRATIVE/DISTRIBUTOR RESPONSIBILITY (EXPORT)

Proceed immediately to make necessary correction to units in inventory. All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery. If vehicles have been sold or transferred and you are in receipt of Customer Notification Letters and Authorization for Recall Service cards for those vehicles, the transfer location or customer must be notified from your distributor location.

Export locations are to submit warranty claims in the usual manner making reference to this Recall number.

We ask for your full cooperation and follow-up to this important subject matter. If you have any questions or need further assistance, please contact the Regional Service Manager at your regional office.