



VIA UPS

April 16, 2007

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S. W.
Washington, D.C. 20590

Subject: NABI #2007-01

**Headquarters
& Manufacturing**
North American
Bus Industries, Inc.
106 National Drive
Anniston, AL 36207

Tel: (256) 831-4296
Fax: (256) 831-4299
Email: nabiusa@nabiusa.com
www.nabiusa.com

07V-172
(18 pages)

Dear Sir:

Attached is a vehicle defect initial information report which is submitted pursuant to Parts 573.5, 151 (1), and 153 (1-6) of the National Traffic And Motor Vehicle Safety Act.

Additionally, a DRAFT customer notification is included for review and comment.

The undersigned should be contacted for any additional information regarding this recall.

Very truly yours,

North American Bus Industries (NABI)

Jim Johnson
Director, Field Service
Office: 256.241.1273
Cell: 256.453.7181
Email: jim.johnson@nabiusa.com

Attachments: 1. Initial Defect Report
2. Draft Customer Letter

RECEIVED

2007 APR 20 P 2:30

DEFECTS INVESTIGATION
RECALL MGMT DIV.

NORTH AMERICAN BUS INDUSTRIES (NABI)

VEHICLE DEFECT
INITIAL INFORMATION REPORT

Date: April 13, 2007

NABI Recall No. 2007-01

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES FROM	THROUGH	OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
NABI	416	1993-1996	733	02/01/1993	03/01/1996	Certain 40' standard floor city transit buses equipped with Lift-U wheelchair lifts.
NABI	436	1993-1996	113	11/22/1992	03/01/1996	Certain 60' standard floor city transit buses equipped with Lift-U wheelchair lifts.

Total Number of Vehicles: 846

Percent Potentially Containing Defect: 100%

NORTH AMERICAN BUS INDUSTRIES, Inc. (NABI)

NABI RECALL NO. 2007-01

VEHICLE DEFECT
INITIAL INFORMATION REPORT

DESCRIPTION OF DEFECT: NABI was advised by Lift-U manufacturing regarding Recall 06E-093, indicating the possible exists under certain circumstances and conditions a passenger may be harmed by the solid bar wheelchair linkage. (See attached documentation). Although NABI has no record of similar incidences, this notice is taken as a precautionary action.

RISK TO MOTOR VEHICLE SAFETY: See attached report from Lift-U.

CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

- See attached report from Lift-U.

- 1) MEASURES TO BE TAKEN TO REPAIR VEHICLE: The owner will be notified of the defect by NABI with information to contact Lift-U; Lift-U will make repair parts available to the end-user.
- 2) REMEDY EXPENSE: Lift-U will supply material free-of-charge.
- 3) EARLIEST DATE TO BE REMEDIED: Material available, but at-will of the end-user on request.
- 4) PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.

- 5) OWNER LETTER/QUARTERLY REPORTS: NABI provides with this report a DRAFT Owner Letter for review and comment. Quarterly reports will be submitted by NABI as required. (Note the affected vehicles are approaching the end of their design life; population still in-service is, at this time, unknown. The number of affected vehicles noted above is vehicles equipped with this Lift-U lift at the time of manufacture.)
- a. Notices will be sent to customers approximately 5-7 business days after approval of draft.

Attached: Lift-U explanatory document

Safety Defect and Noncompliance Report Guide for Equipment
PART 573 Defect and Noncompliance Report⁴

On NOV 11, 2006, ~~XXXX~~ LIFT-U [MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in items of motor vehicle equipment 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: NOV. 11, 2006

Furnish the manufacturer's identification code for this recall (if applicable): _____

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

LIFT-U DIV OF HOGAN MFG., INC.

P.O. BOX 398

ESCALON, CA 95320

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

PAUL REICHMUTH

GENERAL MANAGER

Telephone Number: 209-838-2400 Fax No.: 209-838-6283

Name and Title of Person who prepared this report.
PAUL REICHMUTH

GENERAL MANAGER

Signed: 

⁴Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5226 or by FAX at (202) 366-7882.

I. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment Involved in this Recall, for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide:

Generic name of the item: SOLID BAR LINKAGE ON WHEELCHAIR LIFT

Make: _____ Model: _____

Part Number: _____ Size: _____

Function: BARRIER LINKAGE

Other information which characterizes/distinguishes the items of equipment to be recalled:
PARTS 184-0042, 184-0041, 123-0288 AND 123-0287 WHICH MAKE UP
THE SOLID BAR LINKAGE AS SHOWN ON ASSEMBLY DRAWING 184-0060

Make: _____ Model: _____

Part Number: _____ Size: _____

Function: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

Make: _____ Model: _____

Part Number: _____ Size: _____

Function: _____

Model Years Involved: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

Make: _____ Model: _____

Part Number: _____ Size: _____

Function: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

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.

100 %

II. Identifying the Recall Population

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

<u>Model</u>	<u>Year</u>	<u>Number of Items Potentially Involved</u>
SOLID BAR LINKAGE	1986 THROUGH 1996	18,093

Total Number Potentially Affected by the Recall: 18,093

4. Furnish the approximate percentage of the total number of items of equipment 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 items of equipment:

FIRST MANUFACTURED IN 1986 - NEWER MODEL LIFTS SUPPLIED WITH
FLATBAR LINKAGE BEGINING IN 1996.

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.

SEE ATTACHED REPORT DATED 9-18-06

Describe the cause(s) of the defect or noncompliance condition.

Describe the consequence(s) of the defect or noncompliance condition.

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.

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.

SEE ATTACHED REPORT DATED 9-18-06.

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.

SEE SEE ITEM 6.4 ON ATTACHED REPORT DATED 9-18-06. THE
WORK TO BE DONE IS OUTLINED ON DRAWING 123-1033 ALONG
WITH PARTS DETAILED ON DRAWING 123-1029, 123-1032
AND 524-0197.

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

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.

SOLID BAR LINKAGE DISCONTINUED ON NEW LIFTS IN 1996.

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.

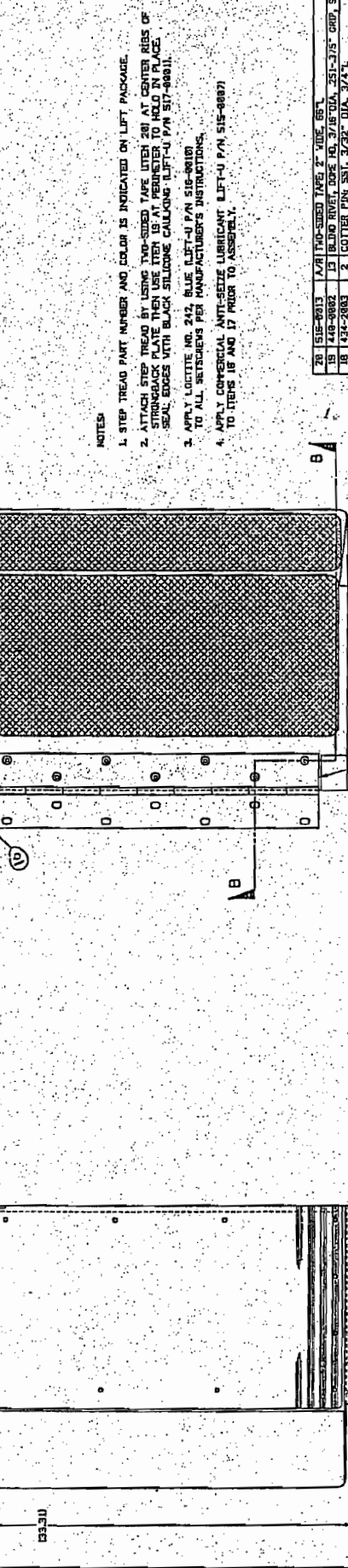
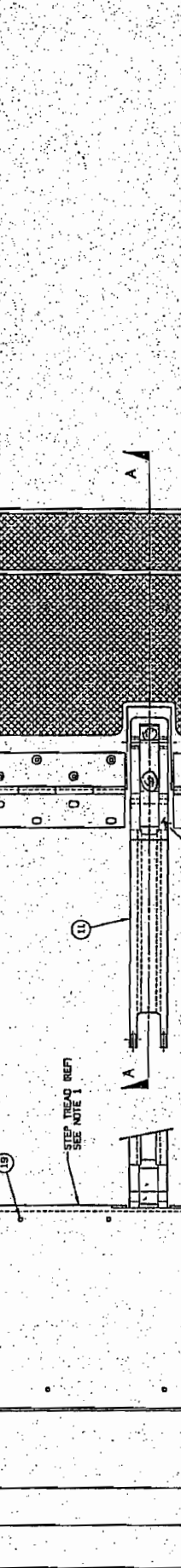
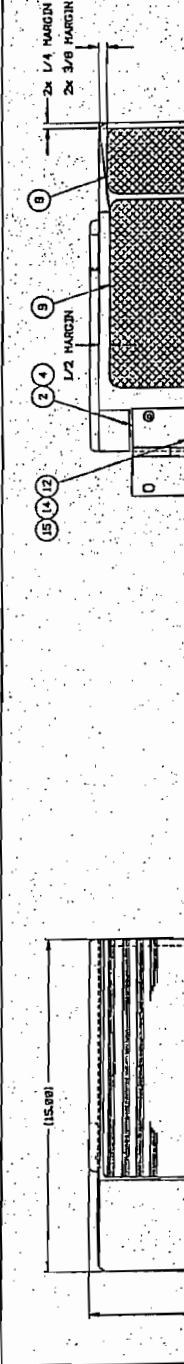
PLAN TO START RECALL WITHIN 30 DAYS AFTER REVIEW BY NHTSA.

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: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

REV	APP'D	DATE	DESCRIPTION	QTY	DATE	QTY	DATE
A	3300	08A 18-10-50	RELEASED	1	18-10-50	ST	18-10-50
B	3350	08A 18-10-50	ITEM 14 WAS P13-2103	1	18-10-50	ST	18-10-50
C	3380	08A 18-10-50	REDESIGNED VELDORNT	1	18-10-50	ST	18-10-50
D	3390	08A 18-10-50	ITEM 1 WAS 0129-8029	1	18-10-50	ST	18-10-50
E	3395	08A 18-10-50	CHANGE TO HINGES & CLAMP	1	18-10-50	ST	18-10-50
F	3396	08A 18-10-50	BAHS WITHOUT NOTCHES	1	18-10-50	ST	18-10-50
G	3398	08A 18-10-50	ITEM 13 WAS P17-1053 & QTY WAS 2	2	18-10-50	ST	18-10-50
H	3399	08A 18-10-50	ADDED ITEM 26 & REV NOTE 2	1	18-10-50	ST	18-10-50
I	3400	08A 18-10-50	ITEM 12 WAS P13-2106	1	18-10-50	ST	18-10-50
J	3401	08A 18-10-50	ITEM 8 WAS 22-4723	1	18-10-50	ST	18-10-50



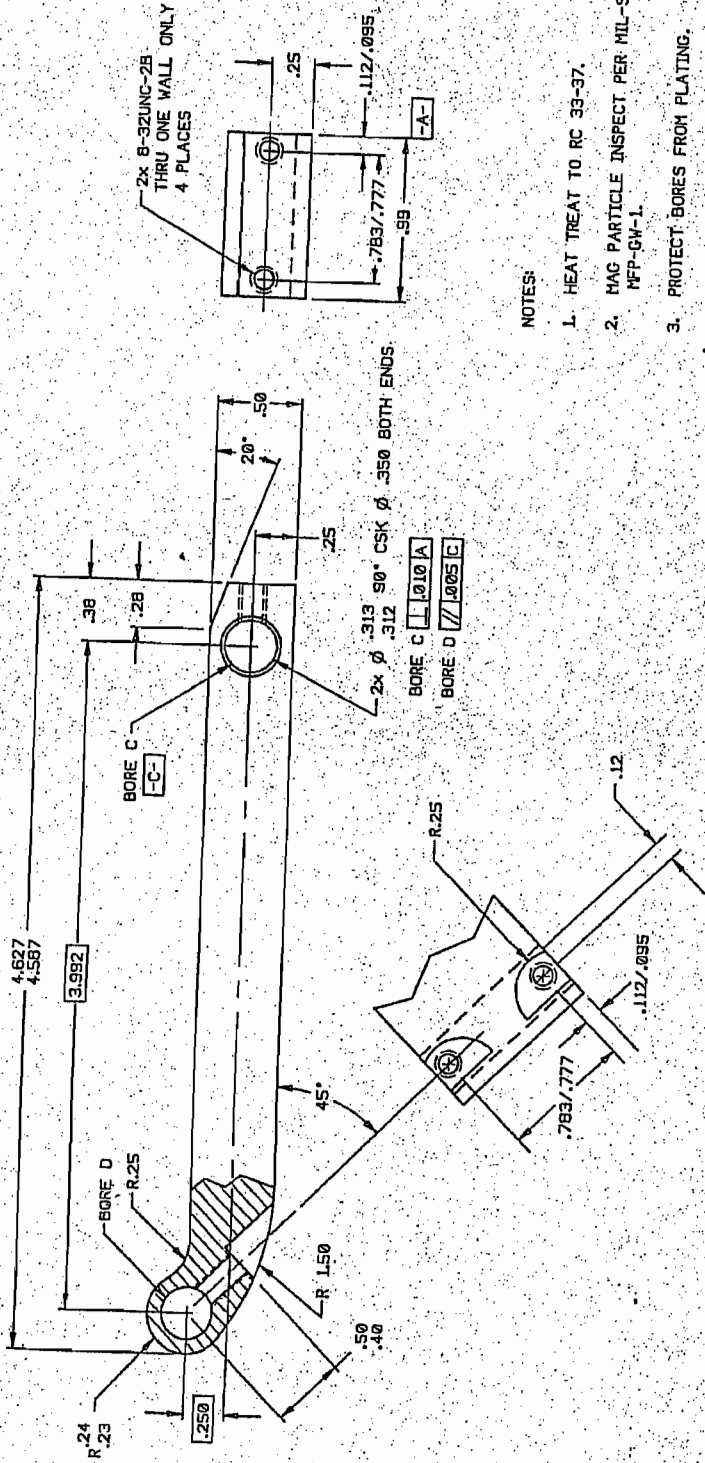
NOTES:
 1. STEP TREAD PART NUMBER AND COLOR IS INDICATED ON LEFT PACKAGE.
 2. WATCH STEP TREAD BY USING TWO-STEP TYPE WITH 20 AT CENTER RIBS OF STRONGER TYPE. USE BLACK STAINING CALKING LEFT-J P/N 517-88811.
 3. APPLY LOCTITE NO. 242, BLUE LEFT-J P/N 516-88180 TO ALL RESISTORS PER MANUFACTURER'S INSTRUCTIONS.
 4. APPLY COMMERCIAL ANTI-SEIZE LUBRICANT LEFT-J P/N 515-88807 TO ITEMS 16 AND 17 PRIOR TO ASSEMBLY.

ITEM	PART NO.	QTY	DESCRIPTION
1	122-8715	1	RAMP HINGE, FORWARD
2	122-8714	1	HINGE CLAMP BAR, REAR
3	122-8713	1	HINGE CLAMP BAR, FORWARD
4	122-8716	1	RAMP HINGE, REAR
5	122-8715	1	RAMP HINGE, FORWARD
6	122-8714	1	HINGE CLAMP BAR, REAR
7	122-8713	1	HINGE CLAMP BAR, FORWARD
8	122-8716	1	RAMP HINGE, REAR
9	122-8715	1	RAMP HINGE, FORWARD
10	122-8714	1	HINGE CLAMP BAR, REAR
11	122-8713	1	HINGE CLAMP BAR, FORWARD
12	122-8716	1	RAMP HINGE, REAR
13	122-8715	1	RAMP HINGE, FORWARD
14	122-8714	1	HINGE CLAMP BAR, REAR
15	122-8713	1	HINGE CLAMP BAR, FORWARD
16	122-8716	1	RAMP HINGE, REAR
17	122-8715	1	RAMP HINGE, FORWARD
18	122-8714	1	HINGE CLAMP BAR, REAR
19	122-8713	1	HINGE CLAMP BAR, FORWARD
20	122-8716	1	RAMP HINGE, REAR
21	122-8715	1	RAMP HINGE, FORWARD
22	122-8714	1	HINGE CLAMP BAR, REAR
23	122-8713	1	HINGE CLAMP BAR, FORWARD
24	122-8716	1	RAMP HINGE, REAR
25	122-8715	1	RAMP HINGE, FORWARD
26	122-8714	1	HINGE CLAMP BAR, REAR
27	122-8713	1	HINGE CLAMP BAR, FORWARD
28	122-8716	1	RAMP HINGE, REAR

UNLESS OTHERWISE SPECIFIED:
 -DIMENSIONS PER ARE 114, CURRENT REV.
 -DIMENSIONS ARE IN INCHES.
 -DIMENSIONS TO BE TAKEN TO CENTER UNLESS OTHERWISE SPECIFIED.
 -DIMENSIONS APPLY TO FINISHED PART TO EXPOSE MARKING.
 -CLEAN ALL SURFACES AND BREAK ALL EDGES.
 -TOLERANCES: ± .005 ± .010 ± .015 ± .020 ± .030 ± .040 ± .050 ± .060 ± .070 ± .080 ± .090 ± .100 ± .125 ± .150 ± .175 ± .200 ± .250 ± .300 ± .375 ± .450 ± .500 ± .625 ± .750 ± .875 ± 1.000 ± 1.250 ± 1.500 ± 1.750 ± 2.000 ± 2.500 ± 3.000 ± 3.750 ± 4.500 ± 5.000 ± 6.250 ± 7.500 ± 8.750 ± 10.000 ± 12.500 ± 15.000 ± 17.500 ± 20.000 ± 25.000 ± 30.000 ± 37.500 ± 45.000 ± 50.000 ± 62.500 ± 75.000 ± 87.500 ± 100.000 ± 125.000 ± 150.000 ± 175.000 ± 200.000 ± 250.000 ± 300.000 ± 375.000 ± 450.000 ± 500.000 ± 625.000 ± 750.000 ± 875.000 ± 1000.000 ± 1250.000 ± 1500.000 ± 1750.000 ± 2000.000 ± 2500.000 ± 3000.000 ± 3750.000 ± 4500.000 ± 5000.000 ± 6250.000 ± 7500.000 ± 8750.000 ± 10000.000 ± 12500.000 ± 15000.000 ± 17500.000 ± 20000.000 ± 25000.000 ± 30000.000 ± 37500.000 ± 45000.000 ± 50000.000 ± 62500.000 ± 75000.000 ± 87500.000 ± 100000.000 ± 125000.000 ± 150000.000 ± 175000.000 ± 200000.000 ± 250000.000 ± 300000.000 ± 375000.000 ± 450000.000 ± 500000.000 ± 625000.000 ± 750000.000 ± 875000.000 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REVISIONS

LTR	ECO	APPR	DATE	DESCRIPTION	DFTR	DATE	CHKR	DATE
G	13395	BSA	11-18-97	REDESIGNED FOR 4 SET SCREWS	RCF	11-12-97	BSA	11-18-97
H	13995	BSA	11-18-97	.112/.095 WAS .105/.100	BSA	11-18-97	BSA	11-18-97
I	3692	BSA	10-21-96	ADD NOTE 3	TCB	10-07-96	BSA	10-21-96
J	8	3-22-91	REVISED PLATING SPEC.	VAC	03-22-91	18	3-22-91	



NOTES:

- HEAT TREAT TO RC 33-37.
- MAG PARTICLE INSPECT PER MIL-STD-1949, MFP-GM-1.
- PROTECT BORES FROM PLATING.
- AFTER PLATING POST BAKE TO REMOVE HYDROGEN EMBRITTLEMENT.

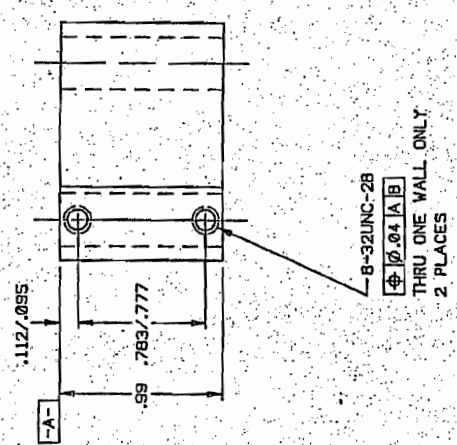
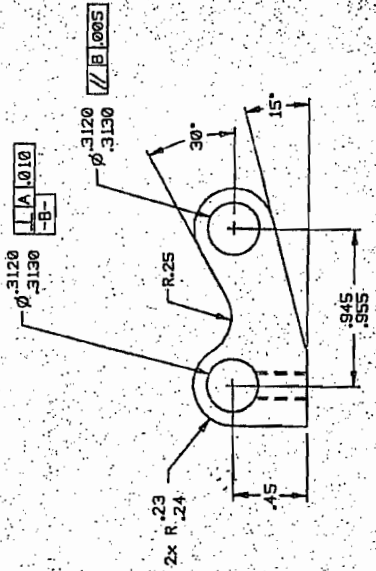


ALLOY STEEL, CF; 3/4 x .99 x 4.63	4140, AIRCRAFT QUALITY
DESCRIPTION	SPEC
LIFT - U	THIS DOCUMENT IS AND CONTAINS CONFIDENTIAL TRADE SECRET INFORMATION. IT IS TO BE CONTROLLED AND NOT REPRODUCED, COPIED, OR DISSEMINATED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF HOGAN INC. HOGAN P.C.G., INC. ESCALO, CALIFORNIA. ALL RIGHTS ARE RESERVED FOR THE LIMITED PURPOSES STATED HEREIN.
TITLE	DRIVE LINK
MODEL NO	9035
SCALE	NONE
MGT	
DOC NO	123-0287
REV	J

UNLESS OTHERWISE SPECIFIED: -INTERPRET DRAWING PER ANSI Y14, CURRENT REV. -DIMENSIONS ARE IN INCHES. -FINISH ALL PROCESSED SURFACES TO 16/ MAX. -DIMENSIONS APPLY TO FINISHED PART; BEFORE PAINTING. -DEBUR ALL SURFACES AND BREAK ALL EDGES. -TOLERANCES ± OR -1 DECIMAL .XX — .03 FRACTION: 1/16 XXX — .010 ANGLE: 1/2 DEGREE	COATING/FINISH DESC: ELECTROLESS NICKEL PLATING SPEC: AMS 2404C (1.0005 THK)
FIRST USE	

REVISIONS

LTR	ECO	APPO	DATE	DESCRIPTION	DFTR	DATE	CHKR	DATE
E	3395	BSA	11-16-92	DESIGNED FOR 2 SET SCREWS	RCF	11-12-92	BSA	11-16-92
F	3395	BSA	11-16-92	.112/.095 HAS .105/.100	BSA	11-18-92	BSA	11-18-92
G	3892	BSA	10-21-96	AUD NOTE 3	TCB	10-17-96	BSA	10-21-96
H			3-23-01	REVISED PLATING SPEC.	MAC	03-22-01	BAJ	3-23-01



- NOTES:
1. HEAT TREAT TO RC 33-37.
 2. MAG PARTICLE INSPECT PER MIL-STD-1949, MFP-GM-1.
 3. PROTECT BORES FROM PLATING.
 4. AFTER PLATING POST BAKE TO REMOVE HYDROGEN EMBRITTLEMENT.

ALLOY STEEL, CFI 3/4 x .99 x 1.44 4140, AIRCRAFT QUALITY

DESCRIPTION: LIFT - U
 THIS DOCUMENT IS AN ORIGINAL CONFIDENTIAL TRADE SECRET INFORMATION OF THE COMPANY. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONICALLY, MECHANICALLY, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PRIOR WRITTEN PERMISSION OF BOEING CO. THIS DOCUMENT IS LOANED FOR THE LIMITED PURPOSES STATED HEREIN ONLY, AND REMAINS THE PROPERTY OF THE COMPANY.

TITLE: FLOATING LINK
 DOC NO: 123-0288
 REV: H

COATING/FINISH: DESC: ELECTROLESS NICKEL PLATING
 SPEC: AMS 2404C (.0005 THK)

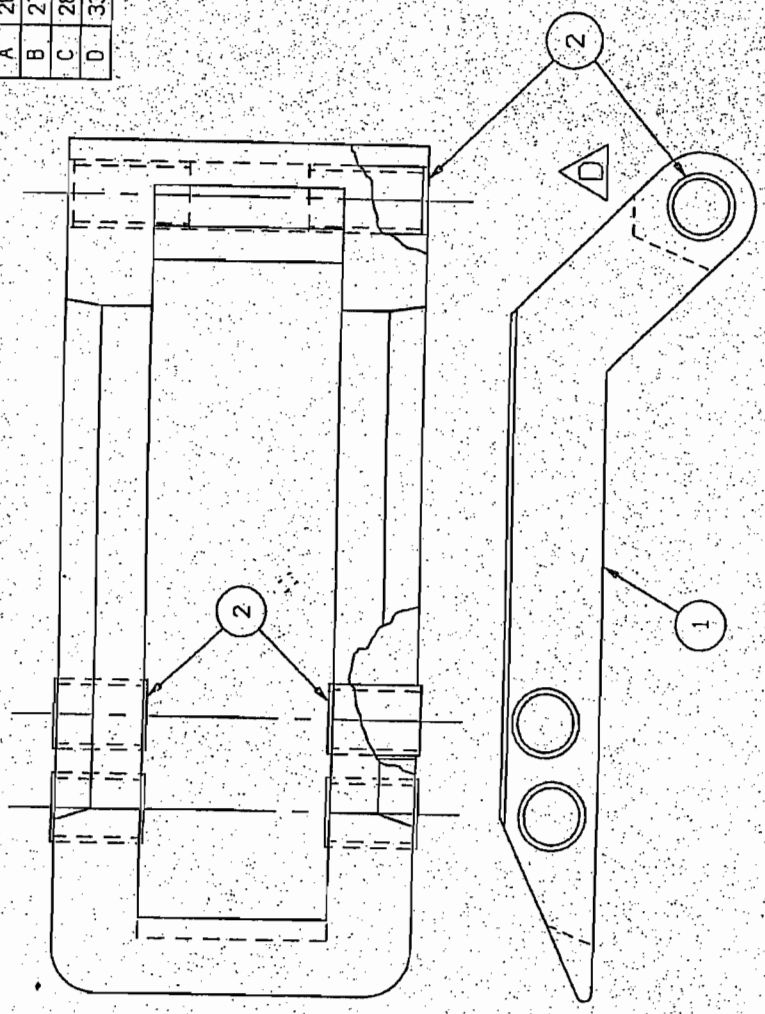
MODEL NO: 9035
 SCALE: NONE
 WGT: _____

UNLESS OTHERWISE SPECIFIED:
 -INTERPRET DRAWING PER ANSI Y14, CURRENT REV.
 -DIMENSIONS ARE IN INCHES.
 -FINISH ALL PROCESSED SURFACES TO .8/ MAX.
 -DIMENSIONS APPLY TO FINISHED PART, BEFORE PAINTING.
 -DEBURR ALL SURFACES AND BREAK ALL EDGES.
 DECIMALS: .XX — .03 FRACTION: 1/16
 .XXX — .018 ANGLE: 1/2 DEGREE

8-32UNC-2B
 THRU ONE WALL ONLY
 2 PLACES

REVISIONS

LTR	ECO	APPD	DATE	DESCRIPTION	DFTR	DATE	CHKR	DATE
A	2652	CL	12-07-87	RELEASED	BSA	12-07-87	CL	12-09-87
B	2728	CL	05-23-88	ADDED RADIUS IN PLACE OF SQUARE CORNER	BSA	05-23-88	CL	05-23-88
C	2850	BSA	04-26-89	REDRAWN & REVISED	B.B.	04-04-89	BSA	04-21-89
D	3322	JJ	1-23-92	PIVOT LINK DESIGN CHANGE	AJW	12-20-91	JJ	1-23-92



ITEM	PART NO.	QTY	DESCRIPTION
2	P 153-0078	6	SLEEVE BEARING
1	C 123-0286	1	PIVOT LINK

COATING/FINISH
 DESC: NONE
 SPEC: NONE
 FIRST USE
 MODEL NO 9035
 SCALE 1 1/2" = 1" WGT

UNLESS OTHERWISE SPECIFIED:
 -INTERPRET DRAWING PER ANSI Y14, CURRENT REV.
 -DIMENSIONS ARE IN INCHES.
 -FINISH ALL PROCESSED SURFACES TO 125/ MAX.
 -DIMENSIONS APPLY TO FINISHED PART, BEFORE PAINTING.
 -DEBURR ALL SURFACES AND BREAK ALL EDGES.
 -TOLERANCES (+ OR -):
 DECIMAL: .XX --- .03 FRACTION: 1/16
 .XXX --- .010 ANGLE: 1/2 DEGREE



LIFT - U
 A DIVISION OF
 HOGAN MFG., INC.
 ESCALON, CALIFORNIA

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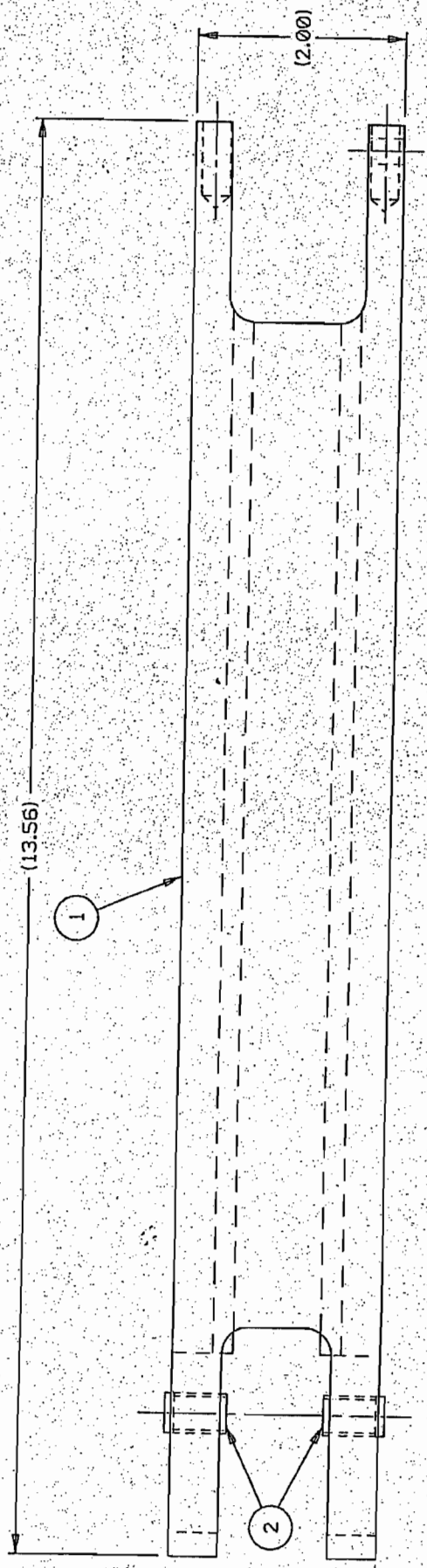
TITLE PIVOT LINK ASSEMBLY

DOC NO B 184-0041

REV D

REVISIONS

LTR	ECO	APPD	DATE	DESCRIPTION	DFTR	DATE	CHKR	DATE
A	2652	CL	12-07-87	RELEASED	BSA	12-07-87	CL	12-09-87
B	2850	BSA	04-26-89	REDRAWN & REVISED	B.B.	04-04-89	BSA	04-21-89



ITEM	PART NO.	QTY	DESCRIPTION
2	P 153-0078	2	SLEEVE BEARING
1	C 123-0289	1	SLIDE LINK

<p>UNLESS OTHERWISE SPECIFIED: -INTERPRET DRAWING PER ANSI Y14, CURRENT REV. --- -DIMENSIONS ARE IN INCHES. -FINISH ALL PROCESSED SURFACES TO $\frac{13}{32}$ MAX. -DIMENSIONS APPLY TO FINISHED PART, BEFORE PAINTING. -DEBURR ALL SURFACES AND BREAK ALL EDGES. -TOLERANCES (+ OR -): DECIMAL: .XX --- .03 FRACTION: 1/16 .XXX --- .010 ANGLE: 1/2 DEGREE.</p>		<p>COATING/FINISH DESC: NONE SPEC: NONE FIRST USE MODEL NO 9035 SCALE 1" = 1"</p>	<p>WGT ---</p>
<p>THIS DOCUMENT IS AND CONTAINS CONFIDENTIAL, TRADE SECRET INFORMATION OF THE COMPANY. NO PART OF IT MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS ELECTRONICALLY, PHOTOCOPIING, RECORDING OR OTHERWISE WITHOUT PRIOR WRITTEN PERMISSION OF HOGAN MFG., INC. THIS DOCUMENT IS LOANED FOR THE LIMITED PURPOSES STATED HEREIN ONLY, AND REMAINS THE PROPERTY OF THE COMPANY.</p>		<p>LIFT - U A DIVISION OF HOGAN MFG., INC. ESCALON, CALIFORNIA</p>	
<p>TITLE SLIDING LINK ASSEMBLY</p>		<p>DOC NO B 184-0042</p>	<p>REV B</p>

Review and development of a potential modification to solid bar ramp barrier linkage

1. Reasons for the review

- 1.1 Three incidents have occurred where a passenger discovered bleeding from their big toe after they had used a lift. How and where the cut occurred was never witnessed by the passenger or others. The exact cause of the incidents has not been verified.

2. Passengers condition when the incidents occurred

- 2.1 No feeling in the foot
- 2.2 No control of the foot
- 2.3 Wearing only a sock, no shoes
- 2.4 Passengers did not have their foot on the wheelchair foot rest
- 2.5 Discovered bleeding through the sock some time after leaving the lift and the bus had continued on its route.
- 2.6 Required medical treatment for damage to the end of the big toe

3. Lift

- 3.1 Incidents occurred in connection with lifts with the solid bar linkage system
- 3.2 The solid bar linkage was on production lifts shipped from 1986 through 1996
- 3.3 (18093) units have been shipped with this linkage system
- 3.4 Flat bar linkage system has been used for production since 1996. Over 16781 units of this design have shipped. No reported incidents have occurred in connection with the flat bar linkage.
- 3.5 We estimate 72,331,800 uses have occurred on the solid bar linkage system
- 3.6 We estimate 14,871 uses per day are occurring currently with the solid bar linkage depending on how many units are still in service. Units are 10 to 20 years old.

4. Evaluation

- 4.1 The action of the toe being cut was not observed. The bloody sock after the action made the passenger aware that the act had occurred.
- 4.2 There were traces of blood around the linkage area so we assume it could have happened in that area.
- 4.3 The current flat bar linkage has not experienced any incidents. In comparing the two linkages we see that the flat bar linkage has less open space under the linkage than does the solid bar linkage.

5. Testing

- 5.1 We attempted to simulate a toe getting under the linkage
 - 5.1.1 We were unable to duplicate the incident with anyone who has control of their feet. The space under the link is 90 degrees to a person's leg and foot when in a wheelchair. The twisting required to force the toe into that space was not possible by any of our testers.

5.1.2 For a toe to be positioned under the link it must be rotated approximately 70 degrees, uncovered not in a shoe, the toe pointing down approximately 20 degrees, not on a foot rest of a wheelchair, and then forced under the link and only to the depth allowed by the size of the toe.

6. Conclusion

- 6.1 When the incident happened in 1994 the information and observations made were inconclusive. We could not confirm how the incident happened on the lift. Also this was one incident after millions of use.
- 6.2 After the second incident we revisited and still were inconclusive of what happened. At this point we began searching for possible ways to identify what could happen so we could develop a cure.
- 6.3 We have discovered that we can add a filler piece to our linkage that would reduce the space under the linkage and make the solid bar linkage similar to the flat bar linkage that has a clear history.
- 6.4 We are proposing to notify the properties that were sold lifts with solid bar links that we will supply the parts and instructions for them to rivet the part to the linkage and potentially eliminate the possibility of the solid bar linkage being the issue.

DRAFT

RECALL NOTICE

April 2007

Dear NABI Customer:

NHTSA Campaign # **xxxxx**

NABI Recall # 2007-01

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. North American Bus Industries, Inc. (NABI) and Lift-U Manufacturing have decided that a defect which relates to motor vehicle safety exists in certain NABI city transit buses manufactured between November, 1992 and March 1996 equipped with Lift-U brand wheelchair lifts.

Our records identify you as the owner of the vehicles affected by this recall.

REASON FOR THIS RECALL

Certain Lift-U wheelchair lifts equipped with a solid bar barrier linkage installed as original equipment on certain vehicles manufactured by NABI (formerly known as "American Ikarus") has the possibility for a person to wedge their foot under the linkage. A person wearing no shoes and no control of their foot could twist their foot and get it forced under the linkage while sitting in a wheelchair, which can result in cutting the end of their toe.

Lift-U will provide free of charge a close-out plate (PN 123-1029), a closeout assembly (PN 123-1032), drill template (PN 524-0197) and appropriate rivets for fastening, along with installation instructions for these parts.

ACTION YOU SHOULD TAKE

Contact Mr. Jon Durham, Lift-U's Field Service Manager, at 209.838.2400, and advise the number of kits desired, then install received kits per Lift-U drawing 123-1033.

If you have any questions about this recall campaign, you may contact Mr. Durham. If Lift-U does not remedy this condition without charge on the mutually agreed upon date or within 5 days of this agreed upon date, you can obtain assistance by calling NABI Field Service at 256.831.4296, extension 1273, or vi email at jim.johnson@nabiusa.com.