



North American
Bus Industries, Inc.

August 20, 2008

Associate Administrator for Enforcement
NHTSA
ODI/Recall Management Division – NVS-215
Room W46-425
1200 New Jersey Avenue S.E.
Washington, DC 20590

**08V-437
(3 pages)**

Subject: NABI Safety Recall #2008-04

Dear Sir:

Attached is the 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.

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

Very truly yours,

North American Bus Industries (NABI)

A handwritten signature in blue ink, appearing to read 'J. Johnson', is written over a horizontal line.

Jim Johnson
Director, Field Service
NABI/Optima/Blue-Bird Transit

Enclosures

RECEIVED

2008 AUG 26 A 10:35

DEFECTS INVESTIGATION
RECALL MGMT DIV.

VEHICLE DEFECT
INITIAL INFORMATION REPORT

MANUFACTURED DATES						
MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	FROM	THROUGH	OTHER IDENTIFICATION NECESSARY DESCRIBE VEHICLE
NABI	45CLFW	2003-2004	164	Jul-03	Aug-05	Certain 45' Composite bodied transit buses.

Total number of vehicles: 164 Percent Potentially Containing Defect: 100%

VEHICLE DEFECT
INITIAL INFORMATION REPORT

DESCRIPTION OF DEFECT:

After prolonged use of the Parker check valve, the valve body retainer may become excessively worn, and eventually break apart.

RISK TO MOTOR VEHICLE SAFETY:

Pieces of the valve could become lodged within the Spring Brake valve, potentially causing a leak or preventing air from properly exhausting from the spring brake valve. This could cause a delay in brake application of the spring (parking) brakes after the operator pulls the dash control valve, spring brakes not fully releasing or loss of isolation between the primary and secondary circuits. This can occur without warning and possibly lead to unintended vehicle roll-away, brake drag, or in case of loss of primary circuit, the inability to modulate the spring brakes. (Normal service braking is not affected by this condition.)

1) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

1. In or around June 2007, Bendix identified issues to NABI regarding the SR-7 valve and Parker check valve.
2. During the ensuing investigation, it was believed the suspect components were not installed on vehicles.
3. Subsequent discussions with NHTSA, and most recently Bendix in late July 2008, it became apparent that the Parker check-valve was likely installed as part of a supplied SR-7 assembly. (The SR-7 valve is *not* suspect, only the Parker check valve.)
4. July 2008 NABI requested a component from the field for verification.
5. August 15, 2008 - NABI decided to issue this recall in the abundance of caution, prior to receipt of field component.

2) MEASURES TO BE TAKEN TO REPAIR VEHICLE:

Bendix, through NABI, will supply replacement Parker check valves. If the check valve internal components have disengaged, Bendix, through NABI, will provide replacement SR-7 valves, as the check valve internal components would be located within the SR-7.

3) REMEDY EXPENSE:

There will be no cost to owners/end-users.