

NABI LETTERHEAD

BY FACSIMILE (202/366-7882) & U.S. MAIL

April 16, 2009

Daniel C. Smith, Esq.
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: NABI Safety Recall #20091

Dear Mr. Smith:

Attached is a Vehicle Defect Initial Information Report, which is being submitted by North American Bus Industries, Inc. pursuant to 49 C.F.R. Part 573.

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

Very truly yours,

North American Bus Industries, Inc. (NABI)

Dan C. Allen
Chief Engineer Product Design

Enclosures

RECEIVED
2009 APR 21 P 3:04
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NORTH AMERICAN BUS INDUSTRIES, INC. (NABI)

**VEHICLE DEFECT
INITIAL INFORMATION REPORT**

April 16, 2009

NABI Recall No. 20091

North American Bus Industries, Inc. (NABI) submits the following information in accordance with the National Highway Traffic Safety Administration's defect reporting regulations, 49 C.F.R Part 573.

VEHICLE IDENTIFICATION:

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
NABI	60BRT	2005-2007	352	3/1/04	7/31/07	NABI BRT Articulated City Transit Bus
	65BRT	2007	1	3/1/07	9/30/07	NABI BRT Articulated City Transit Bus
	60LFW	2003-2004	226	1/1/03	5/30/05	NABI LFW Articulated City Transit Bus

Total Number of Vehicles Subject to Recall: 579

NABI does not know the percentage of vehicles that actual contain the defect, but the company is recalling 100 % of the potentially affected population.

DESCRIPTION OF DEFECT:

Certain 60' and 65' NABI Articulated City Transit Buses, as identified above, may contain a defective welded crossmember assembly in the understructure. This crossmember is a welded assembly that includes a steel channel welded to the articulated joint casting at the front trailer section of the bus. Under certain conditions, this weld may crack and the welded crossmember assembly may begin to separate. Once partial separation occurs, the center portion of the bus in the area of the front of the trailer may drop.

RISK TO MOTOR VEHICLE SAFETY:

If this condition is undetected, additional separation of the joint may occur until the front section of the trailer contacts the road surface. This could result in loss of control and result in an accident. This could also result in a loss of electrical power and engine controls. This loss of electrical power and engine controls may render the vehicle stalled in a roadway. Additionally, the floor inside the vehicle will become uneven posing a risk to passengers in the vehicle.

CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

On March 16, 2009, NABI became aware of a joint separation on a 60BRT bus operated in California and initiated an investigation. NABI's investigation revealed that there had been 2 previous reports of joint separation on NABI 60BRT buses. There were no reports of accidents or injuries resulting from these incidents. As a result of its investigation, on April 9, 2009, NABI determined that a safety recall should be initiated for all 60BRT and 65BRT buses built prior to September 30, 2007.

NABI is also aware of an incident involving a 60 LFW bus with a welded crossmember configuration similar to the 60 BRT model bus. This incident did not involve any accident or injuries. A preliminary investigation of this bus indicates that a weld joint in the crossmember failed. However, NABI has had only limited access to this vehicle and NABI has not been given an opportunity to inspect the other 60 LFW buses in the fleet. Therefore, NABI has been unable at this time to complete its investigation to determine whether these buses contain a safety-related defect. In any event, out of an abundance of caution, NABI has decided to include the 60LFW buses in the scope of this recall.

NABI Articulated buses built after September 30, 2007 are not affected by this recall. The design of the crossmember assembly was changed on buses built after September 30, 2007 by eliminating the steel channel and replacing it with a steel plate that has additional

welds to the articulated joint casting. Older NABI Model 416 standard floor height articulated buses have a different articulated joint configuration and are not included in this recall.

REMEDY PROGRAM:

NABI will arrange to have the vehicles inspected and repaired, including installation of an additional reinforcement to the affected joint. This repair will be performed free of charge. Inspections and repairs will start as soon as material and personnel are available, which NABI expects to occur during May, 2009. In the event that the reinforcement cannot be added at the time of inspection, additional regular inspections will be performed of this area until the reinforcements are installed.

OWNER NOTIFICATION:

A draft of NABI's owner letter will be forwarded to NHTSA for review and approval shortly. NABI will also notify all affected owners by phone. NABI expects formal owner notification to begin on or about April 23, 2009, with telephonic notification to commence on or about April 16, 2009.

PRE-NOTIFICATION REMEDY REIMBURSEMENT PROGRAM:

All of the subject vehicles are still covered under the manufacturer's 12-year/500,000 mile warranty. Therefore, NABI requests that, in accordance with 49 C.F.R. §577.11(e), it be exempted from providing a pre-notification reimbursement plan.

* * *