



North American
Bus Industries, Inc.

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

October 6, 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 #20093

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

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OFFICE OF DEFECTS
INVESTIGATION

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NORTH AMERICAN BUS INDUSTRIES, INC. (NABI)

**VEHICLE DEFECT
INITIAL INFORMATION REPORT**

October 6, 2009

NABI Recall No. 20093

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 FROM THROUGH		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
NABI	416	2001-2009	326	01/01/2001	10/05/2009	NABI, Standard Floor, City Transit Bus

Total Number of Vehicles Subject to Recall: 326

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 NABI Standard Floor City Transit Buses, as identified above, may contain a defective wheelchair lift manufactured by Lift-U Division of Hogan Manufacturing, Escalon, California. The lift may contain a defective logic board assembly in the wheelchair lift control box.

RISK TO MOTOR VEHICLE SAFETY:

Under certain conditions, the outboard ramp barrier may fold in and cause injury to the lift passenger's feet. This may occur when all of the following conditions are met: (a) the lift is deployed to a ground or sidewalk level boarding position; (b) a passenger is on the lift facing outward; (c) the lift has lost the deployed sensor signal; (d) the lift is restricted by the curb from recapturing the deployed signal; and (e) the operator activates either a deploy, raise, or lower function switch and continues to maintain pressure on the switch.

CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

On or about September 11, 2009 NABI was notified by Lift-U Division of Hogan Mfg., Inc. that certain defective lifts had been shipped to NABI.

An investigation was initiated by NABI.

On October 6, 2009 NABI decided to recall certain 416 model buses equipped with the Lift-U lift potentially containing this defect.

At this time, NABI is not aware of any injury of accident related to this defect.

REMEDY PROGRAM:

Owners will be notified of the defect. NABI and Lift-U will arrange to have the defective logic control assemblies replaced. This repair will be performed free of charge. The repair campaign is already underway by Lift-U.

OWNER NOTIFICATION:

A draft of NABI's owner letter is enclosed for review and approval by NHTSA. NABI expects formal owner notification to begin on or before October 31, 2009

QUARTERLY REPORTS:

NABI will submit the required quarterly reports to NHTSA.

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