



February 18, 2010

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

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations - Defect and Noncompliance Reports, Collins Bus Corporation is submitting information relating to a safety recall we are conducting. Specific information is as follows:

**573.6(c)(1) Vehicle manufacturer:**

Collins Bus Corporation, a division of Collins Industries, Inc.  
P.O. Box 2946  
Hutchinson, Kansas 67504-2946

**573.6(c)(2) Vehicle models involved in the recall:**

Collins Bus Corporation Bantam, Super Bantam, and Grand Bantam buses built on the 2009 Ford Cutaway chassis between April 1 2009, and October 1 2009.

**573.6(c)(3) The total number of vehicles involved in this recall:**

The number of vehicles involved in this recall is 112. The majority of these vehicles are in the possession of end users. Some are in the possession of Collins or Mid Bus distributors awaiting delivery to end-users.

**573.6(c)(4) The approximate percentage of the total number of vehicles to contain the defect:**

Due to the nature of the defect it is believed that all vehicles in the population will contain the defect unless the vehicle did not originally contain the module being recalled. All buses within the potential of the recall should be examined and appropriate action will be taken to replace the faulty parts.

**573.6(c)(5) Description of the defect:**

It was discovered by Collins personnel that the purchased Brake-Turn Signal Separator module installed in the subject buses did not always distinguish correctly between a brake signal input and a turn signal input from the Ford chassis OEM wiring. For typical brake and turn signal operation the stop/tail/turn lights at the rear of the bus will function properly. However if the brakes are pumped/applied in a frequency matching that of the blinking of a turn the signal, while the turn indicator is turned on; there is the potential that the brake signal through the module may cancel out the turn signal temporarily or cause it to flash intermittently. This can cause confusion to the vehicles behind the bus as to what the bus is getting ready to do, whether it be turning or stopping.

**573.6(c)(6) Summary of all the events that were the basis for determining the defect:**

In the fall of 2008, Ford's new 2009 chassis combined the brake and turn signal signals into one wire for left hand and one wire for right hand at the rear of the chassis. These are the wires that Collins Bus uses to activate the brake and turn signal lights at the rear of the bus. Ford's chassis did not provide separate turn signal wires. In order to get the brake lights to come on separately from the turn signal lights a Brake-Turn Signal Separator module was purchased for this purpose. Collins Engineering and Quality Control Departments checked the

operation of these modules to assure that they did function to separate the brake from the turn signals, and the module does function properly during typical applications and use. During the week of September 21<sup>st</sup>, 2009, it was discovered by the installers of the module that if the brakes were applied in the pumping manner and frequency described previously then the resulting faulty signals to the turn signals could be given. After discussions with the manufacturer of the module and review of FMVSS 108 and applicable SAE standards it was determined that a safety recall was necessary to insure that the buses in the field have these modules replaced with a revised module from the module manufacturer

**573.6(c)(7) Test results or data:**

Testing of the described phenomenon has been performed on Ford buses on Collins premises, and the module manufacturer has confirmed that the module does indeed work as described and they have developed a fix for this fault in the module.

**573.6(c)(8)(i) The defect will be corrected as follows:**

The manufacturer of the module has developed a revision to the subject module that will take care of the defect described. This module will be a direct replacement for the module that is already installed in the affected buses. This module is located at the rear of the bus and is mounted under the bus floor. The existing module can be unplugged and easily removed and replaced with the new module provided by Collins Bus Corp.

Customers will be instructed to contact Collins Bus Corporation, warranty department to obtain parts, installation instructions and reimbursement for the defect. Collins Bus Corporation will monitor the recall and file the quarterly status reports.

**573.6(c)(8)(ii) Correspondence to notify Collins Bus Corporation distributors and Customers of the safety recall:**

Mailing of Customer and Distributor notification letters is scheduled to be completed by February 5, 2010  
Parts are anticipated to be available at the time of the mailing.

**573.6(c)(10)**

Attached is a copy of the proposed Owners Notification Letter and Owner Response Postcard that Collins Bus Corporation will send to the vehicle owners.

**573.6(c)(11)**

Collins Bus Corporation will use the campaign identification number assigned by NHTSA.

Should you need further information, my contact information is as follows:

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P.O. Box 2946  
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Sincerely,  
**COLLINS BUS CORPORATION**

Chris Hiebert  
Warranty/Customer Service

