



March 10, 2010

Associate Administrator for Enforcement
Attention: Recall Management Division
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington DC 20590

In accordance with CFR 49 Part 573, Transportation Collaborative Inc on behalf of US Bus Corp. has decided that a non compliance exist which relates to Federal Motor Vehicle Safety Standard No. 222 "School Bus Passenger and Crash Protection" S5.3.2 "Leg Protection Zone" on certain 2007 STHF5, STH5 and Universe US Bus Corporation School Bus Models equipped with 33 1/2" Freedman Seating Co. School Bus Barriers.

This report was e-mailed to NHTSA on March 10, 2010 to KellySchuler@dot.gov and RMD.ODI@dot.gov In addition sent, via UPS.

If there are any questions regarding the information I have submitted, please contact me at 845-988-0419.

Respectfully,

Jose Vazquez
Warranty





PART 573 Defects and Noncompliance Report

Report Date: March 10, 2010

I.

Transportation Collaborative Inc has on behalf of US Bus Corp. decided that a noncompliance exist with certain 2007 STHF5, STH5 and Universe US Bus Corporation School Buses equipped with Freedman Seating Company 33 ½" School Bus Barriers.

The noncompliance involves Federal Motor Vehicle Safety Standard No.222 " *School Bus Passenger Seating and Crash Protection*". Specifically, the Freedman Seating Company 33 ½" School Bus Barriers exceed the maximum resisting force in two locations on he barrier.

Vehicles not involved in the recall:

Vehicles not involved in this recall are not equipped with Freedman Seating Company 33 ½" School Bus Barriers (Freedman Part number 15198) and were manufactured after April 1, 2007.

Vehicles involved in the recall:

2007 US Bus Corporation STHF5, STH5 and Universe School Buses equipped with Freedman Seating Company 33 ½" School Bus Barriers (Freedman Part number 15198) manufactured between November 1,2006 to April 1, 2007.

Approximate percentage of the total of vehicles estimated to actually contain the noncompliance:

100%

Vehicle population as of March 10, 2010:

Model	Year	Number of Vehicles involved
STH5	2007	1
STHF5	2007	1
Universe	2007	3

Total: 5





Identify and describe how the original recall population was determined:

On February 14, 2010 a 2009 (VIN 1FD2E35L88DB33670) Trans Tech Bus Rondak4F + 9 MFSAB, bus was tested at MGA Research in Burlington, WI on behalf of the National Highway Traffic Safety Administration. The vehicle was tested to the performance requirements of Federal Motor Vehicle Safety Standard No. 222 "School Bus Passenger Seating and Crash Protection ". During the *leg protection zone* testing, S5.3.2 of §571.222 the driver side barrier exceeded the maximum resisting force of 2,669 N in two locations. On February 17, 2010, the National Highway Traffic Safety Administration notified Trans Tech Bus of the non-compliance and an investigation was launched to identify the vehicle population. Trans Tech Bus was able to determine the manufacturer of the 33 ½" school bus barriers to be The Freedman Seating Company, by reviewing the production records of the vehicle tested at MGA Research. The barrier part number (15198) was used to identify the quantity of Freedman 33 ½ "School Bus Barriers purchased by US Bus Corporation. Our internal investigation determined that ten barriers had been purchased and received between November 1, 2006 to April 1, 2007. Each purchase order was matched to the production records of vehicles manufactured within the specified dates. All the barriers purchased by US Bus Corporation were installed in vehicle manufactured by the company.

II.

Describe the Noncompliance:

The noncompliance involves FMVS 222 "School Bus Passenger Seating and Crash Protection" paragraphs S5.3.2 thru S5.3.2.2 *Leg Protection Zone* of §573.222, which requires that "**when any point on the rear surface of that part of a seat back or restraining barrier within any zone specified in S5.3.2.1 is impacted from any direction at 4.9 m/s by the knee, the resisting force of the impacted material shall not exceed 2,669 N**". Specifically, two points on the driver side barrier exceeded the maximum resisting force of 2,669 N as stated in the regulation.

Describe the consequence of the Noncompliance:

In the event of a vehicle collision, a passenger's knee may come in contact with the rear surface of the non-complaint restraining barriers, which could result in personal injury to the occupant.

Identify any warning, which can (A) Precede or (B) Occur:

The testing provided by MGA Research stated that two points on the driver side barrier failed to comply with FMVSS 222. Since there is not physical distinction between a complaint and non-complaint, 33½" Freedman barrier part number 15198. Both restraining barriers installed are presumed to be involved in the recall.





Identify the supplier by corporate name and address of the defective equipment:

Freedman Seating Company
4545 West Augusta Blvd
Chicago, IL 60651
Tel 800-443-4540 Fax 773-252-7450
www.Freedmanseat.com

III.

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:

February 14, 2010- A 2009 Trans Tech Bus Rondak MFSAB (VIN 1FD2E35L88DB33670) bus was tested to the performance requirements of Federal Motor Vehicle Safety Standard No. 222 "*School Bus Passenger Seating and Crash Protection*". The test was performed by MGA research in Burlington, WI on behalf of the National Highway Traffic Safety Administration. The Preliminary Test Results C90903 showed that the Driver side barrier exceeded the maximum resisting force of 2,669 N in two locations.

February 17, 2010- the National Highway Traffic Safety Administration provided a copy of the test results to Transportation Collaborative Inc.

Identify the remedy:

Transportation Collaborative Inc on behalf of US Bus Corporation will notify the owners of the affected vehicles and dealers that sold the vehicles on behalf of the Freedman Seating Company. Customers and dealers will be required to inspect and remedy vehicles that are affected by the non-complaints with FMVS No. 222 "*School Bus Passenger Seating and Crash Protection*". The potential remedy for this recall will be the addition of a heavier gage back plate and ½" Styrofoam to the existing barriers. The remedy is currently undergoing validation testing by Freedman Seating Company and is expected to be available by March 12, 2010. TCI OBO US Bus Corporation will supply customers, dealers and or any authorized repair facility with any repair kits made available by Freedman Seating at no cost. Customers will be supplied with instructions on how to inspect and repair any affected barrier. TCI OBO US Bus Corporation will assist all customers with scheduling repairs and locating authorized repair facilities.





Any cost incurred to the owners ,purchasers and dealers of Vehicles affected by this recall number will be reimbursed by Transportation Collaborative Inc. on behalf of US Bus Corporation and The Freedman Seating Company within a reasonable time of the notifications. Transportation Collaborative Inc. OBO US Bus Corporation reimburses customers and dealers within 30days of the remedy.

Recall Schedule:

Upon approval of this report , TCI OBO US Bus Corporation Will begin to notify customers on Behalf of US Bus Corporation by issuing Notification letters to the dealers and customers along with labels and inspection/ installation instructions no later then **March 31, 2010.**

All questions regarding this recall should be addressed to:

Jose Vazquez
Warranty Department
Transportation Collaborative Inc.
7 Lake Station Road
Warwick, New York 10990
Phone# 845-988-0419 Fax# 845-988-0324

Prepared by: Jose Vazquez, Warranty Department TCI

Signature: _____ **Date:** 3/10/2010

