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June 16, 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

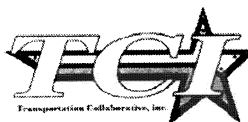
In accordance with CFR 49 Part 573, Transportation Collaborative Inc. on behalf of US Bus Corp. has decided that a non compliance exist which relates to Federal Motor Vehicle Safety Standard No. 210 "*Seat belt assembly and anchorages*" on certain 2007 STH5, STHF5 and Universe, US BUS Corporation School Bus Models equipped with 33 1/2" Freedman Seating Co. School Bus Seats.

This report was e-mailed to NHTSA on June 16, 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



7 LAKE STATION ROAD

WARWICK, NY 10990

PHONE: (845) 988-2333



PART 573 Defects and Noncompliance Report

Report Date: June 15, 2010

I.

Transportation Collaborative Inc on behalf of US Bus Corporation has decided that a noncompliance exists on certain 2007 STH5, STHF5 and Universe, US BUS Corporation School Bus Models equipped with 33 ½” Freedman Seating Co. School Bus Seats.

The noncompliance involves Federal Motor Vehicle Safety Standard No.210 “*Seat belt assembly and anchorage*”. Specifically, the pedestal-to-floor anchor bolts failed to meet FMVSS standards in that the incorrect floor anchorage washer was used during installation.

Vehicles not involved in the recall:

Vehicles not involved in this recall used a 7/16” steel washer with a US Bus Corporation part number of 544066 as the anchorage washer for the pedestal to floor anchor bolt assembly and were manufactured after June 9, 2009.

Vehicles involved in the recall:

2007 STH5, STHF5 and Universe, US Bus Corporation School Bus Models equipped with 33 ½” Freedman Seating Co. School Bus Seats using a type A steel 3/8” flat washer US Bus Corporation part number 500135 as the anchorage washer for the pedestal to floor anchor bolt assembly.

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

100%

Vehicle population as of June 9, 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:

May 25, 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. 210 "*Seat belt assembly and anchorage*". During the testing, the pedestal-to-floor anchorage failed. Transportation Collaborative Inc. subsequently determined that the wrong washer was used in the pedestal to floor anchorage.

May 28, 2010 - The National Highway Traffic Safety Administration notified Trans Tech Bus via e-mail of the non-compliance and an investigation was launched to identify the cause of the non-compliance and determine the vehicle population. It was determined that the non-compliance occurred due to the installation of an incorrect washer during assembly.

June 15, 2010 – Our internal investigation determined that the washers were used in the installation of 33 1/2" Freedman Seating Co. School Bus Seats. After reviewing purchase orders and cross referencing them with production records of vehicles manufactured we were able to determine that the washers were installed in five US Bus Corporation units.

II.

Describe the Noncompliance:

The noncompliance involves FMVS 210 "*Seat belt assembly and anchorage*" paragraphs S4.2.1, which requires that "**the anchorages, attachment hardware, and attachment bolts for any of the following seat belt assemblies shall withstand a 5,000 pound force when tested in accordance with S5.1 of this standard**". Specifically, the maximum loads achieved during the test were 4,828lbs at the left position and 4,809 at the right position; which does not meet the requirements as stated in the regulation. This occurred due to the incorrect floor anchorage washer being installed.

Describe the consequence of the Noncompliance:

In the event of a vehicle collision, the seat pedestal could detach from the floor anchorage; this could result in personal injury to the occupant.

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

There is no warning which would precede a seat attachment failure, physical inspection is required.





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:

May 25, 2010 - A 2009 Trans Tech Bus Rondak MFSAB (VIN 1FD2E35L88DB33670) bus was tested to the performance requirements of Federal Motor Vehicle Safety Standard No. 210 *Seat belt assembly and anchorage*". The test was performed by MGA research in Burlington, WI on behalf of the National Highway Traffic Safety Administration. The Test showed that the maximum loads achieved were 4,828lbs at the left position and 4,809 at the right position; which does not meet the requirements as stated in the regulation.

May 28, 2010- the National Highway Traffic Safety Administration provided a copy of the test results via e-mail 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. Customers and dealers will be required to inspect and remedy vehicles that are affected by the non-compliance with FMVS No. 210 "*Seat belt assembly anchorages*". The remedy for this recall is replacement of the incorrect floor anchorage washer, a type A steel 3/8" flat washer Transportation Collaborative Inc. part number 500135 with a 7/16" steel washer with a Transportation Collaborative Inc. part number of 544066. Transportation Collaborative Inc. on behalf of US Bus Corporation will supply customers, dealers and or any authorized repair facility with any repair kits needed at no cost. Customers will be supplied with instructions on how to inspect and repair any affected seat belt anchorages. Transportation Collaborative Inc. on behalf of 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 within a reasonable time of the notifications. Transportation Collaborative Inc. on behalf of US Bus Corporation reimburses customers and dealers within 30 days of the remedy.





Recall Schedule:

Upon approval of this report, Transportation Collaborative Inc. on behalf of US Bus Corporation will begin to notify customers by issuing Notification letters to the dealers and customers along with inspection/ installation instructions.

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:** 6/9/10

