FREEDMAN
SEATING COMPANY
an ISO 9001:2000 certified company

4545 W. Augusta Blvd
Chicago, Illinois 60651
Tel: (773) 524-2440
FAX: (773) 252-7450

May 14, 2010

Darryl Washington
Startrans Bus
2592 Kercher Rd.
Box 463
Goshen, IN 46528

Dear Mr. Washington,

We are writing to you as a valued customer of Freedman Seating Company ("Freedman"). Freedman has determined that two restraining barriers manufactured by Freedman, bearing part numbers 15198 and 38764, may not meet the leg protection zone performance requirements of Federal Motor Vehicle Safety Standard (FMVSS) 222, "School Bus Passenger Seating and Crash Protection."

Freedman adheres to the highest standards in safety and quality. We want to assure you that these restraining barriers were initially tested and found to be compliant to FMVSS 222. Recent quality assurance tests have revealed, however, that certain barriers may not meet the leg protection zone performance requirements of FMVSS 222. On April 9, 2010, Freedman furnished notice of this potential defect to the National Highway Traffic Safety Administration ("NHTSA"). Recently, we were advised by NHTSA that because FMVSS 222 is a vehicle standard, vehicle manufacturers, and not Freedman, are obligated to furnish notification of this potential defect to NHTSA in accordance with 49 CFR Part 573, "Defect and Noncompliance Reports."

Section 573

A manufacturer who has determined that a safety defect or noncompliance exists, must report such a determination to NHTSA within 5 working days. Federal Regulation 49 CFR 573, "Defect and Noncompliance Reports," identifies the specific requirements for safety recalls including defect/noncompliance information reports and quarterly status reports. In order to assist you in preparing a Section 573 report, I have enclosed a copy of the report that we forwarded to NHTSA earlier this month. (Tab "A"). In the event that you require any assistance in completing a report, please do not hesitate to call on me.

Background

The restraining barriers are intended to reduce the number of injuries that may result from the impact of school bus occupants against structures within the vehicle during crashes and sudden

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driving maneuvers. Tests by Freedman reveal that when the barriers are manufactured to Freedman's specifications, the barriers meet the leg protection zone performance requirements of FMVSS 222. More specifically, when the barriers have an 18 gage back plate, the barriers meet the leg protection zone performance requirements of FMVSS 222. Freedman has determined, however, that certain barriers have a thicker 14 gage back plate. These barriers with a thicker back plate may not meet the leg protection zone performance requirements of FMVSS 222.

Shipments of the barrier bearing part number 15198 began in 2005. Shipments of the barrier bearing part number 38764 began in 2007. Lists of our shipments to you are attached. (Tab "B").

It is not presently known how many of these two restraining barriers manufactured by Freedman and shipped to you fail to meet the leg protection zone performance requirements of FMVSS 222. Nevertheless, Freedman has developed a repair kit which it will provide to you at no charge. The repair can be done in the field without removing the barrier from the vehicle. We have attached a description of this repair. (Tab "C"). **All barriers shipped after March 4, 2010 have been manufactured to Freedman's specifications and, therefore, meet the leg protection zone performance requirements of FMVSS 222.**

As a valued customer, we will work with you to complete this repair. We regret any inconvenience to you or your customer. If you have any questions, please call us at 1-800-443-4540 and ask for Christy Nunes (x250) or Dave Klopp (x241).

Sincerely,

Dan Cohen

Enclosure
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