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By Recall Management Division at 3:48 pm, Apr 06, 2011

April 6, 2011

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 has decided that a non-compliance with Federal Motor Vehicle Safety Standard No. 221 "School Bus Joint Strength" exist on one TransTech Bus School Bus.

This report was e-mailed to NHTSA on April 6, 2011 to RMD.ODI@dot.gov and Kelly.Schuler@dot.gov.

If there are any questions regarding the information I have submitted, please contact me at 845-988-0440.

Respectfully,

Jose Vazquez
Warranty





**PART 573 Defects and Noncompliance
Noncompliance Report
Revised
11V-001**

Report Date: April 6, 2011

TransTech Bus has decided that a non-compliance exist which relates to Federal Motor Vehicle Safety Standard No. 221 "*School Bus Joint Strength*" exists on certain TransTech Bus School Buses.

The non-compliance involves Federal Motor Vehicle Safety Standard No.221 "*School Bus Joint Strength*" as required in S5.1 to S5.1.1. Specifically, the utilization of single – row riveting or screw lines, and utilization of improper adhesive on certain interior and exterior roof body panel joints, these body joints did not meet the tensile strength required by the standard.

Vehicles not involved in the recall:

Vehicles not involved in the recall were manufactured using the proper structural adhesive in compliance with FMVSS No. 221 "*School Bus Joint Strength*".

Vehicles involved in the recall:

The vehicle involved in the recall was produced with the improper adhesive.

Vehicle population as of March 31, 2011:

Model	Year	Number of Vehicles involved
Rondak4F+9 MFSAB	2008	1

I.

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

100 %

Identify and describe how the original recall population was determined:

Based on test results received on January 3rd 2011, in which 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, Transtech Bus has decided to initiate a recall. The vehicle was tested to





the performance requirements of Federal Motor Vehicle Safety Standard No. 221 “*School Bus Joint Strength*” as required in S5.1 to S5.1.1. Specifically, the utilization of single –row riveting or screw lines without the use of the proper structural adhesive on certain interior and exterior roof body panel joints, these body joints did not meet the tensile strength required by the standard.

The potential recall population has been identified reviewing company Purchasing and receiving records relevant to structural adhesive used for the installation of the body panels. Receiving records have been compared to production records to identify any possible shortages of the validated adhesive. The records indicated that the production line did not experience a product shortage that would indicate units were manufactured with out the proper structural adhesive.

After completion of our internal investigation TCI has found that the vehicle (VIN 1FD2E35L88DB33670) which was tested by MGA research on behalf of the National Highway Traffic Safety Administration to meet the requirements of Federal Motor Vehicle Safety Standard No. 221” *School Bus Joint Strength*”, was manufactured as a tooling vehicle in the Research and Development department. The vehicle was assembled for tooling purposes off the main production line by technicians who were not part of the main production line.

II.

Describe the Noncompliance:

The non-compliance involves Federal Motor Vehicle Safety Standard No. 221 “*School Bus Joint Strength*” as required in S5.1 thru S5.1.1””. The requirements which states that “ **Each body panel joint , including small, curved and complex joints , when tested in accordance with the procedure of S6, shall hold the body panel to the member to which it is joined when the subjected force of 60 percent of the tensile strength of the weakest joined body “** were not met by TransTech Bus.

Describe the consequence of the Noncompliance:

The concern is that in the event of a vehicle crash the roof panels and joints may not Absorb the impact and could open up, which may cause the occupants to sustain serious personal injury or fatality.





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

There are no warnings; vehicle interior and exterior panels must be physically inspected for the single screw/rivet patterns that do not utilize structural adhesives. The vehicles will require the inspection of the type of adhesive used during the installation of the interior and exterior panels.

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:

January 3rd 2011- TransTech Bus received test data on a 2009 (VIN 1FD2E35L88DB33670) Trans Tech Bus Rondak4F + 9 MFSAB, which 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. 221 "*School Bus Joint Strength*" as required in S5.1 to S5.1.1 and failed testing on three panels.

March 31st 2011- TransTech Bus completed its internal investigation, which determined the vehicle (VIN 1FD2E35L88DB33670) which was tested by MGA research on behalf of the National Highway Traffic Safety Administration to meet the requirements of Federal Motor Vehicle Safety Standard No. 221 "*School Bus Joint Strength*", was manufactured as a tooling vehicle in the Research and Development department.

Identify the remedy:

TransTech Bus will notify the owner of the affected vehicle and the dealer that sold the vehicles. Customers and dealers will be required to inspect the vehicles for the defect involving FMVS No. 221 "*School Bus Joint Strength*" Specifically, certain interior and exterior roof panels. The remedy for this noncompliance is to add additional screws to the affected body joints. The screws will be required to be installed between the existing screws offset by 1 inch. The additional screws will be added at the front exterior fiberglass cap to aluminum joint (Test#RSRREFE186BBH), and at all interior lateral roof joints (Test#RHSLF1285BSH and Test# RSHRMI385BSH). Customers will be supplied with the parts and instructions on how repair any affected Vehicle(s) TransTech Bus is currently validating the repair procedure. Customers will be supplied with the parts and instructions on how repair any affected Vehicle(s) TCI will assist all customers with scheduling repairs and locating authorized repair facilities.





TransTech Bus has determined that this vehicle has been scraped by MGA research upon completion of destructive testing and will not require remedy.

In order to insure that compliance with Federal Motor Vehicle Safety Standard No. 221 "School Bus Join Strength" is met. TransTech Bus has established new inventory control procedures. As of March 1st 2011 structural adhesive will be controlled and issued to technicians per job number using batch numbers in order to properly identify the type of material used and when it was received.

Any cost incurred to the owners, purchasers and dealers of Vehicles affected by this recall will be reimbursed by Transportation Collaborative Inc. Transportation Collaborative Inc. reimburses customers and dealers within 30days of the remedy.

Recall Schedule:

Upon approval of this report, TransTech Bus will notify he owner of the vehicle.

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# 845-988-0440 Fax# 845-988-0327

Prepared by: Jose Vazquez, Warranty Department TCI

Signature: _____ **Date:** 04/06/2011

