

RECEIVED

By Recall Management Division at 8:31 am, Jul 06, 2011

June 30, 2011

Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 7th Street, SW
Washington, DC 20590

RE: Safety Defect and Noncompliance Report for Vehicles, IAW 49 CFR Part 573

On June 28th, 2011 Columbia ParCar Corp. decided that a potential safety defect which relates to motor vehicles governed under authority of NHTSA may exist in the motor vehicles listed in the attached report, and is furnishing notification to the National Highway Traffic Safety Administration.

The attached report is preliminary, pending final verification for cause of potential defect and scope of VIN and date range. We expect total actual numbers to decrease as more information is gathered and analyzed. Updates will be provided to the NHTSA office as available.

The vehicle manufacturer, Columbia ParCar Corp., is identifying this recall as SR11-001A.

The full corporate name of the fabricating manufacturer is Columbia ParCar Corp., located at 1115 Commercial Avenue, Reedsburg, WI 53959.

The corporate official for purposes of this recall is Mr. B. Scott Breckley, Chief Operating Officer. The telephone number for Mr. Breckley is (800) 222-4653 with facsimile at (800) 524-8380.

The person responsible for completion of this report and follow up documentation is Mr. John W. Martens, Technical Support Manager, with the same contact address and telephone information as listed for Mr. Breckley.

Sincerely,



Mr. John W. Martens
Technical Support Manager
Columbia ParCar Corporation

SAFETY DEFECT AND NONCOMPLIANCE REPORT

I. VEHICLE MODELS INVOLVED IN RECALL:

- | | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | <u>Make: Columbia</u> <u>Model Year: 2009-2010</u>
<u>Production Dates: Beginning: 7/1/2008</u>
<u>VIN Range: Beginning: To Be Determined</u>
<u>Vehicle Type: 48 Volt Electric</u> | <u>Model: Summit (SMT2, SMT4, SUV)</u>
<u>Ending: 7/30/2010</u>
<u>Ending: To Be Determined</u>
<u>Body Style: Passenger/Utility</u> |
| 2. | <u>Make: Columbia</u> <u>Model Year: 2009-2010</u>
<u>Production Dates: Beginning: 7/1/2008</u>
<u>VIN Range: Beginning: To Be Determined</u>
<u>Vehicle Type: 48 Volt Electric</u> | <u>Model: Eagle (P4E)</u>
<u>Ending: 7/30/2010</u>
<u>Ending: To Be Determined</u>
<u>Body Style: Passenger</u> |

II. ESTIMATED RECALL POPULATION BY MODEL YEAR:

- | | | | | |
|----|---------|------------|------------|-------------------|
| 1. | Summit: | 2009: 0001 | 2010: 0573 | Total Model: 0574 |
| 2. | Eagle: | 2009: 0615 | 2010: 0006 | Total Model: 0621 |

Potentially Affected:	2009: 0616	2010: 0579	Total All: 1195
Estimated Defect:	2009: TBD	2010: TBD	Total All: TBD

Quantification of models determined using the following filtering method:

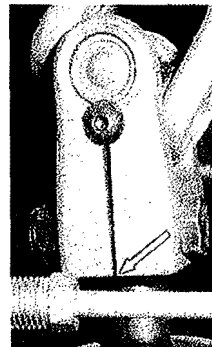
- a.) All vehicles manufactured which included the "type" component.
- b.) Only vehicles manufactured which may have included the specific component and process.
- c.) Only vehicles manufactured after the phase in date of the specific component and process.
- d.) Only vehicles manufactured prior to the process correction for installation of the specific component.

III. NATURE OF DEFECT

A) Possible loosening of lower steering yoke, at point of attachment to steering rack pinion.



(Figure A-1)



(Figure A-2)

Figure A-1 indicates point of connection between steering yoke and steering rack pinion.
Figure A-2 indicates preferred appearance of this connection.

B) Possible cause of defect: Undetermined at this time. Ongoing research to verify if bolt tightening process was followed to proper torque specifications.

C) Potential consequence of defect: Loose steering or loss of steering. Most likely to occur with vehicle in the stopped or slow moving condition.

D) Possible advanced warning: Steering may feel loose, or exhibit excessive play prior to full loss of steering ability.

IV. CHRONOLOGY OF EVENTS IN DETERMINING PRESENCE OF POSSIBLE DEFECT

20110606: Received fax from dealer with email from GSA customer indicating concern for steering safety.

20110608: Received email with copies of QDR's from GSA customer indicating limited amount of steering failures.

20110616: Confirmed supplier component designed as specified.

20110616: Scheduled customer visit to two separate locations to investigate claims.

20110620: On site inspection at GSA location. Verified failure of steering shaft connection to steering rack pinion.

20110621: Investigated possible causes for steering failure. Still investigating processes involved in installation of component.

20110624: Collected data reports from VIN entry system. Identified the following incidents:

Reported Fatalities: 0
Reported Injuries: 0
Reported Accidents: 0
Reported Warranties: 29

20110627: Determined possible defect may exist to warrant recall inspection/repair and notification to NHTSA.

V: PROPOSED REMEDY

1. Inspection of joint where steering yoke is fastened to steering rack pinion. Bolt must be at proper torque specification of 20 foot pounds.
2. If bolt is properly fastened, and there is no sign of steering play, no further action is required.
3. If bolt is not to proper torque specification, or is steering spline appears loose, the lower steering shaft, complete with yoke, must be properly replaced and tightened to 20 foot pounds.

Note: Process has been corrected in production July 21, 2010.

VI: PROPOSED RECALL SCHEDULE

This item is undetermined, pending known status of parts availability and verification of proposed remedy.

VII: COMMUNICATIONS

All communications will be provided as developed.