



12V-007
(6 pages)

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By Recall Management Division at 8:07 am, Jan 10, 2012

January 4, 2012

Associated 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. 222 “*School Bus Seating and Crash Protection*” exist with certain Transtech Bus school buses manufactured between May 2010 – July 2011 with C.E White slam latch seats.

This report was e-mailed to NHTSA on January 3, 2012 to KellySchuler@dot.gov 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,

Mary Jo Amarando
Warranty



7 LAKE STATION ROAD

WARWICK, NY 10990

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**PART 573 Defects and Noncompliance
Noncompliance Report
Revised**

Report Date: January 4, 2012

I.

Transportation Collaborative Inc has decided to conduct a recall on behalf of C.E. White Corporation (the Equipment manufacturer). Transtech bus decided that non-compliance exist with Certain School bus models equipped with C.E. White Corporation slam seat latches. The noncompliance involves Federal Motor Vehicle Safety Standard No. 222 "School Bus Seating and Crash Protection". Specifically, the seat cushion does not lock or latch per the requirement in FMVSS 571.222 5.1.5(a). This requirement indicates a 48.4 pound mass placed in the center of the cushion must "self" latch.

Vehicles not involved in the recall:

Vehicles not included in the recall do not have C E White slam seat latches.

Vehicles involved in the recall:

Transtech School Bus equipped with the C E White slam seat latches manufactured between May 2010 and July 2011

II.

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

100%

Original vehicle population:

Model	Year	Number of Vehicles
ST5139	2009	15
DW6159RL_SST	2009	1
ST4	2010	63
DW7+9195	2010	1
DW6159	2010	25
DW6159FRL	2010	22
DW5139	2010	28
DW5+9159	2010	11
DW5139FRL	2010	4
DW4+9139	2010	22
DW6158FRL	2010	1





ST5	2010	11
DW8195FRL	2010	1
STH4WC	2010	1
STH4	2010	6
STH4+9	2010	1
STH5FRL	2010	1
DW6159-SST	2010	13
ST4-139	2010	19
ST3 DEMO	2010	1
ROADSTAR	2010	1
DW5+9159FRL	2011	4
DW6159RL_SST	2011	1
DW6159-SST	2011	3
DW5+9159FRLSST	2011	11
SC159DSFP600	2011	5
DW5139FRL	2011	2
ST3/DEMO	2011	1
DW6159	2011	1
STH4	2011	5
DW6159FRLSST	2011	7
DW6159SST	2011	4
DW4+9139SST	2011	5
STH5139	2011	8
SC159DSSA600	2011	4
STH4139	2011	3
DW6159SST	2011	1
DW5+9159SST	2011	4
DW5+9159CST	2011	2
DWF6158RLSST	2011	7
DW4+9139SST	2011	1
AG139SSSP500	2011	1
SC139DSSA409	2011	1
DWF6158FRL	2011	1
DWF6158	2011	1
DDW5+9159FRLSST	2012	2

Total: 333





Identify and describe how the original recall population was determined:

According to Transtech Bus records, on November 28, 2010 we were made aware of the noncompliance. The noncompliance involves Federal Motor Vehicle Safety Standard No. 222 *“School Bus Seating and Crash Protection”*. Specifically this noncompliance was caused by the failure of C.E. White slam seat latch, where by certain seat latches failed to comply with FMVSS 222. This decision was based on CE White on behalf of NHTSA. It was the decision of Transtech Corporation to include all models built or ordered with CE White slam seat latch. Transtech Bus has verified the Vehicle’s involved to fall with in the criteria set by Transtech bus.

III.

Describe the Noncompliance:

The noncompliance involves FMVSS 222 *“School Bus Seating and Crash Protection”* as required in paragraphs S5.2.2 thru S5.2.3 (d) and (e) in the regulation. Which requires that, **“While some cushions could still come loose during a crash, the latch would only be required to activate under a 22kg (48 pound) mass. Latching devices would activate under the weight of the seat cushion alone (as NTSB suggested) we specify 22kg because that is the mass of the 50th percentile 6 year old child.**

Describe the consequence of the Noncompliance:

It has been determined the friction between the latch cam mechanism and the locking wire causes the issue. The seat does not latch properly. The condition could result in personal injury.

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

There are no warnings. Vehicle seats must be physically inspected and lubrication added.

IV.

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:

November 28, 2011- The CE White co. notified Trans Tech Bus regarding safety recall **11E-026**. The notice outlined a noncompliance with their slam seat latches.

Identify the remedy:





Trans Tech Bus will notify the owners of the affected vehicles and dealers that sold the vehicles on behalf C E White Owners or end users will be required to inspect the latches. The CE White slam seat latches are located under the seat cushion, by pulling lever and rotating the cushion. Dealers and end users will be asked to report as it relates to the affected seat latch. The remedy as stated by the CE White Co. will be to add white lithium grease to the latch cam mechanism. This will reduce friction allowing the seat to latch properly.

Customers will be required to take there vehicles to an authorized dealer or repair agent in order to have the recall performed Trans tech bus will provide a bulletin outlining proper repair and will supply customers dealers and or any authorized repair facility

Inspection

The inspection process will consist of locating Locate seat requiring repair. Release latch mechanism under seat cushion by pulling lever and rotate cushion up. Locate locking mechanism, and apply small amount of white lithium grease on latch surface. Rotate seat cushion down and push down until latch mechanism engages seat. Pull up on seat cushion to confirm cushion is latched.

Repair

The repair procedure involves adding lube to the latches to avoid friction. Any cost incurred to the owners, purchasers and dealers of Vehicles affected by recall number 11E-26 will be reimbursed by Trans Tech bus.

V.

Recall Schedule:

Upon approval of this report, Trans Tech bus will begin to notify customers. Notification letters to the dealers and customers along with installation instructions and lithium grease will begin.



