



BLUE BIRD

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By Recall Management Division at 10:38 am, May 15, 2012

May 14, 2012

Mr. Claude Harris
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Mr. Harris,

In accordance with the requirements of CFR 49 Part 573, Blue Bird Corporation is submitting the attached noncompliance report.

This report was emailed to Kelly Schuler at NHTSA on May 14, 2012.

If you should have any questions concerning the information submitted, please contact me at 478-822-2242.

Respectfully,

Bill Coleman
Corporate Recall Administrator

Enclosure:

49 CFR Part 573 Noncompliance Notification: R12VA Air Lines May be Crossed at Brake Treadle Valve



PART 573 Defect and Noncompliance Reporting

Noncompliance Report-School Bus

Report Date: May 14, 2012

1. Vehicles affected are manufactured by:

Blue Bird Corporation
P. O. Box 937
Fort Valley, GA 31030

2. The following vehicles are being recalled:

Certain 2010 through 2013 model year Blue Bird All American and Vision model school buses manufactured from May 30, 2009 through April 04, 2012 and equipped with air brakes.

3. The total number of vehicles recalled potentially containing the defect are:

651

4. The approximate percentage of the total number of vehicles estimated to actually contain the defect is:

Unknown

5. The defect consists of:

The primary and secondary air brake lines may have been crossed at the brake treadle valve. Incorrect installation of the air brake lines at the air brake treadle valve would result in a noncompliance with FMVSS 121 S.5.7.1. Emergency Brake System Performance and S5.7.2 Emergency Brake Operation.

Under normal conditions the brakes will operate as designed. However, if there is a catastrophic loss of pressure in the secondary (front brake) system, the primary (rear brake) system will give approximately 4-6 brake treadle operations before the parking brake self engages therefore not allowing the bus to move any further. Audible and visual alarms will alert the driver to the loss of air pressure in the secondary brake system.



If there is a catastrophic failure in the primary (rear) brake system the vehicle will not have any treadle braking ability. The parking brake valve would have to be manually activated by the driver to stop the bus. Audible and visual alarms will alert the driver to the loss of air pressure in the primary brake system.

In the event of a catastrophic failure in either the secondary or primary braking system the potential for property damage and/or personal injury could exist.

6. The following data is the basis for the determination of the defect.

Blue Bird was notified by a dealer of two buses that failed the park brake pump down test performed during their routine PDI (pre-delivery inspection) process at their dealership. An examination of these two buses found that the primary and secondary air brake lines were crossed at the treadle valve. The air lines were corrected on these buses prior to delivery.

A subsequent inspection of buses ready for delivery at Blue Bird's manufacturing facility in Fort Valley found another bus with brake lines crossed at the brake treadle valve. This unit was also corrected prior to delivery.

As a result of this discovery the inspection was then expanded to other dealers. On March 22, 2012 two additional units were reported by dealers. These were corrected by the dealers prior to delivery.

Although there have been no reports from dealers, owners or operators of incidents of brake failure related to air brake lines crossed at the treadle valve on May 10, 2012 Blue Bird decided to issue a recall campaign to correct this noncompliance. The recall campaign will direct owners to have the parking brake pump down test performed on all of their subject buses to ensure their buses have the correct air brake treadle valve plumbing.

7. The defect will be corrected in the following manner:

All subject buses are to have the parking brake pump down test performed to determine if air brake lines are crossed at the treadle valve. Any buses that fail the park brake pump down test will have the air brake lines corrected at the brake treadle valve.



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8. Notification will be as follows:

Dealer notification is scheduled to be mailed on June 14, 2012.
Owner notification is scheduled to be mailed on June 14, 2012.

9. Blue Bird's identification number assigned to this recall is:

R12VA

10. Dealer and Owner Notification:

A draft copy of the notification documents will be submitted to NHTSA for review prior to mailing.

Questions regarding this recall should be directed to:

William P. Coleman
Corporate Recall Administrator
Blue Bird Corporation
P.O. Box 937
Fort Valley GA 31030
(478) 822-2242

Signed: _____

William P. Coleman, Corporate Recall Administrator