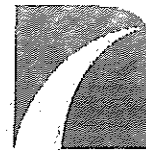


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North American
Bus Industries, Inc.

12V-324
4 Pages

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July 3, 2012

Daniel C. Smith, Esq.
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Subject: NABI Safety Recall #20123

Dear Mr. Smith:

Attached is a Vehicle Defect Initial Information Report, which is being submitted by North American Bus Industries, Inc. pursuant to 49 C.F.R. Part 573.

The undersigned should be contacted for any additional information regarding this recall.

Sincerely,

North American Bus Industries, Inc. (NABI)

Dan C. Allen
Chief Engineer

Enclosures

NORTH AMERICAN BUS INDUSTRIES (NABI)

VEHICLE DEFECT
INITIAL INFORMATION REPORT

Date: July 3, 2012

NABI Recall No. 20123

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
NABI	45CLFW	2003-2011	331	7/1/2003	12/1/2011	Certain NABI Model 45CLFW City Transit Buses

Total Number of Vehicles:

Percent Potentially Containing Defect: Estimated 20%

NORTH AMERICAN BUS INDUSTRIES, Inc. (NABI)

NABI RECALL NO. 20123

VEHICLE DEFECT
INITIAL INFORMATION REPORT

Certain 45CLFW Model standard floor height city transit buses, manufactured by NABI, have been determined to have steering pitman arms that may not have been manufactured within designated tolerances.

RISK TO MOTOR VEHICLE SAFETY: Under certain conditions, the nut securing the pitman arm to the steering gear, may not properly tighten properly against the pitman arm. The pitman arm is machined with a tapered splined hole that is fitted to a tapered splined shaft on the steering gear. While the retaining nut may not loosen, the pitman arm may not be properly seated to the steering gear shaft, and the machined splined hole may not fit tightly to the splines on the steering gear. Over time, the splines may wear, and if not replaced, the splines may eventually fail or become smooth, and a loss of steering could result. This could result in a vehicle accident.

1) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

- On or about February 24, 2012, NABI became aware of 5 buses that were reported to have loose pitman arms at Los Angeles County Metro Transit Authority (LACMTA). No loss of steering was reported.
- NABI initiated an investigation. It was noted that all of the reported loose arms were stamped with the letters "MAN". The retaining nuts holding the suspect pitman arms were in place and were reported to be tight.
- All pitman arms and steering gears were supplied to NABI by RBL during the manufacture of these buses.
- NABI surveyed the LACMTA fleet of composite buses and identified 60 buses that had the MAN marked arms. None of the remaining pitman arms were found to be loose.
- Further correspondence with RBL indicated that the "MAN" marked pitman arms were supplied by them. RBL also stated that the "MAN" marked pitman arms are totally interchangeable with the non-marked pitman arms.

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- On or about March 16th, based on correspondence from RBL, the arms were determined to not be a safety related defect. However, a decision was made by NABI to replace the "MAN" marked arms with non-marked arms at the request of LACMTA.
- Some of the removed pitman arms were returned by NABI to the supplier (RBL) for evaluation.
- After evaluating the returned pitman arms, the supplier advised NABI that some of the pitman arms were machined slightly out of tolerance. However, the supplier maintained the position that the arms were fully interchangeable, and should not pose any risk.
- After further investigation by NABI and the supplier, it was determined that an "MAN" marked pitman arm in conjunction with the slightly out of tolerance machining, may not allow the retaining nut to fully tighten against the pitman arm, even though the nut may be installed to its proper torque.
- The supplier maintained that there was no safety defect with the conditions noted above and that the pitman arm would not pose a risk to motor vehicle safety. However, they advised NABI that the pitman arms should be changed out at the next normal maintenance cycle. At that time, NABI had completed the campaign of changing the MAN marked arms at LACMTA.
- On June 28, 2012, NABI decided to initiate a formal recall of all 45 foot composite buses, to inspect and replace all "MAN" marked pitman arms. This decision was reached, after discussions of a possible long-term failure mode, whereas a loose pitman arm could wear the splines on the steering gear or the pitman arm. Under this condition, the steering would feel loose and would continue to get worse if not repaired. The splines could continue to wear, until losing engagement. NABI could not determine the likelihood that this could occur, only that it is possible during the normal life or extended life of these buses.
- There have been no loss of steering or accidents reported as a result of this condition.

- 2) REMEDY EXPENSE: NABI will inspect and repair of the vehicles free of charge.
- 3) EARLIEST DATE TO BE REMEDIED: July 2012.
- 4) PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.
- 5) OWNER LETTER: A draft of the customer notification letter will be sent to NHTSA for review and approval.