



Date: November 13, 2012

AMENDMENT TO 573 REPORT SUBMITTED JULY 10, 2012, REFERENCE RECALL #12V-345, Seat Bolt Bracket

This report serves as Collins Bus Corporation's notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain Collins, Mid Bus, and Corbeil buses. Collins Bus Corporation decided that this defect existed in these vehicles on July 9, 2012.

Within the potential recall there are 598 vehicles that may contain this non-conformance. The majority of these vehicles are in the possession of end users, with the balance of the vehicles in the possession of Collins Bus Distributors awaiting delivery to end-users. Due to further field investigations performed by Collins Bus Corporation, the population of vehicles has changed from 116 vehicles to 598 vehicles. The field investigations revealed buses that were not captured in the original population. Therefore, the population has been revised to include buses manufactured 3/12/12 to 9/20/12. At the time the results from the investigations were recorded, the Collins Bus production process was changed to correct this non-conformance. Collins Bus Corporation desires to be proactive and insure that all vehicles produced 3/12/12 to 9/20/12 are inspected.

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer's corporate name: Collins Bus Corporation
Vehicle brand: Collins, Mid Bus, Corbeil

Inquiries about this report should be directed to:

Ginger Markus, Warranty Coordinator
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II. Identification of the Recall Population and Its Size

Make: Collins, Mid Bus, or Corbeil brands
Models: SL400, SH400, DH400, DH416, DH500 and DH516
Model Year: 2012
Inclusive dates of manufacture: March 12, 2012 through September 20, 2012
Body Style/Type: School Bus and Multi-Function School Activity Bus
Total number of these vehicles: 598
Estimated % of vehicles that contain the defect: 30%

Based on internal audits and customer feedback, Collins Bus Corporation determined that the affected buses were limited to these models manufactured from March 12, 2012 to September 20, 2012. Production began for these newly designed models in March 2012. These new models were designed with a new floor frame configuration and seating plans which led to the potential for the discussed

interference issue. Modifications have been made to the seat installation procedure and associated hardware. Subsequently manufactured units do not contain the defect.

III. Description of the Defect or Noncompliance and Chronology of Events

In some floor plans on these models of buses, there is the possibility that the fuel filler hose was damaged during seat or seat track installation or that a seat bolt and/or the seat bolt bracket interferes with the routing of the fuel fill hose. The fuel fill hose runs from the exterior of the bus, through the housing in the bus, then under the bus and toward the fuel tank. Some floor plans have a seat or track bolt that comes through the floor near the area where the hose crosses the chassis frame. In addition to possible damage during installation, there is a chance that the bolt or the bracket can abrade or puncture the hose in this area. If the integrity of this hose is breached, fuel could spill. In the case of gasoline or diesel vehicle, fuel could spill during fueling operations or in the event of a crash (potential noncompliance with FMVSS 301). In the case of a propane vehicle, propane gas could be released during fueling operations (check valves prevent release from the tanks).

On June 21, 2012, a field report from a customer reported damage to the fuel filler hose that appeared to have happened during seat track installation. Further research by Collins Bus Corporation personnel found some units with the fuel fill hose punctured or abraded during installation and the potential for abrasion by the seat bolt or bracket. All units awaiting shipment were inspected for this situation and approximately 30% of the units inspected had some interference by the bolt or the bracket. Substituting a shorter bolt eliminated the possibility of interference. Pinch welt material was added to the bolt bracket to further guard against interference/abrasion. If the hose has been damaged, it will be replaced. New installation procedures were implemented on all units in production. All units already in possession of customers and distributors can be inspected and repaired as discussed above.

IV. The Remedy Program and Its Schedule

Customers will be instructed to take their vehicle to their Collins, Mid Bus, or Corbeil distributor for inspection and repair. The inspection consists of examination of the fuel fill hose as it transitions from through the floor to underneath the floor and across the chassis frame to the fuel tank. If there is damage, the hose will be replaced. If there is interference from a seat bolt or bracket, the repair consists of repositioning the hose and/or replacement of the bolt with a shorter bolt and the addition of pinch welt material to protect the fill hose. Detailed instructions and drawings will be provided to distributors and customers performing the repair/modification. Collins Bus Corporation will provide these services to our customers at no charge. Any customer who has made repairs of this defect prior to this notice will be reimbursed the cost of those repairs.

As of September 20, 2012, production remedies were set in place to prevent these defects. Owner notifications and Dealer Notifications will be issued by November 26, 2012. All modifications should be completed by December 20, 2012.

Collins Bus Corporation will use the campaign identification number assigned by NHTSA # 12V-345 for the Seat Bolt Bracket Recall.