



Date: July 10, 2012

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.

### 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

Collins Bus Corporation

415 West 6<sup>th</sup> Street

South Hutchinson, KS 57505

(800) 533-1850, ext. 424

Email: [ginger.markus@collinsbus.com](mailto:ginger.markus@collinsbus.com)

Fax: (620) 662-3838

### II. Identification of the Recall Population and Its Size

Make: Collins, Mid Bus, or Corbeil brands

Models: SL, SH, DH, and DE series models with manual Double Out Doors

Model Year: 2012

Inclusive dates of manufacture: March 12, 2012 through July 3, 2012

Body Style/Type: School Bus and Multi-Function School Activity Bus

Total number of these vehicles: 171

Estimated % of vehicles that contain the defect: 100%

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 July 3, 2012. Production began for these newly designed models in March 2012. These new models were designed with a new Double Out Door (DOD), to include a new door control linkage, bracket, and support hardware. Previously manufactured units used a different door, linkage, and bracket. The design has been changed and subsequently manufactured units do not contain the defect.

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

The Double Out Door (DOD) linkage, bracket, or support hardware may fail the Drawstring Test, using a drawstring and 1/2" nut. When the DOD is open, there is potential for a gap at the

door bracket or at the support hardware that can fail the test. This failed test raises the possibility that a drawstring could become entangled as a passenger is exiting the bus, resulting in injury.

After delivery of vehicles, during delivery preparation, a distributor conducted the drawstring test and expressed concern that in certain situations, the nut on the drawstring could be made to catch. Internal research by Collins Bus Corporation led to the conclusion that a slight redesign of the bracket and attachment process could eliminate the remote possibility of the nut catching on the door control linkage or the support bracket. The new bracket and attachment method and installation of a guard on the support hardware was implemented on all units in production and units yet to be delivered. All units already in possession of customers and distributors can be retrofitted to the bracket design.

#### 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 repair consists of removing the existing bracket on the DOD and replacing it with the new design bracket. Also, a shield bracket will be installed where the support hardware is attached to the door post. 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 July 3, 2012, production remedies were in place to prevent these defects. Owner notifications and Dealer Notifications will be issued by July 20, 2012. All modifications should be completed by September 20, 2012.