



Date: July 27, 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 25, 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:

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II. Identification of the Recall Population and Its Size

Make: Collins, Mid Bus, or Corbeil brands

Model(s): SL, SH, DH, and DE series models

Model Year(s): 2012

Inclusive dates of manufacture March 12, 2012 through July 13, 2012

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

Total number of these vehicles: 282

Estimated % of vehicles that contain the defect: 100%

Based on internal audits, Collins Bus Corporation determined that the affected buses were limited to these models manufactured from March 12, 2012 to July 13, 2012. Production began for these newly designed models in March 2012. While the procedure described below was used on previous models, the described interference only occurs on the new models due to the change in body mount locations. Once the interference was discovered, procedures were modified to avoid the interference and subsequently manufactured units do not contain the defect.

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

During an audit of an in process vehicle built on July 12, 2012, inspectors observed a potential interference of the metal hydraulic service brake line feeding the RH rear service brake assembly and a body mount assembly. The location of this interference is at the first body mount location directly ahead of the rear axle and on the inboard side of the passenger side frame rail. Further investigation conducted on July 13th found that body HVAC hose routing procedures included removing the metal brake line from a plastic retaining clip near this location and bending the brake line to facilitate HVAC hose routing. Subsequent installation of the body mount isolator near this position created a condition whereby relative movement of the body and chassis may cause interference between a metal washer on the bottom of the body mount isolator and the metal brake line. This interference could damage the brake line and cause a failure to the service brake system. As of July 13th, shipment of vehicles containing this defect ceased. Changes to the HVAC hose routing have been made to ensure this defect does not exist on current production. In addition, all completed vehicles that had not shipped to dealers or end customers were reworked to eliminate this defect.

### 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 vehicle will be inspected for the presence of this potential defect. If the defect exists, it will be corrected by reforming the brake line to clear the body mount isolator and securing the brake line in the plastic retainer installed on the frame rail. Detailed instructions and drawings will be provided. 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 12, 2012, production remedies were in place to prevent these defects. Owner notifications and Dealer Notifications will be issued by August 15, 2012. All modifications should be completed by September 28, 2012.