

419 West Pike Street, PO Box 629, Jackson Center, OH 45334-0629

December 7, 2012

VIA E-MAIL
RECEIPT CONFIRMATION REQUESTED

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attn: Recall Management Division (NVS-215)
1200 New Jersey Ave. S.E.
Washington, DC 20590

Re: Champion Bus
Defect and Non-Compliance Report

Dear Ms. Lewis:

Champion Bus (Champion) has been notified by Freightliner Custom Chassis (FCCC) concerning a safety defect involving chassis built between January 1, 2010 and September 20, 2012. FCCC has already initiated a safety recall campaign with respect to this defect. NHTSA has assigned recall number 12V-552 to the FCCC recall campaign.

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, we are hereby notifying the National Highway Traffic Safety Administration that certain buses manufactured by Champion were built with FCCC chassis that contain the defect.

As more specifically set forth below, FCCC has agreed to conduct the recall campaign involving these defective chassis. Champion will provide FCCC with a list of dealers and owners to assist FCCC in remedying the defect. FCCC will be filing the quarterly reports in connection with the recall campaign.

- A. Recall Population and Vehicle Identification. The recall population includes the following product brands manufactured by Champion.

<u>Product Brand</u>	<u>Model Years</u>
CX300	2012
CX340	2011
CX380	2012-2013
3035RE	2012-2013

The total number of vehicles subject to this recall campaign is: 49.
These vehicles were built between January 24, 2011 and November 7, 2012.

- B. Description of Defect. The vehicles subject to this recall campaign were manufactured with the defective chassis. The chassis may have a brake and cruise control signal diode jumper connector that is not fully seated. Excessive heat shrink used to protect the diode may have prevented them from fully locking in place, potentially allowing the connector(s) to come loose over time resulting in intermittent or continuous open circuit.

Two separate circuits are potentially affected: one circuit disengages the cruise control with the brake pedal activation, and the other circuit illuminates the brake lights with brake pedal application. Failure of the cruise control to disengage or of the brake lights to illuminate when the brake pedal is depressed may lead to a crash resulting in personal and property damage.

- C. Basis for Determining that a Defect Exists. Champion was notified by FCCC of the defect on December 5, 2012. There have been no reports of accidents or personal injury as a result of this defect on any Champion vehicles.
- D. Remedying of Defect. As outlined in the FCCC recall 12V-552, the remedy is to inspect and ensure the locking tabs on the diode jumpers are fully engaged and locked in place. This inspection and remedy will be done at no cost to the owner.
- E. Owner and Dealer Notifications. FCCC will notify the owners and dealers of the buses on behalf of Champion. Copies of these letters will be submitted by FCCC for approval with recall 12V-552.
- F. Quarterly Reporting Requirements. FCCC will be responsible for filing quarterly reports in connection with recall campaign 12V-552. Because the information included by FCCC in its quarterly reports will encompass the remedying of the Champion buses subject to this recall campaign, Champion will not file quarterly reports to avoid duplication.
- G. Campaign Number. Champion does not have an internal campaign number for this recall. Champion will use the recall campaign number assigned by NHTSA.

The enclosed information should comply with the NHTSA regulations and satisfy the obligations of Champion with respect to this recall campaign. If you need any additional information regarding the participation of Champion in this recall campaign, please feel free to contact David Mihalick at 937-596-6849, Ext. 7363. or Mike Clark, Champion at 810-724-6474.

Sincerely,



David M. Mihalick
Thor Industries
Standards Compliance Manager