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(6 pages)

Noncompliance Report Guide for Vehicles
PART 573 Noncompliance Responsibility and Reports¹

On February 26, 2013, Starcraft Bus [MFR] determined that a potential noncompliance with the certification standard contained in Title 49 C.F.R. Part 567.5 may exist in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: March 18, 2013

Furnish the manufacturer's identification code for this recall (if applicable): TBD

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Starcraft Bus

Division of Forest River Inc.

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Vince Cline

Engineering Manager

Telephone Number: 800 348-7440 Fax No.: 574 642-7816

Name and Title of Person who prepared this report.

Vince Cline

Engineering Manager

Signed:



¹ Each manufacturer must furnish a report, to the Associate Administrator for Enforcement, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Jennifer Timian at (202) 366-0209, by FAX at (202) 366-7882, or by E-Mail to RMD.ODI@dot.gov.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
XLT	2004	48
XLT	2005	71
XLT	2006	67
XLT	2007	113
XLT	2008	70
XLT	2009	30

Total Number Potentially Affected by the Recall: _____ 399

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

The recall population was determined based on a detailed review of the production schedule. Upon review, certain XLT units built from 2004 through 2009 were found to exceed the GVWR and/or rear GAWR when a full complement of fuel and stated capacity were included. The recall population is limited to units in this category.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

Title 49 C.F.R. Part 567.5(d)(2) requires a final stage manufacturer to affix a certification label which includes the GVWR, which shall not be less than the sum of the unloaded vehicle weight, rated cargo load, and 150 pounds times the number of the vehicle's designated seating positions. 567.5(d)(2) also requires a final stage manufacturer to include the GAWRs of the axles on a vehicle on the affixed certification label. Certain XLT units built from 2004 through 2009 were found to exceed the GVWR and/or rear GAWR when a full complement of fuel and stated capacity were included.

Describe the cause(s) of the defect or noncompliance condition.

Certain of the XLT units included in the recall population exceed the GVWR and/or rear GAWR when a full complement of fuel is deemed a "fluid" for purposes of calculating unloaded vehicle weight. Upon review of

the production schedule, certain of the XLT units included in the recall population may exceed the GVWR and/or rear GAWR depending on load conditions. Out of an abundance of caution, Starcraft has included all of the units that meet these conditions as potentially non-compliant, subject to recall and eligible for the remedy explained below.

Describe the consequence(s) of the defect or noncompliance condition.

The certification label in the XLT units included in the recall population may not properly state the correct load capacity to ensure the units do not exceed the stated GVWR and/or rear GAWR.

Identify any warning which can (a) precede or (b) occur.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

Not applicable

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

Over the past several months Starcraft Bus has manually reviewed the recorded weight of each XLT unit in conjunction with reviewing the stated GVWR and/or rear GAWR in order to determine if the GVWR and/or rear GAWR could be exceeded when a full complement of fuel and the stated capacity are included. This review was precipitated by a warranty claim involving similar issues. After completion of the review, a list of potentially non-compliant units were compiled in order to determine the recall population.

V. Identify the Remedy

8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.

All XLT units included in the recall population with an original certified GVWR of 19,500 pounds will be recertified to a GVWR of 20,500 pounds. Starcraft Bus will provide a new Part 567.5(d)(2) certification label for each vehicle that will identify the modified GVWR. Some of the XLT units with an original GVWR of 19,500 pounds will also be recertified with a higher rear GAWR to accommodate certain load conditions. In order to accomplish the GAWR recertification on these units, at no cost to the end user, Starcraft Bus will have a certified service shop install additional lead springs to the rear suspension. Additionally, the four rear tires on these units may be replaced with 225/70R19.5 G rated tires from the originally recommended 225/70R19.5 F rated tires. In those cases, Starcraft Bus will provide a new Part 567.2(d)(2) certification label that will identify the modified rear GAWR, as well.

All other units included in the recall population will have seat(s) removed to ensure that the vehicle does not exceed its GVWR or rear GAWR when filled with fuel and loaded to stated capacity. Starcraft Bus will reimburse the end-user \$1500 per seat removed. These bus owners will also receive a new Part 567.5(d)(2) label showing the updated seating capacity to be installed on the bus.

9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

Described above in response to question eight.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

Starcraft Bus has changed the process of weight verification to ensure that no units are shipped that could exceed the stated GVWR and rear GAWR when filled with a full complement of fuel and loaded to stated capacity. All unit weights are determined on certified scales within a Starcraft Bus facility and are captured

electronically. The certification labels then print automatically once the unit is weighed. Any units that could exceed the stated GVWR and rear GAWR are not shipped without modification. Additionally, Starcraft Bus has discontinued the use of certain chassis previously used in the production of XLT units. Specifically, the GMT chassis was discontinued and the last unit built upon that chassis was shipped in October of 2009.

VI. Identify the Recall Schedule

10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Upon approval from NHTSA, an Owner Notification Letter will be sent to the end users of the affected vehicles. Starcraft dealers will also be notified of units they have sold that may not be compliant. Starcraft will work in conjunction with dealers and service shops to remedy the recalled vehicles.

VII. Furnish Recall Communications

11. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) or by E-Mail to RMD.ODI@dot.gov for review prior to mailing.

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.