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By Recall Management division at 8:37 am, Nov 29, 2013



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November 25, 2013

Nancy L. Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590  
Attn: Recall Management Division

Subject: NABI Safety Recall #20137 – Painted Steel Wheels

Dear Ms. Lewis:

Attached is a Vehicle Defect Initial Information Report, which is being submitted by NABI Bus, LLC pursuant to 49 C.F.R. Part 573.

The undersigned should be contacted for any additional information regarding this recall.

Sincerely,

NABI Bus, LLC (NABI)

A handwritten signature in blue ink that reads "Dan C. Allen".

Dan C. Allen  
Chief Engineer  
Ph. 256-453-2242

Enclosures

NABI Bus, LLC (NABI)

NABI RECALL NO. 20137

VEHICLE DEFECT  
INITIAL INFORMATION REPORT

Certain city transit buses, manufactured by NABI, are equipped with painted steel wheels that have excessive paint thickness. These wheels were determined by NABI to have been repainted by a NABI contractor during the bus production process. During this repainting process, the paint coating was applied over the original coating resulting in excessive paint thickness on the mating surfaces of these wheels.

**RISK TO MOTOR VEHICLE SAFETY:** The excessive paint thickness may allow the wheel lug nuts to loosen during operation. Should the driver not be aware of this situation, the wheel could eventually come off causing a vehicle accident.

1) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

- On or about August 13, 2013: NABI received a field report that a wheel became loose on a NABI bus that had been recently delivered to a customer.
- August 13, 2013: NABI investigated the report and determined that the subject bus had excessive paint thickness on the mating surfaces of the wheels. The origin of the excessive paint was not determined at that time.
- August 15, 2013 through Sept. 20, 2013: NABI initiated an investigation to determine the root cause of the excessive paint. This specific wheel configuration had been installed only on buses that were supplied to one customer. NABI arranged to have all the wheels of all recently delivered NABI buses in the customer fleet inspected for this condition.
- On or about Oct. 7, 2013: All suspect wheels found during the investigation were subsequently returned to NABI for further evaluation to determine the origin of the excess paint, and to determine if they had been repainted by the customer after the buses were delivered.
- November 18, 2013: Further investigation by NABI of the returned wheels was completed. It was concluded that a limited number of wheels had been repainted by an outside NABI contractor, which was the source of the excess paint thickness on the wheels found on the subject bus.
- November 18, 2013: NABI decided to initiate a formal recall based on the findings of the investigation, even though all suspect buses have been inspected and the suspect wheels have been replaced during the investigation. The NABI investigation determined that it is probable that defective wheels were delivered on some of the buses.

2) REMEDY EXPENSE: NABI will remedy all vehicles free of charge.

3) EARLIEST DATE TO BE REMEDIED: Inspection and replacement was completed on Sept. 20, 2013 (see chronology above)

4) PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.

5) OWNER LETTER: All suspect buses were owned by one customer, all have been inspected and repaired and the customer is aware of this inspection and investigation. NABI does not plan to initiate an owner letter, unless NHTSA deems this is necessary.

NABI Bus, LLC (NABI)

VEHICLE DEFECT  
INITIAL INFORMATION REPORT

**Date:** November 25, 2013

**NABI Recall No. 20137**

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
NABI	40LFW	2013	156	10/5/12	7/22/13	Certain city transit buses equipped with painted steel wheels
NABI	31LFW	2013	1	2/9/13	2/10/13	

Total Number of Vehicles: 157

Percent Potentially Containing Defect: 14% Estimated