

Part 573 Safety Recall Report**14V-729****Manufacturer Name :** Forest River, Inc.**Submission Date :** NOV 11,2014**NHTSA Recall No. :** 14V-729**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Forest River, Inc.

Address : 55470 CR 1

P.O. Box 3030 Elkhart IN 46515-3030

Company phone : 219-533-5934

Population :

Number of potentially involved : 969

Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2006-2012 Starcraft Bus Xpress, Starquest, Starlite, Allstar, Allstar XL, MVP, Ultrastar, and XLT

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Occurrence of fatigue cracks in certain S-series wheelchair lifts

Production Dates : JUN 01, 2006 - FEB 27, 2012

VIN (Vehicle Identification Number) Range

Begin : 1GBE5V1G26F417338

End : 1FDEE3FL5CDA62853

 Not sequential VINs

Description of Defect :

Description of the Defect : In vehicles of the type referenced above, the platforms included on the subject S-Series model wheelchair lifts can exhibit cracking of the platform side plate while in the stowed position which, if left unchecked, can propagate to the point where separation of the rear portion of the side plate occurs rendering the lift potentially inoperable and possibly unsafe for the operator.

Description of the Safety Risk : In the event the aforementioned crack occurs on both sides of the platform and is allowed to propagate to the point of material separation on both sides it is possible for the lift platform to lean against the vehicle lift door(s) and fall out of the vehicle when the door(s) is opened putting the lift operator at risk. It is not believed that cracking of the platform side plate poses a safety hazard for lift occupants. Field observations indicate that the subject failure is precipitated by cracking that propagates from the bottom of the stowed platform. When the lift is deployed and loaded normally, the load experienced by the area adjacent to the point of crack initiation is primarily compressive. Accordingly, the crack will not propagate when the platform is loaded. Moreover, in the event the crack propagates all the way through the compressive zone and into the tensile zone, the amount of material loaded in tension required to support the rated load on the platform is less than 10% of the total height of the side plate. Further, as the construction of the joint between the side plate and the vertical arm is redundant (present on both sides of the lift). A complete separation of the side plate on one side of the lift does not result in a catastrophic failure of the platform. Given the aforementioned, it is believed that separation is considerably more likely to occur while the platform is stowed than during normal operation. Ricon believes that the aforementioned mechanism accounts for why there have been no reported failures of occupied platforms.

Description of the Cause : Though the root cause is not known, analysis of failed components indicates the aforementioned cracks are the result of high load, low cycle fatigue occurring in the stowed position. Ricon believes that the excitation frequency found in vehicles of the type referenced above combined with a variety of other factors including but not necessarily limited to a drifting hydraulic system, a poorly adjusted or non-functional stow lock, bent vertical arms and/or a low hydraulic fluid level precipitate the conditions under which the lift side plates may crack.

Identification of Any Warning that can Occur : Cracks are visible and can be detected during routine checks outlined in the maintenance manual. In the event separation occurs on one side of the platform, the platform will sag to one side increasing the likelihood that the issue will be perceived by the operator. Moreover, in the unlikely event that the operator does not notice the separation when the unit is deployed, the separated side will most likely not operate properly upon stow causing the unit to jam. In the event separation occurs on both sides and the lift platform leans inboard against the interlocked occupant restraint belt and will not deploy. In the event separation occurs on both sides and the lift platform leans outboard against the door, it will likely bounce against the door causing abnormal noise detectable by the driver.

Supplier Identification :**Component Manufacturer**

Name : Ricon Corporation, A Wabtec Subsidiary

Address : 1135 Aviation Place

San Fernando CALIFORNIA 91340

Country : United States

Chronology :

Starcraft Bus received notification from Ricon via mail on Sept. 25th, 2014 of which serial numbers were involved in the recall. Starcraft Bus requested electronic copies of the serials on Sept. 25th, 2014. Verification of the serials required cross-referencing of data and end user information from a third party administration which was supplied on Oct. 23rd. Final data compiled and finished on Nov. 7th, 2014.

Description of Remedy :

Description of Remedy Program : Starcraft Bus will work with Ricon on resolution of any defective product. Ricon will supply a supplemental platform support bumper kit at no charge. The bumpers are fitted to the upper parallel arms and engage the sides of the platform when it is fully stowed. By limiting the amplitude through which the platform is allowed to oscillate, the load transferred through the structure at the pivot plate is significantly reduced such that mechanism that precipitates the cracks cannot occur. Any platforms wherein a crack has begun to propagate, Ricon will replace the platform.

How Remedy Component Differs from Recalled Component : Any unit in the field that is not cracked is acceptable to use. The aforementioned bumper kit is recommended to ensure that the platform pivot plates do not crack in the future.

Identify How/When Recall Condition was Corrected in Production : Platforms on new construction will be made from higher strength steel and will not require the bumper kit.

Recall Schedule :

Description of Recall Schedule : Starcraft Bus will notify all dealers and end users on or before Dec. 1, 2014.

Planned Dealer Notification Date : DEC 01, 2014 - DEC 02, 2014

Planned Owner Notification Date : DEC 01, 2014 - DEC 02, 2014

* NR - Not Reported