

Part 573 Safety Recall Report**15V-298****Manufacturer Name :** Starcraft Bus**Submission Date :** MAY 11, 2016**NHTSA Recall No. :** 15V-298**Manufacturer Recall No. :** 15V-213**Manufacturer Information :**

Manufacturer Name : Starcraft Bus

Address : 2367 Century Drive
Goshen IN 46528

Company phone : 800-348-7440

Population :

Number of potentially involved : 110

Estimated percentage with defect : 1

Vehicle Information :

Vehicle : 2006-2015 General Motors Allstar, Starlite, Starquest, Senator II

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : DIESEL

Descriptive Information : Trans Air has determined that GM cutaway chassis G3500-4500 with specific add-on compressor mount kit, (4012506-01 & 02, 4013126-01 & 02, 4013235-01 & 02, 4012909, 4013125, 4013222, and 717173) installed by Trans/Air personnel. An OEM cable from a power distribution terminal strip that had to be removed for installation of the mount kit, could be improperly re-connected during add-on compressor installation.

Production Dates : JUN 20, 2006 - FEB 17, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : Trans Air has determined that GM cutaway chassis G3500-4500 with specific add-on compressor mount kit, (4012506-01 & 02, 4013126-01 & 02, 4013235-01 & 02, 4012909, 4013125, 4013222, and 717173) installed by Trans/Air personnel. An OEM cable from a power distribution terminal strip that had to be removed for installation of the mount kit, could be improperly re-connected during add-on compressor installation. An OEM (GM) cable routed across the top of the fan shroud must be disconnected to remove the shroud during installation of the compressor mount bracket. This cable may not be properly re-connected on the terminal strip stud, located at the front of the engine compartment.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : This could cause a poor connection, or a loose connection, causing heat or arcing, and lead to a possible thermal event.

Description of the Cause : An OEM cable from a power distribution terminal strip that had to be removed for installation of the mount kit, could be improperly re-connected during add-on compressor installation. An OEM (GM) cable routed across the top of the fan shroud must be disconnected to remove the shroud during installation of the compressor mount bracket. This cable may not be properly re-connected on the terminal strip stud, located at the front of the engine compartment.

Identification of Any Warning that can Occur : Symptoms would be a possible smell of smoke, or heat from under the hood, or the terminal strip stud would be hot to the touch. There could also be no warning symptoms at all.

Supplier Identification :**Component Manufacturer**

Name : Trans Air Manufacturing Corp

Address : 480 East Locust Street

Dallastown PENNSYLVANIA 17313

Country : United States

Chronology :

On May 5, 2015, Starcraft Bus received a notice from Trans Air, its supplier, informing Starcraft Bus of a possible defect on GM cutaway applications involving an add-on compressor kit. On the same day, Starcraft Bus communicated with Trans Air and obtained an electronic version of the information and list of affected vehicles. Starcraft Bus used the data received from Trans Air to cross-reference its own data and to populate the list of affected units and dealer information. Based on the information received from Trans Air, Starcraft Bus submitted its Part 573 Report to NHTSA on May 13, 2015.

Description of Remedy :

Description of Remedy Program : Starcraft Bus will work with Trans Air to remedy the vehicles involved.

Cable-to-stud connection under the hood must be inspected. If the cable is angled (off vertical) over the edge of the raised "nib" on the terminal strip, loosen the self-locking nut and slightly rotate the cable to its proper vertical position, so the terminal lays flat, and tighten the nut securely. A special authorization code for inspecting the cable-to-stud connection is 15-001A. A flat rate of 10 minutes per vehicle is allotted.

How Remedy Component Differs from Recalled Component : All recalled vehicles must be inspected per service bulletin 15-001.

Identify How/When Recall Condition was Corrected in Production : Issue was immediately communicated (2/18/2015) to the installers and, an inspection was added to the final inspection sheet for all future product. All vehicles on installation properties were inspected.

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : JUL 31, 2015 - JUL 31, 2015

Planned Owner Notification Date : JUL 31, 2015 - JUL 31, 2015

* NR - Not Reported