

**Part 573 Safety Recall Report****15V-384****Manufacturer Name :** Transportation Collaborative, Inc.**Submission Date :** JUN 10,2015**NHTSA Recall No. :** 15V-384**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Transportation Collaborative, Inc.

Address : 7 Lake Station Road

Warwick NY 10990

Company phone : 845-988-2333

**Population :**

Number of potentially involved : 46

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2012-2015 Chevrolet Student Safety Transporter

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : Tire and Rear Axle Overloading may occur on select Trans Tech Bus Student Safety Transporter (SST) when rated with a 35C/23A capacity, when vehicle is fully loaded.

Production Dates : DEC 01, 2012 - APR 23, 2015

**VIN (Vehicle Identification Number) Range**

Begin : 1GB6G5BG3C1182499	End : 1GB6G5BG7C1181615	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG4D1128047	End : 1GB6G5BG4D1129196	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG2D1142268	End : 1GB6G5BG5D1141602	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG2D1142268	End : 1GB6G5BG5D1141602	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG9D1141084	End : 1GB6G5BGXD1141014	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG2D1142268	End : 1GB6G5BG5D1141602	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG9D1141084	End : 1GB6G5BGXD1141014	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG4D1149920	End : 1GB6G5BG8D1151461	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG6D1151894	End : 1GB6G5BG5D1150168	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG4D1151411	End : 1GB6G5BG0D1151132	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG4D1165731	End : 1GB6G5BG7D1163570	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BGXD1165670	End : 1GB6G5BG2D1166344	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG6D1164418	End : 1GB6G5BG1D1175942	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BG8D1176215	End : 1GB6G5BG1D1175892	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG8D1175209	End : 1GB6G5BG3D1174422	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BGXE1167095	End : 1GB6G5BG4E1166024	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG2E1165177	End : 1GB6G5BG0E1165906	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BGXE1210446	End : 1GB6G5BG0E1210231	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BG5E1208359	End : 1GB6G5BG0F1115153	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG3F1115597	End : 1GB6G5BG5F1115634	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BG3F1115888	End : 1GB6G5BL4F1170217	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG9F1171575	End : 1GB6G5BG2F1171577	<input type="checkbox"/> Not sequential VINs

**Description of Defect :**

Description of the Defect : From 2012 to 2015, a school bus model was offered by Trans Tech Bus with a 35C/23A passenger capacity. This passenger capacity did not adequately account for Rear Axle and Tire loading limitations as stated by the original equipment manufacturer. As such, the vehicles with a 35C/23A passenger capacity (known internally and on the vehicles sales orders by the floor plan code : S0059) are at risk for an overloading scenario when the rated capacity is achieved.

Description of the Safety Risk : Vehicle handling and drive-ability may be negatively affected during operation whenever a full loading scenario occurs. Decreased service life and maintenance periods for the affected components may lead to unforeseeable secondary and tertiary component failure.

Description of the Cause : A new and more rigid floor design was introduced in 2012, which was after this floor plan had been approved for production. This floor change added several hundred pounds of additional loading that had not been accounted for in the original weight analysis.

Identification of Any Warning that can Occur : There is no warning or definitive characteristics that would indicate premature failure.

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

Trans Tech Bus was informed by a third party testing facility of a possible safety issue when the vehicle that was being tested, this occurred initially on April, 23, 2015. The vehicle in question being a Trans Tech Bus SST built on a Chevrolet chassis, with a rated 35C/23A capacity. Trans Tech Bus was informed that when a full loading scenario occurs, the vehicle has the strong likelihood of exceeding the listed rated limits for rear axle and tire loading. Subsequent investigations and engineering analysis were performed to confirm and pinpoint the issue origin.

**Description of Remedy :**

Description of Remedy Program : The remedy for the overloading of the aforementioned components will be overall vehicle capacity reduction. The amount of reduction in capacity will be 5 children, and/or 3 adults, leaving the capacity maximum at 30C/20A. Trans Tech Bus is currently working to provide an accurate representation of time for repair, and a service repair procedure to assist in the actual remedy. Trans Tech Bus is working with its dealer network to ensure vehicle downtime is minimized. Additionally, parts and labor associated with the recall will be fully reimbursed.

How Remedy Component Differs from Recalled Component : There will be no component change but a removal of seats from the original floor plan. There should be two (2) less seats in the vehicle after recall is complete. There will be one additional replacement label from Trans Tech Bus that will update the floor plan and approval numbers for the vehicle.

Identify How/When Recall Condition was Corrected in Production : When Trans Tech Bus was informed of the issue, a notice was sent out the next day (end of the week, April 24, 2015) to the dealers with vehicles on order, that these orders may have some issues with being produced, and internally, new floor plans were drawn up for the affected orders and quotes. At the time of initial notification, there were none of these capacity and model being assembled.

**Recall Schedule :**

Description of Recall Schedule : Trans Tech Bus will begin issuing the notifications to all involved parties as soon as we receive confirmation from NHTSA about identification numbers, and acceptability.

Planned Dealer Notification Date : JUN 10, 2015 - JUN 17, 2015

Planned Owner Notification Date : JUN 10, 2015 - JUN 17, 2015

\* NR - Not Reported