

Part 573 Safety Recall Report**16V-085****Manufacturer Name :** Transportation Collaborative, Inc.**Submission Date :** FEB 11, 2016**NHTSA Recall No. :** 16V-085**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Transportation Collaborative, Inc.

Address : 7 Lake Station Road

Warwick NY 10990

Company phone : 845-988-0419

Population :

Number of potentially involved : 46

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2012-2015 Trans Tech & Chevrolet Student Safety Transporter

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

Descriptive Information : A Student Safety Transporter is the largest vehicle Trans Tech offers, it is built on a Chevrolet 4500 Cutaway Chassis and can accommodate up to 30 Passengers.

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

VIN (Vehicle Identification Number) Range

Begin : 1GB6G5BG0F1115153	End : 1GB6G5BG4D1129196	<input checked="" type="checkbox"/> Not sequential VINs
Begin : 1GB6G5BG2D1142268	End : 1GB6G5BG5D1141602	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BG6D1151894	End : 1GB6G5BG5D1150168	<input checked="" type="checkbox"/> Not sequential VINs
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Begin : 1GB6G5BG4D1128047	End : 1GB6G5BG3C1182499	<input checked="" type="checkbox"/> Not sequential VINs

Description of Defect :

Description of the Defect : The barrier on the driver's side of the vehicle did not meet the requirements of Federal Motor Vehicle Safety Standards Section 571.222 School Bus passenger Seating and Crash Protection. Specifically, Section 5.2.3, "Restraining Barrier Forward Performance".

FMVSS 1 : 222 - School bus passenger seating and crash protection

FMVSS 2 : NR

Description of the Safety Risk : In the event of an accident, the barrier on the driver's side may not deform as regulations require, leading to the possibility of increased severity and quantity of injuries, which may include death.

Description of the Cause : The barrier behind the driver was installed at a position within the vehicle that (when tested) allows the barrier to become "pinned" with the vehicle B-Pillar on the barrier edge. This "pinned" connection causes test forces to be translated to the other edge of the component. When test forces shifted to the unpinned barrier edge, the barrier peaked above the acceptable deformation curvature as specified in Figure #1 of Federal Motor Vehicle Safety Standard 571.222.

Identification of Any Warning that can Occur : There is no warning which can conclusively signal the component being defective.

Supplier Identification :**Component Manufacturer**

Name : HSM Solutions

Address : 417 North Kibler St.

New Washington OHIO 44854

Country : United States

Chronology :

Trans Tech Bus was informed by a third party testing facility of a possible safety issue when the aforementioned 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 forward forward deflection testing was performed on the driver's barrier, that a failure had occurred and that the barrier was not performing as required. This notification occurred on Thursday, February 4th, 2016. Subsequent investigations and engineering analysis is currently ongoing to confirm and pinpoint the issue origin and scope.

Description of Remedy :

Description of Remedy Program : Trans Tech Bus is currently investigating the most feasible remedy for customers with vehicles affected by this recall.

How Remedy Component Differs from Recalled Component : To be determined.

Identify How/When Recall Condition was Corrected in Production : When Trans Tech Bus was informed of associated vehicle issues, 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 produced.

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, remedy and document approvals.

Planned Dealer Notification Date : FEB 26, 2016 - MAR 01, 2016

Planned Owner Notification Date : FEB 26, 2016 - MAR 01, 2016

* NR - Not Reported