



7 Lake Station Road, Warwick, New York 10990

March 22nd, 2016

National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
West Building
Washington DC 20590

Attention: Kelly Schuler and/or Joshua Neff

In accordance with CFR 49 Part 573, Transportation Collaborative Inc has decided that a noncompliance exists which relates to motor vehicle safety.

This report has been uploaded to the NHTSA servers on Tuesday, March 22nd, 2016. If there are any questions regarding the information that has been submitted, please contact Trans Tech Bus, Standard & Compliance Department at 845-988-2333 x206.

Respectfully,

A handwritten signature in blue ink, appearing to read "Tim Downey".

Timothy J. Downey C.D.
Trans Tech Bus - Standards & Compliance
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PART 573 Defects and Noncompliance Report
Revision: A

Report Date: March 22nd, 2016

I.

Trans Tech Bus has decided to conduct a recall on MY2012-MY2016 Student Safety Transporter school buses with a 35A/23C passenger capacity. The issue of forward deflection not meeting federal requirements on the barrier behind the driver’s seat may exist dependent upon the components installed location.

Vehicles not involved in the recall:

Trans Tech SST School Bus models, manufactured between January 1, 2012 and April 23rd, 2015 that have been quoted and produced with a rated capacity of less than 35A/23C (35 Adults, 23 Children).

Vehicles involved in the recall:

Trans Tech SST School Bus models, manufactured between January 1, 2012 and April 23rd, 2015 that have been quoted and produced with a rated capacity of 35A/23C (35 Adults, 23 Children).

Approximate percentage of the total of vehicles estimated to actually contain the Defect:

100%

Vehicle population as of March 22nd, 2016:

BODY MODEL	CHASSIS			Count
	MODEL	MAKE	YEAR	
SC159DSSA600	CC4G159D142	CHEVY	2013	6
SC159DSSA600	CC4G159D142	CHEVY	2014	17
SC159DSSA600	CC4G159D142	CHEVY	2015	24
SC159DSSA600	CC4G159D142	CHEVY	2016	3



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Identify and describe how the original recall population was determined:

February 4th, 2016 -

Trans Tech Bus engineering department received a phone call and was informed of a failure that occurred on a vehicle currently undergoing third-party testing. After performing an investigation into the vehicle in question and, this information was verified as feasible, and subsequently passed onto the administration for further review.

I.

Describe the Noncompliance :

From 2012 to 2015, a school bus model (Student Safety Transporter) was offered by Trans Tech Bus with a 35C/23A passenger capacity. This passenger capacity did not adequately account for spacing required by the barrier to deform according to federal regulations. 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 a scenario where the barrier located to the rear of the driver will fail forward deformation curves in the event of an accident.

Describe the consequence of the Noncompliance:

In the event of an accident, vehicle compartmentalization characteristics may not be met, which can lead to occupant injuries and/or death.

Identify any warning, which can (A) Precede or (B) Occur:

There is no definitive warning that will precede failure of this component.

II.

With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined:

February 4th, 2016

Trans Tech Bus engineering department received a phone call and was informed of a failure that occurred on a vehicle currently undergoing third-party testing. After performing an investigation into the vehicle in question and, this information was verified as feasible, and subsequently passed onto the administration for further review.

February 10th, 2016

Initial Contact is attempted by Trans Tech bus, to the component manufacturer, HSM Solutions.



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February 24th, 2016

Trans Tech Bus and HSM Solutions officials discuss equipment, testing, qualifiers for success and other relevant testing information. Additionally, HSM Solutions agrees to test the remedy as designed by Trans Tech Bus, when Trans Tech Bus can provide the remedy, a test buck and personnel in New Washington, Ohio.

March 22th, 2016 –

TransTech Bus finishes the recall remedy solutions, and submits information to NHTSA about the investigation.

Identify the remedy:

Transportation Collaborative Inc will forward the information to the affected vehicles owners and dealers that sold the vehicles. Trans Tech Bus is currently in the testing phase of qualifying possible recall remedies.

The remedy is accomplished by an addition of a metal brace to support the loading of the barrier when it undergoes a forward deflection movement. 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.

Any cost incurred to the owners, purchasers and dealers of Vehicles affected by this recall number will be reimbursed by Transportation Collaborative Inc. within a reasonable time of the notifications. Transportation Collaborative Inc. reimburses customers and dealers within 30 days of the remedy whenever possible.

Recall Schedule:

Upon approval of this report and associated documentation, Transportation Collaborative Inc. will notify the affected customers by issuing recall documents of the affected models and VINS, what customers cannot be directly notified will have the last known address (vehicle dealership) notified. This scheduled mailing will occur no later than April 4th, 2016.



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All questions regarding this recall should be addressed to:

Timothy Downey
Standards & Compliance
Transportation Collaborative Inc.
7 Lake Station Road
Warwick, New York 10990
Phone# 845-988-0419 Fax# 845-988-0324

Prepared by: Timothy Downey, Standards & Compliance, TransTech Bus

Signature:

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Date: 03/22/2016