

Part 573 Safety Recall Report

17V-666

Manufacturer Name : Van-Con, Inc.

Submission Date : OCT 19, 2017

NHTSA Recall No. : 17V-666

Manufacturer Recall No. : NR



Manufacturer Information :

Manufacturer Name : Van-Con, Inc.

Address : 123 William Street
Middlesex NJ 08846

Company phone : 356-8484

Population :

Number of potentially involved : NR

Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2011-2017 Chevy / Van-Con body 3500/33803 DRW

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : ALL

Power Train : GAS

Descriptive Information : The recall was determined by the change in specification that took place in October of 2011 determining the length and limit of the buckle end of any seat belt. The recall differs in the GVW of the bus in that 10,000 lbs. and under require 3 pt belts that were supplied with the seat from the seat manufacturer and is in compliance with the regulations. Buses that were under 10,000 lb GVW are not included in the recall.

Production Dates : NOV 21, 2011 - SEP 01, 2017

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Description of Noncompliance :

Description of the Noncompliance : The seat belt buckle latch plate assembly exceeds the limit plane established in s5.1.7

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

FMVSS 2 : NR

Description of the Safety Risk : The seat belt latch plate assembly when buckled, is located at some point across the seated passenger verses being located to the side of a seated passenger.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :

Component Manufacturer

Name : NR
Address : NR
NR
Country : NR

Chronology :

A school bus was purchased for testing, and when the seat buckle was tested for the limit length requirements it was determined that the buckle length was beyond the allowable limit. At the time we were unaware of the test requirements in that the requirements came out at the same time as the requirements for the 3 point seat belts and our focus and attention was drawn to compliance of seat anchorage for ruling of the 3 point seat belts. We were unaware that the change also effected standard static lap belts, and continued using the seat belt requirement specified to us by New York DOT many years ago (late 80's early 90's) on the length of exposed webbing on buckle end of seat belt as well as the location of the buckle, and that the seat belts are to be color coded. Since our seat belt manufacturer did not have any knowledge of the requirement to inform us and our seat manufacture has an option of purchasing the seats with static seat belts or with out we were unaware of any changes. When the issue was called to our attention we spoke with our seat belt manufacturer as well as our seat manufacturer for guidance on the application and interpretation of the testing and requirements of the ruling. After discussing the requirements with the engineer from our seat manufacturer it was explained to us that the requirement applies to School Buses regardless of GVW or type of seat belt 3 point or static lap belt. With that information we determined that we were in noncompliance with the regulation and began proceedings with the filing of noncompliance procedure.

Description of Remedy :

Description of Remedy Program :	remedy is still under development
How Remedy Component Differs from Recalled Component :	NR
Identify How/When Recall Condition was Corrected in Production :	From this point going forward all of our seats will be purchased and shipped into us with seat belts attached from the seat manufacturer. The seat belt buckle will be the proper length and will meet the requirements certified by the seat manufacturer under FMVSS 222 and other FMVSS requirements pertaining to seats and seat belt specifications. If a seat belt is to be installed by Van-Con, Inc. the webbing on the buckle will be shortened to assure that the seat belt buckle latch plate assembly does not exceed the limit plan.

Recall Schedule :

Description of Recall Schedule : recall schedule is under development

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported