TECHNICAL ASSISTANCE NOTE

No. 03-01

Contact:
Bud Fletcher

Bureau of School Business Services

School Transportation Management Section

Department of Education
Charlie Crist, Commissioner

(850) 488-4405
SC 278-4405

DATE: **July 1, 2002**

TO: **Service Managers**

FROM: **Bill Schroyer, Director**
Fleet Management Subsection

SUBJECT: **Annual Recall Listing Booklet from the National Highway Traffic Safety Administration (NHTSA) from January 1997 through June 2002**

Enclosed is the annual letter and booklet (reproduced as received) from NHTSA with a listing of recall notices from school bus body and school bus chassis manufacturers. This listing consists of recalls from January 1997 through June 2002. Please review the booklet and refer to any recall notice(s) that may affect any of the school buses in your district's fleet.

If you have not already done so, we highly recommend that you perform and document all recalls listed in this booklet that are applicable to the buses owned by your district.

Should you need assistance in performing any of the body or chassis recalls, please contact your local dealer or factory representative.

If you need further assistance, please contact Bud Fletcher in Tallahassee at (850) 488-4405.

WRS/bf

Attachment

cc: Superintendents (without attachments)
Transportation Directors (without attachments)

U.S. Department
of Transportation

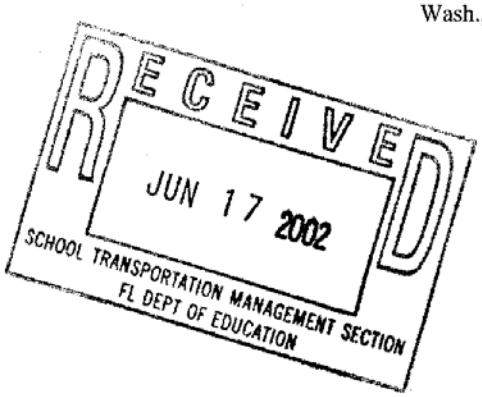
**National Highway
Traffic Safety
Administration**

National Highway Traffic Safety Administration
Washington, D.C. 20590
Auto Safety Hotline
Dash-2-DOT
(888) 327-4236
Wash., D.C. area 202-366-0123

NSA-111kjs
DRIAD02

June 10, 2002

Charles F. Hood
Director, School Transportation
Florida Dept of Education
325 W. Gaines Street, # 1114
Tallahassee, FL 32399-0400



Dear Charles F. Hood,

The National Highway Traffic Safety Administration (NHTSA) is writing this letter to provide State Pupil Transportation Directors with the enclosed annual NHTSA School Bus Safety Assurance Program Recall Listing. One purpose of the NHTSA School Bus Safety Assurance Program is to inform State Pupil Transportation Directors, State Transportation Inspection Program Directors, and other interested organizations of the current safety recalls involving school buses.

According to a source from the National Association of State Directors Pupil Transportation Services (NASDPTS), you were identified as being the representative or director of pupil transportation for your state. If this is not the case and there is someone else or another party we should be addressing, please provide the information to NASDPTS at (703) 734-1620 and forward this package on to the respective person.

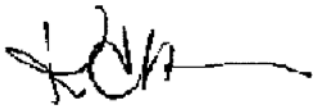
NHTSA strongly recommends that a copy of the School Bus Safety Assurance Program Recall Listing be forwarded to each school district, also, since we do not have a list of the state inspectors, an additional copy has been provided to you for the inspector. In addition, the agency is requesting each State Pupil Transportation Director to encourage all state school districts to develop and implement a program that would ensure that all out-standing recall remedy work is completed on each school bus within the district's fleet during the summer vacation maintenance period. School buses owned and/or operated by contractors should also be advised of the safety recalls and provide assurance to the state/district that all recall work is completed.

School buses remain one of the safest forms of transportation in the United States. The success of the School Bus Safety Assurance Program is dependent on the willingness of everyone concerned with the transportation of children to review the enclosed recall listing and make every effort to ensure that buses within their purview are corrected during the summer vacation maintenance period.

NHTSA
People Saving People
http://www.nhtsa.dot.gov

If you have any questions concerning the School Bus Safety Assurance Program, please contact either Mrs. Kelly Schuler or Mr. Jon White of my staff at (202) 366-5227 or by facsimile at (202) 366-7882. Mrs. Schuler can also be reached via e-mail at Kschuler@nhtsa.dot.gov. This information is also available on the Internet at www.nhtsa.dot.gov. If you have any questions concerning a specific recall campaign, please call the involved manufacturer at the phone number given in the recall listing or call NHTSA's Auto Safety Hotline at 1-888-327-4236.

Sincerely,



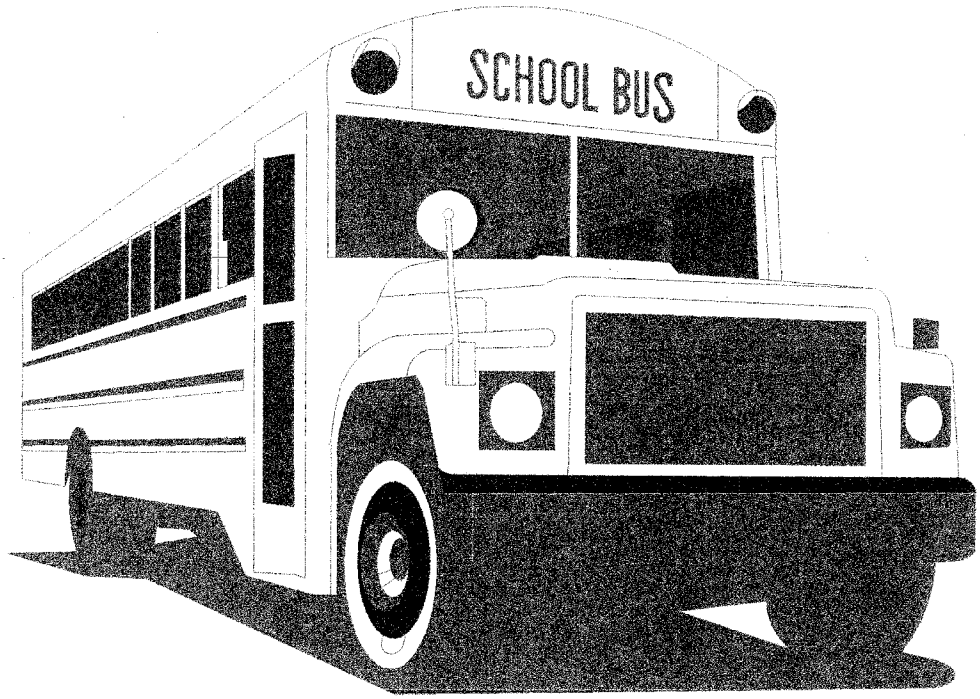
Kathleen C. DeMeter, Director
Office of Defects Investigation
Safety Assurance

2 Enclosures:
School Bus Safety Assurance Program Recall Listing

SCHOOL BUS SAFETY ASSURANCE PROGRAM

RECALL LISTING

JANUARY 1997 THROUGH JUNE 2002



National Highway Traffic Safety Administration
Washington, D.C. 20590
Auto Safety Hotline
Dash-2-DOT
(888) 327-4236

NHTSA
People Saving People
http://www.nhtsa.dot.gov

SCHOOL BUS SAFETY ASSURANCE PROGRAM

RECALL LISTING

FROM JANUARY 1997 THROUGH JUNE 2002

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SCHOOL BUS SAFETY ASSURANCE PROGRAM
2002 EDITION

The National Highway Traffic Safety Administration (NHTSA) is the Federal government agency responsible for assuring the safety of vehicles traveling the public roadways. NHTSA performs this responsibility, in part, by monitoring the performance of safety recall campaigns conducted by manufacturers to remedy a safety defect or noncompliance condition. The prompt remedy of school buses involved in safety recall campaigns is of special concern to the agency because the student occupants of a school bus could be subject to multiple injuries or even loss of life if a recalled safety defect or noncompliance condition is not corrected in a timely manner.

In order to respond to heightened public concern regarding the safety of students riding school buses, the agency initiated the "School Bus Safety Assurance Program" in May 1995. The main purpose of this program is to inform State Transportation Inspection Program Directors, State Pupil Transportation Directors, interested association groups, school district personnel, nonpublic school bus owners, parents, and members of the general public of the current safety recalls involving school buses.

Each recall entry gives the following information: (a) the corporate name of the recalling manufacturer(s); (b) the phone number of the recalling manufacturer(s); (c) the production dates of the school buses being recalled; (d) the school bus model(s) being recalled; (e) the NHTSA assigned recall number; (f) the manufacturer assigned recall number if different from the NHTSA assigned recall number; and (g) a brief description of the safety recall campaign.

School buses remain one of the safest forms of transportation in the United States. The success of the School Bus Safety Assurance Program is dependent on the willingness of each of us concerned with the transportation of children to review the enclosed recall listing and make every effort to ensure that buses within our purview are corrected as soon as possible.

If you have any questions concerning the School Bus Safety Assurance Program, please contact either Mrs. Kelly Schuler or Mr. Jon White at (202) 366-5227 or by facsimile at (202) 366-7882 or you can reach Mrs. Schuler by e-mail at Kschuler@nhtsa.dot.gov. Copies of this publication are also available on NHTSA=s web site located at http://www.nhtsa.dot.gov. If you have any questions concerning a specific recall campaign, please call the involved manufacturer at the phone number given in the recall listing or call NHTSA's Auto Safety Hotline DASH-2-DOT at (888) 327-4236.

List Of School Bus Related
Federal Motor Vehicle Safety Standards (FMVSS)

Federal Motor Vehicle Safety Standard No. 105, AHydraulic Brake System.@

Federal Motor Vehicle Safety Standard No. 111, ARearview Mirrors.@

Federal Motor Vehicle Safety Standard No. 115, AVehicle Identification Number.@

Federal Motor Vehicle Safety Standard No. 120, ATire Selection and Rims for Vehicles Other Than Passenger Cars.@

Federal Motor Vehicle Safety Standard No. 121, AAir Brake Systems.@

Federal Motor Vehicle Safety Standard No. 131, ASchool Bus Pedestrian Safety Devices.@

Federal Motor Vehicle Safety Standard No. 209, ASafety Belt Assemblies.@

Federal Motor Vehicle Safety Standard No. 210, ASafety Belt Assembly Anchorages.@

Federal Motor Vehicle Safety Standard No. 217, ABus Window Retention and Release.@

Federal Motor Vehicle Safety Standard No. 221, ASchool Bus Body Joint Strength.@

Federal Motor Vehicle Safety Standard No. 222, ASchool Bus Passenger Seating.@

Federal Motor Vehicle Safety Standard No. 301, AFuel System Integrity.@

Federal Motor Vehicle Safety Standard No. 304, ACompressed Natural Gas Fuel Container Integrity.@

SCHOOL BUS SAFETY ASSURANCE PROGRAM
DEFINITION OF TERMS USED IN
SAFETY RECALL CAMPAIGN LISTING

NHTSA: National Highway Traffic Safety Administration.

Production Dates: The beginning and ending manufacturer dates of the school buses involved in the recall campaign.

Model(s): The school bus model or models involved in the recall campaign.

02V-000: Recall number assigned by NHTSA once a school bus manufacturer notifies the agency that a safety recall will be conducted.

(02000): Manufacturer assigned recall campaign number that differs from the NHTSA recall number. Some manufacturers do not use separate recall numbers.

Recall Description: A brief description of the recall campaign.

SAMPLE

AMERICAN TRANSPORTATION CORPORATION (AMTRAN) **(800) 843-5615**

Production Dates: 1/91-1/97 **[02V-000]**
Model(s): Volunteer **(02301)**
Description: The clothing of a student rider can become snagged in the exit door handrail. If the driver is unaware of the situation, the entrance door may be closed, capturing the item in the door. Death or injury can occur to the person exiting the bus.

NEW SCHOOL BUS RECALLS

FROM JUNE 2001 THROUGH JUNE 2002

AMERICAN TRANSPORTATION CORPORATION (AMTRAN) (800) 843-5615

Production Dates: 4/29/01 - 9/24/01 **01V-350**
Model(s): AmTran 2000 through 2001 FE **(01-305)**
Recall Description: Certain school buses were built with an improper connection of the heater harness from the heater switch to the connector just outside the heater unit. The assembly left a loose hot wire in the heater harness with an unprotected terminal that could cause a direct short. This wire is protected with a 20-ampere circuit protection, but in a rare case could cause a fire.

Production Dates: 11/9/96 - 5/31/02 **01V-270**
Model(s): AmTran 1997 through 2001 CS **(01-304)**
Recall Description: On certain school buses equipped with I-6 engines, plywood floors, and a driver insulation package, the accelerator pedal can stick in either a partial or full throttle position.

Production Dates: 8/18/99 - 7/25/01 **01V-269**
Model(s): AmTran 2000 through 2002 CS, RE, FE, IC **(01-303)**
Recall Description: School and transit buses equipped with 39-inch flip seats. The flip seats could bind in the occupied position and not return to the stored position when not occupied. The cushion frame support bar slides off the seat support pad, which could retain the seat in the occupied position.

Production Dates: 1/1/95 - 5/1/31 **01V-241**
Model(s): AmTran 1996 through 2001 RE and FE **(01-302)**
Recall Description: Certain school and transit buses were built with a poor quality heater/defroster blower switch. In some cases this has caused the melting of the heater harness connector at the switch terminals or the high-speed wire insulation at the connector. Also, some of the units had improper circuit protection size installed in the heater defroster circuit.

Production Dates: 4/6/00 - 4/23/01 **01V-177**
Model(s): AmTran 2000 through 2001 IC **(01-301)**
Recall Description: School buses equipped with Bus Boy Cross View Mirrors fail to meet the requirements of FMVSS No. 111, "Rearview Mirrors." The left and right convex mirrors are located too low.

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BLUE BIRD BODY COMPANY **(478) 825-2021**

Production Dates: 9/9/98 - 10/11/01 **01V-338**
Model(s): 1999 through 2001 Q-Bus, Commercial Series, TC2000, and All American **(R01FL)**
Recall Description: School buses equipped with Hendrickson rear air suspension. Inadequate tightening of the 5/8" bolts on the rear air suspension hanger bolts and on rear axle torque arm axle seat studs can allow movement between the components which could result in the bolts and studs breaking, increasing the risk of a crash.

Production Dates: 8/2/00 - 7/30/01 **01V-337**
Model(s): 2000 through 2001 Conventional **(R01FN)**
Recall Description: School buses equipped with option 2836-02 driver's seat belts. The seat belts are too long, preventing the belt from retracting properly and fitting the occupant as designed.

Production Dates: 2/14/01 - 10/4/01 **01V-320**
Model(s): 2001 through 2002 Q-Bus, Commercial Series, TC2000, and All American **(R01FK)**
Recall Description: Insufficient torque on the ArvinMeritor air brake chamber mounting nuts can allow the nuts to loosen over time. This condition could reduce braking of the vehicle, possibly resulting in a crash.

Production Dates: 6/1/95 - 5/31/01 **01V-191**
Model(s): 1996 through 2001 Q-Bus, TC2000, Commercial Series, and All American **(R01FF)**
Recall Description: School and transit buses equipped with rear mounted engines. The 12-volt power supply cable(s) may be chaffed by hoses, harnesses, frame components, or clamps. This condition can result in power failure and/or risk of fire in the engine compartment.

****

COLLINS BUS CORPORATION **(800) 533-1850**

Production Dates: 3/15/00 - 8/15/01 **01V-267**
Model(s): 2000 through 2001 Grand Bantam
Recall Description: School buses equipped with a floor-mounted track used to accommodate and secure wheelchairs. The floor-mounted track bolts, used to secure this track to the floor, are too long and protrude through the wheel well. It is possible that the protruding bolts will puncture the rear tires if the tires should be pushed up into their full jounce position.

****

FREIGHTLINER CORPORATION **(800) 547-0712**

Production Dates: 3/5/99 - 3/1/02 **02V-084**
Model(s): 1999 through 2002 Freightliner FS-65 school buses
Recall Description: The brake hoses from the chassis to the front brake chambers could develop leaks due to the hose routing that could overstress the hose during sharp turns. This could result in reduced braking capability.

****

INTERNATIONAL TRUCK AND ENGINE CORPORATION **(800) 448-7825**
Formerly: Navistar International Transportation Corp.

Production Dates: 5/21/91 - 11/8/96 **02V-055**
Model(s): 1992 - 1997 International RE, FE, and FC school buses **02502**
Recall Description: Galvanic corrosion on the die cast adapter plate causes distortion of the wagon wheel seals that are mounted on the adapter plate. If the seals become distorted, the tipper valves cannot properly seat against the wagon wheel seals. If the tipper valves cannot seat completely, the fluid can back flow past the valves towards the reservoir and create a pressure loss for the front brakes, the rear brakes, or both.

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THOMAS BUILT BUSES, INC. (a division of Freightliner) **(336) 841-7219**

Production Dates: 1/11/96 - 11/30/01 **01V-378**
Model(s): 1996 through 2001 MVP EF
Recall Description: Certain school buses fail to conform to the requirements of Federal Motor Vehicle Safety Standard No. 217, "Bus Emergency Exits and Window Retention and Release." A third roof hatch must be added to meet the standard requirements. Only vehicles located in the state of Washington are involved.

Production Dates: 3/5/01 - 8/10/01 **01V-341**
Model(s): 2001 MVP ER, MVP EF, Saf-T-Liner**,** and Conventional
Recall Description: Certain school buses equipped with SynTec seats fail to conform to the requirements of FMVSS No. 222, "School Bus Passenger Seating and Crash Protection." Some seats (1) fail to meet the required four inch clearance during the test procedure, while still meeting the post test condition; (2) fail to meet the required frontal pre-load when testing under certain conditions; or (3) while still meeting the required force/defection, experience weld breakage.

Production Dates: 1/9/99 - 5/15/01 **01V-214**
Model(s): 1999 through 2001 Conventional
Recall Description: The main body power supply wire from the chassis can chafe on the chassis (cowl) sheet metal panel, causing arcing and could result in a fire.

Production Dates: 10/1/00 - 2/28/01 **01V-104**
Model(s): 2000 through 2001 Saf-T-Liner ER, Saf-T-Liner HD, Transit Liner HD, and Transit Liner ER
Recall Description: Certain school buses built with composite front roof caps fail to comply with requirements of FMVSS No. 221, "School Bus Body Joint Strength." The roof cap does not meet the requirements due to the omission of the adhesive that joins the roof to the bus body. In the event of a crash, the roof of the bus may crush, not properly protecting the vehicle occupants.

Production Dates: 8/7/00 - 8/18/00 **01V-097.009**
Model(s): 2000 ER Model, MVP ER, MVP EF, Conventional, and Minotour
Recall Description: School and transit buses equipped with safety belt assemblies produced by Am-Safe. On some seat belts, the buckle and connector may unlatch during a collision.

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U.S. BUS CORPORATION **845-357-2510**

Production Dates: 6/1/98 - 8/31/01 **01V-281**
Model(s): 1998 through 2001 Sturdibus
Recall Description: Certain school buses fail to comply with requirements of Federal Motor Vehicle Safety Standard No. 221, "School Bus Body Joint Strength." These buses have insufficient metal hemming in the panel joints. In the event of a crash, the side panels of the bus may not protect the occupants at the level required by the standard.

Production Dates: 2/8/01 - 7/19/01 **01V-244**
Model(s): 2001 Sturdibus, Universe, and Metro-Van school buses **2 Seat ALG**
Recall Description: Two fasteners were omitted in assembling the wall mount bracket to the seat frame. This could compromise the compartmentalization of the seating area in a crash, increasing the risk of injury to a seat occupant.

Production Dates: *This information has not yet been provided to the agency.* **01V-235 US Seats39**
Model(s): 2000 US Bus
Recall Description: School buses utilizing 39" school bus passenger seats. These vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard No. 222, "School Bus Passenger Seating and Crash Protection."

Production Dates: *This information has not yet been provided to the agency.* **01V-234 Barriers39**

Model(s): 2000 US Bus

Recall Description: School buses utilizing 39" school bus barriers. These vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard No. 222, "School Bus Passenger Seating and Crash Protection."

SCHOOL BUS

VEHICLE RECALLS

FROM JANUARY 1997 THROUGH JUNE 2002

AMERICAN TRANSPORTATION CORPORATION (AMTRAN) (501) 505-2190

Production Dates: 4/29/01 - 9/24/01 **01V-350**
Model(s): AmTran 2000 through 2001 FE **(01-305)**
Recall Description: Certain school buses were built with an improper connection of the heater harness from the heater switch to the connector just outside the heater unit. The assembly left a loose hot wire in the heater harness with an unprotected terminal that could cause a direct short. This wire is protected with a 20-ampere circuit protection, but in a rare case could cause a fire.

Production Dates: 11/9/96 - 5/31/02 **01V-270**
Model(s): AmTran 1997 through 2001 CS **(01-304)**
Recall Description: On certain school buses equipped with I-6 engines, plywood floors, and a driver insulation package, the accelerator pedal can stick in either a partial or full throttle position.

Production Dates: 8/18/99 - 7/25/01 **01V-269**
Model(s): AmTran 2000 through 2002 CS, RE, FE, IC **(01-303)**
Recall Description: School and transit buses equipped with 39-inch flip seats. The flip seats could bind in the occupied position and not return to the stored position when not occupied. The cushion frame support bar slides off the seat support pad, which could retain the seat in the occupied position.

Production Dates: 1/1/95 - 5/1/31 **01V-241**
Model(s): AmTran 1996 through 2001 RE and FE **(01-302)**
Recall Description: Certain school and transit buses were built with a poor quality heater/defroster blower switch. In some cases this has caused the melting of the heater harness connector at the switch terminals or the high-speed wire insulation at the connector. Also, some of the units had improper circuit protection size installed in the heater defroster circuit.

Production Dates: 4/6/00 - 4/23/01 **01V-177**
Model(s): AmTran 2000 through 2001 IC **(01-301)**
Recall Description: School buses equipped with Bus Boy Cross View Mirrors fail to meet the requirements of FMVSS No. 111, "Rearview Mirrors." The left and right convex mirrors are located too low.

Production Dates: 8/00 - 3/01 **01V-145.001**
Model(s): AmTran 2001 models FE and RE **(01-300)**
Recall Description: These buses fail to meet the requirements of FMVSS No. 111, "Rearview Mirrors." The position of the driver's rear view mirror does not allow complete visibility of pedestrians.

Production Dates: 2/15/99 - 12/27/99 **01V-057**
Model(s): AmTran 1994-1997 Models RE and FE **(99-304)**
Recall Description: Some certification labels displayed the incorrect tire pressure for the tire specified to meet the GAWR for the front and/or rear axles. This does not meet the requirements of FMVSS No. 120, ATire Selection and Rims for Motor Vehicles other than Passenger Cars,@ and Part 567, ACertification.@

Production Dates: 3/17/00 - 10/9/00 **00V-420**
Model(s): AmTran 2001 IC **(00-305)**
Recall Description: These buses were built using the wrong hardware to secure the driver seat to the driver=s platform. The seat could become loose and separate from the driver=s platform.

Production Dates: 7/31/00 - 11/2/00 **00V-390**
Model(s): AmTran 2001 RE **(00-304)**
Recall Description: School buses equipped with Hehr International rear exit windows with vandal locks. These buses were built with rear emergency exit windows incorporating a lock option that could be left in the lock position and allow the engine to be started. This does not comply with the requirements of FMVSS No. 217, ABus Emergency Exits and Window Retention and Release.@

Production Dates: 7/31/00 - 8/28/00 **00V-282**
Model(s): AmTran 2000 IC **(00-303)**
Recall Description: These buses fail to comply with requirements of Part 565, AVehicle Identification Number Requirements.@ These vehicles were built with improper model codes.

Production Dates: 3/17/00 - 8/10/00 **00V-208**
Model(s): AmTran 2001 Models FE, RE, and IC **(00-302)**
Recall Description: These vehicles fail to comply with the requirements of FMVSS No. 565, AVehicle Identification Number Requirements.@ The vehicles have the wrong model year code in the Vehicle Identification Number (VIN).

Production Dates: 11/29/99 - 5/31/00 **00V-182**
Model(s): AmTran 2000 FE and RE Models **(00-301)**
Recall Description: FE models (without seat belts) and RE models (with and without seat belts) school buses equipped with the between the frame rail fuel tank option and 39 and 45 inch anchor passenger seats (seat belt ready seats). These buses were built without the under floor reinforcement plate on the inboard seat mountings about the tank. This does not comply with the requirements of FMVSS 210, ASeat Belt Assembly Anchorages.@

Production Dates: 8/99 - 9/99 **99V-253**
Model(s): AmTran FE Models IS **(99-308)**
Recall Description: Some heater/defroster units were built with the blower motor wired improperly. When wired improperly, the blower motor runs backward and airflow for heating and defrosting is very limited. This does not meet the requirements of Federal Motor Vehicle Safety Standard No. 103, AWindshield Defrosting and Defogging Systems.@

Production Dates: Through 9/99 **99V-252**
Model(s): AmTran FE Models IS, RE Models RS and Conventional Model SS **(99-307)**
Recall Description: Some of the seats were built with a seat mounting bolt that failed during testing. This does not meet the requirements of Federal Motor Vehicle Safety Standard No. 210, ASeat Belt Assembly.@

Production Dates: 2/99 - 6/99 **99V-195**
Model(s): AmTran FE (IS2603, IS3000, IS3300, IS3309, IS3406, IS3503, IS3706, IS3900, and IS3909) **(99-306)**
Recall Description: Certain clothing articles such as draw strings can become lodged between the forward handrails at the bus doors as a person is exiting the bus.

Production Dates: 3/98 - 4/99 **99V-146**
Model(s): AmTran RE (RS3302 through RS3911) **(99-305)**
Recall Description: Some rear exit windows do not meet the requirements as specified under Federal Motor Vehicle Safety Standard 217, ABus Window Retention and Release.@

Production Dates: 6/92-2/99 **99V-061**
Model(s): Genesis (IS2603 through IS3909) **(99-303)**
AmTran FE (IC3406 through IC3909)
AmTran RE (RS3302 through RS3911)
AmTran/Ward Volunteer (SS1506 through SS3306)
AmTran Conventional (CS1506 through CS3306)
Recall Description: These vehicles are equipped with flip seats at the emergency exits. The seat cushion hinge on the combination flip seat is located in such a manner that it is within easy reach of the passenger sitting in the seat located behind the combo flip seat. The hinges on the combo flip seat can cause a pinching condition, resulting in personal injury.

Production Dates: 10/98-2/99 **99V-038**
Model(s): Genesis (IS2603 through IS3909) **(99302)**
AmTran FE (IC3406 through IC3909)
AmTran RE (RS3302 through RS3911)
Stripped Chassis (FH1652)

Recall Description: Some rear brake assemblies were built using incorrect mounting hardware. Improper torque of the fastener or fasteners that retain the brakes to the rear axle could allow brake groups to separate from the rear axle.

Production Dates: 2/88 - 10/96 **98V-301**
Model(s): Genesis, AmTran RE, Ward/AmTran Volunteer, Ward Senator **(98305)**
Ward Patriot, Ward/AmTran Vanguard, and President
Recall Description: The emergency door hinges on these buses can bind from rust and/or corrosion causing difficulty in opening the door.

Production Dates: 9/97-9/98 **98V-248**
Model(s): Genesis (IS2806, IS2603, IS2903, IS3000, IS3009, IS3309, **(98304)**
IS3406, IS3503, IS3600, IS3609, IS3706, IS3900, IS3909,
IC3406, IC3909 & IC3503) AmTran RE (RS3302, RS3505, RS3708, & RS3911)
Stripped Chassis (FH 1652)
Recall Description: These buses are equipped with five-spoke cast wheels which have mis-matched wheel spacer and clamps which could cause high stress on the wheel studs resulting in possible wheel stud failure.

Production Dates: 2/97-8/98 **98V-200**
Model(s): AmTran Conventional **(98303)**
Recall Description: Conventional model vehicles built with outward opening service doors and/or manual door controls. Certain clothing articles such as draw strings can become lodged between the control rod clevis and the attachment at the door as a person is exiting the bus.

Production Dates: 4/98-5/98 **98V-123**
Model(s): Genesis, RS3302, RS3505, RS3708, RS3911, RC3911, **(98302)**
& FH1652
Recall Description: Buses equipped with a 2-piece, NO5X7508 tilting steering column, or NO5X710 telescope and tilting steering column. The upper pinch bolt nut was omitted from the universal joint. This condition could cause the loss of steering control.

Production Dates: 10/91-5/98 **98V-106**
Model(s): Genesis, RS3302, RS505, RS3708, & RS3911 **(98301)**
Recall Description: These vehicles were built with inadequate circuit protection devices (fuses or circuit breakers) allowing the headlamps, during high beam operation, to impose too much load causing the protection device to open the circuit. This could cause the loss of the headlights, increasing the risk of a vehicle crash.

Production Dates: 3/95-1/97 **97V-048**
Model(s): RS, RC, & RE **(97501)**
Recall Description: The power steering return hose can crack due to power steering fluid expansion during cold weather.

Production Dates: 1/91-1/97 **97V-014**
Model(s): Volunteer **(97301)**
Recall Description: The clothing of a student rider can become snagged in the exit door handrail.

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BLUE BIRD BODY COMPANY **(912) 825-2021**

Production Dates: 9/9/98 - 10/11/01 **01V-338**
Model(s): 1999 through 2001 Q-Bus, Commercial Series, TC2000, and All American **(R01FL)**
Recall Description: School buses equipped with Hendrickson rear air suspension. Inadequate tightening of the 5/8" bolts on the rear air suspension hanger bolts and on rear axle torque arm axle seat studs can allow movement between the components which could result in the bolts and studs breaking, increasing the risk of a crash.

Production Dates: 8/2/00 - 7/30/01 **01V-337**
Model(s): 2000 through 2001 Conventional **(R01FN)**
Recall Description: School buses equipped with option 2836-02 driver's seat belts. The seat belts are too long, preventing the belt from retracting properly and fitting the occupant as designed.

Production Dates: 2/14/01 - 10/4/01 **01V-320**
Model(s): 2001 through 2002 Q-Bus, Commercial Series, TC2000, and All American **(R01FK)**
Recall Description: Insufficient torque on the ArvinMeritor air brake chamber mounting nuts can allow the nuts to loosen over time. This condition could reduce braking of the vehicle, possibly resulting in a crash.

Production Dates: 6/1/95 - 5/31/01 **01V-191**
Model(s): 1996 through 2001 Q-Bus, TC2000, Commercial Series, and All American **(R01FF)**
Recall Description: School and transit buses equipped with rear mounted engines. The 12-volt power supply cable(s) may be chaffed by hoses, harnesses, frame components, or clamps. This condition can result in power failure and/or risk of fire in the engine compartment.

Production Dates: **01V-060**
Model(s): 2000-2001 All American, TC2000, Commercial Series, and Q-Bus **R01EM**
Recall Description: These buses are equipped with a combination Spicer J230 rear axle, spring suspension, and Crewson Brunner automatic slack adjusters. The Crewson Brunner slack adjuster contacts a U-bolt mounting bracket when a combination of the listed components are installed. The combination does not allow for full extension of the slack adjuster when brakes are applied.

Production Dates: **01V-044.003**
Model(s): 1999 All America, TC2000, Commercial Series, Wanderlodge, and LTC 40 **R01ET**
Recall Description: These buses are equipped with tie rod assemblies manufactured by TRW. The suspect tie rods contain 24-DL model ball sockets. Certain of the tie rod ball-socket bearings have a below-specification case depth and/or hardness, which can lead to premature wear of the socket.

Production Dates: **00V-279.004**
Model(s): 1999-2001 All American, Commercial Series, TC2000 **R00EJ**
Recall Description: These buses are equipped with Meritor WABCO Phase 1, D-version Antilock Brake System (ABS), fail to comply to the requirements of FMVSS No. 105, "Hydraulic and Electric Brake Systems." An internal diagnostic system in the ABS may not detect an extreme wheel speed sensor air gap. Such a condition could possibly occur during (1) original assembly or (2) subsequent wheel end service.

Production Dates: **00V-321**
Model(s): 1992-1994 TC2000 and All American **R00EH**
Recall Description: These buses are equipped with compressed natural gas engines (CNG). The original pressure relief devices may vent unexpectedly.

Production Dates: 2/10/99 - 9/24/00 **00V-245**
Model(s): 1999-2001 All American **R00EF**
Recall Description: These buses could have improperly installed or missing pinch bolts in the steering shaft assemblies.

Production Dates: 2/2/99 - 9/4/00 **00V-230.001**
Model(s): 2000-1999 All American, TC2000, Q-Bus, and Commercial Series **R00EA**
Recall Description: These buses are equipped with electronic engines and Felsted electronic accelerator pedals that are equipped with stainless steel or electroplated music wire return springs which can break causing the pedal to go full throttle.

Production Dates: 11/1/93 - 12/6/99 **00V-219**
Model(s): 1993-1999 TC2000, Conventional, and Mini Bus **R00DN**
Recall Description: These buses fail to meet the 60 percent joint strength requirements of FMVSS No. 221, ASchool Bus Body Joint Strength.@ In the event of a vehicle crash, the roof may not be supported sufficiently, possibly causing personal injury to the bus occupants.

Production Dates: 5/6/99 - 7/13/00 **00V-209**
Model(s): 1999-2000 All American **R00DZ**
Recall Description: These buses are equipped with Cummins ISC engines. The wiring harness to the combustion air intake grid heater can chafe against the engine and wear through causing an electrical short in the grid heater power supply.

Production Dates: 10/15/97 - 5/31/00 **00V-162**
Model(s): All American, TC2000, Q-Bus, LTC 40, and Commercial Series **R00DX**
Recall Description: These buses are equipped with Bendix air brakes. Bendix changed the internal design of the QR1C relay valve by adding a hole in the internal diaphragm. When the hole in the diaphragm aligns with the hole in the valve body, the brake application time increases. Under certain conditions, such as parked on an incline, driver activates the parking brake but removes foot from the threadle valve, the bus could roll before the parking brake is fully engaged.

Production Dates: 8/26/94 - 4/4/00 **00V-130**
Model(s): 1995-2000 Commercial Series and Transhuttle **(R00DV)**
Recall Description: These buses are equipped with transit sliding pushout windows. Potential sticking and/or binding of the pushout window inner frame within the outer frame results in opening forces exceeding the requirements of FMVSS No. 217, ABus Window Retention and Release.@

Production Dates: 3/98 - 2/00 **00V-071**
Model(s): All American **(R00DS)**
Recall Description: The Power Distribution Unit (PDU) cables are inadequately supported and routed in close proximity to the steering pitman arm. The cable can chafe resulting in an electrical short.

Production Dates: 3/98 - 2/00 **00V-051**
Model(s): All American, TC2000, Q-Bus, and Commercial Series **(R00DR)**
Recall Description: Buses equipped with the Bendix ABS anit-lock braking system which the primary and secondary brake thread valve air lines were installed incorrectly at the Bendix R12DC relay valve.

Production Dates: 9/98 - 11/99 **99V-332**
Model(s): TC2000 and Commercial Series **(R99DK)**
Recall Description: When the bus hits a bump or a pothole, a shimmy can occur in the front end possibly causing the driver to over react and possibly causing a crash.

Production Dates: 2/98 - 10/99 **99V-289**
Model(s): TC2000 **(R99DF)**
Recall Description: The alternator power cables may not have been routed properly which could result in the cable abrading against the motor mount.

Production Dates: 3/99 - 8/99 **99V-234**
Model(s): All American **(R99DE)**
Recall Description: These buses do not comply with the requirements of Federal Motor Vehicle Safety Standard No. 102, ATransmission, Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect.@ The neutral safety switch is wired incorrectly allowing the starter to engage when the ignition is turned AON,@ followed by the transmission selector being placed in forward or reverse positions, and then the ignition turned to the ASTART@ position. As such, the vehicle may be started when the transmission is in gear.

Production Dates: 2/96-1/99 **99V-031**
Model(s): Conventional buses **(R99CL)**
Recall Description: The battery cables may not have been routed properly on buses manufactured on chassis equipped with optional three batteries. Improper routing of the battery cables placed the positive cable immediately behind the battery hold down clamp. When the batteries are pushed back into the battery compartment, the positive cable may be chafed or pinched causing the positive cable to short out creating a potential risk of fire.

Production Dates: 8/97-1/99 **99V-020**
Model(s): Micro Bird **(R99CK)**
Recall Description: School buses equipped with 30-inch and 34-inch seats and barriers or 36, 39, and 45-inch seats and barriers with offset legs installed in the first body section behind the driver. When narrow seats and barriers (30" and 34") or seats and barriers with offset legs are installed, additional floor reinforcement is added. It was discovered this reinforcement interferes with and chafes the rubber fuel filler hose.

Production Dates: 4/97-1/99 **99V-018**
Model(s): TC2000, Micro Bird, Mini Bird, GPWB, and Conventional school buses **(R99CN)**
Recall Description: The wall side attaching bolts for some of the passenger seats may have been inadvertently installed too close to the edge of the seat ledge and in the wrong attaching hole resulting in weakening of the seat ledge at the attachment points. In a front crash, the rear attaching bolt of these seats could pull out of the seat ledge and present a risk of occupants.

Production Dates: 6/93-1/99 **99V-017**
Model(s): Conventional school buses mounted on Navistar chassis **(R99CM)**
Recall Description: The mirrors on these buses do not fully comply with FMVSS No. 111 AReview Mirrors.@

Production Dates: 2/98 - 11/98 **98V-313**
Model(s): TC1000, TC2000, Commercial Series, and Q-Bus **(R98CH)**
Recall Description: The grid heater wiring harness may chafe against the engine and wear through causing an electrical short in the grid heater power supply.

Production Dates: 8/97-7/98 **98V-176**
Model(s): Micro Bird (B1VC) **(R98CD)**
Recall Description: On the subject units, the bolts retaining the fuel tank straps may loosen allowing the fuel tank to become dislodged.

Production Dates: 9/91-6/98 **98V-153**
Model(s): All American **(R98CC)**
Recall Description: On the subject units, movement of the hand throttle cable in the accelerator bracket rubs a grove in the accelerator bracket. The hand throttle cable may become wedged in the grove that was worn into the accelerator bracket preventing the accelerator from returning to idle position.

Production Dates: 6/96-4/98 **98V-128**
Model(s): TC1000 & C1
Recall Description: Steering axle brake drums, part No. 61958B, used in the axle assembly combination supplied solely to Blue Bird by Webb Wheel. The brake drum is oversized in the area above the mounting flange and prevents the disc wheel from mounting flat against the brake drum. Prolonged exposure can lead to disc wheel cracking and subsequent disc wheel failure. ***Note: Webb Wheel is conducting the owner notification and remedy for this campaign. Owners who take their buses to an authorized dealer on an agreed upon service date and do not receive the free remedy within a reasonable time should contact Webb Wheel at 1-800-633-3256.***

Production Dates: 10/96-8/97 **98V-110**
Model(s): TC2000 **(R98CA)**
Recall Description: Rear engine school buses equipped with option 04888 dedicated compressed natural gas (CNG) fuel package. The 24" long stainless steel braided fuel hoses can leak at the hose end fittings. These hoses can fracture allowing CNG fuel leakage increasing the risk of fire.

Production Dates: 5/94-5/98 **98V-108**
Model(s): VCTA & Microbird **(R98BZ)**
Recall Description: These buses were not equipped with a positive hold open device (retainer) for the rear emergency door. This does not meet the requirements of FMVSS No. 217, ABus Window Retention and Release.@ The emergency door would not stay open until it was released, increasing the risk of personal injury in the event of an emergency.

Production Dates: 9/97-2/98 **98V-043**
Model(s): TC2000 & CSRE **(R98BX)**
Recall Description: The parking brake indicator light can illuminate without the parking brake being set. The driver may see the parking brake indicator light on and leave the bus. The bus may then roll, increasing the risk of personal injury and/or property damage.

Production Dates: 4/97-2/98 **98V-037**
Model(s): SBCV **(R98BW)**
Recall Description: School buses mounted on Freightliner FS-65 chassis. Buses equipped with system AB@ mirrors do not fully comply with FMVSS No.111, ARearview Mirrors.@ A bus driver may not be able to see certain portions of the bus increasing the risk of a crash or personal injury to persons near the bus.

Production Dates: 1/88-4/98 **97V-197**
Model(s): TC2000 **(R98BU)**
Recall Description: Front and rear engine school buses equipped with 60 gallon side mounted fuel tank barriers. These buses do not comply with FMVSS No. 301, AFuel System Integrity.@ In the event of a crash, the fuel tank could be damaged, leaking fuel, possibly resulting in a vehicle fire.

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COLLINS BUS CORPORATION **(316) 662-9000**

Production Dates: 3/15/00 - 8/15/01 **01V-267**
Model(s): 2000 through 2001 Grand Bantam
Recall Description: School buses equipped with a floor-mounted track used to accommodate and secure wheelchairs. The floor-mounted track bolts, used to secure this track to the floor, are too long and protrude through the wheel well. It is possible that the protruding bolts will puncture the rear tires if the tires should be pushed up into their full jounce position.

Production Dates: 1999-2000 **00V-191**
Model(s): Bantam, Super Bantam, and Grand Bantam **00SR01**
Recall Description: These buses were built on Ford or Chevrolet cutaway van chassis equipped with the Rosco "Euro-style" overhanging right hand rearview mirror. These mirrors have an inadequate strength attachment at the mirror brace mounting point and could pull loose during

high winds (from oncoming traffic) or severe vibration. This does not comply with the requirements of FMVSS No. 111, "Rearview Mirrors."

Production Dates: 8/99 - 10/99 **99V-308**
Model(s): Bantam & Super Bantam
Recall Description: Buses equipped school bus certified safety seats which do not meet the requirements of Federal Motor Vehicle Safety Standard No. 210, ASeat Belt assembly Anchorages.@

Production Dates: 11/98 - 12/98 **98V-328**
Model(s): Bantam & Super Bantam
Recall Description: These buses are equipped with safety seats which may not meet the requirements of Federal Motor Vehicle Safety Standard No. 210, ASeat Belt Assembly.@

Production Dates: 5/96 - 5/98 **98V-118**
Model(s): Grand Bantam
Recall Description: Some of these buses may have been modified consisting of a notch in the lower flange of the left-hand frame rail forward of the frame cross member immediately behind the fuel tank. In the event of a crash, the frame rail may puncture the fuel tank. This modification does not comply with Federal Motor Vehicle Safety Standard No. 301, AFuel System Integrity.@

Production Dates: 9/96-2/98 **98V-061**
Model(s): Grand Bantam
Recall Description: Dual rear wheel school buses built on Ford E-350 cutaway chassis. The wrong front and rear axle weight ratings are listed on the certification label. Owners could overload the axles if following the rating as listed.

Production Dates: 6/97-8/97 **97V-195**
Model(s): School Bus
Recall Description: 96" wide school buses built on Chevrolet chassis (G van cutaway model 3500). These buses were built on 10,000 lb. GVWR chassis but should have been built on 12,000 lb. GVWR chassis. The buses have more designated seat spaces than the GVWR is prepared to support. Operation of these buses as delivered will cause an overweight condition.

Production Dates: 8/97-9/97 **97V-168**
Model(s): Bantam & Grand Bantam
Recall Description: School buses equipped with 39" school bus seats. The seats in these buses have frame material that does not comply with the energy absorption requirements of FMVSS No. 222, ASchool Bus Passenger Seating.@

Production Dates: 1/97-8/97 **97V-130**
Model(s): Bantam
Recall Description: School buses built on a 9,500 lb. gross vehicle weight ratio GMT-600 Chevy cutaway chassis with an exterior width of 80 inches. There is not enough clearance between the wheel well and the rear of the tire allowing the inside of the rear tire to rub on the steel wheel well causing premature tire failure, increasing the risk of a vehicle crash.

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FORD MOTOR COMPANY **(800) 392-3673**

Production Dates: 3/97-4/97 **97V-091**
Model(s): B800, F800, and F700 **(97S74)**
Recall Description: Medium duty trucks and school bus chassis-cowls equipped with automatic transmissions. The welds that attached the key to the top of the steering column mounted automatic transmission shift linkage may not adequately retain the key, allowing the transmission to be in a gear other than that indicated on the APRNDL,@ or in some cases ARNDL.@ This could result in the park brake not engaging when the shift lever is placed in the park position.

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FREIGHTLINER CORPORATION **(800) 547-0712**

Production Dates: 3/5/99 - 3/1/02 **02V-084**
Model(s): 1999 through 2002 Freightliner FS-65 school buses
Recall Description: The brake hoses from the chassis to the front brake chambers could develop leaks due to the hose routing that could overstress the hose during sharp turns. This could result in reduced braking capability.

Production Dates: 7/15/99 - 12/21/99 **01V-044.002**
Model(s): 1999 FS-65, MVP ER, MVP EF, and Transit Liner ER
Recall Description: Trucks, school bus and motor home chassis, school buses, and transit buses equipped with tie rod assemblies manufactured by TRW. The suspect tie rods contain 24-DL model ball sockets. Certain of the tie rod ball-socket bearings have a below-specification case depth and/or hardness, which can lead to premature wear of the socket.

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GENERAL MOTORS CORPORATION (GM) **Chevrolet (800) 222-1020**
GMC (800) 462-8583

Production Dates: **01V-044.009**
Model(s): 1999-2000 Chevrolet and GMC C, F, and B series school buses and medium duty trucks **(01030)**
Recall Description: These buses are equipped with axle assemblies which may have been manufactured with TRW Model 24-DL ball sockets. The tie rod ball-socket bearings have a below specification case depth and/or hardness which can lead to premature wear out of the socket in some applications.

Production Dates: **00V-238.008**
Model(s): 1998-2001 Chevrolet and GMC C, F, and B series school buses, medium duty trucks and tractors. **(00078)**
Recall Description: These buses are equipped with Bendix air ABS with an EC-17 1030R electronic control unit (ECU), there have been reports of unwanted ABS activation at low speeds caused by 1) chafed ABS wheel speed sensor wires on rotating parts or 2) a damaged component at the wheel end that generates a certain type of erratic sensor signal.

Production Dates: 4/97-8/97 **99V-057**
Model(s): Chevrolet and GMC B7 school buses **(98050)**
Recall Description: Some of these school buses were built with an incorrect intermediate steering shaft. The overlap in the slip joint may be insufficient and could allow the steering shaft to separate.

Production Dates: 11/92 **98V-299**
Model(s): Chevrolet and GMC G 31303 school buses **(98072)**
Recall Description: These vehicles were assembled with an instrument panel wiring harness that can contact the brake pedal mounting bracket. Over time, the wiring harness would abrade on the bracket, which could result in electrical shorting. This could lead to ignition of under dash components and a subsequent vehicle fire.

Production Dates: 6/96-4/98 **98V-237**
Model(s): Chevrolet and GMC B7 school buses **(99005)**
Recall Description: The power steering fluid can leak as a result of a power steering fluid supply hose interference condition. Eventually, all power steering assist would cease, resulting in a loss of steering control.

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GIRARDIN, INC. **(819) 477-3222**

Production Dates: 10/12/99 - 3/23/01 **01V-145.002**
Model(s): 1999-2001 school bus
Recall Description: These buses are equipped with Rosco Cross Over Mirrors and manufactured between October 12, 1999, and March 23, 2001. The position of the driver's rear view mirror does not allow complete visiablity of pedestrians as required under Federal Motor Vehicle Safety Standard No. 111, "Rearview Mirrors."

Production Dates: **01V-118**
Model(s): 1998-2001 MBIV **(01-001-AB)**
Recall Description: The inner body panel could contact and damage the wiring harness by the driver's seat. If the wires are damaged, and a contact between those wires occurs, the air bag could inadvertently deploy.

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INTERNATIONAL TRUCK AND ENGINE CORPORATION **(800) 448-7825**
Formerly: Navistar International Transportation Corp.

Production Dates: 5/21/91 - 11/8/96 **02V-055**
Model(s): 1992 - 1997 International RE, FE, and FC school buses **02502**
Recall Description: Galvanic corrosion on the die cast adapter plate causes distortion of the wagon wheel seals that are mounted on the adapter plate. If the seals become distorted, the tipper valves cannot properly seat against the wagon wheel seals. If the tipper valves cannot seat completely, the fluid can back flow past the valves towards the reservoir and create a pressure loss for the front brakes, the rear brakes, or both.

Production Dates: 3/1/98 - 7/13/00 **00V-232.101**
Model(s): 1998-2000 AmTran FE and RE school buses **(00508)**
Recall Description: School buses built with Bendix air ABS with an EC-17 1030R electronic control unit (ECU). There have been reports of unwanted ABS activation at low speeds caused by 1) chafed ABS wheel speed sensor wires on rotating parts or 2) a damaged component at the wheel end that generates a certain type of erratic sensor signal.

Production Dates: 02/00 - 03/00 **00V-148**
Model(s): 3400, 3800, 4700 4x2, 4700 LPX, 4700 LP, RE BUS, and RE CMRCL **(00503)**
Recall Description: School/Transit buses and medium duty trucks. The castings used on the power steering pumps were not built to match the engineering drawings, resulting in a thin wall in the pump casting or a complete connection of two passages that are supposed to be separated

to control fluid flow. The fluid flow may be reduced to less than the minimum required flow rate to provide full power assist to the brake system with low engine speed. An increase in stopping distance at slow engine speeds can result, increasing the possibility of a crash.

Production Dates: 08/97 - 09/00 **99V-331**
Model(s): 3800 & FE **(99511)**
Recall Description: An air brake line controlling the rear brakes may be too close to the exhaust pipe and could rupture at any time without warning. Exhaust pipe heat can melt or cause premature failure of this air line.

Production Dates: 12/98 - 05/99 **99V-262**
Model(s): 3800, 3400, 4700, and 4900 **(99508)**
Recall Description: School buses and heavy duty trucks built with rear leaf spring suspensions which the frame to the axle hose length was too long, a chafing condition exists on suspension components, which could result in hose rupture. On vehicles where the hoses are too short, a hose separation could occur with severe suspension articulation.

Production Dates: 01/11/99 - 01/20/99 **99V-055.001**
Model(s): 2500, 2500, 3800, 4700, 4900, 5000, 8100, 9100, 9200, 9400, 9800, 9900, FE BUS, and 4800 **(99504)**
Recall Description: School/transit buses and heavy duty trucks equipped with Meritor brake automatic slack adjusters. Some of the automatic slack adjusters had insufficient torque applied to the guide pawl cap screw. Without sufficient torque on the guide pawl cap screw, the brakes could gradually lose adjustment, increasing the vehicle stopping distance.

Production Dates: 05/96 - 10/97 **99V-033.001**
Model(s): 3400, 1552, 1652, 3600, 3800, 4700, and 4900 **(99501)**
Recall Description: School buses and heavy duty trucks equipped with Spicer 6,000 or 8,000 lb. front steer axles. The tie rod end can pull outboard and separate from the tie rod tube due to improper thread engagement between the male tie rod end and the female tube. Separation of the tie rod could result in loss of steering control, increasing the risk of a vehicle crash.

Production Dates: 01/97 - 12/97 **98V-291**
Model(s): 3400, 3800, 4700, RE, 1652, and 3600 **(98509)**
Recall Description: School buses and heavy duty trucks equipped with T444E diesel engines. A fuel leak can occur because of over-crimping of the hose end fittings on the hose from the regulator to the left head and the hose from the fuel transfer pump to the regulator.

Production Dates: 12/97 - 08/98 **98V-289**
Model(s): 3400, 3800, and 4700 **(98507)**
Recall Description: School buses and heavy duty trucks equipped with T444E diesel engines. The high pressure oil line for the fuel injection system that goes from the high pressure oil pump

to the right cylinder head can chafe against the charge air cooler crossover pipe. If this condition occurs, the hose will fall, resulting in a sudden loss of oil, causing the engine to have a sudden loss of power.

Production Dates: 07/97 - 07/98 **98V-228**
Model(s): 3800, 4700, and 4900 **(98506)**
Recall Description: School buses and heavy duty trucks equipped with a 1710 drive line and a 12 x 4 hydraulic parking brake. If the brake drum or transmission yoke are not fully seated when the engine bolts are installed connecting the 3-piece joint, the bolts can loosen. Bolts will eventually work out of shear resulting in drum and drive shaft separation.

Production Dates: 01/94 - 07/97 **98V-119.002**
Model(s): 3400, 1652 SC, and 4700 **(98503)**
Recall Description: School/Transit buses and trucks equipped with an optional automatic shift lever that includes a park brake position. The transmission shifter/park brake lever can bind before fully engaging in the park brake position causing a false park condition. The vehicle can move after being placed in park increasing the risk of a crash.

Production Dates: 12/96 - 03/97 **97V-143**
Model(s): 3800, 4700, 2000, 3600, and 8000 **(97508)**
Recall Description: School buses and heavy truck chassis equipped with T444E engines. The accelerator pedal rod material is excessively brittle and can break during a full throttle application. The unexpected breakage can result in the inability to accelerate the vehicle properly increasing the risk of a vehicle crash.

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LES ENTREPRISES MICHEL CORBEIL, INC. **(514) 439-3577**

Production Dates: 11/89-11/98 **98V-330**
Model(s): Corbeil Minibus school buses built on General Motors and Ford chassis
Recall Description: These buses fail to comply with certain requirements of FMVSS No. 217, ABus Window Retention and Release.@

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MID BUS, INC. **(419) 358-2500**

Production Dates: **99V-298**
Model(s): School Bus built on Chevrolet cutaway chassis
Recall Description: The emergency egress zone is partially blocked by passenger seats. This does not meet the requirements of Federal Motor Vehicles Safety Standard No 217, ABus Window Retention and Release.@

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SPARTAN MOTORS, INC. **(800) 543-5008**

Production Dates: 7/7/99 - 8/31/00 **00V-246.207**
Model(s): 2000-1999 SB, TB, Alpine, and Summit **(SPEC 00016)**
Recall Description: These school buses are equipped with TRW drag links. Each drag link assembly contains two 20-EDL model ball socket assemblies. Certain of the ball-socket bearings have a below specification case depth and/or hardness which can lead to premature wear out of the socket.

Production Dates: 5/15/97 - 7/21/98 **00V-216**
Model(s): 1997-1998 SB2142 **(SPEC00003)**
Recall Description: Front engine Carpenter school buses with front air suspensions. Due to frame flexing, both the track bar mount, mounting bolts, and the steering box mounting bolts could loosen which could allow subsequent fracture or torque loss of these bolts. The spring beam could also fracture.

Production Dates: 6/95 - 3/98 **00V-001**
Model(s): SB B5.9 front diesel engine **(SPEC 99009)**
Recall Description: Due to the accelerator cable engine mount bracket having an incorrect bend angle, the accelerator cable has a compound bend radius which allows the inner cable to wear through the outer cable sheath end fittings and possibly jam in the groove resulting from this wear. The engine throttle may then fail to react to accelerator pedal movements.

Production Dates: 11/89-11/98 **99V-008**
Model(s): SB-2142 front engine, spring suspension school buses **(SPEC 98060)**
Recall Description: Due to frame flexing, both the front spring hanger mounting bolts and the steering box mounting bolts can loosen allowing subsequent fracture or torque loss of these bolts. This would allow the front axle to move affecting directional control of the vehicle.

Production Dates: 3/98 **98V-173**
Model(s): SB-2242 school bus **(SPEC 98018)**
Recall Description: The brake indicator light had the symbol but not the word ABRAKE@ on it. This does not meet the requirements of FMVSS No. 105, AHydraulic Brake Systems.@

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THOMAS BUILT BUSES, INC. **(336) 881-7219**

Production Dates: 1/11/96 - 11/30/01 **01V-378**
Model(s): 1996 through 2001 MVP EF
Recall Description: Certain school buses fail to conform to the requirements of Federal Motor Vehicle Safety Standard No. 217, "Bus Emergency Exits and Window Retention and Release." A third roof hatch must be added to meet the standard requirements. Only vehicles located in the state of Washington are involved.

Production Dates: 3/5/01 - 8/10/01 **01V-341**
Model(s): 2001 MVP ER, MVP EF, Saf-T-Liner**,** and Conventional
Recall Description: Certain school buses equipped with SynTec seats fail to conform to the requirements of FMVSS No. 222, "School Bus Passenger Seating and Crash Protection." Some seats (1) fail to meet the required four inch clearance during the test procedure, while still meeting the post test condition; (2) fail to meet the required frontal pre-load when testing under certain conditions; or (3) while still meeting the required force/defection, experience weld breakage.

Production Dates: 1/9/99 - 5/15/01 **01V-214**
Model(s): 1999 through 2001 Conventional
Recall Description: The main body power supply wire from the chassis can chafe on the chassis (cowl) sheet metal panel, causing arcing and could result in a fire.

Production Dates: 10/1/00 - 2/28/01 **01V-104**
Model(s): 2000 through 2001 Saf-T-Liner ER, Saf-T-Liner HD, Transit Liner HD, and Transit Liner ER
Recall Description: Certain school buses built with composite front roof caps fail to comply with requirements of FMVSS No. 221, "School Bus Body Joint Strength." The roof cap does not meet the requirements due to the omission of the adhesive that joins the roof to the bus body. In the event of a crash, the roof of the bus may crush, not properly protecting the vehicle occupants.

Production Dates: 8/7/00 - 8/18/00 **01V-097.009**
Model(s): 2000 ER Model, MVP ER, MVP EF, Conventional, and Minotour
Recall Description: School and transit buses equipped with safety belt assemblies produced by Am-Safe. On some seat belts, the buckle and connector may unlatch during a collision.

Production Dates: 10/1/00 - 2/28/01 **01V-105**
Model(s): 2000-2001 MVP ER and ER Transit
Recall Description: Certain school buses fail to comply with requirements of FMVSS No. 121, "Air Brake Systems." These vehicles do not comply due to the low air warning system detecting pressure in only one reservoir system and not both as required.

Production Dates: 10/1/00 - 2/28/01 **01V-104**
Model(s): 2000-2001 MVP ER and ER Transit
Recall Description: Certain school buses fail to comply with requirements of FMVSS No. 221, "School Bus Body Joint Strength." The roof cap does not meet the requirements due to the omission of the adhesive that joins the roof to the bus body.

Production Dates: 10/1/00 - 3/31/01 **01V-103**
Model(s): 2000-2001 SAF-T-Liner, SAF-T-Liner HD, Transit Liner ER, and Transit Liner HD
Recall Description: The accelerator pedal can possibly hang up on the floor rubber.

Production Dates: 4/1/00 - 10/31/00 **00V-428**
Model(s): MVP EF
Recall Description: School and transit buses equipped with air brakes and a TRW steering gear. The pinch bolt on the pitman arm contacts the exhaust port on the air brake treadle valve during steering maneuvers.

Production Dates: 11/1/99 - 3/14/00 **00V-380**
Model(s): Vista and Conventional
Recall Description: Certain school buses and transit buses equipped with National Seating's Series 93B-SB driver seat. A bracket attaching the gas spring shock to the height adjuster of the seat can deform and break. This bracket is located at the top of the height adjuster.

Production Dates: 4/1/96 - 9/30/00 **00V-362**
Model(s): Conventional, MVP-ER, MVP-EF, Vista, TL960, CL960, and ER Transit
Recall Description: Certain school buses and transit buses equipped with National Seating's Series 93B-SB driver seat. A bracket attaching the gas spring shock to the height adjuster of the seat can deform and break. This bracket is located at the top of the height adjuster.

Production Dates: 2/13/98 - 8/3/00 **00V-232.011**
Model(s): 1997-2000 MVP ER, MVP EF, and ER Transit
Recall Description: School bus chassis and emergency vehicles built with Bendix air ABS with an EC-17 1030R electronic control unit (ECU), there have been reports of unwanted ABS activation at low speeds caused by 1) chafed ABS wheel speed sensor wires on rotating parts or 2) a damaged component at the wheel end that generates a certain type of erratic sensor signal.

Production Dates: 12/1/94 - 7/31/00 **00V-174**
Model(s): 1994-2000 MVP and ER Transit
Recall Description: School buses with Weldon Technologies' 5050-1400 surface mount marker lights. These buses have an option to replace each of the twelve clearance/marker/identification lights with four-candlepower lights, twice the candlepower normally used. The higher current demand created by these lights can cause excessive heat through the headlight switch connection if a relay is not installed between the combination tail/marker light circuit and the headlight switch.

Production Dates: 10/1/95 - 8/31/99 **00V-041**
Model(s): 1995-1999 MVP
Recall Description: School buses equipped with Neway AD 200 rear air suspensions. There is interference between the suspension U-bolt and the rear axle which can cause the U-bolt to crack and fall off.

Production Dates:11/1/93 - 7/31/96 **99V-266**
Model(s): 1993 -1996 Minotour
Recall Description: School buses built on Chevrolet chassis with a corrugated steel floor and and equipped with 45" wide restraining passenger seats. The 45" wide restraining passenger seat fails to comply with the performance requirements of FMVSS No. 210, "Seat Belt Assembly Anchorages."

Production Dates: 3/1/94 - 1/25/99 **99V-177**
Model(s): 1994-1999 MVP
Recall Description: Transit and school buses equipped with Cummins ISB or Caterpillar 3126 engines. A decal that warns of the danger of using ether or other starting fluids in the engine air intake system was omitted. The label should be located on the fixed headlight panel on the front of the bus.

Production Dates: 3/1/94 - 3/31/99 **99V-176**
Model(s): 1994-1999 MVP
Recall Description: Transit and school buses equipped with electronic engines. The bottom edge of the accelerator pedal can catch on the floor mat when the pedal is fully depressed. This does not meet the requirements of FMVSS No. 124, "Accelerator Control Systems."

Production Dates: 7/1/95 - 1/4/99 **99V-175**
Model(s): 1995-1999 Conventional
Recall Description: Transit and school buses equipped with air suspension driver seat. Tether belts used to anchor the seat belt assembly to the floor were not installed on buses equipped with an air ride driver seat. This does not meet the requirements of FMVSS No. 210, "Seat Belt Assembly Anchorages."

Production Dates: 7/1/97 - 5/19/98 **99V-174**
Model(s): 1997-1998 Minotour
Recall Description: School and transit buses built on General Motors chassis. To install the new aluminum Minotour body, two fuel tank strap fasteners were loosened. Re-tightening these fasteners can result in loss of clamp load, resulting in the fuel tank falling off the vehicle.

Production Dates: 7/1/95 - 10/1/98 **99V-173**
Model(s): 1995-1998 Conventional
Recall Description: Restraining barriers and reinforcement plates may be installed incorrectly. Nuts used to secure the plate the floor may be missing or the reinforcement plate may be mounted in a non-standard location. This does not meet the requirements of FMVSS No. 222, "School Bus Passenger Seating and Crash Protection."

Production Dates: 11/97-12/98 **99V-075**
Model(s): MVP-EF and MVP-ER transit and school buses
Recall Description: The mounting bolt for the upper front shock absorber bracket can loosen in service due to the omission of a frame reinforcement from the upper shock absorber mount. The loosened bolt could then work in the frame rail-mounting hole, which could result in hairline cracking of the frame rail in the shock absorber mounting area and possible fracture of the shock absorber mounting eye as well.

Production Dates: 6/98-11/98 **98V-309**
Model(s): Conventional and Vista school buses built on Navistar chassis
Recall Description: The crossview mirrors installed on these buses do not comply with FMVSS No. 111, AReview Mirrors.@ The entire top surface of Cylinder H was not visible.

Production Dates: 4/96-4/98 **98V-229**
Model(s): Conventional, Vista, MVP-ER, MVP-EF, TL960, CL960,
and ER-Transit equipped with National Seating=s Series 93B-SB driver seat
Recall Description: A bracket attached to the height adjusting shock absorber on these seats can deform and break.

Production Dates: 10/95-2/28 **98V-054**
Model(s): MVP
Recall Description: The sliding action of the accelerator linkage lever over the hand throttle cable can cause the hand throttle wire to wear a notch in the accelerator linkage resulting in binding of the linkage which would prevent the accelerator control from returning to idle quickly or from returning to idle position at all.

Production Dates: 3/97-12/97 **98V-011**
Model(s): Conventional
Recall Description: These school buses do not comply with FMVSS No. 111, ARearview Mirrors.@ The driver may not have a clear view to the rear of the bus.

Production Dates: 12/95-10/97 **97V-192**
Model(s): Conventional, Vista, Saf-T-Liner, and MVP
Recall Description: The flip seats installed on these buses do not meet the rearward push requirements of FMVSS No. 222, ASchool Bus Passenger Seating.@

Production Dates: 1/97-10/97 **97V-177**
Model(s): Saf-T-Liner, MVP, and ER Model
Recall Description: The steering linkage can bind due to debris which becomes trapped between the plastic cup, which seals the opening where the steering column comes through the bus floor, and the steering knuckle.

Production Dates: 9/88-6/97 **97V-133**
Model(s): Saf-T-Liner, MVP, Citiliner, and Chartour
Recall Description: School and transit buses equipped with in-line six engine AS@ type frame rails and side mounted battery. The battery cable routing allows the positive cable to chafe resulting in a possible short circuit of the cable. If an electrical short occurs, it can cause loss of power to the vehicle and a possible vehicle fire.

Production Dates: 4/77-14/97 **97V-117**
Models: Minotour
Recall Description: The clothing of a student rider can become caught in the area between the service door and the door control rod attaching bracket. If an item worn by a child were to catch on this area, and the driver were to close the door and put the vehicle in motion, this can result in serious injury or death. These buses were originally included in safety recall 96V-139. However, the repair did not eliminate the potential snagging point. Therefore, owners are being renotified to inspect the orientation of the door control. If the door control does not match the orientation described in the renotification letter, the owner will be instructed to remove the existing control and the original recall repair part, reorient the door control, and reinstall the recall repair part.

Production Dates: 11/95-6/96 **97V-099**
Model(s): MVP
Recall Description: School and transit buses equipped with Cummins 6B engines and Delco alternators. The battery cable routing allows the cable to contact the exhaust manifold. If this occurs, the engine could stall and an electrical short can cause a fire.

Production Dates: 7/91-2/96 **97V-031**
Model(s): Conventional
Recall Description: The clothing of a student rider can become snagged in the exit door handrail.

Production Dates: 9/88-1/96 **97V-030**
Model(s): Saf-T-Liner
Recall Description: The suspension beam can contact and damage the brake chamber clamp band. if the damage to the clamp band resulted in band breakage, the chamber could come apart resulting in loss of the service brakes. The emergency brakes would automatically apply.

Production Dates: 7/95-4/96 **97V-020**
Model(s): Saf-T-Liner
Recall Description: The brake system does not meet stopping distance requirements of FMVSS No.121, AAir Brake Systems.@

Production Dates: 11/94-11/96 **97V-018**
Model(s): Saf-T-Liner
Recall Description: The nut that secures the main power supply unit can loosen possibly resulting in the loss of vehicle power.

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US BUS MANUFACTURING, INC.

Production Dates: 6/1/98 - 8/31/01 **01V-281**
Model(s): 1998 through 2001 Sturdibus
Recall Description: Certain school buses fail to comply with requirements of Federal Motor Vehicle Safety Standard No. 221, "School Bus Body Joint Strength." These buses have insufficient metal hemming in the panel joints. In the event of a crash, the side panels of the bus may not protect the occupants at the level required by the standard.

Production Dates: 2/8/01 - 7/19/01 **01V-244**
Model(s): 2001 Sturdibus, Universe, and Metro-Van school buses **2 Seat ALG**
Recall Description: Two fasteners were omitted in assembling the wall mount bracket to the seat frame. This could compromise the compartmentalization of the seating area in a crash, increasing the risk of injury to a seat occupant.

Production Dates: *This information has not yet been provided to the agency* **01V-235**
US Seats39
Model(s): 2000 US Bus
Recall Description: School buses utilizing 39" school bus passenger seats. These vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard No. 222, "School Bus Passenger Seating and Crash Protection."

Production Dates: *This information has not yet been Provided to the agency.* **01V-234 Barriers39**

Model(s): 2000 US Bus

Recall Description: School buses utilizing 39" school bus barriers. These vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard No. 222, "School Bus Passenger Seating and Crash Protection."

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VAN-CON, INC. **(908) 356-8484**

Production Dates: 11/97 - 6/99 **99V-321**

Model(s): GMC Savana

Recall Description: Conversion Type-A school buses equipped with plunger/socket positive door openers on single rear emergency doors. These buses do not comply with the requirements of Federal Motor Vehicle Safety Standard No. 217, ABus Window Retention and Release.@

Production Dates: 11/97 - 6/97 **99V-229**

Model(s): GMC Savana

Recall Description: Conversion school buses equipped with a single rear emergency door. The last seat is too close to the emergency rear door restricting the passage. These buses do not comply with the requirements of Federal Motor Vehicle Safety Standard No. 217, ABus Window Retention and Release.@

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EQUIPMENT-RELATED

SCHOOL BUS RECALLS

ARVINMERITOR **(248) 435-1725**

Production Dates: 7/5/99 - 10/3/99 **00E-047.005**
Equipment Description: Drag link assemblies manufactured by TRW. Each drag link assembly contains two 20-EDL model ball socket assemblies.
Recall Description: Ball socket assemblies sold for use as service or aftermarket parts as determined by the customer. If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.
Corrective Action: TRW will be notifying ArvinMeritor's customers and providing remedy free of charge.

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BENDIX COMMERCIAL VEHICLE SYSTEMS **(800) 478-1793**

Production Dates: N/A **00E-041**
Equipment Description: Bendix ABS Electronic Control Unit (ECU) sensor wires, Part No. EC-17-1030R installed on certain school and transit buses and sold as aftermarket service parts. There have been reports of unwanted temporary ABS activation at low speeds caused by 1) chafed ABS wheel speed sensor wires on rotating parts or 2) a damaged component at the wheel end that generates a certain type of erratic sensor signal.
Recall Description: This condition could cause the air ABS ECU to exhaust the air at the air brake modulators for one or more of the wheels.
Associated Vehicle Recall No(s).: 00V-176 & 00V-232

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CUMMINS ENGINE COMPANY **(800) 343-7357**

Production Dates: 6/1/99 - 1/10/01 **01E-011**
Equipment Description: Cummins Engines Serial Number range of 45878623 to 46066483.
Recall Description: The internal front bushing can spin, causing damage to the air compressor, and possibly to the spindle drive at the rear face of the air compressor which is used to provide power to the vehicle hydraulic pump. Failure of the air compressor's spindle drive could lead to loss of power assist if the hydraulic pump ceases to operate.

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DANA CORPORATION **(419) 585-4500**

Production Dates: 7/5/99 - 10/3/99 **00E-047.004**
Equipment Description: Drag link assemblies manufactured by TRW. Each drag link assembly contains two 20-EDL model ball socket assemblies.
Recall Description: Ball socket assemblies sold for use as service or aftermarket parts as determined by the customer. If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.

Corrective Action: TRW will be notifying Dana's customers and providing remedy free of charge.

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FELSTED PRODUCTS, LLC **(660) 269-4550**

Production Dates: 2/1/99 - 8/4/00 & 5/4/00 - 8/28/00 **00E-049**
Equipment Description: Felsted LLC electronic foot pedals containing stainless steel or yellow chromate zinc electroplated return springs manufactured from February 1, 1999, through August 4, 2000, and Felsted LLC electronic foot pedals containing black chromate zinc electroplated music wire return springs manufactured from May 4, 2000, though August 28, 2000.
Recall Description: The return springs may break due to arcing during the electroplating process. If the spring breaks, the accelerator pedal will not return to idle, possibly resulting in a vehicle crash.
Associated Vehicle Recall No(s).: 00V-230

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MERITOR WABCO **(800) 535-5560**

Production Dates: 10/1/97 - 11/30/99 **00E-055**
Equipment Description: Phase 1, D-version Antilock Brake Systems (ABS) with Part Nos. 446 044 071 0, 446 044 072 0, 446 109 000 0, and 446 109 001 0, installed on medium trucks, school and transit buses, and motor homes greater than 10,000 lds. GVWR.
Recall Description: The Phase 1, D-version hydraulic ABS may not detect an extreme wheel speed sensor air gap that can be created by placing the sensor a significant distance from its intended position when the vehicle is stationary. Therefore, the ABS does not comply with Federal Motor Vehicle Safety Standard 105, "Hydraulic and Electric Brake Systems."
Associated Vehicle Recall No(s).: 00V-279

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TRANS/AIR MANUFACTURING CORPORATION **(800) 673-2446**

Production Dates: 10/27/97 - 9/7/00 **00E-054**
Equipment Description: Aftermarket air conditioning condensers installed on school and transit buses with Part Nos. 301250, 301297, 301309, 301362, 301364, 301298, 301482, 301362-02, 301440, 301387, and 301379.
Recall Description: Defective circuit breaker. These circuit breakers are auto reset type and could provide a source of ignition if they fail in the closed position.

TRW COMMERCIAL STEERING SYSTEMS **(866) 280-3287**

Production Dates: 7/5/99 - 10/3/99 **00E-047.001**
Equipment Description: Tie rod assemblies manufactured by TRW. The suspect tie rods contain 20 EDL model ball sockets.
Recall Description: Certain of the tie rod ball-socket bearings have a below specification case depth and/or hardness which can lead to premature wear out of the socket. If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.
Associated Vehicle Recall No(s).: 00V-246 and 01V-097

Production Dates: 7/5/99 - 10/3/99 **00E-047.002**
Equipment Description: Drag link assemblies manufactured by TRW. Each drag link assembly contains two 20-EDL model ball socket assemblies.
Recall Description: Certain of the ball-socket bearings have a below specification case depth and/or hardness which can lead to premature wear out of the socket. If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.
Associated Vehicle Recall No(s).: 00V-246 and 01V-097

Production Dates: 7/5/99 - 10/3/99 **00E-047.003**
Equipment Description: Drag link assemblies manufactured by TRW. Each drag link assembly contains two 20-EDL model ball socket assemblies.
Recall Description: Ball socket assemblies sold for use as service or aftermarket parts as determined by the customer. If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.
Associated Vehicle Recall No(s).: 00V-246 and 01V-097

Production Dates: 7/14/99 - 7/25/99 **01E-004.001/002**
Equipment Description: Tie rod assemblies manufactured by TRW. The suspect tie rods contain 24-DL model ball sockets. Certain of the tie rod ball-socket bearings have a below specification case depth and/or hardness which can lead to premature wear out of the socket.
Recall Description: If this condition occurs, the driver can lose partial control of the right front wheel, possibly resulting in a vehicle crash.

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HOW TO CONTACT NHTSA

WHO WE ARE AND WHAT WE DO

The National Highway Traffic Safety Administration (NHTSA) is the Federal government agency responsible for assuring the safety of vehicles traveling on public roadways. The Auto Safety Hotline was established by NHTSA to allow members of the public to communicate their concerns relating to motor vehicle safety to the agency.

WHAT THE HOTLINE DOES

The Hotline collects complaints relating to:

- ► Current safety recall campaigns
- ► Safety-related defects found in a motor vehicle or item of motor vehicle equipment

OTHER SERVICES

The Hotline also distributes information on the following topic areas:

- ► Current safety recall campaigns
- ► Current safety defect and noncompliance investigations conducted by NHTSA
- ► Child safety seats
- ► Safety belts and air bags
- ► Drunk driving literature
- ► Annual safety recalls report
- ► Federal Motor Vehicle Safety Standards
- ► Motor vehicle import requirements
- ► Odometer fraud
- ► Uniform tire grading specifications

HOW TO GET MORE INFORMATION

The Hotline can be reached from anywhere in the United States and its territories by calling (888) 327-4236. Operators are available to take your calls Monday through Friday from 8 a.m. to 10 p.m. Eastern time. Consumers who contact the Hotline during non-operational hours can leave a message on the answering machine which will be responded to on the next business day. Spanish speaking operators are also available. Hearing impaired persons may contact the Hotline at (800) 424-9152 or (202) 366-7800.

VISIT US ON THE WEB

Information is now available on the Internet at: http://www.nhtsa.dot.gov