



WORLD TRANS, INC.

RECEIVED
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OFFICE
DEFECTS INVESTIGATION

800-662-6892 Voice
316-669-0404 Fax
www.wtrans.com
P.O. Box 2946
Hutchinson, Ks.
67504-2946

Date: 4/5/99

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

99V-633,004 (U)

Dear Sirs,

World Trans has been notified by Capacity of Texas, who was notified by Dana Corporation that they are conducting a recall NHTS 99E-005 on front axles assemblies produced between May 1, 1996 and October 31, 1997. (see attached notice)

World Trans uses this front axle, which is assembled in a chassis at Capacity of Texas in Longview Texas, for use in our 3000 series bus. World Trans builds the body on these chassis which are sold to customers throughout the United States.

World Trans has concluded there are a total of 81 buses involved in this recall. World Trans will notify each customer by certified mail to contact Dana Corporation on how to proceed in this recall. If needed, World Trans will assist the customer. World Trans will also mail a recall card for each bus to the customer to be fill out and return to us upon completion of the repair. This card will be kept in the unit file of each bus at our plant for verification of recall completion.

Should you any questions, please call me at 800-533-1850 ext 475.

Sincerely,

Jeff Slifer
Service Mgr.

A SUBSIDIARY OF COLLINS BUS CORPORATION

March 18, 1999

Mr. David Galusha
Capacity of Texas
401 Capacity Drive
Long View, TX 75604

99V-633.004 (6)

Dear Mr. Galusha,

Subject: Notice of Defective Tie Rod Assemblies-NHTSA Recall 99E-005

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Safety Act. Spicer Heavy Axle and Brake Division, Dana Corporation has decided that a defect which relates to motor vehicle safety exists in certain front axle tie rod assemblies sold to your corporation.

Defect Description:

In the affected assemblies the tie rod end can pull outboard and separate from the tie rod tube. This condition may occur as a result of improper thread engagement between the external male tie rod threads and internal female tie rod tube threads. Improper thread engagement plus the possibility of insufficient clamp load on the tube clamp present a possible risk to motor vehicle safety. Separation of the tie rod end and tie rod tube could result in loss of steering control. Loss of vehicular control could cause an accident without warning resulting in personal injury, property damage or both.

Models Affected:

The condition noted above is limited to 6,000 and 8,000 pound front steer axle assemblies produced between May 1, 1996 and October 31, 1997. Front steer axle assemblies part numbers affected by this notification are:

- (1) 080BN201-1 Front Axle Assembly uses Tie Rod assembly 080TR109-1
- (2) 080BN201-2 Front Axle Assembly uses Tie Rod assembly 080TR109-1

This notice affects only tie rod assemblies. Part numbers are as follows:

- (1) 080BN201-1 (Tie Rod Assembly 080TR109-1)
- (2) 080BN201-2 (Tie Rod Assembly 080TR109-1)

Service Procedure:

Tie Rod Replacement

1. Remove tie rod assembly from vehicle.
2. Install new tie rod assembly and torque left and right ball stud nuts to 80 lbs. ft. If cotter pin cannot be installed, tighten the nut to the next opening on the castellated nut that will permit cotter pin installation - Do Not back nut off. Do not exceed 180 lbs. ft. maximum torque. Threads and tapers must be free of oil and other contaminants.
3. Install cotter pin in left and right ball stud nut and bend end of cotter pin over to lock position.
4. Grease tie rod ends.
5. Set front axle toe-in to 1/16 inch \pm 1/16 inch. Toe-in should be set only by trained mechanics.

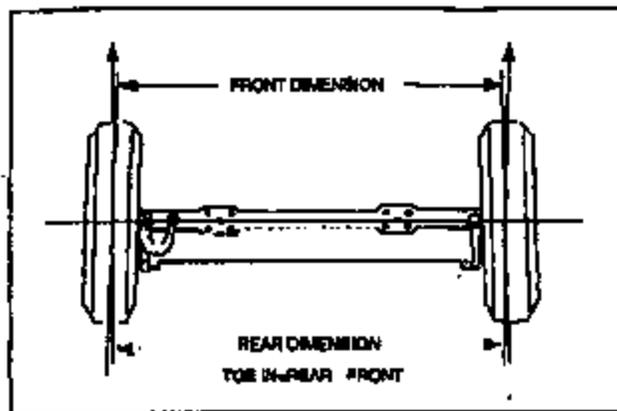
Setting Toe-In

Note: If electronic equipment is used to set toe-in the equipment must be calibrated to insure accuracy.

The following procedure may be used to set toe-in when electronic alignment equipment is not available.

SPICER HEAVY AXLE AND BRAKE DIVISION, DANA CORPORATION
P.O. BOX 2229, FORT WAYNE, INDIANA 46801-2229, TEL: (210) 483-7174, FAX: (210) 481-3115

To obtain accurate reading, two mechanics are required to insure that the pointers are always placed or adjusted to be exactly in front of the line scribed on both tires. Toe-in is the amount in fractions of an inch that the front wheels are closer together at the front than at the back (Figure 1).



99V-633-004 (3)

Figure 1.

Setting Toe-In

1. Block rear wheels.
2. Jack up the front axle.
3. Wipe off excess dirt and moisture from the center of both front tire treads complete 360 degrees. Use a piece of chalk or white spray paint to mark the center of both tires around the complete circumference.
4. Put a scribe or pointed instrument against the center of the whitened area of each tire and rotate the tires 360 degrees. The scribe must be held in place so that a single straight line is marked 360 degrees around the tire.
5. Put a floating radius gauge plate under each wheel. Lower the vehicle and remove the lock pins from the radius gauge plates to allow the front wheels to return to the normal operating position. If full floating radius gauge plates are not available lower the vehicle to the floor and roll it forward 12 to 15 feet to neutralize the front suspension. Neutralizing the front suspension is extremely important especially if the vehicle has been jacked up to scribe the tires; otherwise, the front wheels will not return to the normal operation position due to the tires gripping the floor surface when the vehicle is lowered.
6. Set the sliding scale end of the trammel bar to zero (0) (Figure 2) and lock the scale in place.

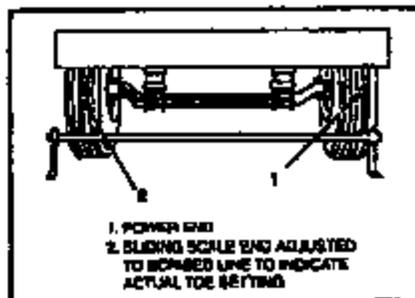


Figure 2.



7. Put the tramnel bar at the rear of the front tires so the sliding scale that was set to zero (0) in step 6 is centered against the scribed line on one of the tires (Figure 2).
8. Adjust the pointer on the end of the tramnel bar opposite the sliding scale so it lines up with the scribed line on the rear of the opposite front tire. Lock the pointer in place on the tramnel bar.
9. Put the tramnel bar against the front of the tires so the pointer end is against the scribed line on the front tire. Loosen and remove the sliding scale pointer on the opposite end of the tramnel bar so it is against the scribed line on the opposite tire. Lock the scale in place (Figure 3).
10. Read the toe-in or toe-out on the sliding scale. If toe-in is correct, it will read $1/16 \pm 1/16$ inch.

If toe-in adjustment is necessary, use the following procedure:

1. Loosen the tie rod clamps that secure the tie rod ends in position in the tie rod tube.
2. Set the sliding scale on the tramnel bar to read $1/16$ toe-in.
3. Turn the tie rod tube to set the toe-in. After the toe-in is set, the sliding scale and the pointer should both be on the scribed line of the respective tire being adjusted. Page 2
4. Turn the steering wheel in each direction to center the steering linkage (if the vehicle has power steering, start the engine before turning the wheel). Make sure the front wheels are in a straight-ahead position (stop the engine) and re-check the toe-in setting. Make any necessary adjustments.
5. Repeat step 4 until the toe-in reading is $1/16 \pm 1/16$ inch.
6. Position and tighten the tie rod clamp nuts 70-85 lbs. ft.

▲▲Warning-When positioning the tie rod clamps check the clearance between the bolt and axle I-Beam at the maximum left/right turn position. Interference may restrict proper steering linkage movement and/or cause damage to the clamp bolts.

Parts Information:

Tie Rod assemblies will be shipped direct from Dana Corporation (included with the new tie rod assembly will be a shipping label for return of removed assemblies). Tie rod assemblies should be ordered from Dana Corporation using the Fax Form attached to this letter. Care should be taken to insure the order forms are complete, accurate and legible. If required, the Fax form may be reproduced locally.

Removed Parts Disposition:

Removed tie rod assemblies must be returned to Dana Corporation using the prepaid returned parts shipping label provided with the new tie rod assembly. The VIN Identification should be printed on a paper tag and attached to each assembly being returned to the Dana Corporation.

Warranty Reimbursement:

Since tie rod assemblies for this campaign are being supplied on a "No Charge" basis labor charges should be submitted as a normal Warranty Claim. A \$40.00 administrative charge will be allowed to cover receiving and return shipment of tie rod assemblies. This charge should be submitted on the Warranty Claim as "Administrative charge". The Administrative charge will be reimbursed upon receipt of the warranty claim and the returned tie rod assembly.

Labor Information:

Allowance to replace tie rod assembly and set Toe-In _____ 0.8 hours

Manufacturer/Distributor/Dealer Responsibility:

All vehicles subject to this campaign must be corrected at no charge to the owner, regardless of mileage, age of vehicle or ownership from this time forward. All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery.



94V-133,604 (5)

Every effort must be made to promptly schedule an appointment with each owner to repair his vehicle as soon as possible.

In the event Spicer Heavy Axle and Brake Division, Dana Corporation, has not provided replacement assemblies or proper reimbursement for this recall action a complaint may be filed with NHTSA. Submit complaints to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 or call the toll free Auto Safety Hotline at (800) 424-9393 (Washington, DC area residents may call (202) 366-0123).

Very Truly Yours,

D. D. Thompson
Technical Assistance Representative
(219) 481-3380



Dana Corporation Component Part Recall 99E-005
Tie Rod Assemblies: 080TR109-1

Ordering Location: _____ **Date:** _____
Name: _____
Address: _____
City: _____ **State** _____ **Zip** _____
Telephone No: () _____ **Person Ordering** _____

Ship To:
Same as above: YES _____ (OR) No _____ If No-Ship To:

Name: _____
Address: _____
City: _____ **State** _____ **Zip** _____
Telephone No: () _____

Part number/s ordered—Quantity—Vehicles covered by this request:
080TR109-2 _____ **PIECES** OR 080TR109-3 _____ **PIECES**
VIN (Last 8 positions) **VIN (Last 8 positions)** **VIN (Last 8 positions)**

VIN (Last 8 positions)	VIN (Last 8 positions)	VIN (Last 8 positions)

Tie rods will be shipped via freight to the address indicated above.

Fax this order form to the following telephone number:

Fax: (405) 671-8396

24 Hour telephone contact: (405) 671-8350
(Special Voice-Mail backup – Press "0" for assistance during the day)

Note: A copy of this order form will be returned to you with your new tie rod shipment.
Time421-6

Dana Axle Recall Listing

Date: 4/2/99

99V-633.604 (J)

<u>Vin.#</u>	<u>Unit #</u>	<u>Owner</u>	<u>Contact</u>	<u>Phone #</u>
232	26495	Jefferson City Transit	Tom Hood	573-634-6479
233	26496	320 E. McCarty		
237	26507	Jefferson City, MO 65101		
238	26574	Ball State University	Wayne Salteen	317-285-1001
239	26575	3401 N. Tillotson Muncie, IN 47306		
250	26698	Madison House 12215 N.E. 128th Street Kirkland, WA 98034	-	-
251	26835	St. Joseph Transit	Charlie Mosser	816-271-5384
252	26836	702 S. 5th.		
253	26837	St. Joseph, MO 64501		
254	26838			
255	26839			
256	26840			
257	26841			
258	26842			
259	26761	Valley Transit	Dick Fondahn	509-525-9140
260	26762	1401 W. Rose Street		
261	26763	Walla Walla, WA 99362		
262	26764			
263	26765			
264	26766			
265	26767			
266	26719	RTD	Robbie Hunter	303-299-6932
268	26707	1900 31st. Street		
269	26708	Denver, CO 80216		
270	26709			
271	26710			
272	26711			
273	26712			
274	26713			
275	23714			
276	26715			
277	26716			
278	26717			
279	26718			
280	26722			
281	26723			

Dana Axle Recall Listing

Date: 4/2/99

99V-133-004 (30)

<u>Vln #</u>	<u>Unit #</u>	<u>Owner</u>	<u>Contact</u>	<u>Phone #</u>
282	26724	RTD	Robbie Hunter	303-299-6932
283	26725	1900 31st. Street		
285	26727	Denver, CO 80216		
284	26726			
286	26728			
287	26729			
288	26730			
289	26731			
290	26732			
291	26733			
292	26845	World Trans Corp. 415 W. 6th. S. Hutchinson, KS 67505	Carol Walle	316-662-9000
293	26720	RTD	Robbie Hunter	303-299-6932
294	26721	1900 31st. Street Denver, CO 80216		
295	26919	FWTA	Rod Bjork	817-215-8959
296	26920	1600 E. Lancaster Ave.		
297	26921	Fort Worth, TX 76102		
298	26922			
299	26923			
300	26924			
301	26925			
302	26926			
303	26927			
304	26928			
305	26929			
306	26930			
307	26931			
308	26932			
309	26933			
310	26934			
311	26935			
312	26936			
313	26937			
314	26938			
315	26973	Doug Fox Parking 2626 S. 170th. Street Seattle, WA 98168		

Dana Axle Recall Listing

Date: 4/2/99

99V-C33.004 (33)

<u>Vin #</u>	<u>Unit #</u>	<u>Owner</u>	<u>Contact</u>	<u>Phone #</u>
316	27083	Oneida Indian Nation		
317	27084	5218 Patrick Road Verona, NY 13478		
320	27121	Red Rose Transit Authority	Joe Current	717-397-5613
321	27122	45 Erik Road		
322	27123	Lancaster, PA 17601		
323	27124			
324	27125			
325	27216			
326	27127			
327	27128			
330	27107	World Trans Corp. 415 W. 6th. S. Hutchinson, KS 67505	Carol Walle	316-662-9000