



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

June 3, 2004

Subject: Safety Recall 03305 (NHTSA 03V-354)

Dear Sir:

September 18, 2003, IC Corporation declared that a non-compliant defect may exist in some motor vehicles manufactured at their Tulsa and Conway facility and is furnishing a revised notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports. IC is in the process of obtaining data to support the filing for "Exemption for Inconsequential Noncompliance".

Attached is the partial vehicle defect information report, which is submitted pursuant to Parts 573.5, 151 (1), and 153 (1-6) of the National Traffic and Motor Vehicle Safety Act.

The undersigned should be contacted for any additional information regarding this recall.

Very truly yours,

IC CORPORATION


Robert L. Douglas
Director of Product Integrity

Enclosures

File: 03305_1A rev A

MAKE	MODELS	MODEL YEAR	NUMBER OF VEHICLES	COMPLETED VEHICLE MANUFACTURING DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
American Transportation	CE	1991	2	8/5/1995	8/17/1995	CONVENTIONAL BUS
American Transportation	CE	1993	1	8/17/1995	8/17/1995	CONVENTIONAL BUS
American Transportation	CE	1994	37	6/30/1994	4/20/1996	CONVENTIONAL BUS
American Transportation	CE	1995	383	7/17/1994	3/2/1996	CONVENTIONAL BUS
American Transportation	CE	1996	150	6/15/1995	10/12/1996	CONVENTIONAL BUS
American Transportation	CE	1997	241	5/8/1996	7/30/1997	CONVENTIONAL BUS
American Transportation	CE	1998	76	5/29/1997	11/3/1997	CONVENTIONAL BUS
American Transportation	CE	2000	1	8/30/1999	8/30/1999	CONVENTIONAL BUS
American Transportation	CE	2001	4019	2/2/2000	5/31/2001	CONVENTIONAL BUS
American Transportation	CE	2002	7644	5/25/2001	5/31/2002	CONVENTIONAL BUS
American Transportation/ IC Corporation	CE	2003	6395	2/5/2002	3/4/2003	CONVENTIONAL BUS
IC Corporation	CE	2004	4808	3/3/2003	8/28/2003	CONVENTIONAL BUS
IC Corporation	CE	2005	9	6/24/2003	8/28/2003	CONVENTIONAL BUS
American Transportation	FE	1992	2	5/10/1994	7/18/1995	Type "D" Forward Engine
American Transportation	FE	1994	67	5/2/1994	8/10/1994	Type "D" Forward Engine
American Transportation	FE	1995	2560	5/4/1994	8/24/1995	Type "D" Forward Engine
American Transportation	FE	1996	1004	6/27/1995	8/2/1996	Type "D" Forward Engine
American Transportation	FE	1997	764	8/12/1996	4/22/1999	Type "D" Forward Engine
American Transportation	FE	1998	1073	6/6/1997	8/11/1998	Type "D" Forward Engine
American Transportation	FE	1999	1254	6/4/1998	7/21/1999	Type "D" Forward Engine
American Transportation	FE	2000	1182	6/7/1999	5/31/2000	Type "D" Forward Engine
American Transportation	FE	2001	1385	36678	37036	Type "D" Forward Engine
American Transportation	FE	2002	697	37036	37523	Type "D" Forward Engine
American Transportation/ IC Corporation	FE	2003	730	37410	37684	Type "D" Forward Engine
IC Corporation	FE	2004	468	3/4/2003	8/28/2003	Type "D" Forward Engine
American Transportation	RE	1995	6	3/7/1995	3/14/1995	Type "D" Rear Engine
American Transportation	RE	1996	1174	4/11/1995	8/22/1996	Type "D" Rear Engine
American Transportation	RE	1997	1319	8/2/1996	6/19/1997	Type "D" Rear Engine
American Transportation	RE	1998	1689	6/5/1997	6/16/1998	Type "D" Rear Engine
American Transportation	RE	1999	2172	6/1/1998	11/1/1999	Type "D" Rear Engine
American Transportation	RE	2000	2461	8/7/1999	5/31/2000	Type "D" Rear Engine
American Transportation	RE	2001	1393	8/1/2000	5/25/2001	Type "D" Rear Engine
American Transportation	RE	2002	1116	5/22/2001	5/31/2002	Type "D" Rear Engine
American Transportation/ IC Corporation	RE	2003	833	6/3/2002	3/4/2003	Type "D" Rear Engine
IC Corporation	RE	2004	630	3/4/2003	8/28/2003	Type "D" Rear Engine

Total Number of Vehicles:

47945

Percent Potentially Containing Defect:

less than .06%

IC CORPORATION

IC Corporation
RECALL NO 03305

NHTSA 03V-354

REVISED VEHICLE DEFECT INFORMATION REPORT

DESCRIPTION OF DEFECT: Some CE school buses were built with the roof top sheet improperly located when installed. If the top sheet is not properly located, it may reduce the material edge distance at the rivet line. Insufficient edge distance with the rivet line will cause the roof top sheet joint to fail compliance with FMVSS 221 joint strength test. The original defective unit was built October 3rd 2002. In response to NVS-221Apr/PE-221-030828 IC reported to NHTSA the time frame and number of suspected units. NHTSA notified IC that they have now found one additional unit with the same defect and has requested additional information with the issuance of NVS-221Apr/PE-221-030828.

CHRONOLOGY OF PRINCIPAL EVENTS, WHICH LED TO DETERMINATION OF DEFECT:

August 27, 2003 – Amanda Prescott left message regarding the test failure.

August 28, 2003 – Amanda Prescott forwarded pictures and explanation of test failure.

September 3, 2003 – IC personnel visited test site and discussed with Amada Prescott.

September 18, 2003 – Our Compliance Committee declared this defect non-compliant with FMVSS 221.

April 28, 2004 - Amanda Prescott called IC regarding the sample found in the second unit.

May 23, 2004 – IC joined Amanda in viewing the second sample with the same defect.

MEASURES TO BE TAKEN TO REPAIR VEHICLE: IC is in the process of obtaining data that may support the filing for "Exemption for Inconsequential Noncompliance". If the "Exemption for Inconsequential Noncompliance" is denied IC will consult with NHTSA to initiate a plan to resolve this issue.

REMEDY EXPENSE: If required this information will follow.

EARLIEST DATE DEFECT TO BE REMEDIED: If required this information will follow.

PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.

OWNER LETTER AND TECHNICAL LETTER: If required this information will follow.