

American Transportation Corporation

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

November 22, 2000

00V-390 (01)

Subject: Safety Recall 00-304 (NHTSA # N/A)

Dear Sir:

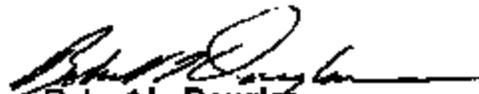
On November 21, 2000 American Transportation Corporation decided that a defect exist in the motor vehicles listed on sheet two of this report, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Attached is a 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,

AMERICAN TRANSPORTATION CORPORATION


Robert L. Douglas
Director of Product Integrity

Enclosures

cc: Dan Van Brunt
Bob Whitehouse

RECEIVED
ON NOV 27 PM 4:00
DEFECTS OFFICE
INVESTIGATION

AMERICAN TRANSPORTATION
CORPORATION

VEHICLE DEFECT
INITIAL INFORMATION REPORT

NHTSA Recall No. N/A
American Transportation
Recall No. 00-304

MAKE	MODELS	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURING DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
AmTran RE	RE	2001	73	7/31/00	11/2/00	Hehr International Rear Exit Window with Vandal Lock

Total Number of Vehicles:

73

Percent Potentially Containing Defect: 100%

11/22/00 10:11 AM

00V-390 02

AMERICAN TRANSPORTATION CORPORATION

VEHICLE DEFECT
INFORMATION REPORT

DESCRIPTION OF DEFECT: American Transportation RE buses were built with the rear emergency exit window incorporating a lock option that could be left in the lock position and allow the engine to be started. This defect is non-compliant with FMVSS 217 section S5.2.3.3 states that the engine starting system of a bus shall not operate if any emergency exit is locked. During the operation of the bus the window could remain locked and in case of an accident, this defect could result in personal injury.

- 1) **CHRONOLOGY OF PRINCIPAL EVENTS, WHICH LED TO DETERMINATION OF DEFECT:** On October 18, 2000 a customer notified American Transportation of the defect. During inspection of buses on August 17, 2000 the defect was discovered. The error was created on July 31, 2000 with the introduction of a new supplier of the rear window. Our compliance committee declared this defect as being non-compliant and a safety defect on November 21, 2000.
- 2) **MEASURES TO BE TAKEN TO REPAIR VEHICLE:** All owners will be notified of the defect. Instructions on how to repair the defect will be included in the recall notice. The repair procedure for this defect will require replacing the current screw and washer electrical contact with a contact plate and insulator that covers the entire locking surface.
- 3) **REMEDY EXPENSE:** American Transportation will reimburse owners for labor or provide free repair upon request. All repair kits will be provided at no charge.
- 4) **EARLIEST DATE DEFECT TO BE REMEDIED:** All units that had not been shipped as of October 23 were held for repair prior to shipping. Correct rear window assemblies were in production November 1, 2000. Material is available and some units are presently being repaired.
- 5) **PUBLIC ANNOUNCEMENT DATE:** There will be no public announcement.
- 6) **OWNER LETTER AND TECHNICAL LETTER:** Start mailing of recall letter to the customers and dealers by December 11, 2000.