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14V-423  
(8 pages)

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: July 9, 2014

This report serves as [insert reporting manufacturer’s name]’s notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a [insert as applicable: “defect related to motor vehicle safety” or “noncompliance with Federal Motor Vehicle Safety Standards”] exists in certain [identify the vehicles at issue]. [Manufacturer] decided that this [insert “defect” or “noncompliance,” as applicable] existed in these vehicles on [insert date].

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer’s corporate name: Alliance Bus Group, Inc.

Vehicle brand or trademark name owner(s) (where applicable): Thomas MyBus

Designated Agent (imported vehicles): Brad Hudson



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If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

Indiana Mills and Manufacturing Inc.	Lisa Hanson
18881 US 31 North	Director of Corporate Quality
Westfield, IN 46074	Phone: 317-867-8451
	 317-896-2142
	Aaron Fuhs, Technical Sales - 317-867-8209

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Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

Frank Rousu	
5845 Lees Mill Road, Forest Park, GA 30297	
Phone: 404-389-1503 Fax: 201-636-8458	

Manufacturer's assigned campaign number (where applicable): 

## II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make:	Thomas MyBus
Model:	MyBus
Model Year(s):	2014 
Inclusive dates of manufacture (month and year):	
Body Style/Type (for non-passenger cars):	
<b>Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):</b> Stock # 121508 / VIN # 1GB0G2BG0B / 2014 Thomas MyBus w/ 2011 Chevrolet Chassis Sold to Miss Beverly's Nursery Jackson GA (7 Assemblies) Stock # 121512 / VIN # 1GB0G2BG3B / 2014 Thomas MyBus w/ 2011 Chevrolet Chassis Sold to Miss Beverly's Nursery Jackson GA (7 Assemblies) Stock # 121511 / VIN # 1GB0G2BGXB / 2014 Thomas MyBus w/ 2011 Chevrolet Chassis Sold to Westwood Day Care Hinesville GA (7 Assemblies) Stock # 121492 / VIN # 1GB0G2BG2B/ 2014 Thomas MyBus w/ 2011 Chevrolet Chassis Sold to Primrose School of Tall Grass Aurora CO (1 Assembly) One Assembly returned to IMMI and not sold to a customer.	
Total number of these vehicles:	Four (4)

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):

Total number of these vehicles:

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):
Total number of these vehicles:

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: Four (4): Twenty-three seat belts purchased: Twenty  two sold, one returned to IMMI

The percentage of the recall population you estimate actually contain the defect or noncompliance: 100% - belts will be replaced in all four buses

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):

Notification from National Highway Traffic Safety Administration/Office of Defects Investigation (NHTSA/ODI) and information from Indiana Mills and Manufacturing, Inc. Original notification dated April 24, 2014, follow-up received June 24, 2014.



Describe how the recall population is different from any similar vehicles not subject to this notification:

### III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.

Certain IMMI seat belt assemblies equipped with L9 buckles do not satisfy the requirements of S4.3 (g) of FMVSS 209. When the push button on the buckle is pressed to release the latch plate for egress, the latch plate can become partially engaged with the buckle.

Under this circumstance, the partially engaged latch plate may not separate from the buckle when a force of 22N is applied.



Describe the cause(s) of the defect or noncompliance condition.

The root cause of the noncompliance is associated with the locking pawl (part number 916030) inside the L9 buckle. Some locking pawls from specific manufacturing lots were produced with an excessively large burr. The burr on the locking pawl can catch the edge of the latch plate when the button is pressed to unlatch the buckle, causing a partial engagement condition.

Describe the safety consequence(s) of the defect or noncompliance condition.

The component of the seat belt assemblies that caused them to be noncompliant is the locking pawl (part number 916030) inside the L9 buckle. The suspect L9 buckles contain locking pawls from specific manufacturing lots. Some of the locking pawls from those lots were produced with an excessively large burr on the locking surface. Seat belt assemblies may be difficult to unfasten. Locking pawls manufactured by Mursix Corporation Yorktown, IN. Period covering buckle production and belts assembly by IMMI was between August 2, 2013 and October 31, 2013.

Identify any warning(s) that may precede the defect or noncompliance condition.

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*For defects*, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.

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*For noncompliances*, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

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#### IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

On July 9, 2014, a draft of customer written notification will be sent to NHTSA/ODI for approval; once approval is received, the letters will be sent on same day to each customer, then followed with phone calls. Replacement seat belts will be installed by Alliance Bus Group's Service Centers. IMMI expects replacement assemblies to be delivered to Alliance by July 25, 2014. The assemblies will be installed in customer buses by August 15, 2014: Miss Beverly's Nursery & Day Care, 315 Covington Street, Jackson, GA 30233 (14 belts) Primrose School of Tall Grass, 21537 E. Quincy Avenue, Aurora, CO 80013 (1 belt), and Westwood Learning Center, 508 Ashmore Road, Hinesville, GA 31313 (7 belts).

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

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Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

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Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

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**\*\*\*\*\* IMPORTANT REMINDERS \*\*\*\*\***

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.

