

# Part 573 Safety Recall Report

# 18V-365

**Manufacturer Name :** Van-Con, Inc.**Submission Date :** MAY 15, 2018**NHTSA Recall No. :** 18V-365**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Van-Con, Inc.

Address : 123 William Street

Middlesex NJ 08846

Company phone : 732-356-8484

**Population :**

Number of potentially involved : 1

Estimated percentage with defect : NR

**Vehicle Information :**

Vehicle 1 : 2016-2016 Van-Con 33803 DRW wheelchair Bus

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style : OTHER

Power Train : GAS

**Descriptive Information :** The recall population was determined by the events that surround cause of the failure and the rate of production around the particular holiday season.

At the time in between Thanksgiving and Christmas an inexperienced employee was placed in the department to assist to maintain production schedule to meet the Christmas shut down and the transportation schedule of the bus. Embarrassing as it is to say that this is the only time any untrained employee was place in this position on the production line.

Production Dates : DEC 12, 2016 - DEC 16, 2016

VIN Range 1 : Begin :

NR

End : NR

 Not sequential

**Description of Noncompliance :**

Description of the Noncompliance : 3 test were performed in 3 different locations on the exterior of the bus;

1) Center seam that runs cross the bus from window to window where panels are seamed together. The seam separated and did not meet required force. Upon inspection of the seam and the test it was determined that the protective plastic film that comes on the panel was not properly removed so the adhesive that was applied was not secure to the panel.

2) The center seam that runs from front to rear of the exterior of the roof. The seam separated at 90 % of the required force. Upon inspection of the joint after separation it was noted that there again was some of the vinyl covering that was left on the joint and not completely removed causing the joint to slip and then to fail.

3) The butt seam in between the 2 side rub-rails at the floor and seat level. The seam separated and did not meet the required force. Upon inspection of the joint , there was a fastener missing behind the interior seat rail mount, so that there were 3 fasteners and not 4 that is specified. The location of the fasteners was also in the wrong location as they were placed toward the edge of the panels and not closer to the butt joint of the panels.

FMVSS 1 : 221 - School bus body joint strength

FMVSS 2 : NR

Description of the Safety Risk : in the event of an accident the panels would separate at a force less than 60% the weakest material

Description of the Cause : The cause of the failure was due to an inexperienced employee that neglected to follow procedures that are in place when joining the panels together. During the holiday season employee was placed in department assist while regular employees were out for various events at the time.

Identification of Any Warning that can Occur : NR

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

The test was performed on or about 4-20-18 we were notified of the failure. Once we were notified I looked at the pictures and video that were sent over to us. Upon review of the failure we noticed that there was blue

vinyl film that was in the joint that should not have been there.

We determined that the 2nd test should take place in order to determine the work pattern in the construction of the panels.

On or about 5-2-18 we were notified that the second test failed but that the seam withstood 90% of the required force. The seam was different than the 1st seam in that we use a different fastener which is stronger and there was an expectation that the seam would pass. Again we looked at the pictures and the video that was sent over to us and noticed the blue vinyl film while most of it was removed not the proper amount, which allowed movement in the seam which then weakened the joint causing the failure.

We determined that we would run the 3rd test on the exterior side panel as that was installed in the same department at or around the same time period.

I went back in my records to determine the employees that worked with us at the time and as suspected there was an employee that worked for us for a short period of time. At the same time I spoke with other employees that suggested that he had helped out at that time because other employees had appointments during that time. On or about 5-11-18 we were notified that the 3rd test had failed. Upon looking at the pictures and video the location would have been in an area that someone would have placed to help out where minimal amount of skill would have been required.

Since our production rate is approximately 1 bus a week and the production of this particular bus was produced after Thanksgiving Holiday and the Christmas Holiday this was really the last bus that was built for the year. Any bus completed prior to this was completed by trained employees that understood the correct process in fastening the panel

## Description of Remedy :

Description of Remedy Program : The remedy for the noncompliance was to review the proper way the panels are to be secured. The pictures and video were shown to illustrate the result of the importance of following procedure, and taking on the responsibility of watching over each others work to assure that panels are fastened properly.

How Remedy Component Differs from Recalled Component : The remedy is proper procedure as instructed.

Identify How/When Recall Condition was Corrected in Production : Unfortunately or fortunately this is a single occurrence that took place around a time period that allowed a number of factors to take place at the same time, resulting in a series of failures. The condition was corrected immediately.

## Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported