



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

## ODI RESUME

Investigation: PE 04-008  
 Prompted By: Fire Investigation  
 Date Opened: 01/22/2004      Date Closed: 06/02/2004  
 Principal Investigator: Luke Loy  
 Subject: Engine Compartment Fire

Manufacturer: Goshen Coach  
 Products: 2000-2002 Goshen Bus Built On A Ford or GM Cutaway Chassis  
 Population: 6953

Problem Description: Fire In Engine Compartment

### FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	1	2	2
Crashes/Fires:	1	2	2
Injury Incidents:	1	0	1
# Injuries:	2	0	2
Fatality Incidents:	1	0	1
# Fatalities:	1	0	1
Other*:	0	0	0

\*Description of Other:

Action: A safety related defect trend has not been identified at this time. Close this Preliminary Evaluation (PE).

Engineer: Luke W. Loy

Date: 06/02/2004

Div. Chief: Richard Boyd

Date: 06/02/2004

Office Dir.: Kathleen C. DeMeter

Date: 06/02/2004

Summary: This investigation was opened based on a vehicle fire investigation on a Model Year 2001 Ford E-450, Goshen 14 passenger bus. The fire occurred in June, 2003. NHTSA engineers inspected the Goshen bus on July 15, 2003, but the cause of the fire could not be determined due to the damage incurred in the engine compartment. A review of the work order history for the subject vehicle identified the last service was performed on May 20, 2003 at 73,806 miles and consisted of normal, routine preventative maintenance inspections and routine maintenance. Goshen settled a lawsuit on this matter prior to a determination of the cause and origin of the fire. ODI requested information from Goshen concerning engine compartment fires, melting of engine components or electrical components in the engine compartment, and smoke damage or evidence of smoke damage of components in the engine compartment for buses manufactured in calendar years 2000-2002. Goshen submitted information which indicated one other fire in Texas in September 2001. ODI contacted the fleet, and they reported the fire originated in the dashboard area of the bus. Thus, for the population of subject buses, ODI is aware of an engine compartment fire and a dashboard related fire. This is not indicative of a safety defect trend. Therefore, this investigation is closed. Closing of this investigation does not constitute a finding by NHTSA that no safety-related defect exists. The agency reserves the right to take further action on the vehicles if warranted by the circumstances.