



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

ODI RESUME

Investigation: PE 06-051
Date Opened: 11/13/2006 Date Closed: 03/22/2007
Principal Investigator: Sonny Murianka
Subject: Steering Box Mounting Bracket Crack

Manufacturer: Motor Coach Industries, Inc.
Products: MCI Models G4500 2000-2004 Motor Coaches
Population: 518

Problem Description: Steering box mounting brackets are cracking.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	9	9	9
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: This PE is closed; Motor Coach Industries (MCI) has filed a safety recall to resolve this issue. NHTSA's assigned number is 07V-096.

Engineer: Sonny Murianka

Date: 03/22/2007

Div. Chief: Richard Boyd

Date: 03/22/2007

Office Dir.: Kathleen C. DeMeter

Date: 03/22/2007

Summary: This investigation was opened after ODI was contacted by a fleet alleging that they have had nine incidents where cracks were found in the bracket that supports the steering gear box assembly. These cracks were allowing movement of the steering box. ODI was concerned that should this bracket completely fail while the bus is being driven, a loss of steering would occur.

As a result of ODI's investigation, MCI has agreed to initiate a safety recall to add an additional gusset to the brackets and reweld as necessary. The target date for launching the corrective action is March 31, 2007.

MCI's action resolves the issues raised by this investigation. Accordingly, this investigation is closed. The agency reserves the right to take further action on these vehicles if warranted in the future.



MOTOR COACH INDUSTRIES

07V-096
(6 Pages)

Timothy J. Nalepka
Senior Vice President & General Counsel

Direct Line: (847) 285-2085
Facsimile: (502) 318-8085

March 2, 2007

RECEIVED

2007 MAR 5

RECALL MANAGEMENT DIVISION

BY EMAIL

National Highway Traffic Safety Administration
400 Seventh Street, N.W.
Washington, DC 20590
Attention: Ms. Patricia Wallace

Re: PART 573 NOTICE RE MCI G4500 STEERING BOX BRACKET SUPPORT

Dear Ms. Wallace:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report in connection with the referenced matter.

Please confirm receipt of this document and advise if NHTSA has any comments or recommendations.

Thanks for your assistance with this matter.

Sincerely,
MOTOR COACH INDUSTRIES, INC.

By: Timothy J. Nalepka
Senior Vice President, General Counsel
& Secretary

Enclosure

c: Paul Murphy (w/ encl.)
Sonny Murianka, NHTSA

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report

On January 25, 2007, Motor Coach Industries, Inc. decided that a defect which relates to motor vehicle safety exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 **Defect and Noncompliance Reports**.

Furnish the manufacturer's identification code for this recall (if applicable):

MCI Service Bulletin will be forthcoming

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Motor Coach Industries, Inc.
1700 E. Golf Road
Suite 300
Schaumburg, IL 60173

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

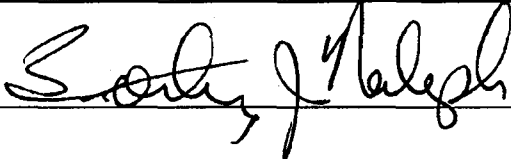
Paul Murphy
Director, Regulatory Compliance

Telephone Number: **(204) 287-4982** Fax No.: **(204) 478-2814**

Name and Title of Person who prepared this report.

Timothy J. Nalepka
Senior Vice President & General Counsel

Signed: _____



I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s):

MCI

Model Years and Models Involved:

2000 – 2004 G4500

Production Dates:

Beginning: Jan. 2000 **Ending:** Mar. 2004

VIN Range:

Beginning: 80026 **Ending:** 80518

Beginning 62536 **Ending:** 62561

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

100% of the coach models identified above.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Total Number Potentially Affected by the Recall: 518

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:

100% of the coach models identified above.

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

The beginning and ending units of the recalled models were determined based on MCI's records of its coaches that were manufactured with the steering box mounting plate assembly in question.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

In late May of 2006, MCI received reports of cracks at a weld joining a gusset support from the front bogie leg to the steering box mounting plate. The cracks could allow additional movement of the mounting plate in dry steer applications and at the extreme outward steering positions.

After MCI completed its engineering analysis and review, MCI determined that insufficient weld metal and/or weld penetration noted on the failed components could result in development of stress and fatigue cracks at a weld joining a gusset support from the front bogie leg to the steering box mounting plate. MCI therefore determined the appropriate course of action was to develop and produce an additional gusset and weld procedure to repair the existing components.

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

After MCI completed its engineering analysis and review, MCI determined that insufficient weld metal and/or weld penetration noted on the failed components could result in development of stress and fatigue cracks at a weld joining a gusset support from the front bogie leg to the steering box mounting plate.

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

If this crack occurs, it can allow additional movement of the mounting plate in dry steer applications and at the extreme outward steering positions.

Identify any warning which can (a) precede or (b) occur.

If this crack occurs, it can allow additional movement of the mounting plate in dry steer applications and at the extreme outward steering positions. Cracks and movement would be evident during normal routine maintenance and inspection of the coach steering system.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

N/A

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

N/A

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principal events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

A chronological summary is being prepared and will be submitted to the NHTSA. In order to expedite this campaign, MCI respectfully requests the NHTSA to issue a recall number to allow MCI to move forward on this campaign.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

N/A

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

MCI has decided to develop, produce, and install a gusset support from the front bogie leg to the steering box mounting plate in the affected units.

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

MCI determined the appropriate course of action was to develop and produce an additional gusset and weld procedure to repair the existing components.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The additional gusset design will be used in the production of any new G4500 coaches that may be built by MCI.

VI. Identify the Recall Schedule

9. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

MCI has determined that a field retrofit can be performed in which MCI will add the additional gusset in the affected coaches. MCI estimates that the retrofit program will begin in March 2007.

VII. Furnish Recall Communications

10. Furnish a final 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, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

MCI intends to send affected customers a letter and service bulletin informing them of the retrofit campaign and providing customers with preventative inspection and maintenance information to ensure continued safe operation of the affected coaches in the interim. A draft copy of the letter and bulletin will be forwarded shortly to NHTSA for review.

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.