



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ 06-008

Date Opened: 09/05/2006

Date Closed: 01/17/2007

Principal Investigator: Sonny Murianka

Subject: Failed Tag Axle Swing Arms

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

Problem Description: Tag Axle Swing Arm Failure

FAILURE REPORT SUMMARY

| | ODI | Manufacturer | Total |
|---------------------|-----|--------------|-------|
| Complaints: | 3 | 3 | 3 |
| 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 recall query is closed. MCI has conducted a new safety recall. NHTSA number 06V-458 has been assigned.

Engineer: Sonny Murianka *SM*

Date: 01/17/2007

Div. Chief: Richard Boyd

Date: 01/17/2007

Office Dir.: Kathleen C. DeMeter

Date: 01/17/2007

Summary: MCI originally filed a defect notification on October 20, 2003, (03V-411) to address cracks located on the Tag Axle Swing Arm at the connection to the Pivot Spindle Tube. Four hundred and ninety-three (493) MCI G4500 2000-2003 Motor Coaches were involved. MCI'S engineering analysis determined that insufficient weld metal and /or weld penetration on the failed components could result in early stress and fatigue cracks at a weld joining the Tag Axle to the Pivot Tube assembly. MCI'S field repair consisted of inspecting and re-welding the Tag Axle Swing Arm. Small percentages were not repairable and required a full replacement of the swing arm.

On July 18, 2006, ODI was contacted by a Fleet alleging that they had three Tag Axle Arms crack and subsequently break in the same area repaired by MCI during the safety recall. As a result, ODI opened this RQ.

MCI conducted further analysis and determined that some of the previously repaired Swing Arms, repaired during recall 03V-411 may have been repaired with existing unidentified micro-fractures and/or welds with insufficient penetration. This could lead to further cracking and result in a partial or total separation of the tag arm.

As a result of this investigation, MCI has announced a new safety recall in which they will replace all the Tag Arms with a newly designed Tag Axle Swing Arm.

MCI'S new recall action resolves this investigation. Therefore, this investigation is closed. ODI will continue to monitor the progression of the new recall being conducted by MCI.