



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

ODI RESUME

Investigation: PE09-043
Date Opened: 09/09/2009
Principal Investigator: Sonny Murianka
Subject: Starter Cable Chafing
Date Closed: 01/13/2010

Manufacturer: Motor Coach Industries, Inc
Products: 2005-2007 MCI "D" Series Motor Coaches
Population: 583

Problem Description: Starter cable may chafe due to contact with brackets or movement within the cable clamps.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	0	0
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	1	1

Description of Other: MCI's TSB No. 3014

Action: This investigation has been closed. A safety related defect trend has not been identified.

Engineer: Sonny Murianka
Div. Chief: Richard Boyd
Office Dir.: Kathleen C. DeMeter

Date: 01/13/2010
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Summary:

In August 2009, Motor Coach Industries (MCI) submitted a service bulletin/product improvement notice discussing D-series coaches with "PRE-2007" Detroit S60 engines in which the starter cable may chafe against engine brackets and/or movement within the cable clamps. The stipulated corrective action is to replace the cable and install additional clamps.

ODI places a high priority on potential thermal events for any reason in motor coaches. Therefore, an investigation was opened.

With the advent of the "EPA 2007 engine design," MCI improved the starter cable assembly. MCI changed to a higher load flex cable to reduce the loading both into the starter cable terminal and the clamping. For coaches with "2006" (PRE-2007 Detroit S60) and earlier engine combinations, MCI became aware of a few reports involving cable chafing from fleets using aftermarket clamps. MCI subsequently decided to release a new installation design for after market service on the PRE-2007 engine.

continued on page 2

In light of our concerns, MCI has decided to send out a new service bulletin making owners aware that there are specific clamps for use on the starter cables and incorrect aftermarket clamps should not be used. A copy of the TSB will be attached to this resume upon receipt.

Based on MCI's data, ODI field inspections and further review of this issue, a safety related defect trend does not exist at this time and further use of the agency resources are not currently warranted. The 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. ODI will continue to monitor field reports and take appropriate action if indicated.