



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

## ODI RESUME

**Investigation:** EQ 15-003  
**Prompted by:** Safety Recalls 14V-313 and 14V-314  
**Date Opened:** 03/16/2015 **Date Closed:** 06/24/2015  
**Investigator:** Cynthia Glass  
**Approver:** Alexander Ansley  
**Subject:** Engine Thermostat Heater Hose Failure

### MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Blue Bird Body Company  
**Products:** Cummins ISC07, ISC10 and ISL-G Engines  
**Population:** 188,343  
**Problem Description:** The engine thermostat heater hose may rupture allowing in hot coolant to enter the passenger compartment.

### ACTION / SUMMARY INFORMATION

**Action:** This EQ investigation is closed

**Summary:**  
See the attached closing report.

## **EQ 15-003: Engine Thermostat Heater Hose Failure** **Closing Report**

### **BACKGROUND**

In a Part 573 Safety Recall Report dated June 11, 2014, Blue Bird Body Company (Blue Bird) notified the NHTSA that it decided a defect exists in certain model year 2008-2013 All American rear engine school buses manufactured April 3, 2007, to December 15, 2012. During high engine RPM, the thermostat installed in the Cummins ISC07, ISC10 and ISL-G engines may cause a pulsation in the coolant flow. Over time, this pulsation could weaken the passenger compartment heater hose inner lining. The heater hose may rupture which could result in hot coolant entering the passenger compartment. This matter was assigned recall number 14V-313. Recall number 14V-314 was assigned to Blue Bird's population of non-school buses manufactured May 9, 2007, to November, 12, 2012. These vehicles exhibited the same failure mode and used the same equipment.

In their 573 Defect Information Report, Blue Bird identified Cummins, Inc. (Cummins) as its supplier for the engine thermostat heater hose assembly. Cummins provided a list of the purchasers of the affected engine thermostat heater hose assemblies. On March 16, 2015, the Recall Management Division (RMD) opened this Equipment Query (EQ) Investigation in order to write the companies that purchased these engine thermostat heater hose assemblies from Cummins, but had not yet informed NHTSA of a defect decision, to notify them of Blue Bird's defect decisions, and to encourage additional safety recalls where appropriate.

Prior to opening this EQ investigation, Cummins reported that two purchasers, American LaFrance and Western Recreational Vehicles, are no longer conducting business and Cummins did not have any contact information. Cummins reported that it did not have contact information for Engine and Accessory, Inc., and RMD was unable to locate this company. Cummins also reported that it did not have contact information for the specific entity of the United States Department of the Army that purchased the engine thermostat heater hose assembly. RMD was unable to identify which entity purchased the equipment or whether the equipment was used in military vehicles. These four purchasers were not contacted regarding this EQ investigation.

Prior to opening this EQ investigation, Gillig LLC, filed a 573 Defect Notification Report (14V-358), announcing their decision to conduct a safety recall. The affected Gillig, LLC vehicles use the same equipment and have a similar coolant distribution system and radiator hose routing configuration as the Bluebird vehicles that were recalled.

On March 19, 2015, an information request (IR) letter was sent to the vehicle manufacturers for which NHTSA had not been notified of a defect decision to request either a defect decision and applicable safety recall, or a response as to why a defect decision was not appropriate.

## VEHICLE MANUFACTURERS RESPONSE

In response to the IR letters, one company, Country Coach Corporation, formerly Country Coach, LLC, responded that Country Coach, LLC declared Chapter 7 Federal Bankruptcy and liquidation in November of 2009 and, thus reported it is not conducting a recall campaign.

Three manufacturers, Alexander Dennis Chassis, Van Hool N.V., and Wausau Equipment Company, Inc. submitted responses explaining they did not purchase or receive the affected engine thermostat heater hose assemblies and accordingly reported they are not conducting a recall campaign.

Three manufacturers, Complete Coach Works, Linkbelt, and Sunny D Manufacturing submitted responses explaining that they did not use the engine thermostat heater hose assemblies to manufacture motor vehicles and, thus, reported they will not be conducting a recall campaign.

Seventeen (17) manufacturers submitted responses explaining that, in their respective vehicles, the coolant distribution system and the routing of the radiator hoses are different configurations from the Bluebird vehicles which were recalled. A heater hose failure in these vehicles would not cause hot coolant to enter the passenger compartment. Accordingly, the following manufacturers have not identified a safety defect in their respective vehicles and reported they are not conducting recall campaigns:

Autocar LLC
Capacity of Texas
Emergency One, Inc.
Foretravel, Inc.
Grove Worldwide (Manitowoc)
Interstate Assembly Systems (New Flyer)
Kenworth Truck Company (PACCAR)
Lodal Inc.
Monaco Coach Corporation (ARG)
Motor Coach Industries, Inc.
NABI
Ottawa Truck Corporation (Kalmar)
Peterbilt (PACCAR)
Pierce Manufacturing
Rosenbauer Motors LLC
Tiffin Motorhomes
Volvo Trucks Of North America

Seven (7) manufacturers submitted responses explaining that after a review of warranty claims and field reports, they did not find evidence of failures or defects relating to the subject engine thermostat heater hose assemblies. Accordingly, the following manufacturers have declined to make defect decisions and reported they are not conducting recall campaigns:

DTNA
El Dorado National
Elgin Sweeper
Ferrara Fire Apparatus, Inc.
Seagrave Fire Apparatus, LLC
Spartan Motors
Thomas Built Buses (DTNA)

### **RECALL MANAGEMENT DIVISION ACTION**

All vehicle and motor vehicle equipment manufacturers who purchased the subject engine thermostat heater hose assemblies have been identified and have either filed recall reports and are conducting recalls, or have provided sufficient responses explaining why they are not conducting recalls. Accordingly, this Equipment Query investigation is closed. Copies of documents associated with this investigation, including responses to IR letters, can be found in this Equipment Query's document repository by clicking the "Associated Documents" button.