



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 17-008  
**Date Opened:** 11/20/2017  
**Investigator:** Ryan Rahimpour                      **Reviewer:** Bruce York-B  
**Approver:** Stephen Ridella  
**Subject:** Tailpipe Separation Resulting in Fire

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Motor Coach Industries  
**Products:** 2011 to 2017 D & J Series w/ Cummins ISL, ISX and Detroit DD  
**Population:** 4,656  
**Problem Description:** Loss of clamping retention between exhaust after-treatment system and tailpipe causing fire in the engine compartment.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	0	TBD	TBD
<b>Crashes/Fires:</b>	0	Confidential	Confidential
<b>Injury Incidents:</b>	0	TBD	TBD
<b>Number of Injuries:</b>	0	TBD	TBD
<b>Fatality Incidents:</b>	0	TBD	TBD
<b>Number of Fatalities:</b>	0	TBD	TBD
<b>Other*:</b>	0	Confidential	Confidential

\*Description of Other: EWR field reports

## ACTION / SUMMARY INFORMATION

**Action:** A Preliminary Evaluation (PE) has been opened.

### Summary:

During the review of Motor Coach Industries (MCI) Early Warning Reporting (EWR) 2016 Q4 data, field reports were identified that described fires on 2 buses from different regions of the country. These fires were alleged to have occurred as a result of a loose clamp allowing the tailpipe to separate from the exhaust after treatment assembly. During exhaust after treatment regeneration high temperature gases were directed at the plastic rear bumper. Prior to the fires, there were no indications (such as soot trails) that the clamps were loose. When contacted, the fleet maintenance managers stated all maintenance schedules and DOT inspections had been performed without a failure citation of the exhaust systems. MCI addressed this fleet's issue by installing an additional bracket to the pipe on all their buses ensuring the tailpipe stayed intact should the clamp lose torque.

In correspondence with another fleet using the same style bus, the fleet safety manager indicated having loose clamps resulting in fires. MCI's corrective fix for the second fleet was to install a shield at the rear bumper to deflect the high temperature exhaust gases in the event of the tailpipe separated from the exhaust after treatment system. This corrective fix was different from the first fleet.

During review of communications submitted in March 2017, the Office of Defects Investigation (ODI) identified MCI Service Bulletin No. 309 regarding a maintenance procedure of the exhaust system Torca Accuseal clamp. This bulletin instructed that a new clamp must be utilized after any service or maintenance is performed in which the existing clamp was loosened or removed. ODI requested further information on this bulletin and received warranty claims showing loose tailpipes. MCI has taken the position that fires at the clamp location were due to improper

maintenance by the fleets.