



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: RQ 17-007
Date Opened: 09/18/2017
Investigator: Ryan Rahimpour **Reviewer:** Bruce York-B
Approver: Stephen Ridella
Subject: Exhaust Bellows Pipe Fracture Recall

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Motor Coach Industries
Products: 2011 -2012 MCI D model Motor Coaches
Population: 200 (Estimated)
Problem Description: Alleged exhaust pipe fractures on subject vehicles outside the scope of safety recalls 13V-142 and 17V-337.

FAILURE REPORT SUMMARY

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

*Description of Other: Early Warning Reporting (EWR) data

ACTION / SUMMARY INFORMATION

Action: A Recall Query (RQ) has been opened.

Summary:

By letter dated April 15, 2013, Motor Coach Industries (MCI) notified the Office of Defects Investigation (ODI) of a safety defect that may exist in certain model year (MY) 2012 and 2013 MCI D-model coaches built from December 22, 2011 to May 19, 2012 equipped with the Cummins 2010 EPA ISX 12 Liter engine. These vehicles may have had an incorrect installation of the exhaust pipe. If installed incorrectly, the elbow pipe may prematurely fail and if a Diesel Particulate Filter regeneration event occurs, the hot exhaust gases could cause a fire, resulting in injury to persons and/or damage to property. MCI conducted an inspect and repair if necessary recall campaign identified by NHTSA Recall No: 13V-142.

At that time MCI believed that 13V-142 covered all the vehicles that potentially had the safety defect . However, ODI review of EWR data indicated that other vehicles outside the scope of 13V-142 had also experienced the same defect condition. Subsequently, MCI decided to expand the scope of the previous recall to include certain MY 2011-2012 MCI D-model coaches manufactured from January 31, 2011 to May 19, 2012, identified by NHTSA Recall No: 17V-337.

After receiving notification of 17V-337, ODI reviewed 2017 Q1 EWR data and identified certain MY 2015 MCI D-model coaches that had allegedly experienced the same defect condition but were not included within the scope of either 13V-142 or 17V-337. Accordingly, ODI has opened this RQ to assess the scope and adequacy of these two safety recalls and MCI's recall decision making process.