



MOTOR COACH INDUSTRIES

Timothy J. Nalepka
Senior Vice President & General Counsel

Direct Line: (847) 285-2085
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June 29, 2006

BY EMAIL

National Highway Traffic Safety Administration
400 Seventh Street, N.W.
Washington, DC 20590
Attention: Ms. Patricia Wallace

06V-241
(30 pages)

Re: PART 573 NOTICE RE CARRIER SPEED CONTROLLERS

Dear Ms. Wallace:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report and proposed customer notification letter and enclosures in connection with the referenced matter.

Please confirm receipt of these documents and advise if NHTSA has any comments or recommendations prior to MCI sending the customer notifications. If not, please provide NHTSA's reference number at your earliest convenience so that we may send the notifications.

Thanks for your assistance with this matter.

Sincerely,
MOTOR COACH INDUSTRIES, INC.

By: Timothy J. Nalepka
Senior Vice President &
General Counsel

Enclosures

c: Paul Murphy (w/ encls.)

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report

On March 30, 2006, Motor Coach Industries, Inc. decided that a defect which relates to motor vehicle safety exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: June 29, 2006

Furnish the manufacturer's identification code for this recall (if applicable):

MCI Service Bulletin's 258 and 271 (attached)

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Motor Coach Industries, Inc.
1700 E. Golf Road
Suite 300
Schaumburg, IL 60173

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

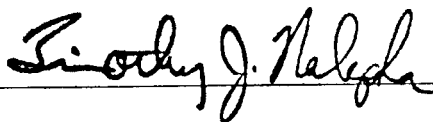
Paul Murphy
Director, Regulatory Compliance

Telephone Number: (204) 287-4982 Fax No.: (204) 478-2814

Name and Title of Person who prepared this report.

Timothy J. Nalepka
Senior Vice President & General Counsel

Signed: _____



I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): MCI

Model Years and Models Involved: 2003 – 2006 D, DL3, D4000, D4500

Production Dates: Beginning: 7/15/2002 Ending: 6/1/2006

VIN Range: Beginning: 55358 Ending: 57328

Vehicle Type; Bodystyle: COACH; D SERIES

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): MCI

Model Years and Models Involved: 2001 – 2005 102EL3, E4500

Production Dates: Beginning: 3/1/2001 Ending: 8/30/2004

VIN Range: Beginning: 61611 Ending: 62759

Vehicle Type; Bodystyle: COACH; E SERIES

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): MCI

Model Years and Models Involved: 2001 – 2005 J4500

Production Dates: Beginning: 4/1/2001 Ending: 8/30/2004

VIN Range: Beginning: 61639 Ending: 62779

Vehicle Type; Bodystyle: COACH; J SERIES

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

100% of the coach models identified above.

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Models and Model Years Potentially Involved

	<u>D Series</u>	<u>E Series</u>	<u>J Series</u>
<u>2001</u>		<u>58</u>	<u>54</u>
<u>2002</u>		<u>59</u>	<u>155</u>
<u>2003</u>	<u>47</u>	<u>89</u>	<u>305</u>
<u>2004</u>	<u>107</u>	<u>39</u>	<u>311</u>
<u>2005</u>	<u>181</u>	<u>2</u>	<u>52</u>
<u>2006</u>	<u>309</u>	<u>0</u>	<u>0</u>
<u>Total</u>	<u>644</u>	<u>247</u>	<u>877</u>

Total Number Potentially Affected by the Recall:

1768

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:

100% of the coach models identified above.

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

The beginning and ending units of the recalled models were determined based on MCI's records of its coaches that were manufactured with the Carrier speed controller parts and design configuration at issue prior to MCI's use of an alternative controller system in MCI's production of coaches.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

The MCI E, J, and D model coaches identified above were manufactured by MCI with a Carrier Pulse Width Modulator (PWM) speed controller for each of the two defroster fan motors. A defect may exist in the Carrier PWM speed controllers such that the speed controller may fail and cause the fan motor to operate continuously in the "HIGH" speed mode, and the Carrier control switch may not operate correctly to reduce or otherwise control the fan motor speed. The fan motor operating continuously in the "HIGH" speed mode, with the Carrier control switch being ineffective to reduce or otherwise control the fan motor speed, is the primary failure mode that has been experienced. However, in rare conditions the PWM speed controller may overheat and result in a thermal event.

Describe the cause(s) of the defect or noncompliance condition.

Carrier design and/or manufacturing defects in its PWM speed controller units.

Describe the consequence(s) of the defect or noncompliance condition.

The fan motor operating continuously in the "HIGH" speed mode, with the Carrier slide switch being ineffective to reduce or otherwise control the fan motor speed, is the primary failure mode that has been experienced. However, in rare conditions the PWM speed controller may overheat and result in a thermal event.

Identify any warning which can (a) precede or (b) occur.

The fan motor operates continuously and engaging the control switch fails to reduce or otherwise control the fan motor speed.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

Carrier Corporation
50 Grumbacker Road
York, Pennsylvania 17402

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Lee Brown
Sales Manager, Intercity & Rail
50 Grumbacker Rd
York, Pennsylvania 17402
ph 717-767-3305
fax 860-998-4368
lee.brown@carrier.utc.com

Mark Cywilko
President - Bus/Container/Truck
Transport Air Conditioning
PO Box 4805
Carrier Parkway, TR-20
Syracuse, New York 13221
315-432-6483
mark.cywilko@carrier.utc.com

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

A detailed chronological summary is being prepared and will be submitted to the NHTSA. In order to expedite this campaign, MCI respectfully requests the NHTSA to issue a recall number to allow MCI to move forward on this campaign.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

N/A

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

Carrier has proposed various alternative designs and solutions to remedy its defective PWM speed controllers, but none has been demonstrated to be a satisfactory remedy. MCI

has therefore decided to replace the Carrier PWM speed controllers with a speed controller system from MCC Corp on the E and J series coaches. On the D series coaches, the Carrier speed controller will be replaced with a resistor assembly manufactured by Carrier. The two Carrier speed controllers (MCI P/N 16-14-1288) will be replaced with the MCC Motor Drive PWM kit (MCI P/N 07-14-2363) on the E and J series coaches. On the D series coaches, the speed controller will be replaced with an electrical panel (16-14-1386). Please see attached MCI Bulletins 258 and 271 for detailed instructions pertaining to the controller replacement.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

On the E and J series coaches, the MCC speed controller system has been designed to operate in a higher ambient temperature operating environment, and to shut off the fan motor in the event of a controller overheat or over-current situation. Also, as part of the campaign, the MCC controllers will be located in a different location than the Carrier controllers (out of the downstream air flow to the exterior of the defroster motor housing). On the D series coaches, the electrical panel using resistors to control the lower speeds, as used previously and successfully on other systems, will be used and located in the same location as the Carrier PWM was located.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

Effective on all E and J model coaches beginning with unit 62780:

MCI eliminated the Carrier variable speed controller by using a discrete 3-speed controller (OFF-LO-MED-HI). The speed controller was also relocated from downstream of the heat transfer cores inside the driver's HVAC unit to inside the defroster control box located below the headlight on the curbside.

Effective on all D model coaches beginning with unit 57331:

Carrier altered the design of the under-floor system that replaced the PWM speed controller with a resistor assembly that does not have the same failure mode as the PWM that was replaced. The failure mode of the resistor(s) used to control the speed is to shut the motor off.

VI. Identify the Recall Schedule

9. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Within ten days of MCI's receipt of NHTSA's recall number and approval of MCI's customer notification letter, MCI will notify by mail all affected customers. Implementation of the campaign repairs specified in MCI's bulletins can begin immediately. At the present time MCI does not foresee any delays in having the parts available for prompt completion of the campaign repairs.

VII. Furnish Recall Communications

10. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Please see attached proposed customer notification letter and applicable procedure bulletins.

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

«Customer»
«attention»
«address»
«c», «s» «zip»

XXXX, 2006

SUBJECT: SAFETY RECALL OF CARRIER DEFROSTER SPEED CONTROLLERS

Ref.: **NHTSA #**
TRANSPORT CANADA #
MCI Service Bulletins 258 and 271

Attention Owner:

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act.

Motor Coach Industries, Inc. ("MCI") has determined that a defect which relates to motor vehicle safety may exist in certain MCI E, J, and D model coaches with Carrier defroster speed controllers. On coaches equipped with a slide switch to control the defroster blower speed, there is a speed controller for each of the two defroster fan motors. A defect may exist in the Carrier speed controllers such that the speed controller may fail and cause the fan motor to operate continuously in the "HIGH" speed mode, and the Carrier slide switch may fail to reduce or otherwise control the fan motor speed. As a result, the speed controller may overheat and result in a thermal event.

The MCI coach models that may be affected by this defect are the following:

- E and J models with the following VIN's (inclusive): 61611-61775, 61777-61988, 61990, 61992-62075, 62096-62116, 62118-62266, 62273-62323, 62326-62351, 62354-62481, 62513-62779.
- D4000 and D4500 models (formerly D3 and DL3) with the following VIN's (inclusive): 55358, 55574-55576, 55607-55637, 55639, 55686-55689, 55763, 55932-55937, 56186, 56208-56219, 56222-56262, 56298-56311, 56330-56350, 56352-56364, 56374-56378, 56428, 56452, 56455, 56479-56491, 56497-56521, 56530-56537, 56541-56553, 56591-56598, 56600-56661, 56663-56707, 56710-56713, 56795, 56818-56892, 56906-56925, 56944-57000, 57002-57004, 57006-57008, 57010-57012, 57014-57015, 57017, 57020, 57022, 57055, 57061-57063, 57067-57069, 57072-57145, 57192, 57219-57225, 57238-57242, 57244-57252, and 57289-57328.

MCI is instituting a field change program to replace the Carrier defroster speed controllers in all of the coaches listed above. MCI Service Bulletin 258 describes the procedures for properly replacing the Carrier defroster speed controllers in the E and J series coaches. MCI Service Bulletin 271 describes the procedures for properly replacing the Carrier defroster speed controllers in the D series coaches.

In the interim, in the event an operator experiences the defroster fan motor(s) going to high speed without being controlled by the slide switch, **the coach should be stopped as quickly as it is safe to do so, and the power to the defroster motors should be disconnected following the outlined steps listed below:**

- 1- Immediately shut down the coach.
- 2- Position the main power disconnect switch to the OFF position.

NOTE: The coach cannot be re-started without:

- 1- Removing the cover of the circuit breaker panel in battery compartment.
- 2- Removing the power cable from the 40 amp circuit breaker labeled "Driver's Defroster".

In the event that the defroster fan motor(s) is (are) disconnected, the coach should not be driven in adverse conditions that might result in the windshield becoming fogged or otherwise unobstructed. In such event the coach must be placed out of service until the speed controllers have been replaced.

MCI records indicate that you are the owner or operator of the following unit(s) affected by this Safety Recall:

«unit_number»

MCI will furnish the parts required for the speed controller replacements at no charge to you. MCI estimates that it will take approximately 1.5 hours to perform the required work on the E and J series coaches, and .5 hour on the D series coaches, as described in the enclosed a copy of Service Bulletins 258 and 271. Upon completion of the retrofit to the unit(s) listed above and MCI's receipt of the replaced modules and a completed Warranty Claim Form, MCI will credit the appropriate labor allowance amount to your MCI parts account. Submittal of MCI Warranty Claim Forms may be completed on MCI's website at <http://fleetsupportiw.mcicoach.com/iwarranty/signon> (click on Customer Care System), or a photocopy of the Warranty Claim Form found in the Warranty Manual can be mailed / faxed to the MCI Warranty Department. Please refer to your OWNER LIMITED WARRANTY MANUAL for more detailed information. Customers may submit only one (1) MCI Warranty Claim Form per coach for this Field Change Program.

If you have any questions about this recall campaign, you may contact the MCI Customer Service Line at 1-800-241-2947.

After contacting MCI Customer Service, if you are still unable to have the safety defect remedied without charge and within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, or call the toll-free Vehicle Safety Hotline at 1-888-327-4236; (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

If you had the retrofit work done before you received this letter, you may be eligible to receive reimbursement from MCI for the cost of obtaining a pre-notification remedy of the problem associated with this recall. For more information, contact the MCI Customer Service Line at 1-800-241-2947.

If you are the lessor of this vehicle, Federal law requires that you forward this notice to the lessee within ten days of your receipt of this notice.

If you have sold or otherwise transferred the vehicle(s) identified above, please contact MCI Customer Service Line at 1-800-241-2947 with all of the information you have regarding the current owner/operator of the vehicle(s), so that we can ensure that the vehicles are corrected.

Motor Coach Industries apologizes for any inconvenience this may cause, but urges you to implement the Field Change Program as soon as possible.

Sincerely,

Motor Coach Industries
Warranty Department

Enclosures: Service Bulletins 258 and 271



Service Bulletin No. 258

MODEL E / J Series Coaches	TYPE Field Change Program	SECTION/GROUP 16 - HVAC	DATE
SUBJECT CARRIER DEFROSTER SPEED CONTROLLERS			
CONDITIONS			

Description:

Motor Coach Industries, Inc. ("MCI") has determined that a defect which relates to motor vehicle safety may exist in certain MCI E, J, and D model coaches with Carrier defroster speed controllers. On coaches equipped with a slide switch to control the defroster blower speed, there is a speed controller for each of the two defroster fan motors. A defect may exist in the Carrier speed controllers such that the speed controller may fail and cause the fan motor to operate continuously in the "HIGH" speed mode, and the Carrier slide switch may fail to reduce or otherwise control the fan motor speed. As a result, the speed controller may overheat and result in a thermal event.

The MCI coach models that may be affected by this defect are the following:

-E and J models with the following VIN's (inclusive): 61611-61775, 61777-61988, 61990, 61992-62075, 62096-62116, 62118-62266, 62273-62323, 62326-62351, 62354-62481, 62513-62779.

-D4000 and D4500 models (formerly D3 and DL3) with the following VIN's (inclusive): 55358, 55574-55576, 55607-55637, 55639, 55686-55689, 55763, 55932-55937, 56186, 56208-56219, 56222-56262, 56298-56311, 56330-56350, 56352-56364, 56374-56378, 56428, 56452, 56455, 56479-56491, 56497-56521, 56530-56537, 56541-56553, 56591-56598, 56600-56661, 56663-56707, 56710-56713, 56795, 56818-56892, 56906-56925, 56944-57000, 57002-57004, 57006-57008, 57010-57012, 57014-57015, 57017, 57020, 57022, 57055, 57061-57063, 57067-57069, 57072-57145, 57192, 57219-57225, 57238-57242, 57244-57252, 57289-57328.

MCI is instituting a field change program to replace the Carrier defroster speed controllers in all of the coaches listed above. This bulletin describes the procedures for properly replacing the Carrier defroster speed controllers in the E and J models.

MCI's Service Bulletin 271 describes the procedures for properly replacing the Carrier defroster speed controllers in the D series coaches.

In the interim, MCI is instructing customers that in the event an operator experiences the defroster fan motor(s) going to high speed without being controlled by the slide switch, the coach should be stopped as quickly as it is safe to do so, and the power to the defroster motors should be disconnected following the outlined steps listed below:

- 1- Immediately shut down the coach.
- 2- Position the main power disconnect switch to the OFF position.

NOTE: The coach cannot be re-started without:

- removing the cover of the circuit breaker panel in battery compartment,
- removing the power cable from the 40 Amp circuit breaker labeled "Drivers Defroster".

In the event that the defroster fan motor(s) are disconnected, the coach should not be driven in adverse conditions (causing fogging of the windshields) that would require the defroster motor(s) to maintain a clear, unobstructed view. The coach must be placed out of service.

DRAFT

Qty.	Old P/N	New P/N	Description
2	16-14-1288		Control-Speed, Defroster
1		07-14-2363	MCC Motor Drive PWM Installation Kit
			<i>Kit Contents are:</i>
2		07-08-1860	Module - Motor Drive
1		07-12-1915	Harness - Evap., Driver
10		19-11-258	Tyrap
1		19-11-1403	Plug, 5 Way
1		19-11-796	Plug, Blanking
4		19-1-609	Screw
1		19-3-223	Nut
1		19-11-1356	Connector
1		19-11-1358	Connector, 6M, D

Service Procedure:

General notes

Read this entire procedure before beginning work.

Use Safe Shop Practices At All Times.

1. Turn the main battery disconnect switch to the OFF position.
2. Remove the stepwell panel and place aside to be re-installed at a later step in this procedure.
3. Position the motor drive module (p/n 07-08-1860) on the access panel in the location shown in Figure 1. Using the side edge of the motor drive module, trace the outline with a marker.

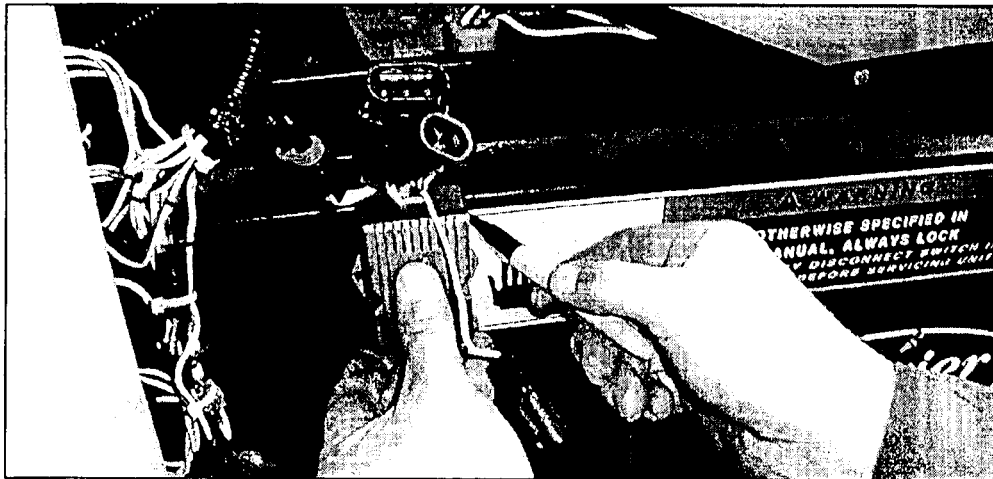


Figure 1.

4. Remove the access panel and place on a workbench. Align the motor drive module with the outline mark made in Step 3. Using a 11/64 inch drill bit, drill pilot holes in the access panel using the motor drive module holes as a template (Figure 2). Using a 13/64 inch drill bit, re-drill the holes.
5. Using the screw (p/n 19-1-609) and nut (p/n 19-11-223) in the Parts list, mount the motor drive module to the access panel with the pan head of the screw orientated to the interior of the panel (Figure 3).

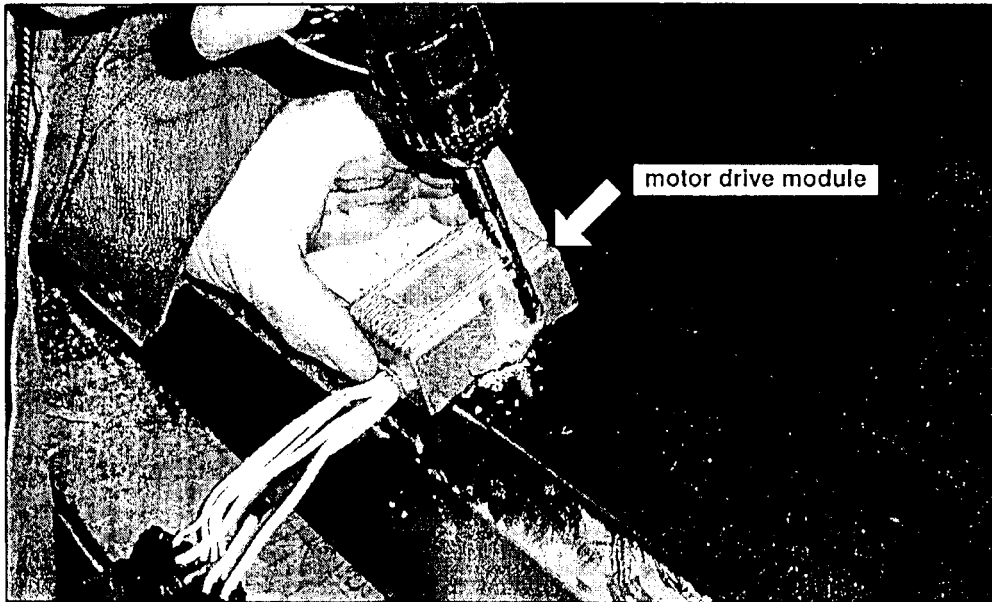


Figure 2.

6. Repeat Steps 4. and 5. for the second motor drive module (Figure 3).

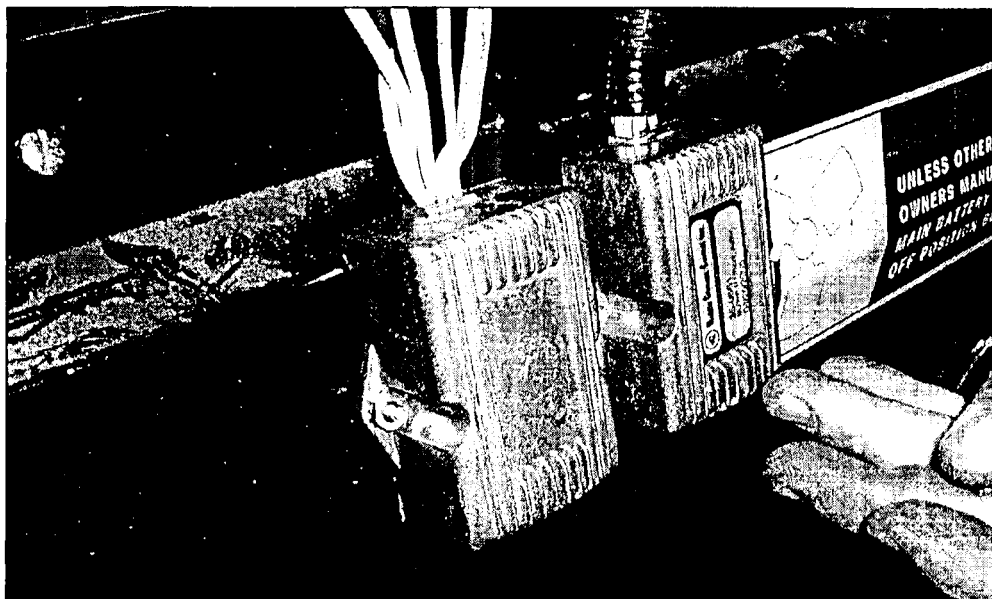


Figure 3.

- 7. Disconnect the three connectors leading to each of the existing control modules. Drill out the two rivets holding the existing modules in place. Remove and retain the existing modules, **as they are required to be returned to MCI**. Connect the two wire receptacles from the coach harness directly to the motor plugs (Figure 4).
- 8. Using tyraps (p/n 19-11-258), tie back the single wire plugs on the disconnected coach harnesses.

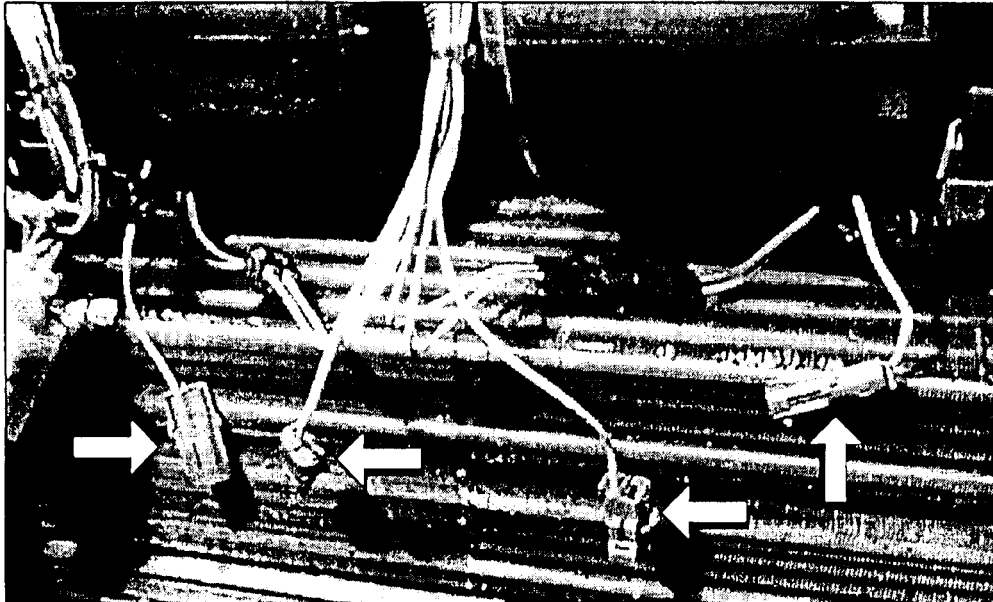


Figure 4.

- 9. Disconnect the round 5-pin Deutsch plug (Figure 5) (if applicable).
- 10. Align and re-install the access panel (Figure 5).

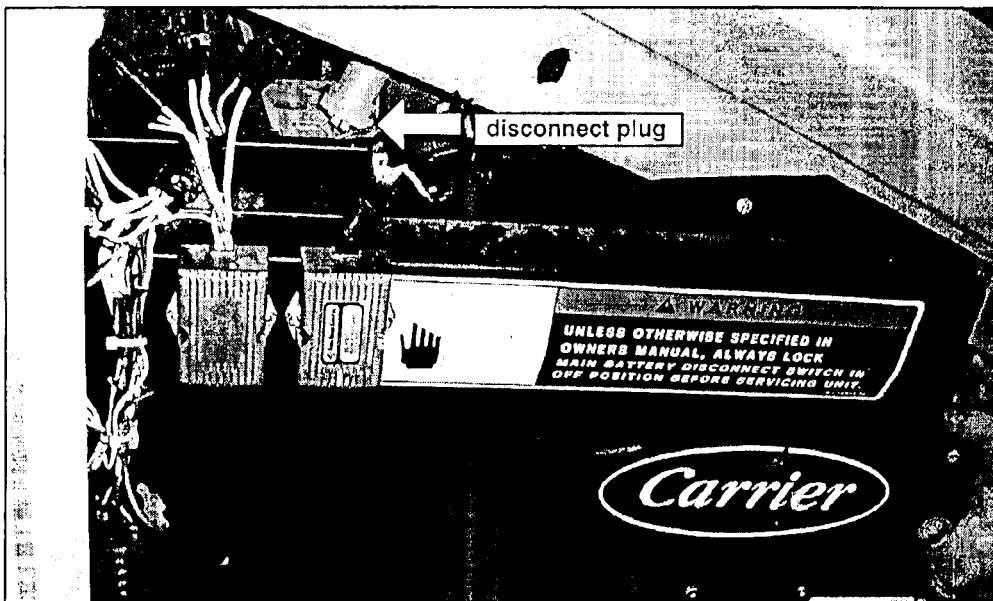


Figure 5.

DRAFT

11. Remove the upper, rubber cover from the top of the instrument panel.

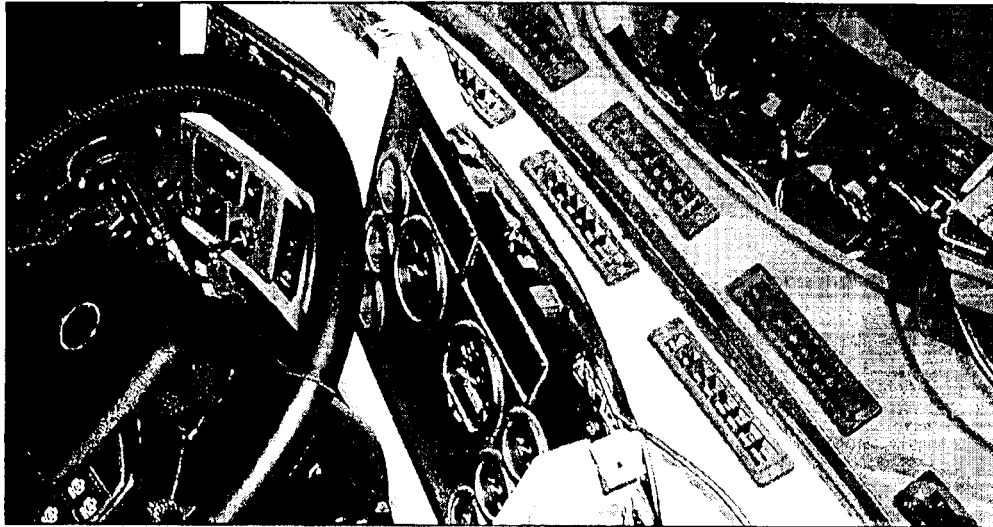


Figure 6. Instrument panel with upper, rubber cover removed.

12. Using an 5/64 inch Allen key, remove the upper, LH dash panel from the instrument panel.
13. Route the driver evaporator harness (part number 07-12-1915) from the upper, LH dash panel area to the stepwell area, behind the instrument panel.
14. On a workbench, insert the blanking plug (p/n 19-11-796) into Pin E of the 5-pin Deutsch connector plug (part number 19-11-1403). Load the open red and black leads from the appropriate motor drive module into the 5-pin Deutsch connector plug, in the locations shown in Figure 7.

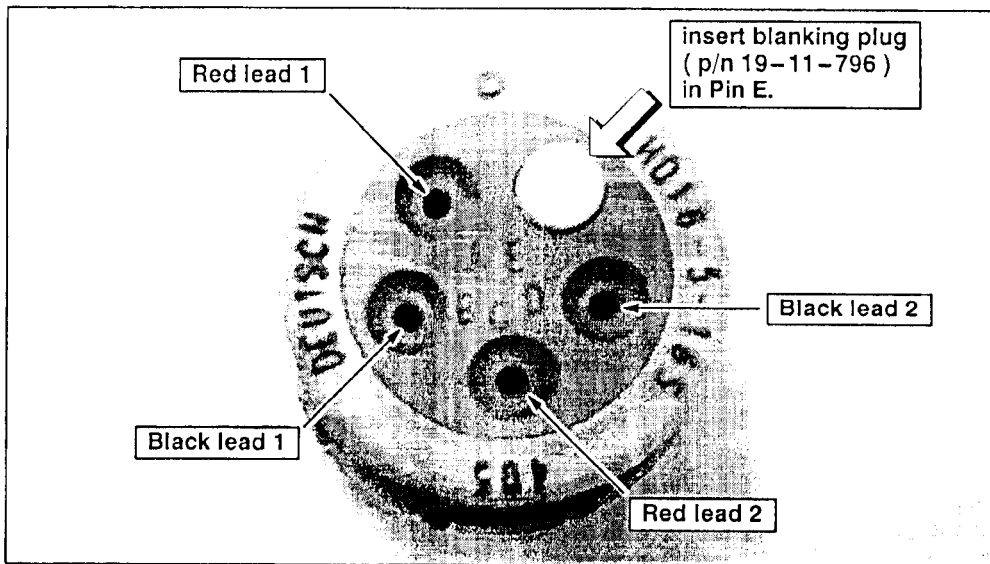


Figure 7. Plug (p/n 19-11-1403).



NOTE

If the coach is not equipped with round 5-pin Deutsch plug (refer to Step 9.), connectors 19-11-1356 and 19-11-1358 have to be utilized, replacing the 5-pin Deutsch connector plug (part number 19-11-1403). When loading the open red and black leads, locations A, B, C, D, E will be replaced with locations 1, 2, 3, 4 and 5.

15. Load the open orange and brown leads into the driver evaporator harness connector, as shown in Figure 8.

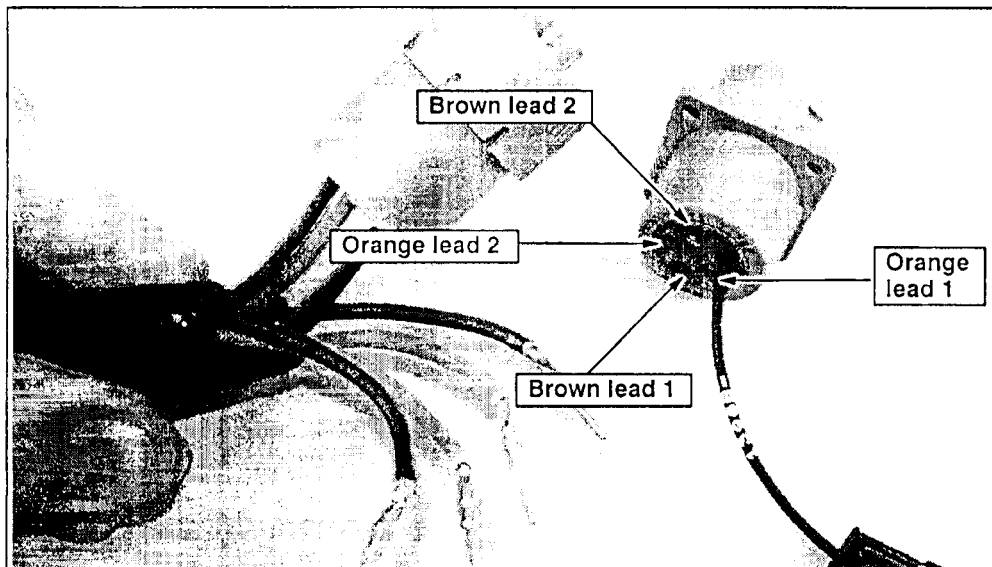


Figure 8.

16. Connect the 5-pin Deutsch connector plug to the driver's evaporator unit (Figures 9 and 10). Connect the driver evaporator harness connector to the defroster box power supply (Figure 9).

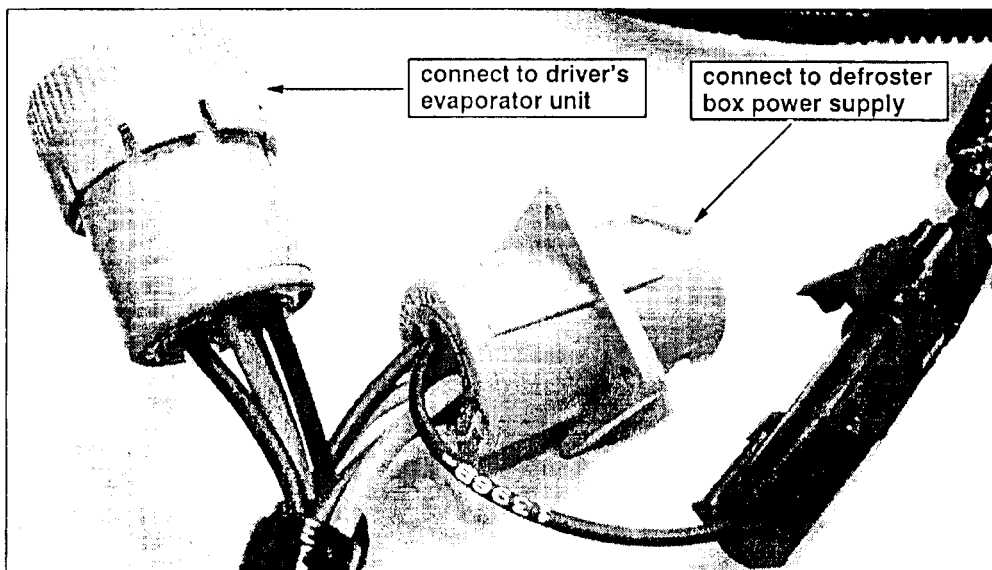


Figure 9.

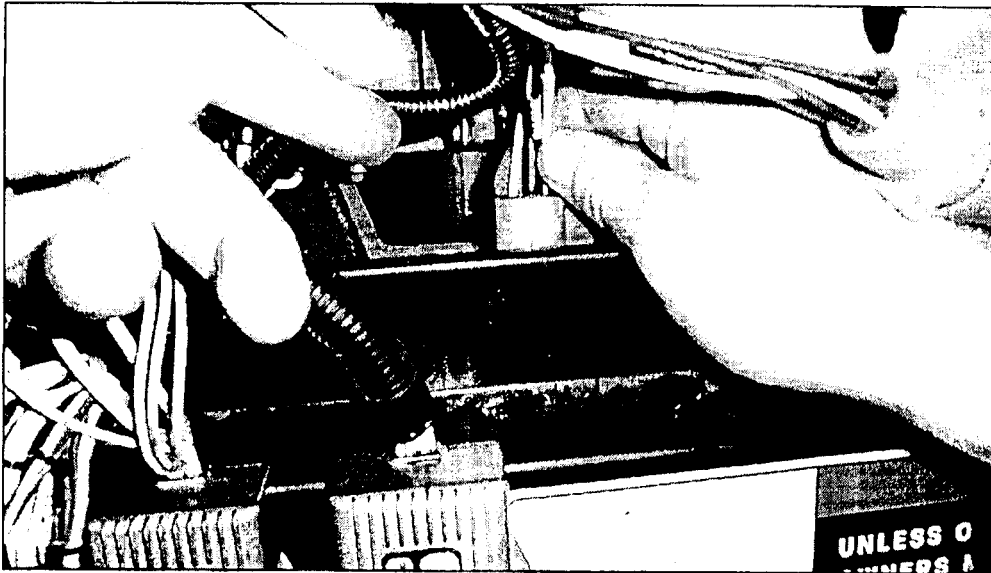


Figure 10.

17. Using tyraps (part number 19-11-258), bundle the harnesses and wires (Figure 11).

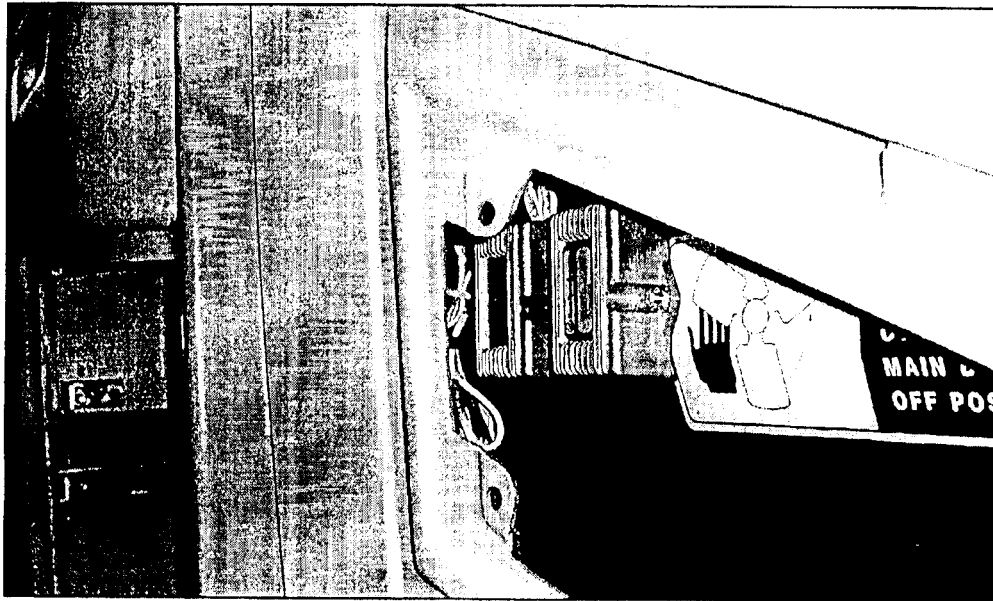


Figure 11.

18. Re-install the stepwell panel.

**NOTE**

Access to the top, roadside mounting stud for the stepwell panel will be blocked by the new motor drive module installation. Access can be gained through the driver's drawer (Figure 11).

19. Disconnect the defrost slide switch harness from the dash harness. Connect the harness (p/n 07-12-1915) to the defrost slide switch harness and the dash harness (Figure 12).

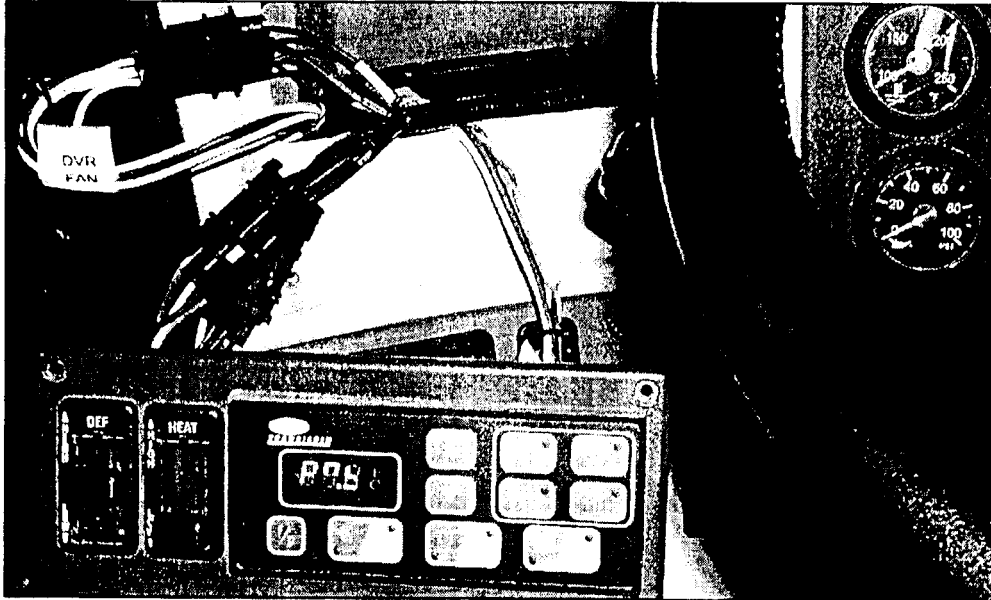


Figure 12.

20. Connect the 4-pin weatherpacks of the driver evaporator harness to the 4-pin weatherpacks on the motor drive modules.

**NOTE**

The order of connecting the 4-pin weatherpacks does not matter.

21. Turn the main battery disconnect switch to the ON position.
22. Start up the coach.
23. Move the defrost slide switch up and down, ensuring both defroster motors are functioning.
24. Shut down the coach.
25. Turn the main battery disconnect switch to the OFF position.
26. Re-install the rubber cover on the instrument panel.

Procedure complete.

Mail or fax the completed warranty claim form to MCI's warranty department, or photocopy and mail it to:

MCI Fleet Support
Attn: Warranty Department
7001 Universal Coach Drive
Louisville, KY 40258
Fax Number 1-800-360-8886

to receive credit for the hours used to complete this task. Contact the MCI Fleet Support Technical Center at 1-800-241-2947 for any further information.

Field Change Program Conditions:

The parts required for this change will be supplied without charge.

A labor allowance of 1.5 hours will be granted for the procedure of installing the specified part(s) in this bulletin on E4500/J4500 model coaches.

NO PAYMENT WILL BE ISSUED BY MOTOR COACH INDUSTRIES FOR SB 258 UNTIL THE FOLLOWING TWO ITEMS HAVE BEEN RECEIVED BY MCI.

- 1. THE COMPLETED WARRANTY FORM,**
- 2. THE EXISTING CONTROL MODULES.**

This labor allowance will be credited to your MCI Fleet Support Parts Account on receipt of a "Warranty Claim Form" as detailed in your Owner Warranty manual.

This program will end on XX, 2006.

Motor Coach apologizes for any inconvenience resulting from this campaign, but urges you to implement this change as soon as possible.

DRAFT

Sincerely,

Motor Coach Industries
U.S. and Canadian Service Departments.



Service Bulletin No. 271

MODEL D Series Coaches	TYPE Field Change Program	SECTION/GROUP 16-HVAC	DATE
SUBJECT CARRIER DEFROSTER SPEED CONTROLLERS			
CONDITIONS			

Description:

Motor Coach Industries, Inc. ("MCI") has determined that a defect which relates to motor vehicle safety may exist in certain MCI E, J, and D model coaches with Carrier defroster speed controllers. On coaches equipped with an underfloor defrost unit, there is a speed controller for each of the two defroster fan motors. A defect may exist in the speed controllers such that the speed controller may fail and cause the fan motor to operate continuously in the "HIGH" speed mode, and the Carrier fan speed control switch may fail to reduce or otherwise control the fan motor speed. As a result, the speed controller may overheat and result in a thermal event.

The MCI coach models that may be affected by this defect are the following:

-D4000 and D4500 models (formerly D3 and DL3) with the following VIN's (inclusive): 55358, 55574-55576, 55607-55637, 55639, 55686-55689, 55763, 55932-55937, 56186, 56208-56219, 56222-56262, 56298-56311, 56330-56350, 56352-56364, 56374-56378, 56428, 56452, 56455, 56479-56491, 56497-56521, 56530-56537, 56541-56553, 56591-56598, 56600-56661, 56663-56707, 56710-56713, 56795, 56818-56892, 56906-56925, 56944-57000, 57002-57004, 57006-57008, 57010-57012, 57014-57015, 57017, 57020, 57022, 57055, 57061-57063, 57067-57069, 57072-57145, 57192, 57219-57225, 57238-57242, 57244-57252, 57289-57328.

-E and J models with the following VIN's (inclusive): 61611-61775, 61777-61988, 61990, 61992-62075, 62096-62116, 62118-62266, 62273-62323, 62326-62351, 62354-62481, 62513-62779.

MCI is instituting a field change program to replace the Carrier defroster speed controllers in all of the coaches listed above. This bulletin describes the procedures for properly replacing the Carrier defroster speed controllers in the D series coaches.

MCI's Service Bulletin 258 describes the procedures for properly replacing the Carrier defroster speed controllers in E and J models.

In the interim, MCI is instructing customers that in the event an operator experiences the defroster fan motor(s) going to high speed without being controlled by the slide switch, the coach should be stopped as quickly as it is safe to do so, and the power to the defroster motors should be disconnected by following the outlined steps listed below:

- 1- Immediately shut down the coach.
- 2- Position the main power disconnect switch to the OFF position.
- 3- Removing the 30 amp mini circuit breaker in the front J-Box fuse block.

In the event that the defroster fan motor(s) are disconnected, the coach should not be driven in adverse conditions (causing fogging of the windshields) that would require the defroster motor(s) to maintain a clear, unobstructed view. The coach must be placed out of service.

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Parts

Qty.	Old P/N	New P/N	Description
2	16-14-6142		Controller-Speed, Defroster
1	16L-14-357		Panel, Electrical
1		16-14-1386	Panel, Electrical, with Speed Controller

Service Procedure:**General notes**

Read this entire procedure before beginning work.

Use Safe Shop Practices At All Times.

1. Turn the main battery disconnect switch to the OFF position. Chock both sides of the tires.

**NOTE**

Ensure that there is a minimum three foot clearance for the front of the front bumper / spare tire compartment door to open without sustaining component damage.

2. Release the two quarter-turn dzus fasteners on the front, side service compartment door located directly below the front junction box door. Locate and pull the tire compartment release handle.
3. Pull to open the tire compartment door. Locate the driver's below floor defroster assembly.
4. Remove and retain the mounting hardware from the driver's below floor defroster assembly front access panel (Figure 1).

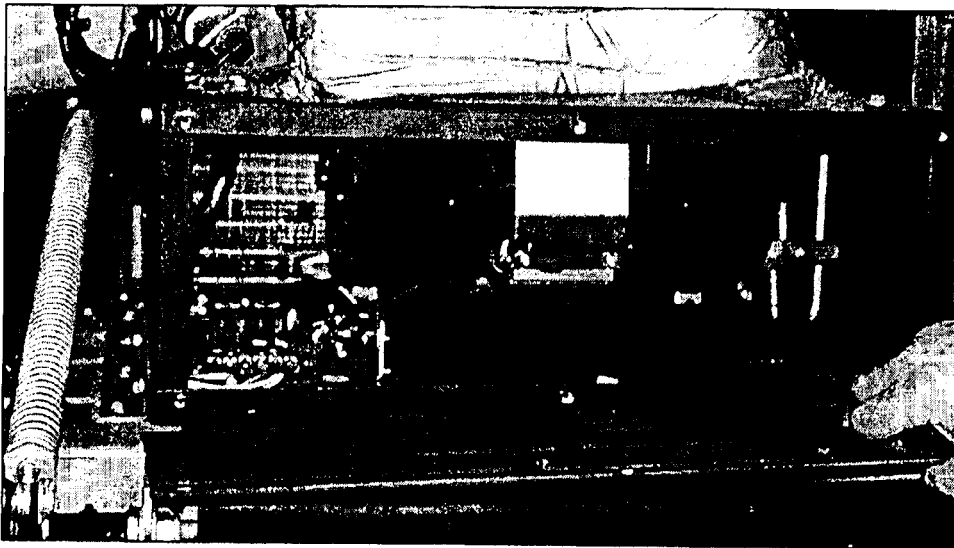


Figure 1. Driver's below floor defroster assembly in the tire compartment.

5. Disconnect the harness (Figure 2). Using masking tape and a marker, identify the three wire lead locations on the packard plug, and the Pos and Neg. wires to ensure correct orientation on re-assembly. Using a pin pusher, carefully remove the three wire leads from the packard plug. Retain the packard plug.

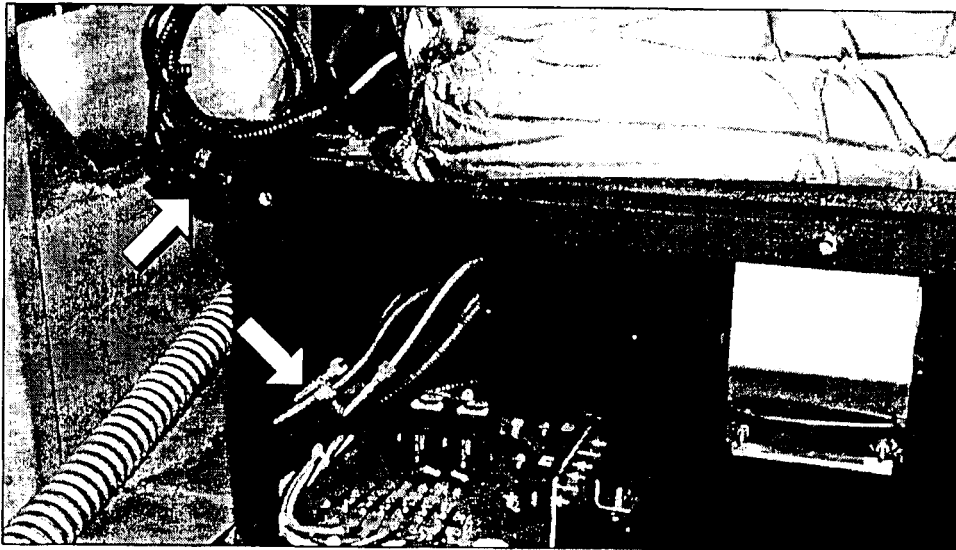


Figure 2.

6. Remove the rubber boot from the positive terminal stud (Figure 3). Remove the positive and negative wires from the studs. Remove and retain all mounting hardware.

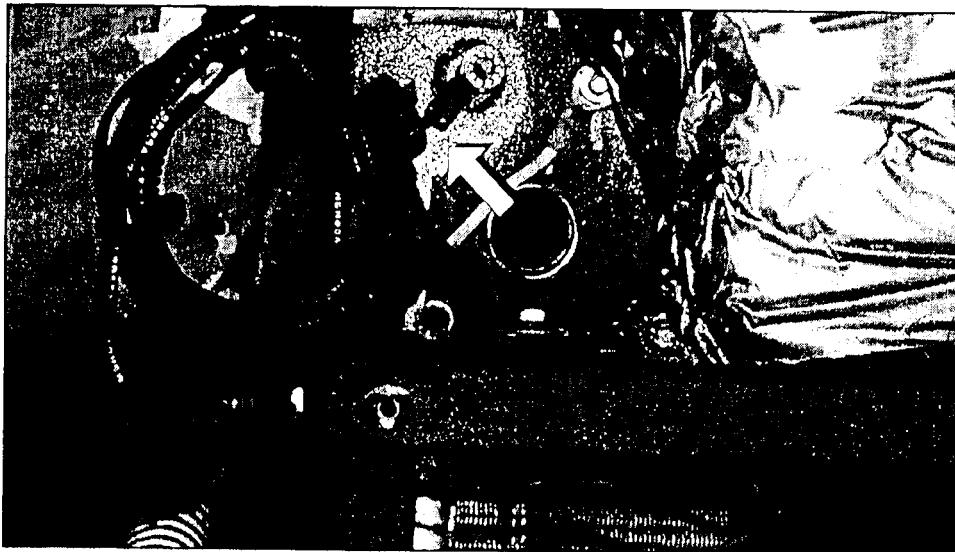


Figure 3.

7. Disconnect the harness from both blower motors.
8. Remove the existing electrical panel. Retain the mounting hardware.
9. Using masking tape and a marker, identify the the blower motors orientation. Using a ratchet and socket, remove and retain the mounting hardware from the blower motors (Figures 4 and 5). Place the blower motors on a workbench.

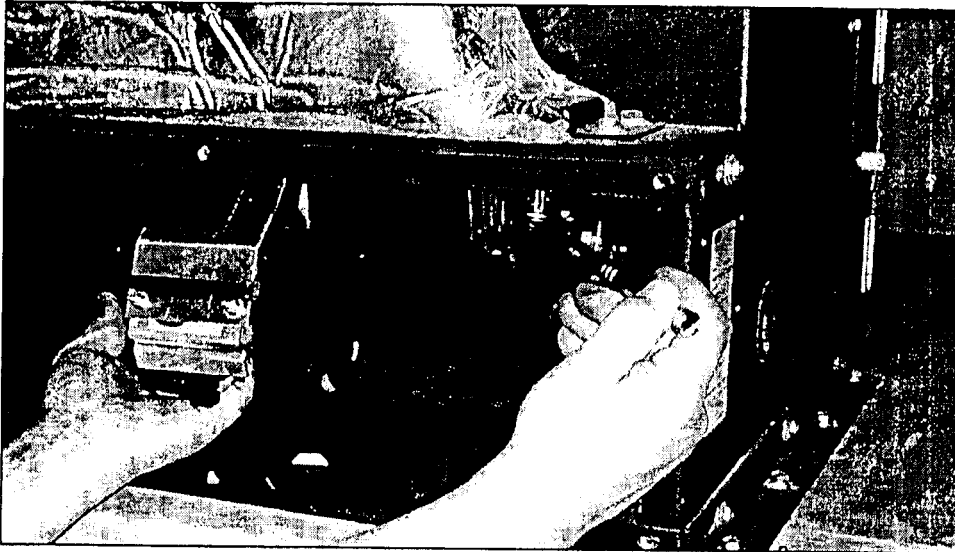


Figure 4.

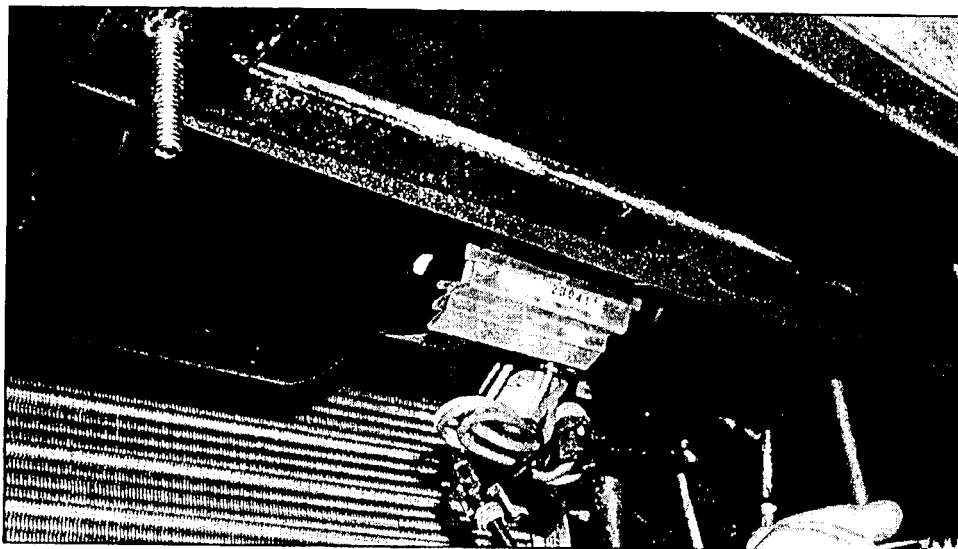


Figure 5.

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NOTE

Use a drill stop to prevent damage to internal components.

10. Carefully drill out the three rivets (Figure 6). Remove and retain the existing speed controllers (Figure 7), as they are required to be returned to MCI.

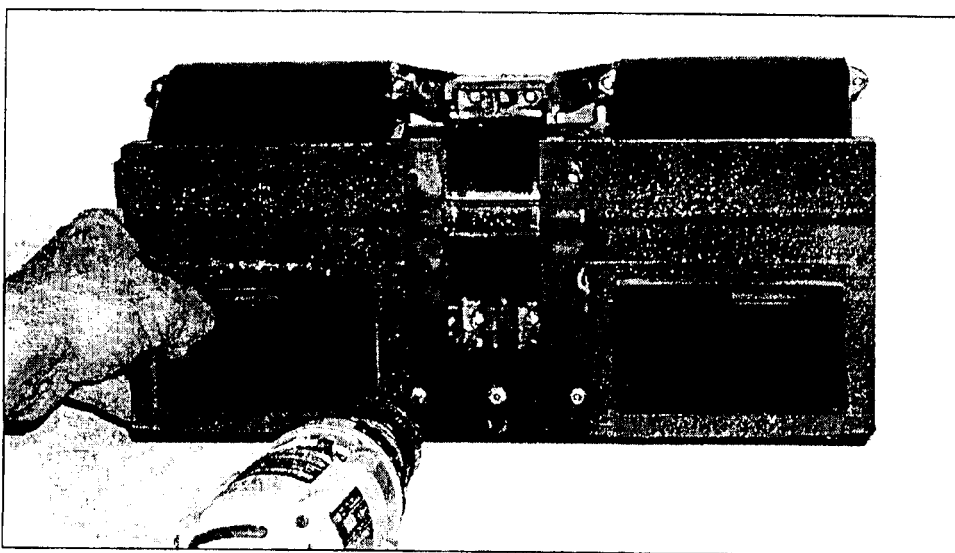


Figure 6.

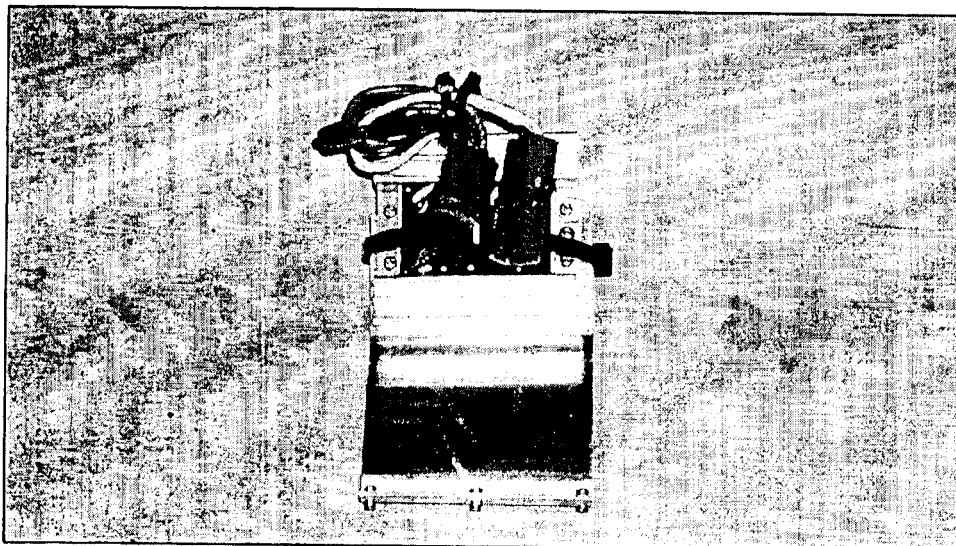


Figure 7. Existing speed controller.

11. Using the mounting hardware removed in Step 9, re-install the blower motors in the original orientation (remove identifying masking tape prior to re-installation).

- Using the mounting hardware removed in Step 8, install the new electrical panel (p/n 16-14-1386). Route three wire leads, disconnected in Step 5, up and through the hole in the housing (Figure 8).

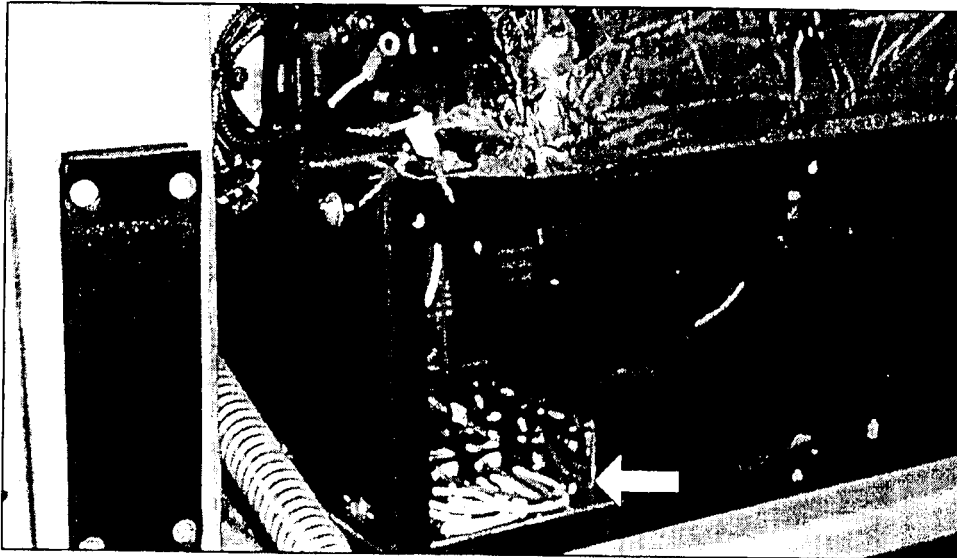


Figure 8.



NOTE

Ensure that the insulator washers are installed on both sides of the positive wire (Figures 9 and 10).

- Using the mounting hardware removed in Step 6, re-install the positive and negative wires to the studs (Figure 10). Re-install the rubber boot over the positive terminal stud.

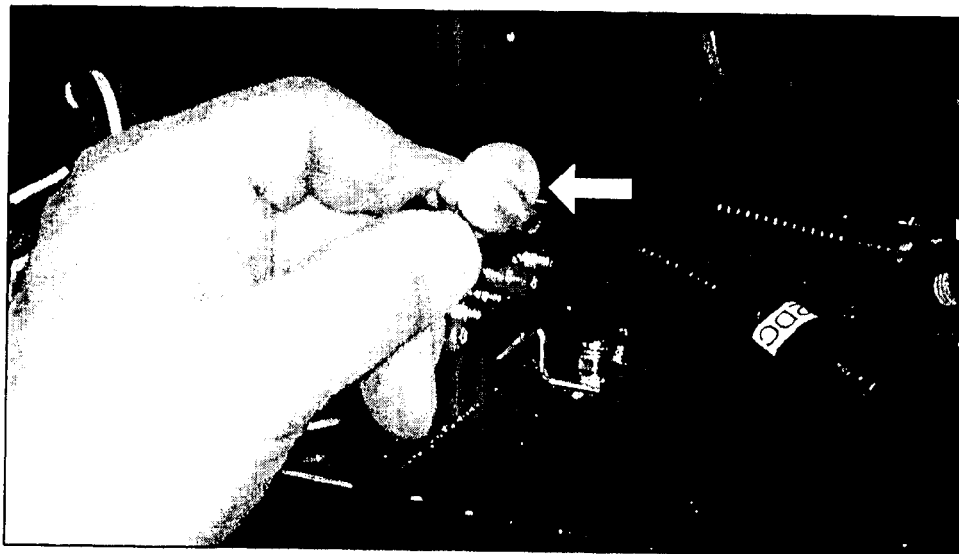


Figure 9.

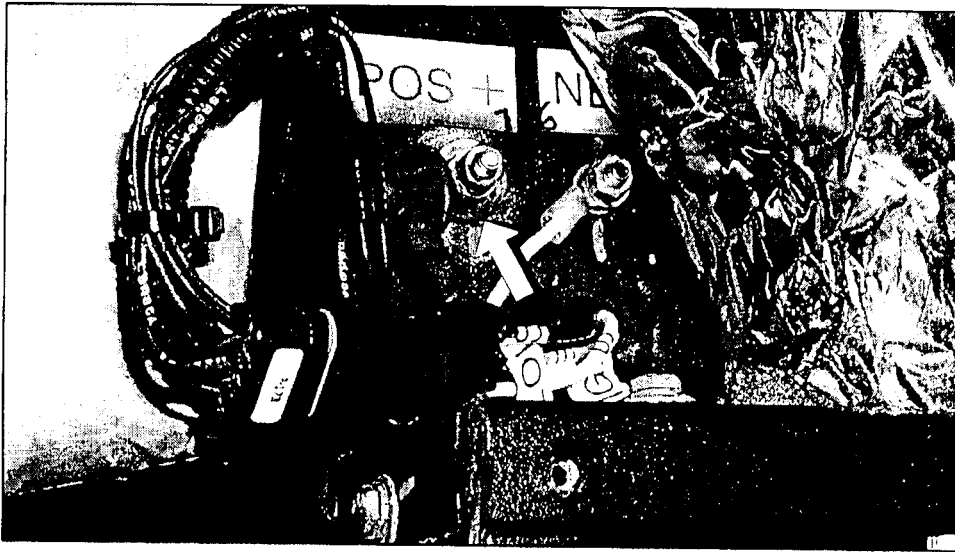


Figure 10.

- 14. Re-insert the three wire leads into the correct cavity in the packard plug.



NOTE

Conduct a pull test on each wire to ensure proper insertion in the packard plug.

- 15. Re-connect the packard plug to the harness (Figure 11)

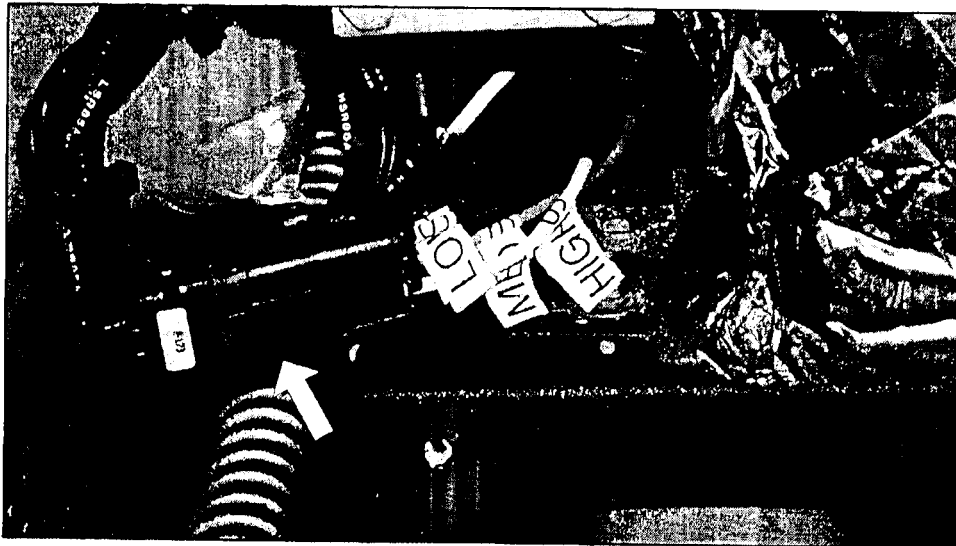


Figure 11.

16. Connect lead wire 1 to the harness plug to the rear, upper blower motor. Connect lead wire 2 to the harness plug to the front, lower blower motor (Figure 12).

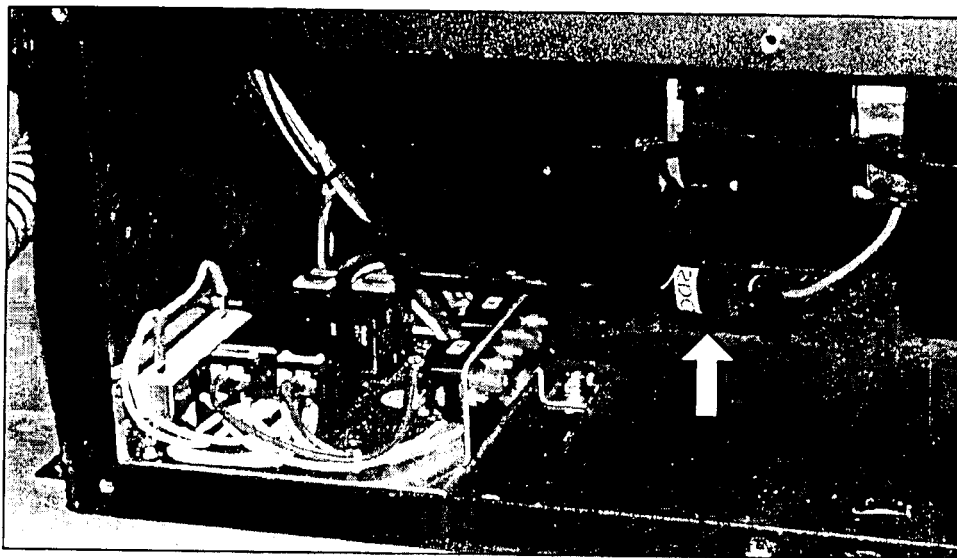


Figure 12.

17. Re-install the driver's below floor defroster assembly front access panel.
 18. Close the tire compartment and front, side service compartment door. Secure the two quarter-turn dzus fasteners.
 19. Turn the main battery disconnect switch to the ON position.
 20. Start up the coach.
 21. Ensure both defroster motors are functioning.
 22. Shut down the coach.
 23. Turn the main battery disconnect switch to the OFF position.
- Procedure complete.*

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Mail or fax the completed warranty claim form to MCI's warranty department, or photocopy and mail it to:

MCI Fleet Support
Attn: Warranty Department
7001 Universal Coach Drive
Louisville, KY 40258
Fax Number 1-800-360-8886

to receive credit for the hours used to complete this task. Contact the MCI Fleet Support Technical Center at 1-800-241-2947 for any further information.

Field Change Program Conditions:

The parts required for this change will be supplied without charge.

A labor allowance of 0.5 hours will be granted for the procedure of installing the specified part(s) in this bulletin on D model coaches

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- 1. THE COMPLETED WARRANTY FORM,**
- 2. THE EXISTING SPEED CONTROLLERS.**

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