



Timothy J. Nalepka
Senior Vice President & General Counsel

Direct Line: (847) 285-2085
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December 14, 2006

BY EMAIL

**06V-480
(23 pages)**

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

Re: PART 573 NOTICE RE TAG AXLE INTERFERENCE

Dear Ms. Wallace:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report and proposed customer notification letters 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.)

RECEIVED

2006 DEC 15 A 10:30

OFFICE OF DEFECTS
INVESTIGATION

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

On November 6, 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: December 14, 2006

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

MCI Service Bulletins 276 and 277 (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.

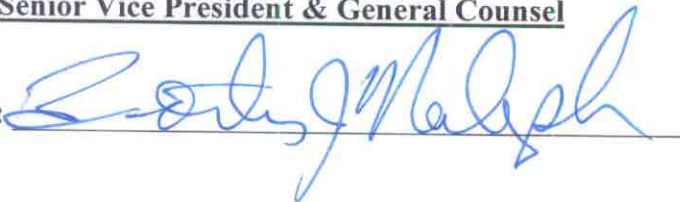
Paul Murphy
Director, Regulatory Compliance

Telephone Number: (204) 287-4982 Fax No.: (502) 318-8224

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:

Certain 2005-2007 D4500 and D4505 model coaches (see attached draft MCI Service Bulletins 276 and 277, which list all affected units).

Production Dates: **Begin date:** 11/2004 **End date:** 06/2006

VIN Range:	2005 D4500	56555	to	56577
	2006 D4505	57147	to	57166
	2007 D4505	57340, 57345	to	57379

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 in draft Bulletins 276 and 277, attached.

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>2005</u>	D4500	22
<u>2006</u>	D4505	19
<u>2007</u>	D4505	34

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 in draft Bulletins 276 and 277, attached.

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 design configuration at issue.

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.

Customers may experience a possible interference between the drive shaft mounting hardware and the tag axle structure.

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

The cause is due to the location of the transmission output yolk above the fixed tag axle on D4500 / D4505 coaches equipped with a Detroit Diesel S60 engine and ZF transmission.

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

If the tag axle on affected coaches is forced up until the bump stops in the air springs are compressed to their limits, the bearing cap bolts on the transmission input yoke end of the shaft can contact a surface on the driveshaft passage through the tag axle. If the contact is hard enough and prolonged, it could shear the heads off some or all of the bearing cap bolts, freeing the bearings and possibly releasing the drive shaft. In order for this contact to take place, the tag axle needs to be in the low ride position and forced up by uneven terrain or through curbing of the axle. The coach would also have to be running and in motion in order for the bearing cap bolts to contact.

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

There would be an audible noise if the bearing cap bolts were hitting the tag axle surface. Further, the bearing cap bolts and tag axle surface would show signs of impact.

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

N/A

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

N/A

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.

MCI is advising customers operating affected coaches to install shims above the tag axle air spring mounting brackets to limit the suspension travel. MCI will furnish shim installation kits to affected customers at no cost.

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

The shims are to be installed above the tag axle air spring mounting brackets so as to limit the suspension travel and allow sufficient spacing for clearance.

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.

MCI has made a design change that requires the installation of the shim kit, kit P/N TBD, which would be used for production of any future D4500/4505 model coaches with the Detroit Diesel S60 engine and ZF transmission.

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 draft MCI Service Bulletins 276 and 277.

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»

SUBJECT:
FIELD CHANGE PROGRAM- TAG AXLE INTERFERENCE REWORK

Ref.: FCP Bulletin 276
Ref.: NHTSA Recall No.:
Ref.: Transport Canada Recall No.:

Dear Customer:

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act and with the Canadian Motor Vehicle Safety Act - Notice of Safety Defects.

Motor Coach Industries, Inc. ("MCI") has decided that a defect exists which relates to motor vehicle safety in certain MCI model D4500 / D4505 motor coaches. MCI advises that owners of coaches between the range of, and including, unit numbers 57340, and 57345 to 57379 implement the specified steps in this procedure.

Safety Defect:

Customers may experience a possible interference between the drive shaft mounting hardware and the tag axle structure.

The cause is due to the location of the transmission output yoke above the fixed tag axle on certain D4500 / D4505 coaches equipped with a Detroit Diesel S60 engine and ZF transmission.

MCI has determined that a field retrofit can be performed to affected D4500 / D4505 coaches by installing shims as described in the attached bulletin.

MCI strongly encourages customers operating affected coaches equipped with a S60 engine, ZF transmission, and fixed tag axle to install the parts referenced in the attached bulletin as soon as possible to limit the suspension travel.

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

«unit_number»

DRAFT

What we will do:

As the owner of one or more of the coaches included in the list above, please call your local MCI Service Center service manager to schedule an appointment for you at the earliest opportunity for completion of the repairs described in the attached bulletin.

NEW JERSEY	1-800-262-1287
FLORIDA	1-800-390-0287
OHIO	1-877-754-4404
ILLINOIS	1-800-428-7626 or 1-800-743-3624
TEXAS	1-800-248-4942
CALIFORNIA	1-800-777-4101
CANADA	1-800-241-2947
or contact the MCI CALL CENTER	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:

For the U.S.:

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>.

For Canada:

Road Safety and Motor Vehicle
Regulation Directorate
Transport Canada
Tower C, Place de Ville
330 Sparks Street
Ottawa, Ontario
K1A 0N5

DRAFT

or call the Transport Canada's Information Centre at 1-800-333-0371.

Please Note: Federal Regulation requires that if you have leased this coach to another (third) party, you must forward a copy of this notice to the lessee within ten (10) days from receipt of this notice. Please include MCI on this notification at fax 502-318-8224, so we may add this information to our records.

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.

Upon completion of the repairs to the unit(s) listed above and MCI's receipt of 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.

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

DRAFT



Service Bulletin No. 276

MODEL D4505 Series Coaches	TYPE Field Change Program	SECTION/GROUP 12-Suspension	DATE
SUBJECT FIXED TAG SUSPENSION MODIFICATION			
CONDITIONS Crucero / GCTC D4505 Series Coaches			

Ref. NHTSA Recall No.: 06V-3XX

Ref. Transport Canada Recall No.: 06-2XX



Customer Complaint:

Customers may experience a possible interference between the drive shaft mounting hardware and the tag axle structure if the vehicle is operated with the tag axle air springs completely collapsed.

Cause:

The interference is due to the location of the transmission output yoke above the fixed (non-steerable) tag axle on D4505 model coaches equipped with a S60 engine and ZF transmission.

Corrective Action:

MCI strongly encourages customers operating coaches equipped with a S60 engine, ZF transmission and a fixed tag axle to install shims above the tag axle air spring mounting brackets to limit the suspension travel.

As a result, MCI advises that owners of D4505 model coaches between the range of, and including, unit numbers 57340, 57345 to 57379 implement the specified steps in this procedure.

Parts

Qty.	New P/N	Description
1	12-04-1135	Kit, Tag Suspension, Field <i>Kit Contents Are:</i>
2	12-04-1040	Spacer
2	12-04-1041	Spacer
12	19-1-1468	Capscrew, 5/16-18 x 1.75
12	19-2-198	Washer, Lock, Spring, 5/16, SST
12	19-2-62	Washer, Plain, Flat, 5/16, SST
4	19-3-314	Nut, Hex, 5/16-18, UNC, SST

Service Procedure:

General notes

Read this entire procedure before beginning work.

Use Safe Shop Practices At All Times.

1. Drive the coach over a pit, or use a lift to access the tag axle suspension.



NOTE

If the steps in this procedure are performed over a pit, apply the park brake and chock the tires. Open the engine door and position the ENGINE RUN and ENGINE START switches on the engine remote to the OFF position. Position stands under the rear bogie leg assembly.

If the steps in this procedure are performed with the coach on a lift, dump the air from the tag axle suspension and raise coach to desired height. Position jackstands at the front and rear frame support points, according to Figures 1, to ensure that the coach is securely supported before attempting work underneath the coach. Support the tag axle.

2. Turn the main battery disconnect switch to the " OFF " position.



REFER TO MANUAL

Refer to *Lifting and Towing*, in the MCI Maintenance Manual, for the basic rules, procedures and safety precautions that must be followed before a coach is to be lifted.

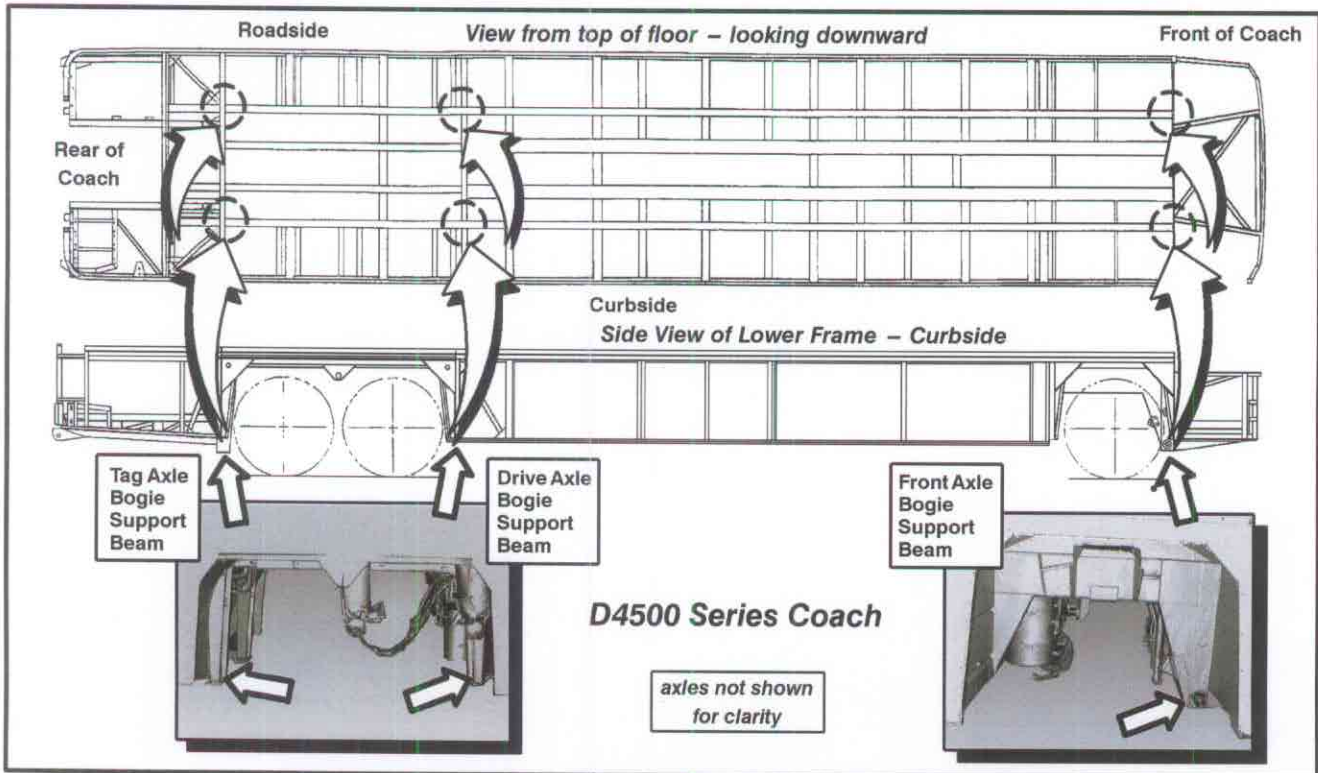


Figure 1. – D4500 Under Frame Jackstand Support Points

3. Exhaust all coach air.
4. Locate the tag axle dump valves in the curbside, rear service compartment. Turn the tag axle dump valves to the OFF (vertical) position, completely dumping the tag axle air springs.



CAUTION

DO NOT attempt repair or removal of the air spring unless the air is completely released from the spring.
Use caution when working near an inflated air spring.



NOTE

Always use new fastener hardware when installing / re-installing suspension components on the front, drive and tag suspension systems.

- 5. Remove and discard the plate assembly mounting hardware (Figure 2).

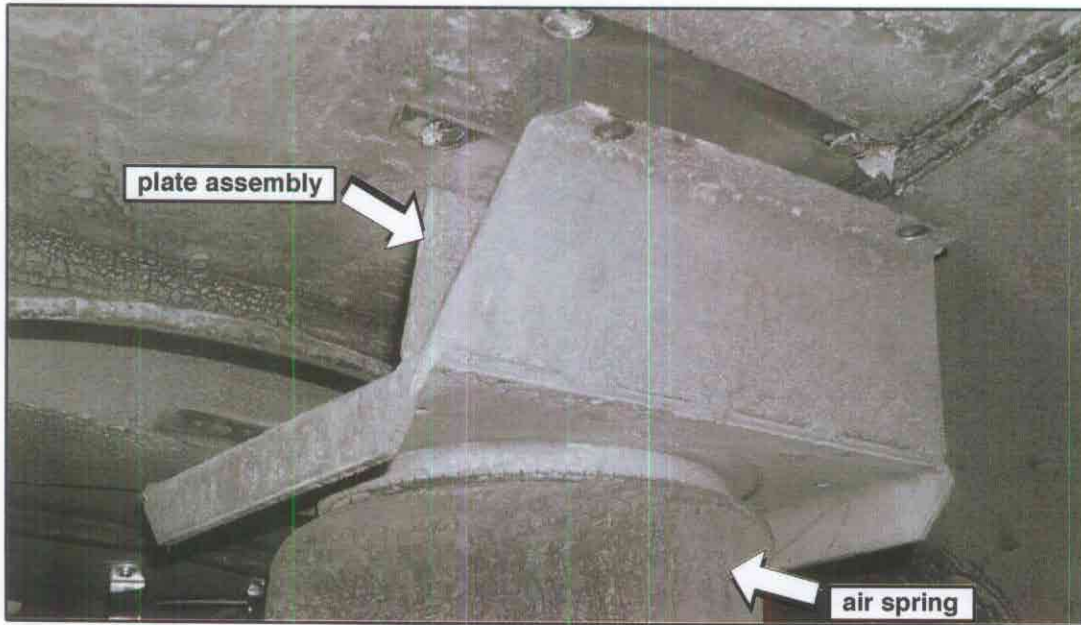


Figure 2.

- 6. Install spacers (p/n 12-04-1040 and 12-04-1041) in the two locations shown in Figure 4., using the new plate assembly mounting hardware provided in the Parts list. Torque nut (p/n 19-3-314) to 11 ft.-lbs.

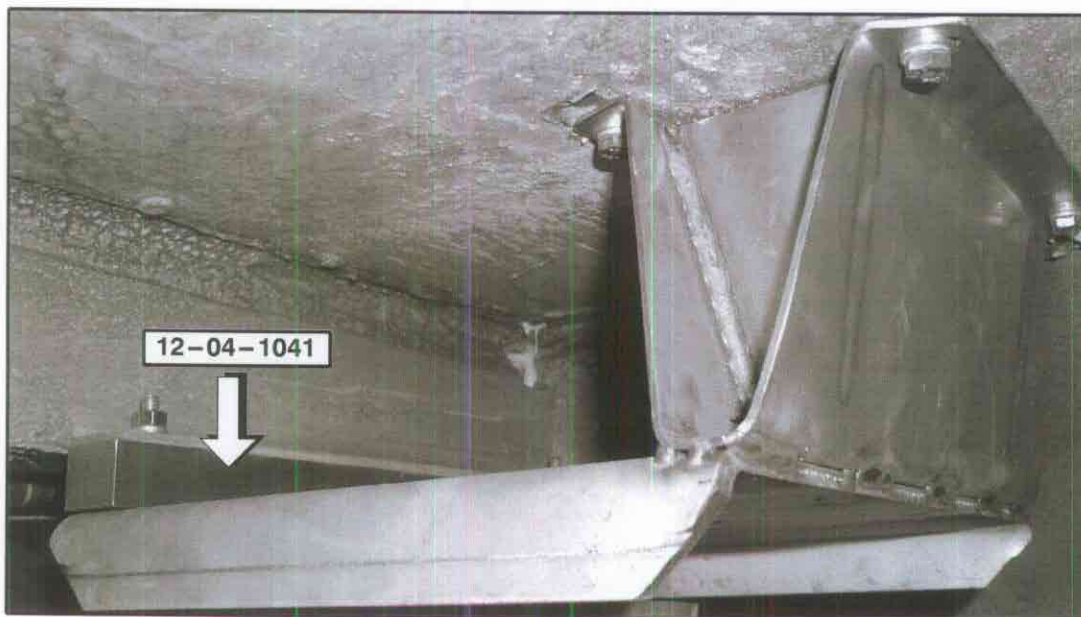


Figure 3.

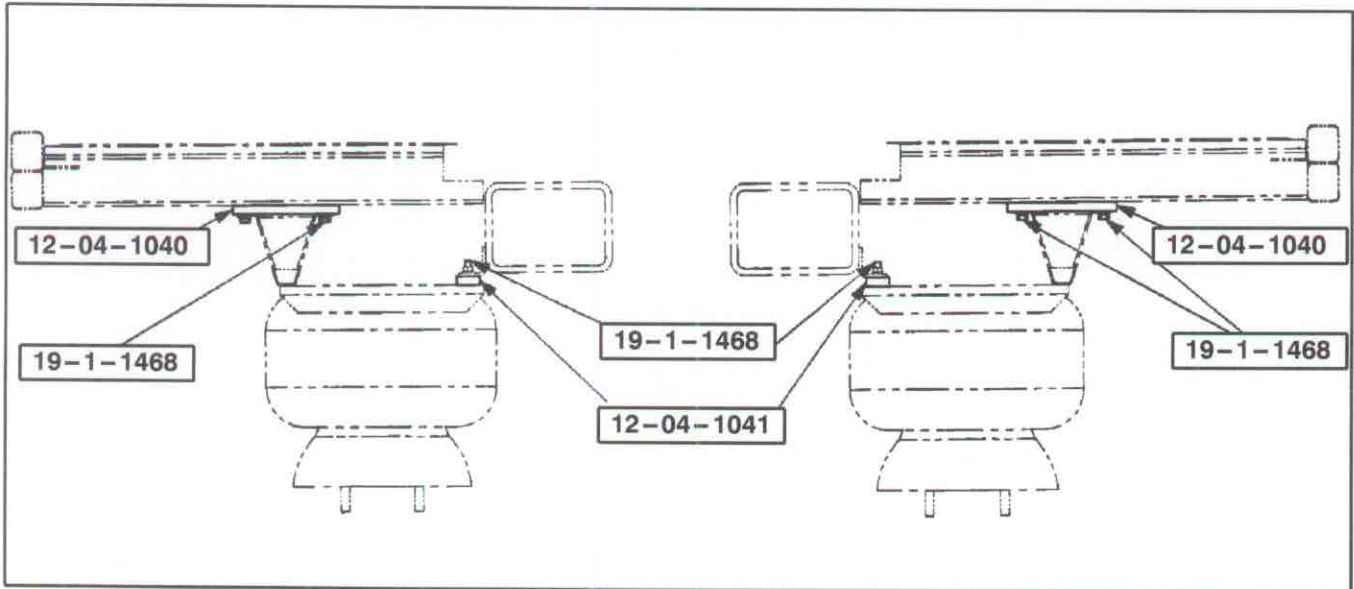


Figure 4. Tag axle suspension (partial front view).

7. After the coach has been lowered to the ground and lifts removed, return the tag axle dump valves to the ON (horizontal) position. Close the curbside, rear service department door.

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 0.8 hours will be granted, for the procedure of installing the specified part(s) in this bulletin on D4505 model coaches.

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.

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

Sincerely,

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

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

SUBJECT:
FIELD CHANGE PROGRAM- TAG AXLE INTERFERENCE REWORK

Ref.: FCP Bulletin 277
Ref.: NHTSA Recall No.:

Dear Customer:

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

Motor Coach Industries, Inc. ("MCI") has decided that a defect exists which relates to motor vehicle safety in certain MCI model D4500 / D4505 motor coaches. MCI advises that owners of coaches between the range of, and including, unit numbers 56555 to 56577, and 57147 to 57166 implement the specified steps in this procedure.

Safety Defect:

Customers may experience a possible interference between the drive shaft mounting hardware and the tag axle structure.

The cause is due to the location of the transmission output yoke above the fixed tag axle on certain D4500 / D4505 coaches equipped with a Detroit Diesel S60 engine and ZF transmission.

MCI has determined that a field retrofit can be performed to affected D4500 / D4505 coaches by installing shims as described in the attached bulletin.

MCI strongly encourages customers operating affected coaches equipped with a S60 engine, ZF transmission, and fixed tag axle to install the parts referenced in the attached bulletin as soon as possible to limit the suspension travel.

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

«unit_number»

DRAFT

What we will do:

As the owner of one or more of the coaches included in the list above, please call your local MCI Service Center service manager to schedule an appointment for you at the earliest opportunity for completion of the repairs described in the attached bulletin.

NEW JERSEY	1-800-262-1287
FLORIDA	1-800-390-0287
OHIO	1-877-754-4404
ILLINOIS	1-800-428-7626 or 1-800-743-3624
TEXAS	1-800-248-4942
CALIFORNIA	1-800-777-4101
CANADA	1-800-241-2947
or contact the MCI CALL CENTER	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:

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>.

Please Note: Federal Regulation requires that if you have leased this coach to another (third) party, you must forward a copy of this notice to the lessee within ten (10) days from receipt of this notice. Please include MCI on this notification at fax 502-318-8224, so we may add this information to our records.

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.

Upon completion of the repairs to the unit(s) listed above and MCI's receipt of 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.

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

DRAFT



Service Bulletin No. 277

MODEL D4500 / D4505 Series Coaches	TYPE Field Change Program	SECTION/GROUP 12 - Suspension	DATE
SUBJECT FIXED TAG SUSPENSION MODIFICATION			
CONDITIONS CUSA D4500 / D4505 Series Coaches			

DRAFT

Ref. NHTSA Recall No.: 06V-3XX

Customer Complaint:

Customers may experience a possible interference between the drive shaft mounting hardware and the tag axle structure if the vehicle is operated with the tag axle air springs completely collapsed.

Cause:

The interference is due to the location of the transmission output yoke above the fixed (non-steerable) tag axle on D4500 / D4505 coaches equipped with a S60 engine and ZF transmission.

Corrective Action:

MCI strongly encourages customers operating coaches equipped with a S60 engine, ZF transmission and a fixed tag axle to install the parts referenced in this bulletin to limit the suspension travel.

As a result, MCI advises that owners of D4500 / D4505 model coaches between the range of, and including, unit numbers 56555 to 56577 and 57147 to 57166 implement the specified steps in this procedure.

Parts

Qty.	New P/N	Description
1	08-18-1200	Kit, Shim-Engine Mount <i>Kit Contents Are:</i>
2	08-18-1198	Shim
2	08-18-1199	Shim
2	19-01-1648	Capscrew, 7/8-14 UNF x 6
2	8G-18-154	Capscrew, 3/16-16 UNF x 5
2	19-02-0393	Washer, Flat
2	19-3-479	Nut, Lock, 7/8-14 UNF
2	19-3-480	Nut, Lock, Hex, 3/4-16 UNF
1	12-04-1082	Kit, Spacers-Tag Suspension <i>Kit Contents Are:</i>
2	12-04-1079	Plate Assembly
2	12-04-1083	Spacer, 1.00 inch
4	19-1-240	Capscrew, 5/16-18 x 2.25
12	19-2-26	Washer, Lock, 5/16
16	19-2-8	Washer, Flat, 5/16
4	19-3-20	Nut, Hex, 5/6-18
2	12-04-1074	Spacer
4	12G-1-5	Bumper, Rubber
4	12G-1-6	Spacer, Bumper Block
2	19-01-1074	Capscrew, 5/16-18 x 1.25

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.
2. Open the engine compartment doors. Locate the engine remote and position the ENGINE RUN and ENGINE START to the OFF position.
3. Locate the engine cradle mounting hardware shown in Figure 1 (four locations).
4. Remove and discard the existing locknuts only from the four locations shown in Figure 1.



NOTE

DO NOT remove the capscrews at this time as they are required to maintain orientation alignment between the engine and the engine cradle.

DO NOT disconnect any engine components.

5. Position a jack under the engine, in a safe location that can support the load of the engine and transmission without any structural damage.
6. In a safe, controller manner, jack up the engine enough to allow for spacer installation (approximately one inch).



NOTE

The engine must be supported to avoid component damage.



NOTE

Remove and replace ONE fastener at a time.

7. Remove and discard the existing fastener (and washer if applicable). Install appropriate shim (p/n 08-18-1198 or 08-18-1199) and new mounting hardware provided in Parts list. Tighten nut hand tight only.
8. Repeat Step 7. to next fastener.



NOTE

The exhaust pipe may require removal to access the rear, roadside fastener. If removal is required, re-install exhaust pipe after completion of shim and mounting hardware installation.

Ensure that the exhaust pipe temperature has cooled down prior to handling.

9. Upon completion of installing the four shims and mounting hardware, lower the jack removing all stress from the engine. Remove the jack from under the coach.
10. Torque 19-3-480 to 285–385 lbs.-ft. Torque 19-3-479 to 451–546 lbs.-ft.



NOTE

Procedure Steps 11. to 17. are performed with the coach on a lift. Position jackstands at the front and rear frame support points, according to Figure 1, to ensure that the coach is securely supported before attempting work underneath the coach. Support the tag axle.

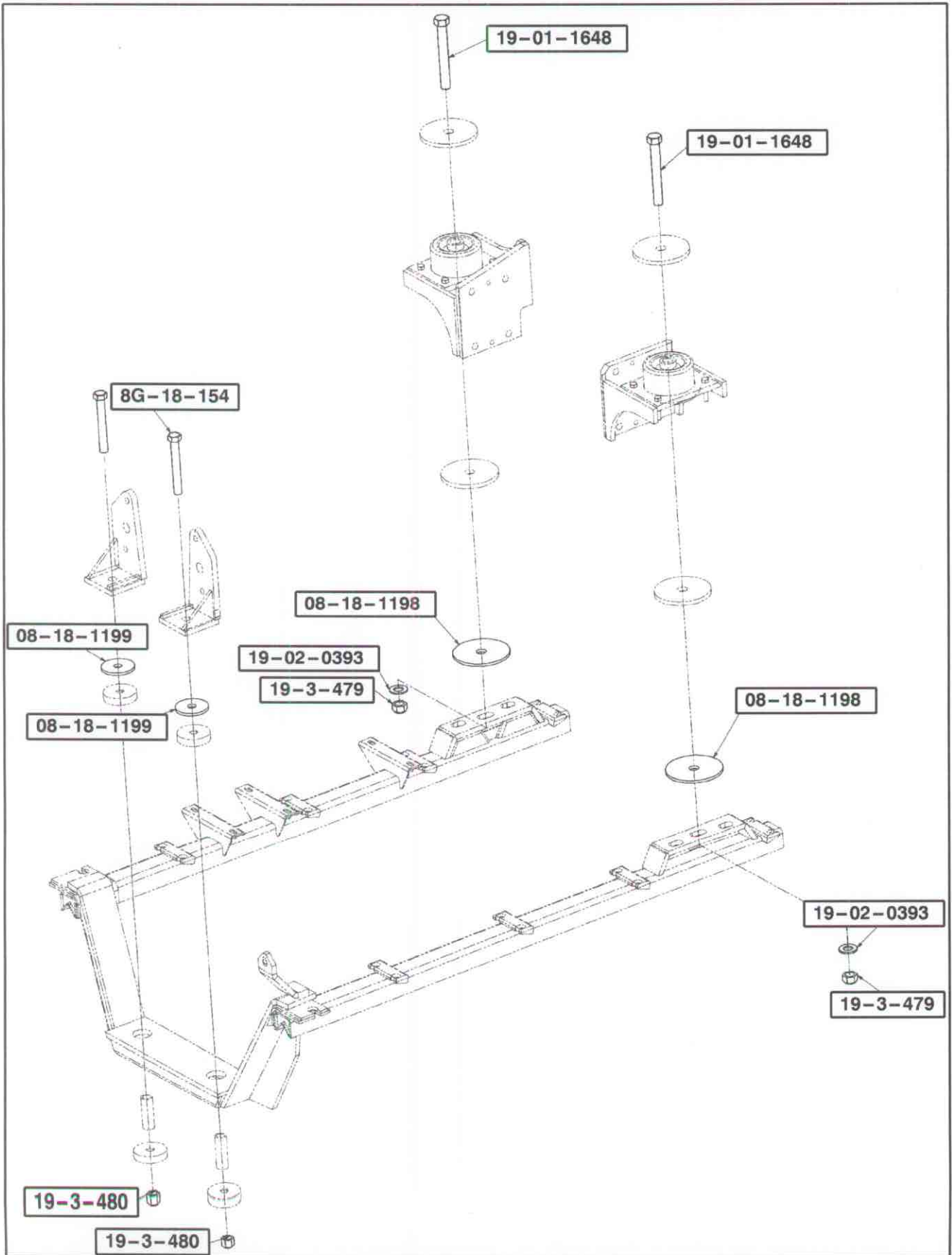


Figure 1.



NOTE

Steps 11. to 17. will be performed with the coach on a lift.



NOTE

PRIOR TO lifting the coach, exhaust all coach air. Locate the tag axle dump valves in the curbside, rear service compartment. Turn the tag axle dump valves to the OFF (vertical) position, completely dumping the tag axle air springs.

Dump the air from the tag axle suspension and raise coach to desired height. Position jackstands at the front and rear frame support points, according to Figure 2, to ensure that the coach is securely supported before attempting work underneath the coach.

Support the tag axle.



REFER TO MANUAL

Refer to *Lifting and Towing*, in the MCI Maintenance Manual, for the basic rules, procedures and safety precautions that must be followed before a coach is to be lifted.

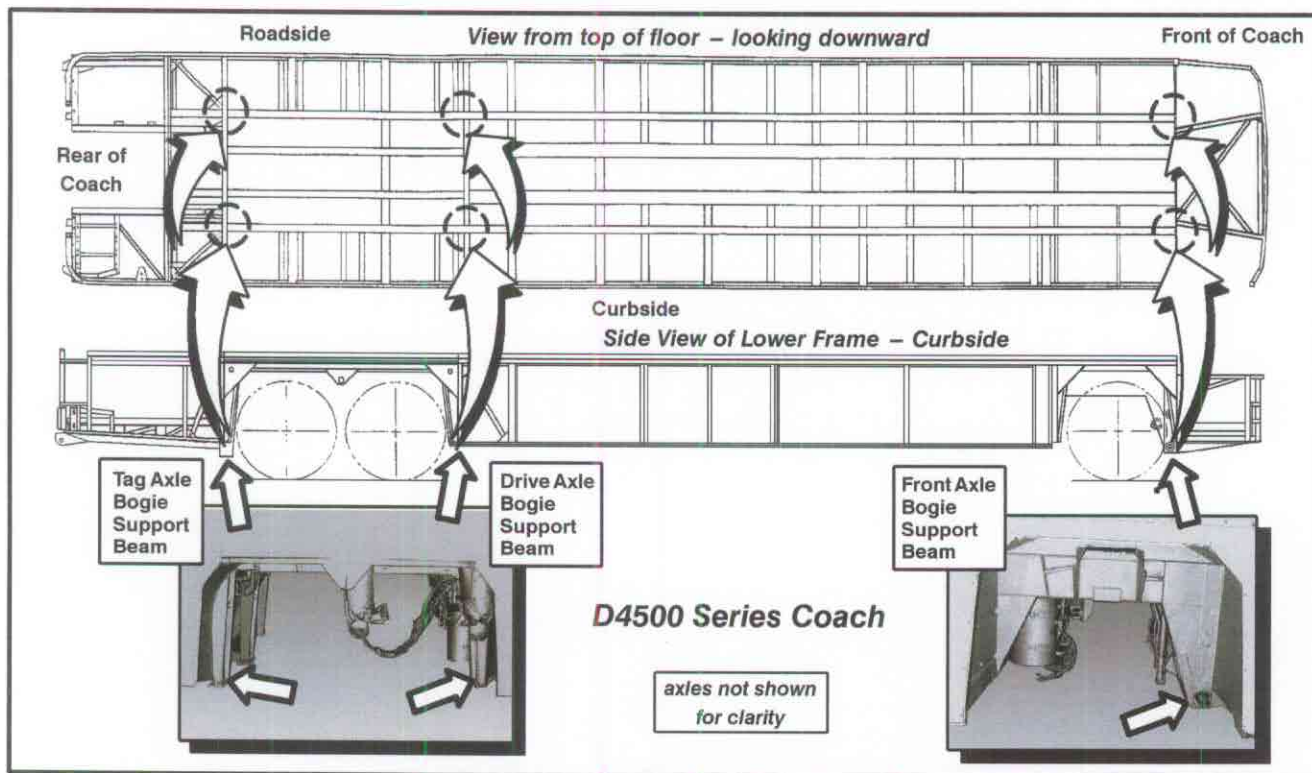


Figure 2. - D4500 Under Frame Jackstand Support Points

11. Locate the four existing rubber bumpers on the tag axle suspension assembly (Figures 3 and 5).

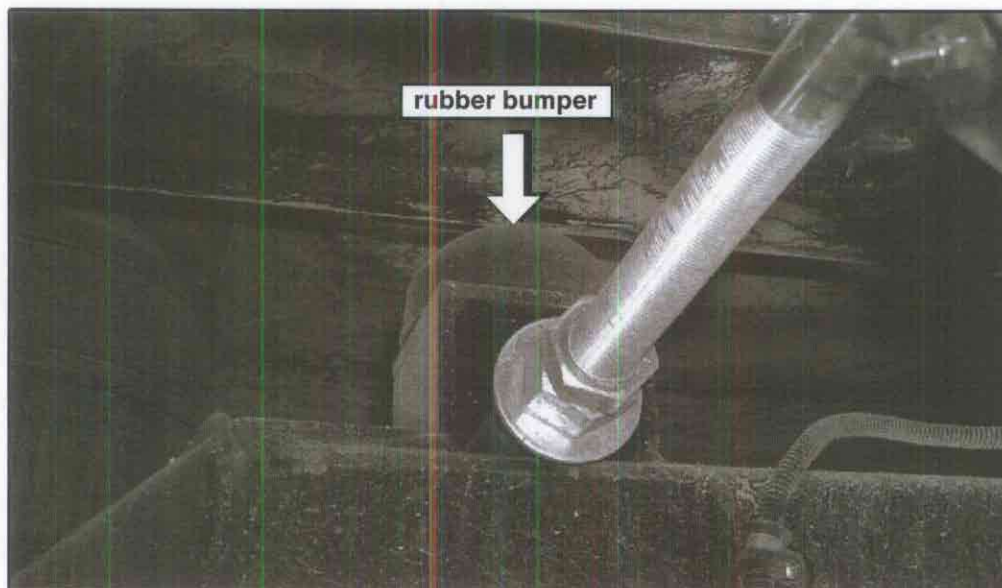


Figure 3. Reference photo.



NOTE

Remove and replace ONE bumper assembly at a time.

12. Remove existing bumper assembly and discard. DO NOT re-use existing bumper.



NOTE

If necessary, use a reciprocating saw to cut the threads on the existing bumper assembly, to aid in removal.

Assemble with Never-seize.

13. Disk sand the mounting surface in preparation of good reassembly.
14. Install the new rubber bumper (p/n 12G-1-5) and bumper block spacer (p/n 12G-1-6) (Detail B / Figure 5).

**NOTE**

Always use new fastener hardware when installing / re-installing suspension components on the front, drive and tag suspension systems.

**CAUTION**

DO NOT attempt repair or removal of the air spring unless the air is completely released from the spring. Use caution when working near an inflated air spring.

15. Remove and discard the plate assembly and mounting hardware (Figures 4 and 5).

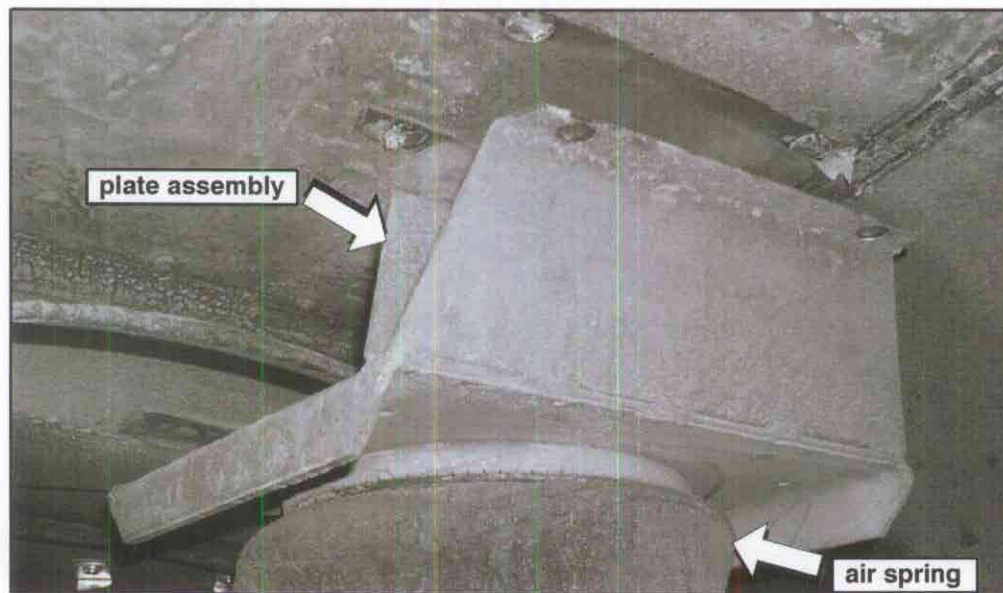


Figure 4.

16. Install the new plate assembly (p/n 12-04-1079) and spacer (p/n 12-04-1083) in the locations shown in Figure 5., using the new plate assembly mounting hardware provided in the Parts list. Torque nut (p/n 19-3-314) to 18–22 ft.-lbs.
17. Align and position the spacer (p/n 12-04-1074) in the location shown in Figure 5.
18. After the coach has been lowered to the ground and lifts removed, return the tag axle dump valves to the ON (horizontal) position. Close the curbside, rear service department door.

Procedure complete.

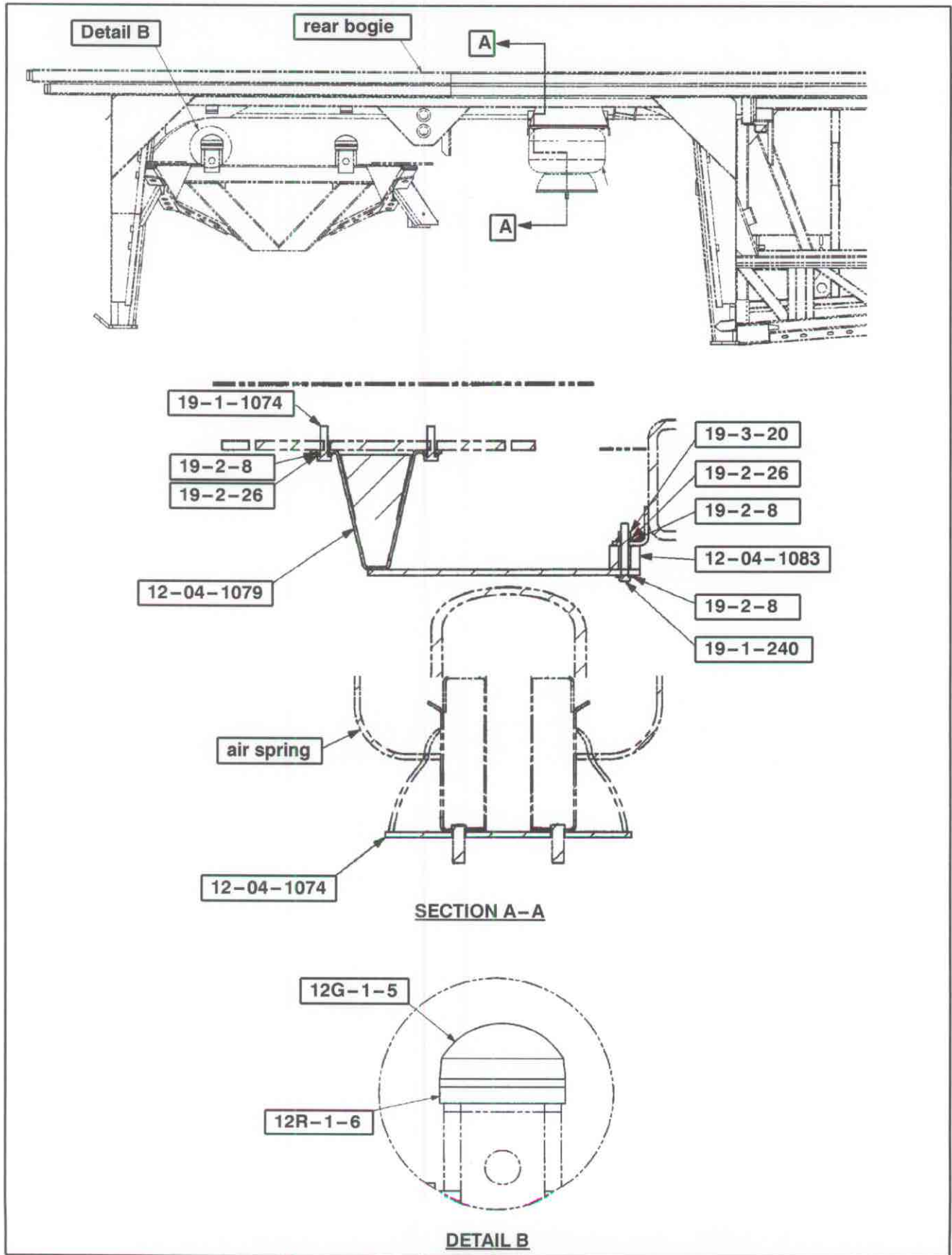


Figure 5.

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 5.5 hours will be granted, for the procedure of installing the specified part(s) in this bulletin on D4500 / D4505 model coaches.

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.

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

Sincerely,

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