



U.S. Department
of Transportation

400 Seventh Street, SW
Washington, DC 20590

**National Highway
Traffic Safety
Administration**

May 9, 2007

TIMOTHY J. NALEPKA
SENIOR VICE PRESIDENT AND GENERAL COUNSEL
MOTOR COACH INDUSTRIES, INC
1700 E GOLF ROAD SUITE 300
SCHAUMBURG IL 60173

NVS-215dgl
07V-191

Subject: STEERING ARM IDLER BRACKET

Dear MR. NALEPKA:

This letter is to acknowledge your recent defect information report. Please review the following information to ensure that it conforms to your records as this information is being made available to the public. If the information does not agree with your records, please contact us immediately to discuss your concerns.

Makes/Models/Model Years:
MCI/F3500/1999-2003

NHTSA Campaign Number: 07V-191

Mfg's Report Date: April 30, 2007

Components: STEERING

Potential Number of Units Affected: 163

Summary:

ON CERTAIN TRANSIT BUSES WHERE THE STEERING ARM IDLER BRACKET MOUNTING IS ATTACHED TO THE UNDERSIDE OF THE FRAME, THE FRAME STRUCTURE CAN CRACK AND THE IDLER PLATE CAN SEPARATE.

Consequence:

THIS COULD LEAD TO LOSS OF STEERING CONTROL AND A CRASH WITHOUT WARNING.

Remedy:

MCI WILL ADD REINFORCEMENT GUSSETS IN ORDER TO REDUCE THE STRESS WHERE CRACKING CAN OCCUR, AND WILL REPAIR THE EXISTING COMPONENTS IN THE AFFECTED UNITS AS NECESSARY, FREE OF CHARGE. THE RECALL IS EXPECTED TO BEGIN DURING MAY 2007. OWNERS MAY CONTACT MCI AT 1-800-241-2947.

Notes:

CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://WWW.SAFERCAR.GOV).

We have reviewed your proposed owner letter and it does not meet the requirements of Part 577. Please change the second, third and fourth paragraph as follows:

- Where the steering arm idler bracket mounting is attached to the underside of the frame, the frame structure can crack and the idler plate can separate. This could lead to loss of steering control and a crash without warning.
- MCI determined that the cracking had originated at the heat-affected zone of the weld at the steering arm idler bracket location, apparently as a result of insufficient welding process during manufacture.
- MCI will add reinforcement gussets to all of the coaches identified in order to reduce stress where cracking can occur and to repair the existing components in the affected units as necessary, at no cost to you.

Please provide the following additional information and be reminded of the following requirements:

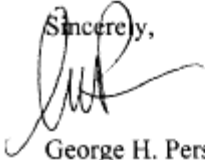
Please provide us with the beginning and ending dates for the build date range of transit buses affected by this recall.

Copies of all notices, bulletins, dealer notifications, and other communications that relate to this recall, including a copy of the final owner notification letter and any subsequent owner follow-up notification letter(s), are required to be submitted to this office no later than 5 days after they are originally sent (if they are sent to more than one manufacturer, distributor, dealer, or purchaser/owner).

As stated in Part 573.7, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. As stated in your report, owner notification is expected to begin during May 2007. Therefore, the first quarterly report will be due on or before July 30, 2007.

Your contacts for this recall will be Pat Wallace or Delia Lopez, who may be reached by phone at 202-366-5232 or 202-366-9525 or by email at patricia.wallace@dot.gov or delia.lopez@dot.gov. We look forward to working with you for successful completion of this recall campaign.

Sincerely,



George H. Person
Chief, Recall Management Division
Office of Defects Investigation
Enforcement