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2007 MAR 14

RECALL MANAGEMENT DIVISION

**BY TELEFAX AND
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Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590
(202)-366-7882

**07V-096
AMENDED**

RE: NOTIFICATION OF DEFECT: Amended 03-13-07

This report is being sent to you in compliance with 49 CFR Part 573 - Defect and Non Compliance Reports.

1. Manufacturer's Name:

Motor Coach Industries, Inc. ("MCI")
1700 E. Golf Road
Suite 300
Schaumburg, IL 60173

2. Vehicle potentially containing the defect:

MCI G4500 intercity motor coaches manufactured between January 2000 and March 2003

3. Number of vehicles potentially containing the defect:

Make(s):	<u>MCI</u>		
Model Years and Models Involved:	<u>2001 – 2004 G4500</u>		
Production Dates:	Beginning:	<u>Jan. 2000</u>	Ending: <u>Mar. 2004</u>
VIN Range:	Beginning:	<u>80026</u>	Ending: <u>80518</u>
	Beginning	<u>62536</u>	Ending: <u>62561</u>

4. Percentage of vehicles potentially containing the defect:

100 % of the coaches.

5. Description and Determination of defect:

In late May of 2006, MCI received reports of cracks at a weld joining a gusset support from the front bogie leg to the steering box mounting plate. This allowed additional movement of the mounting plate in dry steer applications and at the extreme outward steering positions.

After MCI completed its engineering analysis and review, MCI determined that insufficient weld metal and/or weld penetration noted on the failed components could result in development of stress and fatigue cracks at a weld joining a gusset support from the front bogie leg to the steering box mounting plate.

MCI therefore determined the appropriate course of action was to develop and produce an additional gusset and weld procedure to repair the existing components.

6. Program for Remedy:

MCI has determined that a field retrofit can be performed to G4500 coach steering box mounting plate assemblies to correct any potential for failure. MCI will enhance these assemblies with newly designed components. The target for launch of this retrofit program is March 2007.

A Field Change Program bulletin providing instructions will be faxed and/or mailed to coach operators explaining the defect and proposed remedies. A draft copy of the MCI bulletin and customer notification letter will be sent to the NHTSA when the component parts and procedure are completed.

MCI would appreciate NHTSA's prompt response in the assignment of a campaign number so that MCI can proceed with the release of a formal Field Change Program service bulletin.

Yours truly,

MOTOR COACH INDUSTRIES

By: Paul Murphy

Regulatory Compliance Advisor

cc: Timothy Nalepka, MCI