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By delia.lopez at 8:28 am, Jan 13, 2011

Timothy J. Nalepka
Senior Vice President & General CounselDirect Line: (847) 285-2085
Facsimile: (502) 318-8085

January 12, 2011

BY EMAIL AND
BY CERTIFIED MAILAssociate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS – 215)
1200 New Jersey Avenue, SE.
Washington, DC 20590Re: **PART 573 NOTICE RE IDLER PULLEY COVER**

Dear Sir or Madam:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report, proposed customer notification letter, draft Service Bulletin 351, and sample envelope and mailing label.

Please confirm receipt of this notice and provide NHTSA's reference number. Thanks for your assistance with this matter.

Sincerely,
MOTOR COACH INDUSTRIES, INC.By: Timothy J. Nalepka
Senior Vice President &
General Counsel

Enclosures

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

On December 17, 2010, 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: January 11, 2011

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

MCI Service Bulletin 351

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.

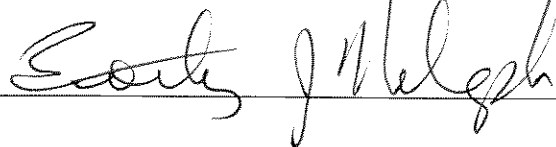
Jim Macdonald, Executive Director - Engineering

Telephone Number: (204) 287-4949 Fax No.: (204) 478-2877

Name and Title of Person who prepared this report.

Timothy J. Nalepka
Senior Vice President, General Counsel & Secretary

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:

The MCI D series motor coaches equipped with an idler pulley cover, part number 06-06-1629 revision A.

Make(s): MCI

Model Years and Models Involved:

- 1. 2010 D4500, D4505, D4000
- 2. 2011 D4500, D4505, D4000

Production Dates:

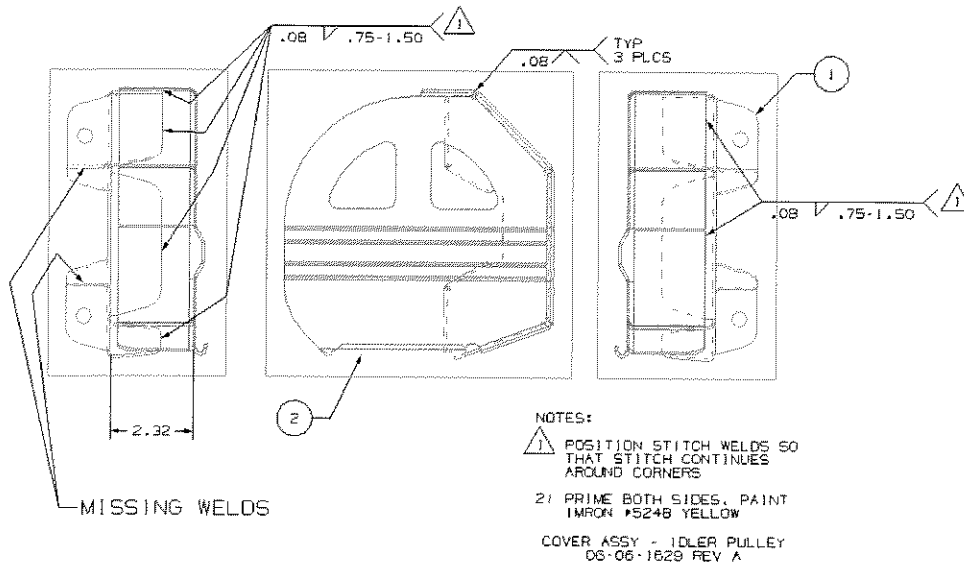
- 1. 2010 D4000 **Beginning:** July 2009 **Ending:** August 2010
- 2. 2010 D4500 **Beginning:** May 2010 **Ending:** October 2010
- 3. 2010 D4505 **Beginning:** March 2010 **Ending:** October 2010
- 4. 2011 D4000 **Beginning:** August 2010 **Ending:** November 2010
- 5. 2011 D4500 **Beginning:** August 2010 **Ending:** November 2010
- 6. 2011 D4505 **Beginning:** August 2010 **Ending:** October 2010

59415	59485	59487 – 59566	59568 – 59582	59587 – 59615
59636 – 59647				

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

The recalled vehicles have a yellow pulley guard, MCI part number 06-06-1629 revision A. The part is defective if there are no welds present at the positions shown in the attached drawing. The pulley guard covers the idler pulley, which acts as a guide for the belt that drives the engine cooling fan. It is located in the engine compartment at the rear of the coach and is visible only when the engine compartment doors are open.

ITEM	PART NO.	QTY	U/M	DESCRIPTION
1	06-06-1630	1	EA	COVER - IDLER PULLEY, BACK
2	06-06-1631	1	EA	COVER - IDLER PULLEY, FRONT



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.

The recall population is approximately 24% of the total D series coach population produced during the model years and time periods referenced below.

II. Identify the Recall Population

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

<u>Model</u>	<u>Model Year</u>	<u>Number of Potential Vehicles Involved</u>
D4000	2010	4
D4000	2011	1
D4500	2010	21
D4500	2011	12
D4505	2010	93
D4505	2011	7

Total Number Potentially Affected by the Recall: 138

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

MCI estimates that approximately 30% of the vehicles in the recall population likely contain the defect.

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 recall population was determined by identifying all coaches manufactured with the MCI part number 06-06-1629 revision A pulley cover, and that were not reworked to correct the defect at the factory.

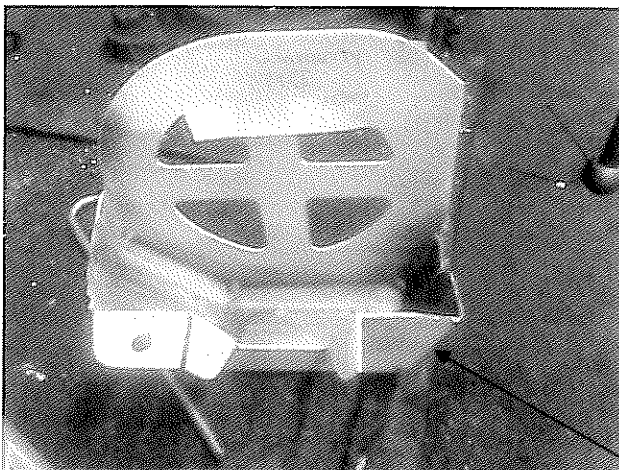
III. Describe the Defect or Noncompliance

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.

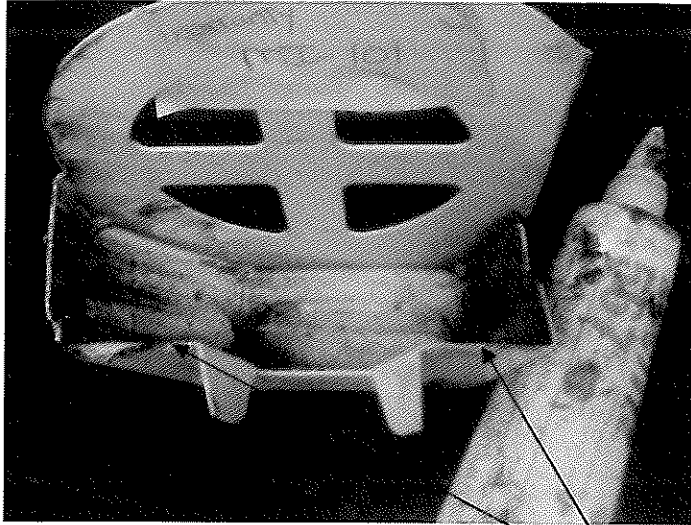
The fan belt idler pulley is designed with a guard to prevent personal injury to maintenance personnel who might otherwise come in contact with the fan drive belt at the idler pulley during maintenance operations. MCI determined that the design of the pulley guard is susceptible to fatigue failure in the area where the guard is fastened to the coach if two welds joining the attachment flange to the cover are not present (see drawing in section I above).

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

MCI has determined that the defective pulley guards lack two welds that provide stiffness and rigidity to the part. Without these welds, the guards will likely eventually fail as a result of fatigue near the area where the guard is assembled to the coach structure. The following pictures show where the part fails.



Broken Tab



Broken Tabs

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

If a failure of both attachment areas occurs, the part may become detached from the coach and potential injury to persons and/or damage to other vehicles or property could occur.

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

If an operator inspects the pulley guard carefully, evidence of cracking of the part at the attachment locations should be visible prior to failure of the part.

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 principal 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.

In November 2010, MCI received reports from a customer that the idler pulley cover had failed at the attachment points on two MCI D coaches. MCI reviewed the failed parts and performed a detailed review of the part design drawing. MCI found that two welds were not properly defined on the drawing 06-06-1629 revision A. MCI concluded that parts made without these welds would be susceptible to fatigue failure. MCI inspected and repaired as necessary affected coaches that were in the process of manufacture by welding the tabs in place, and MCI revised the affected part's design drawing to include the welds.

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

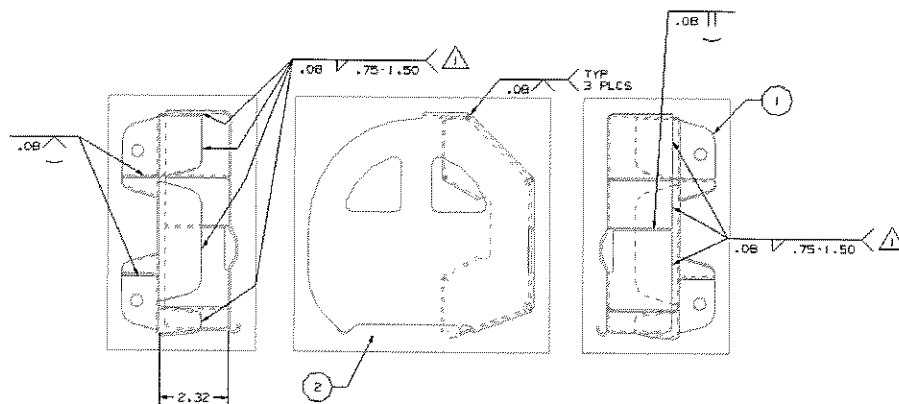
8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

MCI will provide, at no cost to customers, the parts and labor to replace the defective part 06-06-1629 revision A on all affected coaches with new part 06-06-1629 revision B. The procedure to replace defective parts is defined in MCI Service Bulletin 351.

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

Please see the following drawing:

ITEM	PART NO.	QTY	U/M	DESCRIPTION
1	06-06-1630	1	EA	COVER - IDLER PULLEY, BACK
2	06-06-1631	1	EA	COVER - IDLER PULLEY, FRONT



NOTES:
 1) POSITION STITCH WELDS SO THAT STITCH CONTINUES AROUND CORNERS
 2) PRIME BOTH SIDES, PAINT IRON #8248 YELLOW
 COVER ASSY - IDLER PULLEY
 06-06-1629 REV B

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.

The recall condition was corrected in production at unit number 59648 by reworking defective parts. The rework consisted of removing the defective part from the coach, welding the two attachment tabs, and refitting the part on the coach. All units from 59648 to 59689 were reworked in this way in MCI's production facility. MCI introduced the new part (06-06-1629 revision B) into production at unit 59690. The new part (06-06-1629 revision B) supersedes the defective part (06-06-1629 revision A). The remedy for affected coaches in the field is the same as MCI implemented in production.

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.

MCI anticipates sending notifications to customers within one week after receiving approval by NHTSA of MCI's draft customer notification.

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 the attached proposed customer notification letter and Service Bulletin 351.

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