MOTOR COACH
INDUSTRIES

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11V-457
(13 pages)

Timothy J. Nalepka
Senior Vice President & General Counsel

Direct Line: (847) 285-2085
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August 26, 2011

BY EMAIL AND
BY CERTIFIED MAIL

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS – 215)
1200 New Jersey Avenue, SE.
Washington, DC 20590

Re: PART 573 NOTICE RE CUMMINS V-BAND CLAMPS (11E-031)

Dear Sir or Madam:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report for the referenced matter. I will submit MCI's proposed customer notification letter, draft Service Bulletin 364, and sample envelope and mailing label under separate cover as soon as MCI has received additional information needed from Cummins Inc.

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

Enclosure

1700 East Golf Road, Suite 300
Schaumburg, Illinois 60173
847 285 2000 Phone
866 624 2622 Toll Free
www.mcicoach.com

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

On August 18, 2011, 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: August 26, 2011

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

MCI Service Bulletin 364

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: Timothy J Nalepka

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*****:**

Certain 2011 MCI E and J series motor coaches that are equipped with a Cummins Inc. ("Cummins") ISX 11.9 litre engine identified by Cummins as having V-Band clamps that are the subject of Cummins' attached Part 573 defect report dated August 8, 2011.

Make(s): **MCI**

Model Years and Models Involved: **2011 E and J models**

Production Dates: **Beginning: December 2010** **Ending: January 2011**

VIN Range:

Model	VIN'S		
E4500	65801	65802	65803
	65804	65806	
J4500	65758	65782	65783
	65791	65792	

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

The recalled vehicles are those that are equipped with a Cummins ISX 11.9 litre engine identified by Cummins as having V-Band clamps that are the subject of Cummins' attached Part 573 defect report dated August 8, 2011.

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 35% of the total E coach population, and approximately 2% of the J coach population, produced during the model years referenced above.

II. Identify the Recall Population

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

Total Number Potentially Affected by the Recall: 10

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

Unknown. Cummins advises that it cannot estimate the number of its engines that actually contain its reported 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:

MCI identified the vehicle recall population based on the engine serial numbers furnished by Cummins.

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.

Cummins reports that the T-bolt included on the V-Band clamp assembly used to secure the Cummins DOC/DPF unit may fracture when subjected to stress or load. A fracture or failure of the T-bolt may cause the clamp to loosen and the inlet or outlet sections attached to the DOC/DPF housing to disconnect. If the inlet or outlet sections disconnect, hot exhaust gases can vent prior to exiting the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that both V-Band clamps were to fail or loosen. Please see the attached Cummins Part 573 defect report dated August 8, 2011, for further information.

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

Cummins reports that the defect is due to an incorrect plating process used by its component supplier on the T-Bolts that secure the V band clamps. Please see the attached Cummins Part 573 defect report dated August 8, 2011, for further information.

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

Cummins reports that if the inlet or outlet sections disconnect, hot exhaust gases can vent prior to exiting the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that both V-Band clamps were to fail or loosen.

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

Cummins reports that the "Check Engine Light" will illuminate if either the inlet or outlet sections disconnect, or the DOC/DPF house disconnects.

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

Cummins Inc.
500 Jackson Street
Columbus, Indiana 47201

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

Steven R Butler
Director - Product Safety

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.

Please see section 4 of the attached Cummins Part 573 defect report dated August 8, 2011, for this information. After receiving Cummins Part 573 defect report and having telephonic discussions with Cummins to obtain additional information, MCI Engineering evaluated the information and decided that MCI would conduct a safety recall of its affected vehicles to implement the Cummins defect remedy.

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.

Cummins reports that it will install new V-Band clamps, at no charge, through Cummins' service network.

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

Please see the attached Cummins Part 573 defect report dated August 8, 2011.

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.

Please see the attached Cummins Part 573 defect report dated August 8, 2011.

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.*

MCI will submit its proposed customer notification letter and Service Bulletin under separate cover.

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

August 8, 2011

Claude H. Harris
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Ave., S.E.
Washington, DC 20590

Dear Mr. Harris:

Cummins Inc. (and one of its separate business units, Cummins Emission Solutions) has decided that certain V-Band clamps shipped with 2010 Cummins ISB6.7, ISC8.3, ISL9, ISX11.9 and ISX15 engines from September 2010 through December 2010 may contain a safety-related defect when installed in certain vehicle types (i.e., recreational vehicles, emergency vehicles, bus and truck applications). The following information is submitted in accordance with the National Highway Traffic Safety Administration's defect reporting regulations, 49 CFR Part 573.6.

1. Product identification and customer channels.

This notice involves V-Band clamps, Part Numbers Q187684, Q187685, and Q187686, manufactured from September 1, 2010 through December 31, 2010, that were supplied to the OEM customers listed in Attachment 1. The subject clamps are used to connect the inlet and outlet cone sections to the Diesel Oxidation Catalyst (DOC)/Diesel Particulate Filter (DPF).

Only V-Band clamps that were installed in recreational vehicles, emergency vehicles, bus and certain truck applications are covered by this notice. A total of 11912 units are involved. A complete listing of the estimated populations by vehicle manufacturer is provided in Attachment 1.

The supplier of the component is:

NAME:	R.G. Ray Corporation
ADDRESS:	900 Busch Parkway Buffalo Grove, IL 60089
CONTACT:	Mr. Keith Hadjuk 847-229-4434

2. Estimated extent of defect population.

We cannot estimate the number of units that actually contain the defect, but Cummins will pursue a 100% recall on all products within the affected population, subject to the concurrence of Cummins' OEM customers.

3. Description of defect.

Due to an error in the component supplier's plating process, the T-bolt included on the V-Band clamp assembly may be susceptible to fracture or failure when subjected to stress or load. A fracture or failure of the T-Bolt may cause the clamp to loosen and the inlet or outlet sections attached to the DOC/DPF housing to disconnect. If the inlet or outlet sections disconnect, hot exhaust gases can vent prior to exiting the tailpipe, creating a risk of combustion or damage to adjacent materials. In cases where resilient mounting is employed, the DOC/DPF housing could disconnect completely from the exhaust system or vehicle in the unlikely event that that both V-Band clamps were to fail or loosen. In either case, the vehicle's check engine light will illuminate.

As a result of these risks, Cummins has determined that this condition may constitute a safety-related defect with respect to vehicles that have flammable or combustible materials in close proximity to the DOC/DPF. This includes buses, recreational vehicles, emergency vehicles and some trucks. Vehicles that utilize resilient mounting are also covered by this notice, due to the potential for a complete separation of the DOC/DPF housing.

4. Chronology of events.

On February 3, 2011, a customer advised Cummins of a check engine light and excessive engine noise. Troubleshooting fault codes and excessive exhaust noise led preliminarily to identification of a broken V-Band clamp securing the DOC/DPF to the outlet sections. After further inspection, the V-Band clamps were found to be loose, with the T-bolt broken at the lock nut-to-clamp interface. The resulting separation between the DOC/DPF and the outlet sections caused exhaust leaks and progressive damage to surrounding components (wiring harness, pressure sensor and tubes).

Cummins commenced an investigation of this issue. As part of its investigation, Cummins conducted material analysis and concluded that the T-bolt failed by intergranular corrosion. These results were shared with Cummins' supplier, which conducted its own analysis and confirmed the root cause.

On February 15, the material of the T-bolt was changed and a plating process was removed.

On April 14, after further investigation of the sub-assembly process, the assembly torque on the T-bolt was lowered to 20 NM and torque-monitoring checks were implemented on the production line.

During May and June, visual assessments of recreational vehicles and buses were conducted. The objective of the assessment was to determine what types of materials were in proximity to the DOC/DPF. It was learned that flammable/combustible materials could be in the area.

Cummins Inc.
500 Jackson Street
Columbus, IN 47201 USA
Phone 1 812 377 5000
cummins.com

Following this assessment, the hazard analysis was updated based on these findings. In addition, a vibration and oscillation load test was completed to assess the impact to the T-bolt durability.

On August 1, 2011, based on this investigation, Cummins determined that this condition may constitute a safety-related defect with respect to the vehicle applications identified above.

To date, Cummins is not aware of any injuries, fatalities, accidents/crashes or fires related to this condition.

5. Remedy program.

Cummins will notify affected OEM customers of this defect and the potential safety consequences, and will work with them to identify and notify affected owners. Cummins will install new V-Band clamps, without charge, through Cummins' service network. The new clamps will be recognizable by new part numbers Q187688, Q187689, and Q187690. Replacement clamps are currently available.

6. Part 577 notice letter; dealer bulletins.

A draft owner notification letter will be submitted to the agency for review and approval as soon as possible. A representative copy of Cummins' distributor bulletin will be provided within five business days after it is sent.

7. Customer/owner notifications.

Cummins will begin notifying its OEM customers by August 9, 2011. The timing of owner notification will be determined in consultation with Cummins' OEM customers. However, Cummins is prepared to begin notifying owners and providing the necessary repairs promptly upon receipt of each OEM's owner list.

8. Pre-Notification Remedy Reimbursement.

Pursuant to 49 CFR §577.11(e), Cummins requests that it be exempt from providing notification of a reimbursement plan. Any pre-notification product failure would have been replaced under the manufacturer's limited warranty. Accordingly, no person would be eligible for reimbursement pursuant to §573.13.

* * *

Please advise the undersigned of the recall campaign number assigned by the Office of Defects Investigation to this recall. Cummins' campaign code for this recall will be C1154.

Cummins Inc.
500 Jackson Street
Columbus, IN 47201 USA
Phone 1 812 377 5000
cummins.com

Sincerely yours,

Steve R. Butler

Steven R. Butler
Director – Product Safety

Email: steven.r.butler@cummins.com

Attachment 1

Cummins Inc. V-Band Clamp Recall
Original Equipment Manufactures'

Volume	OEM	OEM Contact Information
39	American LaFrance	Mr. Stan Gornick 1090 Newton Way Summerville, SC 29483-7430 843-486-7634
1074	Bluebird Body Company	Mr. Bruce Miles P.O. Box 937 Fort Valley, Ga. 31030 478-822-2089
8495	Daimler Trucks North America (exclude Thomas, Orion)	Mr. Dave Stanley Daimler Trucks North America 4747 N. Channel Avenue Portland, Oregon 97217 503-745-7926
107	Daimler Buses N.A. Orion Bus Industries	Mr. Dave Trevors 350 Hazelhurst Road Mississauga, Ontario Canada L5J 4T8 905 403-7832 ext 3277
29	El Dorado National	Mr. Tony Wayne 9670 Galena Street Riverside, CA 92509 951-727-9307
33	E - One	Mr. Bill Miles 1601 S.W. 37th Avenue Ocala, FL 34474 352-861-3223
563	Gillig Corporation	Mr. Greg Vismara 25800 Clawiter Road Hayward, CA 94545 510-264-5037

2	HME	Mr. Greg Brock 1950 Byron Center Avenue Wyoming, Michigan 49519 616-534-1463
362	New Flyer	Mr. Scott Halbesma 711 Kernaghan Avenue Winnipeg, Manitoba R2C 3T4 CANADA 204-934-4882
5	KME - Kovatch	Mr. John Kovatch IV 1 Industrial Complex Nesquehoning, PA 18240 570-669-9461
12	Motor Coach Industries	Mr. Paul Murphy 1700 East Golf Road Schaumburg, IL 60173 204 287-4982
87	North American Bus Industries (NABI)	Mr. Dan Allen 106 National Drive Anniston, AL 36207 256-241-1274
254	Novabus	Mr. Francis St. Cyr 155 Marie-Victorin Boulevard St-François-du-Lac, Quebec, Canada J0G 1M0 450-974-6063
13 20	Oshkosh Corporation Pierce Manufacturing	Mr. Roger Lackore 2307 Oregon St. Oshkosh, WI 54902 920-237-4237
251	Spartan Motors Inc.	Mr. Wes Chestnut 1541 Reynolds Road Charlotte, Michigan 48813 517-543-6400 x 3275
12	Sutphen Corporation	Mr. Bob Meyer 1653 W. County Line Road Springfield, Ohio 45502 937-969-8851
375	Thomas Built Bus	Mr. Dave Stanley 4747 N. Channel Avenue

		Portland, Oregon 97217 503-745-7926
179	Tiffin Motorhomes	Mr. Gary Harris 105 2nd Street NW Red Bay, AL 35582 256-356-8661
11912	**Total Units**	

Cummins Inc.
500 Jackson Street
Columbus, IN 47201 USA
Phone 1 812 377 5000
cummins.com