MOTOR COACH INDUSTRIES

Timothy J. Nalepka
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November 9, 2011

11V-548
(7 Pages)

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 MCI COACHES WITH A PENNTEX ALTERNATOR

Dear Sir or Madam:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report. I will forward MCI's proposed customer notification letter, draft Service Bulletin 373, and sample envelope and mailing label as soon as they are completed.

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 October 24, 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: **November 9, 2011**

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

MCI Service Bulletin 373

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

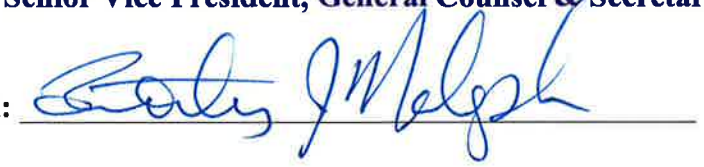
Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

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*****:**

Certain Motor Coach Industries, Inc. ("MCI") D4505 model coaches equipped with a Penntex Brushless Alternator.

Make(s): **MCI**

Model Years and Models Involved:

Coach Model	Model Year	# Potentially Affected Units
D4505	2010	86
D4505	2011	26

Production Dates:

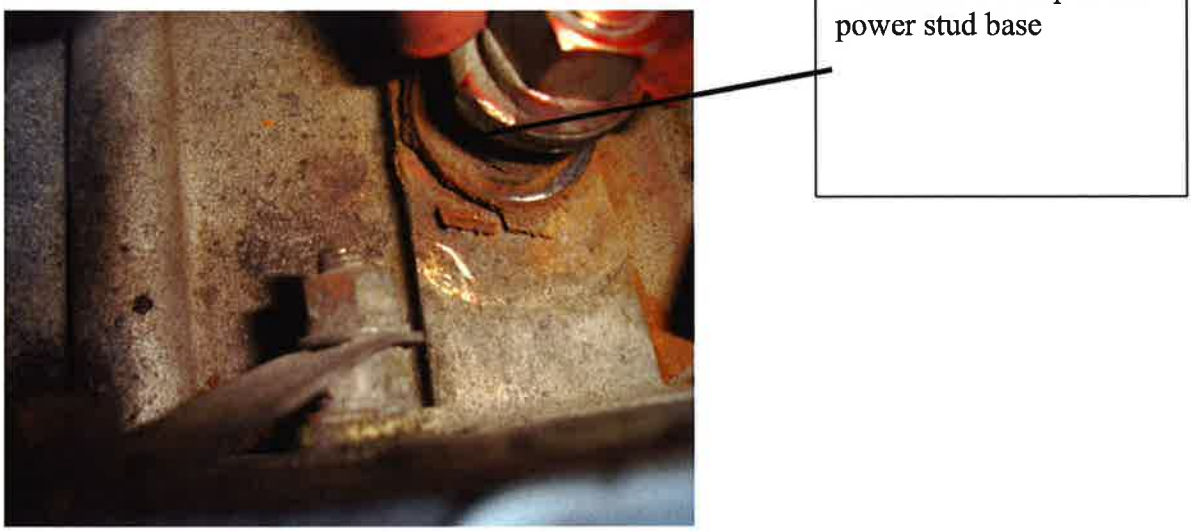
1. **2010 D4505** **Beginning: May 2010** **Ending: Oct 2010**
2. **2011 D4505** **Beginning: Oct 2010** **Ending: Sep 2011**

VINS:

Model Year	Affected Units
2010	59487 to 59556, 59558, 59560, 59562, 59570 to 59582
2011	59634, 59635, 59677 to 59682, 59686 to 59688, 59694 to 59697, 59758 to 59763, 59793 to 59796, 59854

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

Only the coaches in the recall population were equipped with a Penntex alternator due to a customer special request. The Penntex alternator has a unique stud orientation which, when combined with the end bracket, makes it difficult for moisture to drain away. Moisture collecting on the end bracket may result in corrosion buildup at and around the power stud base (see picture below). This corrosion may create a short circuit between the power stud and the alternator body, which in turn could result in burning of the power stud or the power cable end. MCI coaches manufactured with other brand alternators do not have the same corrosion buildup conditions.



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 21% of the total D series 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: 112

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

100% of the recall vehicle population

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 determined the recall population by identifying from its manufacturing records the vehicles that had been manufactured with a Penntex alternator.

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.

As installed in MCI's D4505 model coach, the Penntex alternator has a unique stud orientation which, when combined with the end bracket, makes it difficult for moisture to drain away. Moisture collecting on the end bracket may result in corrosion buildup at and around the power stud base (see picture above). This corrosion may create a short circuit between the power stud and the alternator body, which in turn could result in burning of the power stud or the power cable end.

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

Moisture collecting on the end bracket may result in corrosion buildup at and around the power stud base. The corrosion may create a short circuit between the power stud and the alternator body, which in turn could result in burning of the power stud or the power cable end.

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

A short circuit between the power stud and the alternator body could result in burning of the power stud or the power cable end, in addition to a loss of alternator power in the coach.

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

There may be no immediate warning if the alternator power is lost.

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 October 2011, MCI became aware that the end bracket at the Penntex alternator installed in certain MCI D4505 coaches permitted moisture to collect, due to the Penntex alternator's unique stud orientation. MCI Engineering's investigation revealed that moisture collecting on the end bracket could result in corrosion buildup at and around the power stud base (see picture above). MCI determined that the corrosion could result in a short circuit between the power stud and the alternator body, which in turn could result in burning of the power stud or the power cable end. MCI therefore decided to conduct a recall intended to improve moisture drainage at the end bracket and reduce the likelihood of corrosion buildup.

MCI has not received any reports of accidents, injuries, fatalities, or warranty claims with respect to this defect.

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.

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 inspect and repair the affected alternator installations, as described further below.

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

The rework will consist of adding two drain holes to the end bracket and applying Hi-Tack moisture resistant coating to reduce corrosion buildup (see picture below).

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 anticipates that the production and field recall remedies will be identical. MCI is not currently producing coaches with this configuration. All engineering documentation relating to this issue will be updated to reflect the remedy and any future production of MCI coaches with a Penntex alternator will incorporate the remedy.

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's proposed customer notification letter and draft Service Bulletin 373 will be sent under separate cover.

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