RECEIVED
By Recall Management Division at 7:58 am, Apr 16, 2013

13V-142
(9 pages)

Timothy J. Nalepka
Senior Vice President & General Counsel

Direct Line: (847) 285-2085
Facsimile: (502) 318-8085

Reliability Driven™

April 15, 2013

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 BELLOWS PIPE ON 2012 - 2013 MCI D SERIES COACHES WITH CUMMINS 2010 ISX ENGINE

Dear Sir or Madam:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report. MCI will send its proposed customer notification letter, draft Service Bulletin 397, and sample envelope and mailing label shortly under separate cover.

In the interim, please acknowledge receipt of MCI's report and advise NHTSA's docket number for this matter. Thank you.

Sincerely,
MOTOR COACH INDUSTRIES, INC.

By: Timothy J. Nalepka
Senior Vice President &
General Counsel

Enclosure

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

On April 3, 2013, 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: April 15, 2013

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

MCI Service Bulletin 397

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

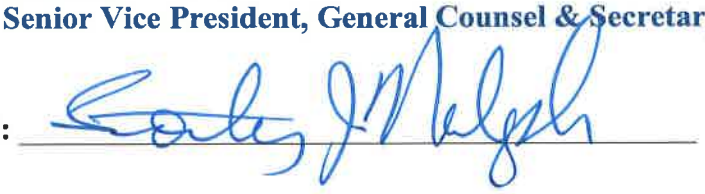
Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

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*****:**

All MCI model year 2012 and 2013 D series coaches equipped with a Cummins ISX EPA 2010 Engine.

Make(s): **MCI**

Model Years and Models Involved:

	Model Year		
Coach Model	**2012**	**2013**	**Total**
D4000	1	2	3
D4000ISTV	2	35	37
D4005	2	7	9
D4500	29	30	59
D4505	17	30	47
Total	51	104	155

Production Dates:

1. 2012 D Series — **Beginning:** May 2012 — **Ending:** July 2012
2. 2013 D Series — **Beginning:** July 2012 — **Ending:** Dec 2012

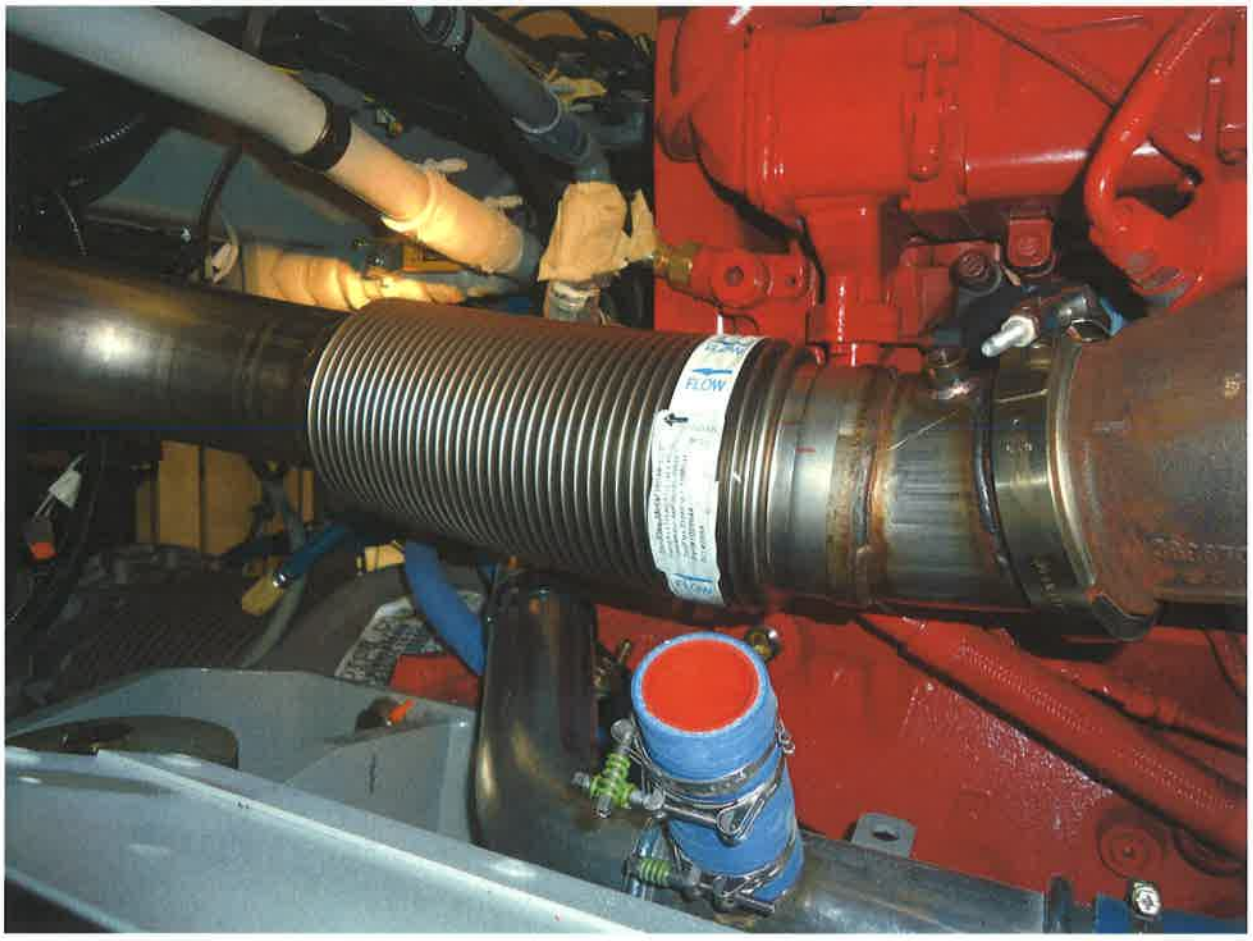
VINS:

Model Year	VIN	
2012	12690 - 12706	12708 - 12741
2013	12743 - 12755	12757 - 12847

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

Coaches manufactured prior to the recall population had a different configuration for the exhaust system that is not susceptible to the defect. MCI implemented a configuration change to the exhaust system with the implementation of the 2010 EPA Engine. MCI has identified a potential incorrect installation of the bellows pipe, which is one of the components of the exhaust system, beginning with VIN 12690. If the bellows pipe is installed incorrectly, the pipe may become deformed. If the deformation is too large, the bellows pipe may prematurely fail as a result of metal fatigue. Coaches built after unit 12847 are not included in the recall because MCI changed the process for installation of the bellows pipe.

The bellows pipe is shown in the picture below:



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 88% of the total D series model coach population manufactured during the production dates 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: 155

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

Unknown

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:

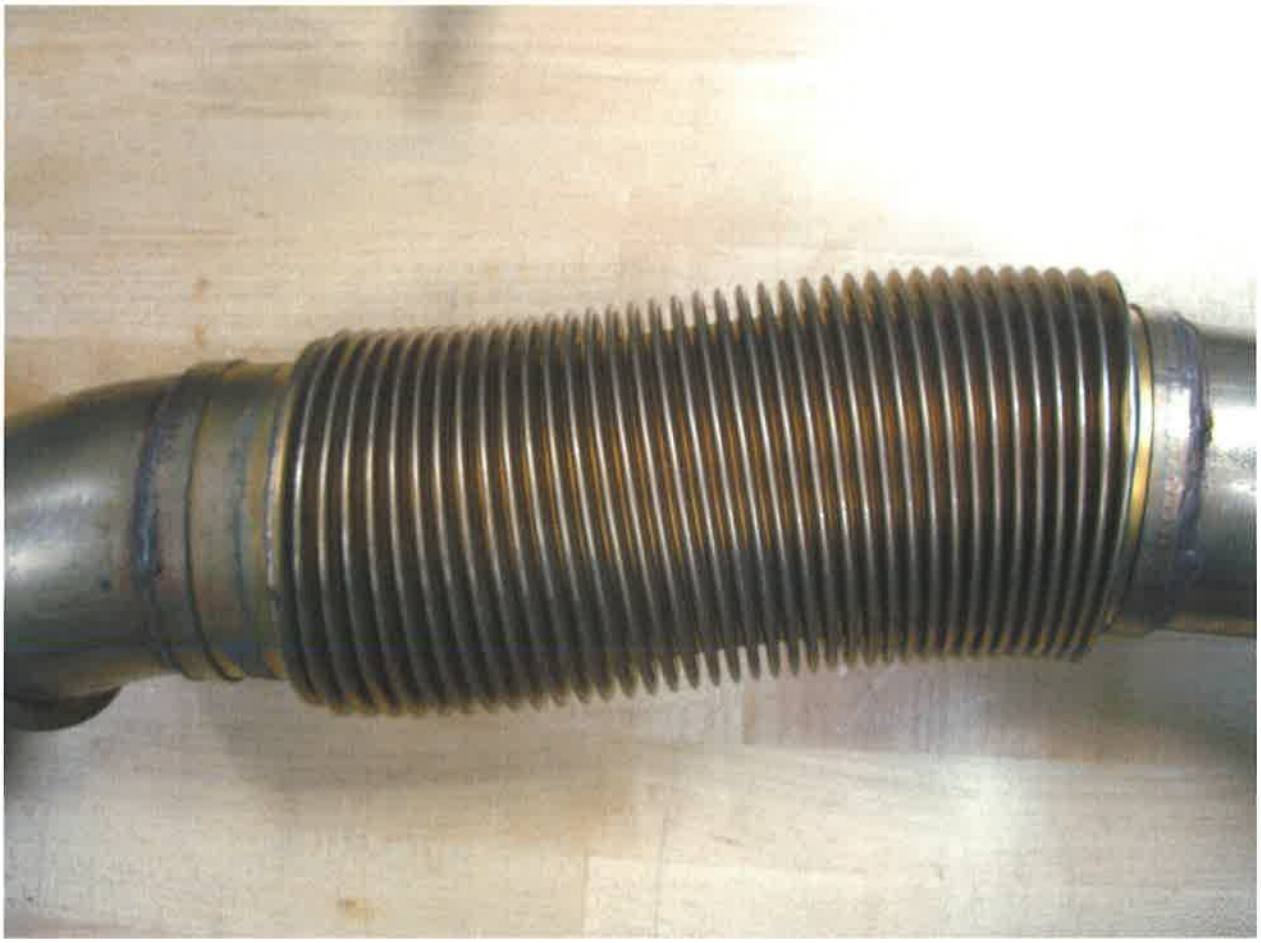
MCI introduced the Cummins ISX 425 engine with unit # 12690. MCI implemented a corrected assembly process with unit # 12848.

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.

MCI identified an incorrect assembly process related to the installation of the bellows pipe, which is a component of the exhaust system. The incorrect assembly process may cause deformation of the bellows pipe that could potentially result in a failure of this pipe during operation. The exhaust system of the Cummins EPA 2010 engine automatically undergoes a regeneration process that clears soot from the Diesel Particulate Filter ("DPF", which is another component of the engine exhaust system). The regeneration process involves the injection of diesel fuel into the DPF and the subsequent combustion of this fuel clears the soot from the DPF. This process is intended to be completely contained within the exhaust system. However, if the bellows pipe fails and a regeneration event occurs, the combustion may not be completely contained within the exhaust system and could potentially exit the

bellows pipe. If this occurs, the hot combustion gases could cause a fire, potentially resulting in personal injury and/or property damage.
When the bellows pipe is incorrectly assembled it can be deformed as shown in the following picture:



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

See description above.

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

See description above.

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

The thermal blanket covering the bellows pipe may show signs of combustion.

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 March and April 2013, MCI became aware that two MCI D coaches had sustained fire damage. MCI's investigation revealed that the damage had resulted from an active regeneration event and the presence of a cracked bellows pipe. The cracked bellows pipe allowed combustion products to escape the exhaust system, causing damage to surrounding material.

Further investigation revealed that MCI had received eleven (11) reports of cracked or failed bellows pipes from coaches delivered in May and June of 2012, and an additional seventeen (17) warranty claims for cracked or failed bellows pipes.

As a result of its investigation, MCI decided to recall the affected vehicle population to inspect and replace as necessary bellows pipes that may have been deformed during the incorrect assembly process.

MCI has not received any reports of accidents, injuries, or fatalities, 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.

N/A

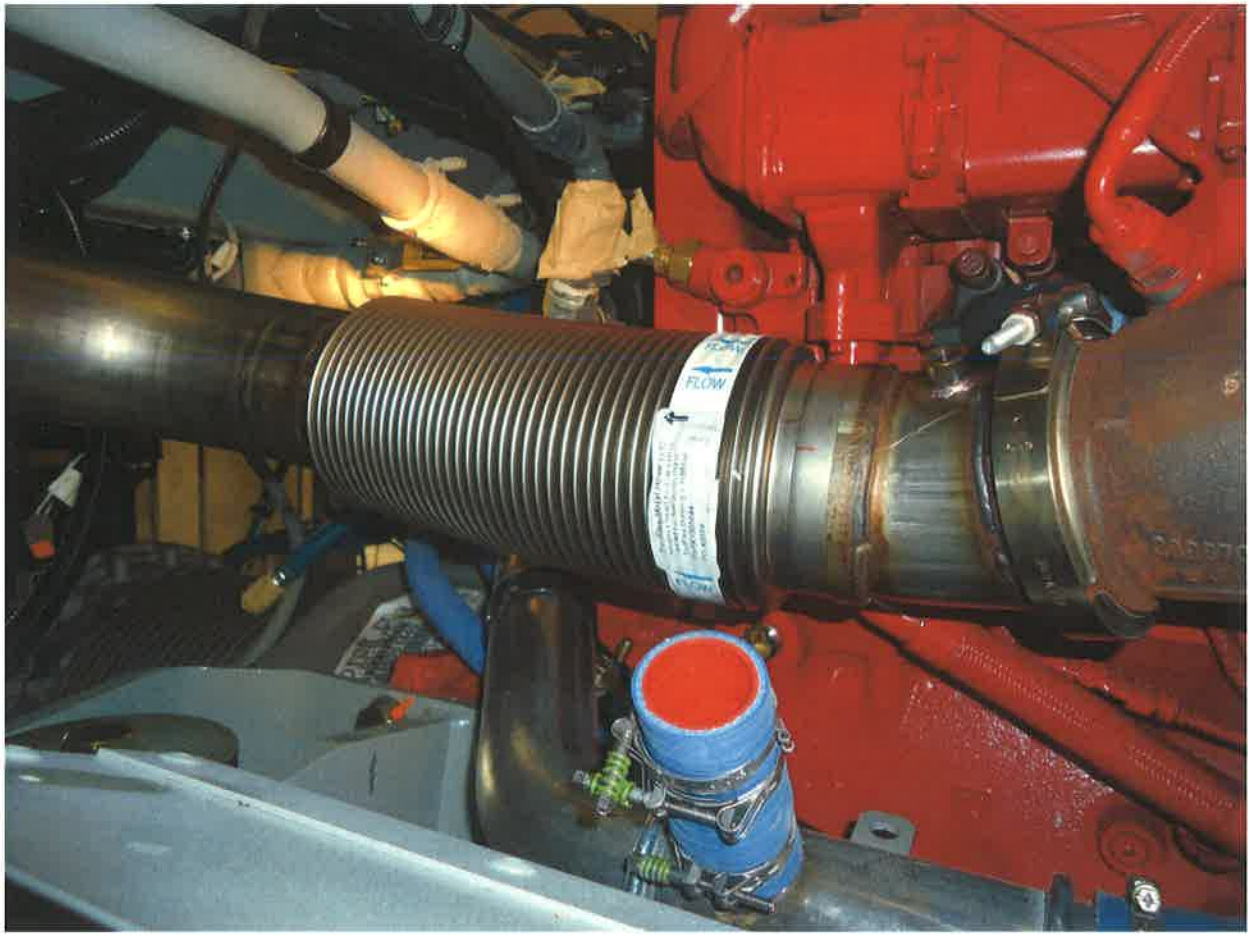
V. Identify the Remedy

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 inspect and replace as necessary any failed or deformed bellows pipes. The procedure will be further described in MCI Service Bulletin 397, to be sent under separate cover.

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

The rework will result in the proper assembly and alignment of the bellows pipe, which will avoid or reduce the likelihood of a thermal event. The picture below depicts the correct installation:



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.

Coaches built after unit 12847 are not included in the recall because MCI changed the assembly process for installation of the bellows pipe.

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 Service Bulletin 397 will follow.

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