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Timothy J. Nalepka
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February 27, 2014

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 MANIFOLD SENSORS

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 405, 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 February 21, 2014, 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: **February 27, 2014**

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

MCI Service Bulletin 405

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.
200 East Oakton Street
Des Plaines, IL 60018

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

John Paul Pelletier, Director, Engineering

Telephone Number: **(204) 287-4892** **Fax No.:** **(204) 478-3018**

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 MCI D4000 model motor coaches equipped with a Cummins Westport ISL G CNG engine included in the attached Cummins Corporation Part 573 Defect and Noncompliance Report dated February 12, 2014.

Make(s): **MCI**

Model Years and Models Involved: The following 2011 & 2012 D4000 coaches:

Model	Model year	Vin Number
D4000	2011	59787
D4000	2012	59860, 59895 ,59907-59922, 59924-59988, 59993-59999, 12600-12603, 12742

Production Dates: **Beginning: March 2011** **Ending: July 2012**

VIN Range: **See table above**

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

The recalled vehicles are the MCI D4000 model coaches that are equipped with a Cummins ISL G CNG engine being recalled by Cummins, as described more specifically in the attached Cummins report.

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 18% of the total D 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: **96**

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

100% of the vehicles noted in section II.3.

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 the MCI coaches that contain an engine being recalled by Cummins, as described more specifically in the attached Cummins report.

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 defect is described in the attached Cummins report.

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

Please see the attached Cummins report.

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

Cummins advises that elevated exhaust temperatures and the possibility of flame from the exhaust pipe may result in injury to bystanders or ignition of combustible materials near the tailpipe.

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

Cummins has not advised of any warning that can precede or occur.

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:

Mark L Wilson
Director - Product Safety
Phone: 812-377-7453
Fax: 812-377-2433
Email: mark.l.wilson@cummins.com

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 5 of the attached Cummins report.

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 a new ECM calibration without charge through the Cummins service network. Please see section 6 of the attached Cummins report.

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

Cummins advises that the new ECM calibration has improved diagnostics to detect the improper intake manifold pressure sensing condition during freezing conditions and improved control logic to take appropriate fueling action under freezing conditions. Please see the attached Cummins report for further information.

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 section 5 of the attached Cummins report.

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 405 under separate cover.

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

BY ELECTRONIC MAIL (RMD.ODI@DOT.GOV)

February 12, 2014

Nancy L. Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Ms. Lewis:

Cummins Inc. and Cummins Westport Inc. (a joint venture between Cummins Inc. and Westport Innovations Inc.) have decided that certain engines, as identified below, may contain a safety-related defect. The following is submitted in accordance with the National Highway Traffic Safety Administration's defect regulations, 49 CFR Part 573.6.

1. Product Identification and Estimated Defect Population:

This notice involves the following engines:

Engine Model	Production Range	Population
Cummins Westport Model ISL G	January 3, 2013 – February 2, 2014	5,713
Cummins Westport Model ISX12 G	February 19, 2013 – February 2, 2014	2,554

This notice also involves the ISL G engines below, which may have had their Electronic Control Modules (ECM's) recalibrated during a service event during the period January 3, 2013 through February 2, 2014:

Engine Model	Production Range	Population
Cummins Westport Model ISL G	September 12, 2007 – January 2, 2013	16,746

The number of engines within this population that have had a recalibration is unknown.

Cummins Westport will notify owners of all three impacted populations, subject to the concurrence of the vehicle OEM's in which the engines are installed.

2. Customer Channels

ISL G engines were supplied to the vehicle OEMs identified in Attachment I and ISX12 G engines were supplied to the vehicle OEMs identified in Attachment II, for installation as original equipment in trucks and buses.

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

3. Description of the Defect

Ice from condensation may form in or around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the engine's ECM to improperly fuel the engine, resulting in elevated exhaust temperatures and the possibility of flame from the exhaust pipe. In most cases, this improper operation will result in the engine running rough and misfire, and will log diagnostic fault codes in the Engine Control Module that illuminate dash lamps.

4. Description of the Safety Risk

During this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe, possibly resulting in burns. Combustible materials near the tailpipe may be ignited, resulting in a fire.

5. Chronology of Events

January 29, 2014: Cummins Westport received notification from the field of two vehicles reporting flames from the exhaust.

January 29 – February 9, 2014: In response to these reports, Cummins Westport initiated a root cause investigation, including product testing, and was able to duplicate the reported condition. A Product Safety Hazard Analysis was also completed.

February 10, 2014: Based upon the results of the root cause investigation and testing, Cummins and Cummins Westport decided to initiate this voluntary campaign to remedy the condition. A revised ECM calibration with improved diagnostics and control functionality has been released for production and for service.

To date, no reports of injuries, fatalities, accidents, or fires related to this condition have been received.

6. Remedy Program

Cummins Westport will work with the OEMs to identify and notify affected vehicle owners. A new ECM calibration will be installed, without charge, through the Cummins service network. The new ECM calibration has improved diagnostics to detect the improper intake manifold pressure sensor condition during freezing conditions and improved control logic to take appropriate fueling action under the freezing conditions.

7. 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. Representative copies of distributor bulletins related to this recall will be provided within five business days after they are issued.

8. Customer/Owner Notifications

Notification of affected OEM customers is expected to occur by February 14, 2014. The timing of owner notification will be determined in consultation with the affected OEMs. Owner notification will commence promptly after receipt of the vehicle OEMs' customer contact information.

9. Pre-Notification Remedy Reimbursement

Pursuant to 49 CFR §577.11(e), Cummins Westport 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 the ISL G recall will be C1462 and for the ISX12 G recall will be C1461.

Sincerely,

Mark L. Wilson

Mark L. Wilson
Director – Product Safety
Cummins Inc.

Phone: 812-377-7543
Fax: 812-377-2433
Email: mark.l.wilson@cummins.com

cc: Mr. Christopher H. Grigorian, Foley & Lardner LLP

Attachment I
Vehicle OEM to which ISL G Engines were Shipped

AGILITY FUEL SYSTEMS
AMERICAN LAFRANCE CORPORATION
AUTOCAR LLC
BLUE BIRD CORPORATION
CAPACITY OF TEXAS
COMPLETE COACH WORKS
CRANE CARRIER COMPANY
CUMMINS DISTRIBUTORS (15)
DAIMLER TRUCKS NORTH AMERICA
DAIMLERCHRYSLER COMM Transit Buses NA
DESIGNLINE INTERNATIONAL
EL DORADO NATIONAL
ELGIN SWEEPER
FONTAINE MODIFICATION COMPANY
GILLIG CORPORATION
GLOBAL SWEEPING SOLUTIONS
HME, INC
INTERSTATE ASSEMBLY SYSTEMS
KENWORTH MOTOR TRUCK CO
LA METRO
LODAL INC
MACK TRUCKS INC
MOTOR COACH INDUSTRIES, INC
NAVISTAR INTL TRANSPORTATION
NORTH AMERICAN Transit Bus INDUSTRIES
NOVATransit Bus
OSHKOSH CORPORATION
OTTAWA TRUCK CORP
PACCAR OF CANADA
PETERBILT MOTORS COMPANY
POWER SYSTEMS DIVISION
SCHWARZE INDUSTRIES
SUPER PRODUCTS
THOMAS BUILT Transit Bus
UNIT-TRADE FORWARDING INC
VOLVO TRUCKS OF NORTH AMERICA
WESTERN STAR & STERLING TRUCKS

Attachment II

Vehicle OEM's to Which ISX12 G Engines were Shipped

AUTOCAR LLC
CUMMINS BRIDGEWAY, LLC
CUMMINS SOUTHERN PLAINS LLC
DAIMLER TRUCKS NORTH AMERICA
KENWORTH MOTOR TRUCK CO
MACK TRUCKS INC
OSHKOSH CORPORATION
PETERBILT MOTORS COMPANY
TEREX ADVANCE MIXER
VOLVO TRUCKS OF NORTH AMERICA