



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

25V632

Manufacturer Name: Motor Coach Industries, Inc

Submission Date: May 29, 2026

NHTSA Recall No.: 25V632

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: Motor Coach Industries, Inc

Address: 200 East Oakton Street
Des Plaines IL, 60018

Total number of potentially involved: 12

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2025-2025 MCI J4500E

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Coach

Fuel / Propulsion: Electric Battery Power

Production Dates: Jun 27, 2024 - Aug 30, 2024

Number of potentially involved: 1

Descriptive Information:

Recall population was identified by coaches which have Freudenberg Gen 3 HE (High Energy) batteries.

Coaches not included in the recall do not have Freudenberg Gen 3 HE (High Energy) batteries.

Vehicle 2: 2024-2024 MCI D45CRTE

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Coach

Fuel / Propulsion: Electric Battery Power

Production Dates: Jun 27, 2024 - Jun 27, 2024

Number of potentially involved: 1

Descriptive Information:

Recall population was identified by coaches which have Freudenberg Gen 3 HE (High Energy) batteries.

Coaches not included in the recall do not have Freudenberg Gen 3 HE (High Energy) batteries.

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Vehicle 3: 2024-2024 MCI D45CRTELE

Product Category: Buses, Medium & Heavy Vehicles

Product Type: Coach

Fuel / Propulsion: Electric Battery Power

Production Dates: Jun 23, 2025 - Jun 23, 2025

Number of potentially involved: 10

Descriptive Information:

Recall population was identified by coaches which have Freudenberg Gen 3 HE (High Energy) batteries.

Coaches not included in the recall do not have Freudenberg Gen 3 HE (High Energy) batteries.

Defect / Noncompliance Description

Description of the defect or noncompliance:

Motor Coach Industries (MCI) has decided that a defect which relates to motor vehicle safety exists in certain MCI coaches equipped with Freudenberg (Freudenberg Battery Power Systems, LLC [Xalt Energy MI, LLC]) Gen 3 High-Energy battery systems. The cells in the high voltage battery system in these vehicles may experience a short circuit or other cell fault posing a risk of fire when battery cells are charged to full, or nearly full, capacity.

FMVSS1:

FMVSS2:

Description of the safety risk, including crash, fire, death, injury:

If the battery cell experiences a short circuit or other cell fault, in extreme circumstances this short circuit or other cell fault could lead to an increase in temperature, increasing the risk of a fire.

Description of the cause:

Cause is short circuit or other cell fault in the high voltage battery cells. Precise cause of the battery cell short circuit is unknown.

Identification of any warning that can occur:

If the vehicle is powered on, temperature warnings would be visible on the drivers display. Without the vehicle on, visible smoke from the affected battery may be noticed.

Component Manufacturer

Tier of Supplier: Tier 1

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Supplier Type: OEM

Name: Freudenberg Power Battery Systems, LLC

Address: 1121 Centre Road
Auburn Hills MI, 48326

Country: United States

Involved Components

Component Name 1: HV Battery

Component Description: BATTERY-XALT XMOD123E (HE)

Component Part Number: 956366

Chronology

- The first event MCI's affiliate (New Flyer) received notice of was in August-2023 from a customer which reported smoke from a roof mounted battery pack. This battery pack was removed and ultimately sent to a third-party forensics team. Freudenberg and New Flyer worked cooperatively during the following months in an attempt to understand the issue.
- Another report was received by New Flyer in June-2024. The battery pack from this bus was also sent to Freudenberg for analysis, and cooperation between the two companies continued.
- 6 more fires occurred between September-24 and July-2025.
- Concurrent with these incidents, MCI and New Flyer learned of other battery-originated fires which were traced to different issues, leading to 24V625 and 25V567 (and New Flyer 25V566).
- July-Sep 2025, New Flyer and our 3rd-party forensics team, as well as Freudenberg and their 3rd-party forensics team had numerous discussions and meetings about possible causes of the battery cell failures.
- On 10-September-2025 a comprehensive review was held between New Flyer and Freudenberg to discuss the status of the evaluations and data collected to-date.
- New Flyer and MCI's Safety Committee met on 12-September-2025 and decided to conduct a safety recall for the battery issue.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type:

Related NHTSA Recall Number:

Description of Remedy

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Remedy Type:

Consumer Advisories: Do Not Drive Park Outside

Description of remedy program:

Interim remedy: Customers are recommended to avoid charging vehicles above a state of charge of 75%, remove buses from the charger once charged and park vehicles outdoors after charging.

MCI will deploy a vehicle program update to limit the maximum State of Charge (SOC) to 75%, moderately reduce the charging current, and install enhanced post-charge battery monitoring and alert system. The post-charge battery monitoring and alert system will monitor the bus automatically for up to 2 hours after a charging session for any thermal anomalies. If any thermal anomalies are detected, the vehicle will automatically activate its hazard lights and audible buzzers to provide audible and visual alerts to anyone in proximity.

As a final remedy, MCI has decided the appropriate path for these vehicles is for coach replacement, trade-in, repower to an ICE powertrain, or refund, rather than battery replacement. The final remediation will vary based on the specific needs in your operation and MCI will work with you on an acceptable path.

How remedy component differs from recalled component:

Remedy will not have the same components.

Identify how/when recall condition was corrected in production:

MCI has stopped shipment and sale of affected coaches at this time.

Reimbursement Plan

Manufacturer used general reimbursement plan on file.

Recall Schedule

Description of recall schedule:

Interim notices are planned to be issued 14-Nov-2025.

Planned Dealer Notification Date:

No Dealers

Planned Interim Owner Notification Date: Nov 14, 2025 - Nov 14, 2025

No Owners

Planned Remedy Owner Notification Date: Jul 24, 2026 - Jul 24, 2026

Phased Recall

Date when VIN will be searchable: