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June 9, 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 HEADLIGHT DEACTIVATION

Dear Sir or Madam:

I have enclosed Motor Coach Industries, Inc.'s ("MCI") Part 573 Defect and Noncompliance Report, proposed customer notification letter, draft Service Bulletin 413, and sample envelope and mailing label.

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

Enclosures



200 East Oakton Street | Des Plaines, IL 60018 | 847-285-2000 Phone | 866 624 2622 Toll Free

www.mcicoach.com | www.setra-coaches.com



Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report

On May 28, 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: **June 9, 2014**

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

MCI Service Bulletin 413

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 St
Des Plaines, IL 60018**

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

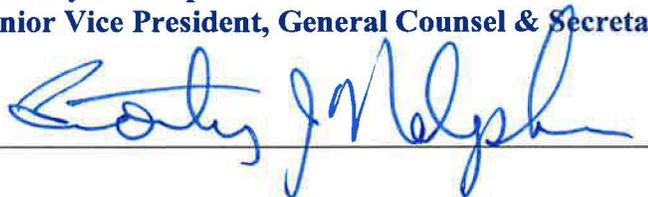
John Paul Pelletier, Director Engineering

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: _____



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:

MCI model J and D series coaches built with a specific load shedding and starter lockout logic for the vehicle's controller as identified in the production dates and VIN ranges noted.

Make(s): MCI

Model Years and Models Involved: 2014 J and D series coaches

Production Dates: Beginning: July 2013 Ending: April 2014

VIN Range:

Model	Beginning	Ending
D Series	13056	13292
D Series	13294	13428
J	66580	66893

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

The recalled vehicles are distinguished from others by a load shedding and headlight starter lockout program for the vehicle's controller.

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 recalled vehicle population represents 100% of the vehicles manufactured during the time periods specified above.

II. Identify the Recall Population

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

<u>MODELS</u>	<u>MODEL YEARS</u>	<u>NUMBER OF VEHICLES POTENTIALLY INVOLVED</u>
D4000	2014	15
D4005	2014	2
D4000ISTV	2014	16
D4500	2014	115
D4505	2014	224
J4500	2014	314

Total Number Potentially Affected by the Recall: 686

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

100% of the vehicles identified in I.2 above.

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:

The recall population was determined by identifying the vehicles that have the load shedding and starter lockout logic.

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 multiplex controller is programmed to activate the low beam and/or high beam headlight functions. The load shedding feature also programmed into the multiplex controller has momentary control over the output to the headlights to deactivate them when the starter is cranking (the starter solenoid function is “active”).

MCI has discovered that under certain conditions there is potential for the headlights to become deactivated when the transmission is in gear (i.e., while the coach is being driven).

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

The cause of the defect is an unintended self-latching loop of the load shedding feature in the logic of the multiplex program. The program is unable to exit the load shedding loop.

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

Deactivation of headlights while the vehicle is in gear.

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

There is no warning.

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.

On or about March 31, 2014, MCI received a customer complaint that the interior lights and headlights went out on a D-model coach. MCI issued a new multiplex program for this customer's 31 coaches only. On May 2 and 5, 2014, MCI received two additional customer complaints for J model coaches that the interior lights and headlights had gone out.

MCI Engineering investigated the complaints and discovered the problem in the multiplex program load shedding logic. MCI revised the program logic and successfully tested the updated programming.

All coaches at the factory with VINs after the ranges in I.2 above were updated prior to shipping.

No injuries attributable to this defect have been reported to MCI.

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 remedy the affected coaches at no cost to customers by revising the control logic to remove the load shedding feature.

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

The revised control program will not permit the unintentional deactivation of the headlights.

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 implemented the new control logic on production coaches as of April 29, 2014.

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 has attached its proposed customer notification letter and Service Bulletin 413.

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