



# Service Bulletin No. 455

<small>MODEL</small> <b>J4500</b>	<small>TYPE</small> <b>Field Change Program</b>	<small>SECTION/GROUP</small> <b>4-Air System &amp; Brakes</b>	<small>DATE</small>
<small>SUBJECT</small> <b>MISCONNECTION OF INSTRUMENT GAUGE AIR LINES</b>			
<small>CONDITIONS</small>			

Ref. MCI NHTSA Recall No.: 17V-687

Ref. MCI Transport Canada Recall No.: 2017-540

### **Customer Complaint:**

Motor Coach Industries ("MCI") has become aware that the air lines routed from the rear ( primary ) and front ( secondary ) air systems to the instrument gauges were misconnected.

As a result of the misconnections, the instrument panel air gauges do not inform the coach operator of the actual air pressure of the primary and secondary air systems. In other words, the rear ( primary ) gauge would display the air pressure in the front ( secondary ) air system, and the front ( secondary ) air system gauge displays the air pressure in the rear ( primary ) air system.

### **Cause:**

Production plant process.

### **Corrective Action:**

As a result, MCI strongly urges owners of the MY 2018 coaches listed below to implement the steps in this procedure as soon as possible.

68160	68221	68247	68256	68281
68300	68314	68355 to 68357	68374 to 68381	68383 to 68389
68391 to 68397	68399 to 68405			

Service Procedure:



**Read this entire procedure before beginning work.**

**Use Safe Shop Practices At All Times.**

1. Turn the main battery disconnect switch to the OFF position.

**⚠ WARNING**

To avoid the potential for personal injury, the coach systems air must be drained prior to disconnecting the airlines referenced in this procedure.

2. Drain the air from the system by releasing all the air in the front and rear tanks equipped with an automatic drain valve ( refer to Figure 1 ).



**Figure 1. Reference photo of utilizing a hook rod on the tank automatic drain valve.**

3. Enter the coach cabin. Apply multiple service brake applications to drain any remaining air out of the system.
4. Locate the LH switch panel on the instrument panel ( refer to Figure 2 ).



**Figure 2. LH switch panel location on the instrument panel.**

5. Using an allen wrench, remove and retain the six ( 6 ) mounting screws from the LH switch panel. Carefully lean the LH switch panel towards the driver's seat to allow access to the interior of the instrument panel.
6. Locate the dual air transducer in the cavity behind the LH switch panel mounting plate ( refer to Figure 3 ).
7. Locate the 1/4 inch green and red air lines routed and connected to the dual air transducer.



**Figure 3. Dual air transducer location.**

8. Using two ( 2 ) wrenches, one wrench on the nut and one on the fitting body, turn to release the nut on the brass, 90 degree elbow fitting. Carefully pull to release the air line from the fitting body. Repeat step to the remaining brass, 90 degree elbow fitting.

## NOTICE

**The dual air transducer body has a stamped A and B directly above the brass 90 degree elbow fitting to aid in correct orientation of air lines ( refer to Figure 4 ).**

9. Orient and insert the green, 1/4 inch air line to the outboard 90 degree elbow fitting ( stamped A location on dual air transducer body ) as shown in Figure 4. While simultaneously holding the air line tighten the nut on the 90 degree elbow fitting hand-tight. Using two ( 2 ) wrenches, tighten the nut three ( 3 ) additional turns from hand-tight.
10. Orient and insert the red, 1/4 inch air line to the inboard 90 degree elbow fitting ( stamped B location on dual air transducer body ) as shown in Figure 4. While simultaneously holding the air line tighten the nut on the 90 degree elbow fitting hand-tight. Using two ( 2 ) wrenches, tighten the nut three ( 3 ) additional turns from hand-tight.
11. Apply upwards pressure on both the red and green air line to ensure correct installation and engagement.



**Figure 4. Routed air line connection to brass, 90 degree elbow.**

12. Orient the LH switch panel to the instrument panel.
13. Using an allen wrench and the mounting screws removed in Step 5 of this procedure, mount and secure the LH switch panel.
14. Turn the main battery disconnect switch to the ON position.
15. Start up the coach. Allow enough time for coach air to build up to 100 psi.
16. To ensure proper connection of the air lines to the gauges:
  - a. visually check that the air pressure on both the rear ( primary ) and the front ( secondary ) gauges read 100 psi, or higher;
  - b. shut off the engine;
  - c. exit the coach cabin. Utilizing a hook rod, shown in Figure 1, drain the air from the rear tank equipped with an automatic drain valve;
  - d. enter the coach cabin; and
  - e. visually check that the air pressure on the rear ( primary ) gauge displays 0 psi and the front ( secondary ) gauge displays 100 psi.

17. Start up the coach. Allow the coach to build up coach system pressure to 100 psi.
18. Shut down the coach.

*Procedure Complete.*

Mail or fax the completed limited warranty claim form and verification form to MCI's warranty department, or photocopy and mail to:

MCI Fleet Support  
Attn: Warranty Department  
7001 Universal Coach Drive  
Louisville, KY 40258  
Fax Number 1-800-360-8886

to receive credit for the hours used to complete this task. Contact the MCI Fleet Support Technical Center at 1-800-241-2947 for any further information.

### ***Field Change Program Conditions:***

A labor allowance of 0.5 hour will be granted for this rework on affected J4500 coaches.

This labor allowance will be credited to your MCI Fleet Support Parts Account on receipt of the attached "MCI Field Change Program Verification Form" and a "Warranty Claim Form" as detailed in your Owner Warranty manual to MCI's Warranty department. A "MCI Field Change Program Verification Form" needs to be submitted for each VIN affected. Photocopy the attached "MCI Field Change Program Verification Form" as required for the number of affected coaches in your fleet.

Motor Coach apologizes for any inconvenience resulting from this campaign, but urges you to implement this change as soon as possible.

Sincerely,

Motor Coach Industries



Reliability Driven™

## MCI FIELD CHANGE PROGRAM (FCP) VERIFICATION

<b>CONTACT INFORMATION</b>	
<b>CUSTOMER NAME:</b> _____	
(PLEASE PRINT)	
<b>FCP INFORMATION – ONE FORM PER UNIT</b>	
<b>FCP#:</b> _____	<b>Coach Model</b> _____ <b>Model Year</b> _____
<b>COACH SERIAL #:</b> (At least the last 5 digits)	<b>DATE COMPLETED</b> __ / __ / __
<b>MILEAGE:</b>	
<b><u>IMPORTANT:</u> TO RECEIVE CREDIT FOR ANY ALLOWABLE LABOR CHARGES, THIS VERIFICATION FORM MUST BE RETURNED TO MCI UPON COMPLETION OF THE FCP.</b>	
<b>SUBMITTED BY: (Please Print)</b> _____	
	<b>DATE</b> __ / __ / __
<b>TITLE: (Please Print)</b> _____	
<b>SIGNATURE:</b> _____	
<b>COMMENTS:</b>   	

**FAX TO: 800-360-8886**

**MAILING ADDRESS:**

**MOTOR COACH INDUSTRIES  
ATTN: WARRANTY DEPT.  
7001 UNIVERSAL COACH DRIVE  
LOUISVILLE, KY 40258**

MCI part # 03-15-7738C