



Inspection Bulletin

North American Standard Inspection Program

2010-05 – MCI Buses with Detroit Diesel Engines

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Summary

Some of the motorcoach industry's MCI model buses with Detroit diesel engines are designed with naturally aspirated air compressors to comply with Environmental Protection Agency (EPA) requirements. Inspectors may hear this air leak and consider it a violation and/or out-of-service (OOS) condition for an audible air leak; however, it is not a violation or an OOS condition.

Background

MCI models D4000, D4500, E4500, J4500 and G4500 manufactured prior to 2003 use a Bendix Tu-Flo750 dual cylinder compressor. These motorcoaches use a turbo cut-off valve system in the air dryer purge valve. After pressure cuts off at 125psi, the purge valve closes but the compressor continues to pump air until the next purge cycle.

MCI models D4000, D4500, E4500, J4500 and G4500 manufactured after 2003 use a Bendix BA921 single cylinder compressor. When the pressure has been reached, the purge valve opens the line from the compressor and at the same time it purges the desiccant cartridge. The compressor continues to pump air through the discharge line and out the bottom of the purge valve on the bottom of the air dryer.

While the engine is running and not charging the air reservoirs, an air flow noise will be heard at the bottom of the air dryer. This may mistakenly be identified as violation and/or OOS condition for an air leak; however, it is not.

Inspection Guidance

By design, this leak in the system is normal and should not be considered a violation and/or an OOS condition. To confirm that the system is functioning properly, shut off the engine and the noise will stop. If the sound of the air leak continues or other leaks are heard, further investigation is required.