U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

Authentic US Government Information
National Highway Traffic Safety Administration
uses a *digital certificate* to ensure
the content has remained unchanged

Investigation: PE 12-006
Date Opened: 03/14/2012
Investigator: Peter Kivett **Reviewer:** Bruce York-B
Approver: Frank Borris
Subject: Turbocharger Failure

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: JOHN DEERE
Products: Transit busses using 8.1 compressed natural gas (CNG) engine
Population: 1,000 (Estimated)

Problem Description: Turbocharger failure on transit busses using the 8.1 L CNG engine

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0	TBD	TBD
Crashes/Fires:	0	TBD	TBD
Injury Incidents:	0	TBD	TBD
Fatality Incidents:	0	TBD	TBD
Other*:	0	1	1

***Description of Other:** Product improvement program (10RG264) submitted by John Deere.

ACTION / SUMMARY INFORMATION

Action: This Peliminary Evaluation is open.

Summary:

The Office of Defects (ODI) received a Product Improvement Program (10RG264) from John Deere in January 2011 concerning failed turbochargers on transit busses. This Product Improvement Program (PIP) is exclusive to their 8.1L compressed natural gas (CNG) engine. However, the PIP only covers transit busses in the state of California. John Deere indicated that in the event of a failure, the entire turbocharger was to be replaced as part of the repair.

In an attempt to understand if the PIP is safety related, ODI contacted John Deere and requested specific information related to their assessment of the risk to highway safety. John Deere responded providing information supporting the scope of the PIP and asserted there were multiple failure modes involved with the turbochargers subject to the PIP. In conversation with representatives of John Deere, ODI ascertained there may be a risk of fire and stalling related to one of the failure modes of the turbo charger and that this particular failure mode may have occurred on vehicles in California as well in other states.
ODI is opening this Preliminary Evaluation to gather additional information necessary to assess the risk of turbo-related fires and stalling related to all vehicles similarly configured to those affected by this Product Improvement Program (10RG264).