U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

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Investigation: EQ 14-014
Prompted by: 14E-051
Date Opened: 11/21/2014 **Date Closed:** 02/17/2015
Investigator: Cynthia Glass
Approver: Jennifer Timian
Subject: Fuel Filter May Separate

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: Cummins Inc.
Products: Cummins Filtration Fleetguard UFF-XT Fuel Filter
Population: 63,600

Problem Description: The fuel filter shell may separate from the fuel filter nut plate causing the engine to stall without warning.

ACTION / SUMMARY INFORMATION

Action: This EQ investigation is closed.

Summary:

See the attached closing report.

EQ 14-014: Fuel Filter May Separate and Cause Engine Stall
Closing Report

BACKGROUND

In a letter dated July 29, 2014, Cummins, Inc. (Cummins) notified the NHTSA that it decided a defect exists in certain Fleetguard UFF-XT fuel filters, part number FF63009, manufactured from April 25, 2014, to June 29, 2014 with a date code of 14115 through 14180. These fuel filters were installed on Cummins ISB engines built from April 28, 2014, to July 9, 2014 and ISL engines built from April 30, 2014, to July 8, 2014. According to Cummins, the fuel filter shell may separate from the fuel filter nut plate causing the engine to stall without warning. If the engine stalls unexpectedly there is an increased risk of a crash. This matter was assigned recall number 14E-051.

In their 573 Defect Notification Report, Cummins provided a customer list identifying the vehicle manufacturers that may have incorporated the subject fuel filters into their vehicles. On December 2, 2014, the Recall Management Division (RMD) opened this Equipment Query (EQ) Investigation in order to write the companies that purchased these fuel filters but had not yet informed NHTSA of a defect decision, to notify them of the various defect decisions, and to encourage additional safety recalls where appropriate.

Prior to opening this EQ investigation, nineteen vehicle manufacturers filed a defect report announcing their decision to conduct a safety recall for their affected vehicles. The vehicle recall campaigns are:

Manufacturer	Recall #
Autocar LLC	14V-512
Blue Bird Corporation	14V-705 and 14V-707
Capacity of Texas	14V-751
Crane Carrier	14V-531
DTNA - Freightliner	14V-566
DTNA - Thomas Built Bus	14V-669
El Dorado National	14V-686
Ford	14V-524
Gillig	14V-521
Mack	14V-554
Navistar - IC Bus	14V-573
Navistar - Truck	14V-572
New Flyer/Interstate Assy Systems	14V-519
North American Bus Industries	14V-508
Ottawa Truck Corp/Kalmar	14V-579
Paccar - Kenworth	14V-486
Paccar - Paccar of Canada	14V-486
Paccar - Peterbilt	14V-486
Spartan Motors	14V-505

On December 2, 2014, an information request (IR) letter was sent to the vehicle manufacturers for which NHTSA had not been notified of a defect decision.

VEHICLE MANUFACTURERS RESPONSE

In response to the IR letters, one vehicle manufacturer, Ferrara Fire Apparatus (14V-801), filed a defect report and indicated they would conduct a recall of their vehicles.

Six manufacturers submitted responses explaining that the subject fuel filters were quarantined in their facility and repaired by Cummins prior to installation or sale, and a safety recall campaign was not needed. Those manufacturers are:

Alexander Dennis Chassis
Global Sweeping Solutions
Pierce Manufacturing
Temsa Global
Terex Global Business Services
Terminal Investment Corporation

One manufacturer, Kovatch Mobile Equipment, did not submit a written response to RMD's IR letter, even after multiple attempts to contact them were made by RMD staff. This company will be referred to NHTSA's Office of the Chief Counsel for further possible enforcement action.

RECALL MANAGEMENT DIVISION ACTION

All vehicle and motor vehicle equipment manufacturers who purchased the subject fuel filters have been identified and have either filed recall reports and are conducting recalls, or have provided responses explaining why they are legitimately not conducting recalls. Accordingly, this equipment query investigation is closed. Copies of documents associated with this investigation, including responses to IR letters, can be found in this Equipment Query's document repository by clicking the "Associated Documents" button.