NOVA BUS

March 21, 2014

Jennifer Timian
Chief, Recall Management Division
Office of Defect Investigations
National Highway Traffic Safety Administration (NSA-10)
1200 New Jersey Avenue, S.E.
Washington, D.C, 20950
Submitted via Email to rmd.odi@dot.gov

Subject: **NHTSA Foreign Recall Campaign Report**

Dear Jennifer,
On behalf of Nova Bus, I want to inform you that Nova Bus received a notice from Cummins of a safety-related defect on certain ISL Gas engines. We have investigated this matter and have determined that the Cummins ISL Gas engines were only installed on buses operating in Canada. Therefore, a safety recall in the United States in not required.

However, as these were built on the same production line as the diesel version of the vehicle identified on Nova Bus' substantially similar vehicle list, we are notifying NHTSA according to the requirements pertaining to foreign recalls in 49CFR579.12.

Please feel free to contact me if you have any questions.

Best regards,

Tim LaFon
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NOVA BUS

NHTSA Foreign Recall Campaign Report

Nova Bus is conducting a safety recall on vehicles equipped with certain Cummins Gas Engines. As these vehicles are substantially similar according to NHTSA's definition, we are submitting this report. However, the safety related defect does **not** affect vehicles imported by Nova Bus into the United States.

The content of this report is according to the requirements as specified in 49CFR 579.12.

Manufacturer name

Nova Bus, 1000, boulevard Industriel, Saint-Eustache, Québec, J7R 5A5, Canada

Type of product

Transit Buses

Years/makes/models of foreign products

Nova LFS CNG (equipped with a Cummins ISL G engine manufactured between January 3 2013 and February 2, 2014)

Years/makes/models of substantially similar US products

Buses with a Cummins ISL G were not imported into the United States

Number of products affected

Three (3) vehicles all of which are domiciled in Canada

Regions (countries) that the recall affects

Canada

Bus Production Period

March 3, 2013 through May 30, 2013.

NOVA BUS

Description of the recall and possible consequences

According to information provided by Cummins, "ice from condensation may form in or around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the engine's ECM to improperly fuel the engine, resulting in elevated exhaust temperatures and the possibility of flame from the exhaust pipe. In most cases, this improper operation will result in the engine running rough and misfire, and will log diagnostic fault codes in the Engine Control Module that illuminate dash lamps."

The safety risk as stated by Cummins is "during this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe, possibly resulting in burns. Combustible materials near the tailpipe may be ignited, resulting in a fire."

Description of the remedy

A new ECM calibration will be installed without charge through the Cummins service network.

Why the US models are not affected

No buses equipped with a Cummins ISL G were built for the US market.