

		DRIVE			
TR (Technical Report)		Ref. No :	Status : Closed	Responsible :	
Subject 2017 Titan (A61) [CD50] No Start - Low Fuel Pressure - P008A - Stage 1 + 2 Pumps Replaced					
General					
Local Ref No. -	Incident Country United States	Claim No. -			
Model A61	Model Year 2017	Taskforce Report Yes			
No Action Reason -	Info Source TSM-TSM Selected Item	Classification -			
Explanation <u>Request</u> PRCM -Production C/M					
Priority & request comments Scramble with Cummins engineer, Jonathan Bates. Scramble report attached.					
Issue Coverage <input type="checkbox"/> 3MIS <input type="checkbox"/> 12MIS <input type="checkbox"/> Durability <input type="checkbox"/> QCS <input type="checkbox"/> IQS <input type="checkbox"/> Breakdown					
Vehicle Details					
VIN 1N6BA1F46H	Plant Code N-NNA (Canton)				
Model Variation TXD	Sold Date 25/03/2017	Color Code G41			
Prod Date 27/02/2017	Engine No.				
Engine Type CD50	Transmission No. -				
Transmission Type A	DC Converter No. -		Battery Pack No. -		
Inverter No. -	E-PKB ECU No. -		On Board Charge No. -		
PBW ECU No. -	E-PKB ATR No. -				
Electric Heater Unit No. -					
Incident Details					
Dealer No. - Name 5125-Texas Nissan of Grapevine	County/State TX		Contact -		
City/Town Grapevine	Incident Mileage 10086 Miles				
Date of Incident 11/10/2017					
Customer Complaint The dealer repair order stated: Customer unit was towed to dealership with crank/no start.					
Details of Incident 1.How did the customer notice the incident >Routine operation.					
Incident Conditions 2.What are the incident conditions >Customer had truck towed to dealer with crank/no start showing "Low Fuel Pressure – Service Fuel System" displayed on the info display.					

Field Investigation

3. Inspection done & result
 > Dealer confirmed the no start condition and found DTC P008A for low fuel pressure.
 > Fuel level was observed to be 1/2 tank.
 > Dealer contacted TSM, and TSM arranged scramble with Cummins engineer Jonathan Bates.
 > Keyed on the vehicle and noted the "Low Fuel Pressure - Service Fuel System" message displayed on the VID.
 >> The truck did not start when it was cranked for one full 15 second cranking cycle.
 > Fuel pressure was monitored with Calterm during keyon/cranking. Pressure rise was not observed.
 > The fuel tank vent line was checked and no issues or plugging were observed.
 > Voltage was checked with key on at the stage 1 fuel filter module electrical harness connector.
 >> 0 Volts was observed at the stage 1 fuel filter module electrical connector with key on. >> The 20 Amp stage 1 fuel filter module fuse was checked and observed to be open.
 > The fuse was replaced and opened again upon key on.
 > The stage 1 fuel filter module was then replaced.
 >> Key on cycles were used to prime the new stage 1 fuel filter module. Five key on cycles were required to prime the stage 1 fuel filter module (4 full cycles and 60 seconds into the 5th cycle the stage 1 fuel filter module primed).
 *Note: At key on, the ECM commands the stage 1 fuel filter module on for 90 seconds.
 > Once the system was primed, the truck was started and all fuel pressure DTCs went to past.
 (A video of each key on priming cycle while monitoring fuel pressure through Calterm is available.)
 > The stage 1 fuel filter module and stage 2 fuel filter module were then replaced to determine if the same amount of priming would be required with a new stage 1 and stage 2 fuel filter module.
 >> After installation of the stage 1 and stage 2 fuel filter modules the stage 1 fuel filter module primed within 60 seconds upon key on.

Repair Action & Results

The original stage 1 fuel filter module on the vehicle was inoperable causing the crank/no start due to low fuel pressure. A new service stage 1 fuel filter module resolved the incident. No issues were found on the fuel system indicating a reason which led to the incident.
 The first service stage 1 fuel filter module that was replaced required 7 minutes of dry cycling before the stage 1 fuel filter module primed with fuel.
 The second service stage 1 fuel filter module that was replaced required 1 minute of dry cycling before the stage 1 fuel filter module primed with fuel (The stage 2 fuel filter module was also replaced during this trial.)

Parts Details

	Part No.	Part Name	Quantity Available
1	16400-EZ40A	Original Stage 1 Fuel Filter Module	
2	16400-EZ40A	Original Stage 1 Fuel Filter Module	
3	16401-EZ40A	Original Stage 2 Fuel Filter Module	

Coding Block

PFP	16400-FLTR ASSY-FUEL	Additional PFP	16401-BODY-FUEL FLTR	Tread Code	07-Fuel System
DTC	P008A				

