



GILLIG CORPORATION

April 9, 2004

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DEFECTS
SECTION

BOX 3008
HAYWARD, CALIFORNIA
94540-3008
TELEPHONE 510/785-1500
FAX # 510/785-6819

Mr. George H. Person
Chief Recall Management Division
National Highway Traffic Safety Administration

FAX 202-366-7882

04V-173 ① of ①

Subject: Defect Information Report
Cummins ECM Recall 03E-038

Dear Mr. Person:

The following report is required by 49CFR573.

Defect Report

On June 25, 2003, Gillig was informed by Cummins Inc. of a defect on the engine control module of certain engines via e-mail. Cummins provided no instructions or requests of Gillig. They also provided no information as to the specific engines involved. After several follow ups, Gillig was informed of the engine serial numbers so we could complete this report.

This report was prepared on April 9, 2004

The recall is being conducted by Cummins.

Charles Koske, Senior Vice President Engineering should be contacted by the agency with respect to Gillig's role in this recall. Telephone number (510 264-5031) Fax number (510 785-6819)

Charles Koske prepared this report

Vehicle Models involved in the Recall

The following Gillig vehicles have been identified for the Cummins Recall:

15GCB121XW1088392	Built 2/9/1998
15GCB1211W1088393	Built 2/9/1998

Vehicle Type: Bus

Vehicles to be recalled are Gillig buses equipped with certain Cummins engines.

Recall Population

Two vehicles were identified by Cummins via engine serial numbers sold to Gillig. The buses were identified by using Gillig's major component serial number listing.

Page 3
April 9, 2004

04V-173 (2 of 11)

Defect Description

See attached Cummins 573 report

Chronology, Remedy, Recall Schedule

See attached Cummins 573 report

Recall Communication

Gillig was not provided Cummins customer correspondence or repair procedure

Sincerely,

GILLIG CORPORATION



Charles E. Koske
Senior Vice President Engineering

CEK/va
Attachment

Cc: R. Birdwell

PART 573 Defect and Noncompliance Report¹

On June 20, 2003, Cummins Inc. decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 **Defect and Noncompliance Reports**.

Date this report was prepared: June 23, 2003

Furnish the manufacturer's identification code for this recall (if applicable): Q318

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Cummins Inc.

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Steven R. Butler, Engine Certification Director

Telephone Number: 812-377-3713 Fax No.: 812-377-8739

Name and Title of Person who prepared this report.

Steven R. Butler, Engine Certification Director

Signed:

¹Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 386-5226 or by FAX at (202) 386-7882.

1. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment involved in this Recall, for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide:

Generic name of the item: C 8.3G Electronic Control Module/Calibration

Make: Cummins **Model:** C8.3G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Generic name of the item: L10G Electronic Control Module/Calibration

Make: Cummins **Model:** L10G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996, through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

This recall represents 19% of the total 1,377 C8.3G engines manufactured between Q21995 and Q42001 and 60% of the total 1,342 L10G engines manufactured between Q21995 and Q31999.

II. Identifying the Recall Population

3. Furnish the total number of items of equipment recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Items Potentially Involved</u>
<u>C8.3G 6 Cylinder Engines</u>	<u>April 96 – December 97</u>	<u>262</u>
<u>L10G 5 Cylinder Engines</u>	<u>April 96 – December 97</u>	<u>802</u>

Total Number Potentially Affected by the Recall 1064

4. Furnish the approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance; Approximately 73% of the 1064 engines contain ECM part number 3930507. It is estimated that 5% of the engines are no longer in-service. The remaining 22% have already had ECMs replaced for other reasons.

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled items of equipment:

ECM part number 3930507 was removed from production on both products in the 4th quarter of 1997. All engines built prior to December 31, 1997 were included in the population. Warranty claims were reviewed for the population, there are 232 documented ECM replacements with later model ECM's.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

An electronic throttle plate actuator controls the engine power. The electronic throttle plate actuator is controlled by an electronic governor control module (GCM). Throttle fail-safe detects a throttle plate actuator failure and commands an engine shutdown. ECM part number 3830507 does not have the ability to detect a throttle fail-safe engine shutdown command.

Describe the cause(s) of the defect or noncompliance condition.

The ECM's inability to detect a throttle fail-safe command is due to an unrelated communication problem. The ECM and GCM communicate on the vehicle data link.

Describe the consequence(s) of the defect or noncompliance condition.

If the vehicle is in operation and an uncommanded open throttle actuator failure occurs, the engine speed will be uncontrollable by the vehicle operator.

Identify any warning which can (a) precede or (b) occur.

The engine speed will be uncontrollable by the operator. A sudden increase of engine speed can occur.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

The defect is related to an electronic control module that was designed and developed by Cummins, Inc.

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Steven R. Butler, Engine Certification Director, Cummins Inc.

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

Five incidences of uncommanded open throttle with no response from the ECM have been reported from two L10G customers. Three of the incidences are documented in warranty claims and two were verbal complaints from the customer. In several of the cases, the vehicle was in operation. In one case the vehicle was involved in an accident with no reported personal injury.

The information from the warranty claims and the hardware from the most recent failures have been analyzed. In all of the documented cases the throttle fail-safe system would have prevented the uncontrolled throttle event from occurring.

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

ECM Part number 3830507 became obsolete in the 4th quarter of 1997. The population of 1084 C8.3G and L10G engines will be inspected. Any engines with ECM part number 3830507 will have the ECM replaced and have the proper calibration (program) installed.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The recalled electronic control module part number is 3830507 and the replacement electronic control module part number is 3834553. The part number is clearly stamped on the body of the module.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

New ECMs, with detection capability, were used in production starting in 4th quarter 1997. The L10 was discontinued in Q3 1999 and the C8.3 was discontinued in Q4 2001.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Customer notification – to commence within 5 working days after NHTSA review of our draft communication.

Parts for the repair have been ordered and will be available for repairs immediately upon notification.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-388-7882) for review prior to mailing.*

A draft copy of the letter to our customers is attached.

Note: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

A CUMMINS FIELD CAMPAIGN

Please Deliver TO: Service Managers and Warranty Decision Makers
FROM: Cummins Customer Assurance Communications

Subject: C8.3G and L10G-III Uncommanded Open Throttle Detection

Number: C0318

Date: 29-Jul-2003

Expires: 31-Dec-2023 (U.S./Canada)
31-Dec-2023 (International)

Attention: Worldwide Distributors/Branches and
Division/Regional Offices

If additional information is required, contact your Cummins Warranty Operations Team Leader.

DESCRIPTION: This Campaign will allow for replacement of the electronic control module (ECM), part number 3930507, with part number 3933559 or 3934683, on C8.3G and L10G-III engines. The new ECM will allow datalink communication with the governor control module (GCM). The connected datalinks allow the ECM to detect and respond to an uncommanded throttle actuator. When the ECM detects an uncommanded throttle, Fault Code 414 will log and shut the engine down.

NOTE: This Campaign is retroactive and covers repair dates prior to this Campaign's release date that comply with these Campaign guidelines.

ACTION:

In order to qualify for repair under this Campaign, and engine:

- 1. will be covered regardless of warranty status, AND**
- 2. must be identified in the ESN listing found in Attachment A, AND**
- 3. must be either a C8.3G or L10G-III engine, AND**
- 4. the engine data plate must not be stamped 0318.**

After verifying the engine meets the above criteria, complete the following repair actions:

- 1. Check the part number of the ECM.**
- 2. If the ECM part number is 3930507, replace that ECM with ECM part number 3933559 or 3934683. Use the calibration spreadsheet to determine the appropriate calibration. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls).**
- 3. If the ECM part number is 3933559 or 3934683, use the calibration spreadsheet to determine if the appropriate calibration is installed. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls). If incorrect, recalibrate with the appropriate calibration. Recalibration should be an infrequent repair. Recalibration with a newer revision level (for example, R90010.05 to R90010.09) is not covered.**
- 4. Stamp the engine data plate 0318 to show completion of this Campaign. Reference the following three claim scenarios for proper claim filing procedures based on which situation occurs.**

MATERIAL DISPOSITION: Place removed ECM in the box from the repair unit and put the Campaign number on the outside of the box ("0318 Field Safety Campaign"). Return with your normal core shipment to RaCon for proper disposition.

REIMBURSEMENTS:

Travel: Travel is covered under this Campaign.

Other Claimables: Consumables are not covered on this Campaign.

SPECIAL CLAIM INSTRUCTIONS

Scenario 1: ECM Replacement

When the ECM part number was 3930507, replace that ECM with ECM part number 3933559 or 3934683, calibrate the ECM, and stamp the data plate.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
17-119	Engine Cover, In-Cab, without Quick Release Clamps - Remove and Install
17-157	Back Seat - Remove and Install (Bus Application)
17-901	Stamp Engine Data Tag
19-133 for C8.9G	Electronic Control Module (ECM) - Remove and Install
19-121 for L10G	
19-906	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Part Number	Quantity	Description
3934683 or 3933559	1	MDL, CNT

NOTE: This Campaign covers the use of either part number 3934683 or 3933559, but not both.

Scenario 2: ECM Recalibration

When the ECM part number was 3933559 or 3934683 and the calibration was incorrect, recalibrate the ECM and stamp the data plate. **NOTE:** This scenario should be infrequent.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
19-906	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

None

Scenario 3: ECM Check

When the ECM part number was 3933559 or 3934683 and the calibration was correct, stamp the data plate.

SRT Code	Description
00-901 or 00-902	Admin. Time
17-901	Stamp Engine Data Tag
17-902	Check for Campaign

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Scenario 1: ECM Replacement
None

CLAIM CODES:

Failure Code WEICMR

Attachment A



GILLIG CORPORATION

BOX 3008
HAYWARD, CALIFORNIA
94540-3008
TELEPHONE 510/785-1500
FAX # 510/785-8819

April 14, 2004

Ms. Judith Taylor
Safety Defect Analyst
Office of Defect Investigation
National Highway Traffic Safety Administration
400 Seventh Street S.W.
Washington, D.C. 20590

Subject: EO03-020, 04V-173 Clarification

Dear Ms. Taylor:

Only two Gillig buses are involved in the Cummins campaign 03E-038. They are both "Phantom" model buses.

Attached is the hard copy of the 573 report. I have also attached all the related correspondence for your file.

Sincerely,

Charles E. Koske
Senior Vice President Engineering

CEK/vo
Attachment

Cc: R. Birdwell

RECEIVED
11/16/215
APR 15 P 1:51
OFFICE OF
DEFECT INVESTIGATION



GILLIG CORPORATION

BOX 3008
HAYWARD, CALIFORNIA
94540-3008
TELEPHONE 510/786-1500
FAX # 510/786-6819

April 9, 2004

Ms. Barbara E. Cooke
Safety Defect Specialist
Office of Defect Investigation
National Highway Traffic Safety Administration

FAX 202-366-7882

Subject: EO03-020 Safety Recall Follow Up Report

Dear Ms. Cooke:

Cummins has informed us two Gillig buses are involved in the 03E-038 campaign and they did not require any assistance from Gillig. Cummins is performing the recall.

Gillig has no knowledge as to the cause and effects of the Cummins recall beyond the 573 report they submitted to NHTSA. Attached is Gillig's 573 report.

Sincerely,

GILLIG CORPORATION

Charles E. Koske
Senior Vice President Engineering

CEK/vo
Attachment

Cc: R. Birdwell

PART 573 Defect and Noncompliance Report¹

On June 20, 2003, Cummins Inc. decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 **Defect and Noncompliance Reports**.

Date this report was prepared: June 23, 2003

Furnish the manufacturer's identification code for this recall (if applicable): 0318

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Cummins Inc.

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Steven R. Butler, Engine Certification Director

Telephone Number: 812-377-3713 Fax No.: 812-377-8739

Name and Title of Person who prepared this report.

Steven R. Butler, Engine Certification Director

Signed:

¹Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

I. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment involved in this Recall, for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide:

Generic name of the item: C 8.3G Electronic Control Module/Calibration

Make: Cummins **Model:** C8.3G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other Information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Generic name of the item: L10G Electronic Control Module/Calibration

Make: Cummins **Model:** L10G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other Information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996, through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

This recall represents 19% of the total 1,377 C8.3G engines manufactured between Q21995 and Q42001 and 60% of the total 1,342 L10G engines manufactured between Q21995 and Q31999.

II. Identifying the Recall Population

3. Furnish the total number of items of equipment recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Items Potentially Involved</u>
<u>C8.3G 6 Cylinder Engines</u>	<u>April 95 – December 97</u>	<u>262</u>
<u>L10G 6 Cylinder Engines</u>	<u>April 95 – December 97</u>	<u>802</u>

Total Number Potentially Affected by the Recall 1064

4. Furnish the approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance: Approximately 73% of the 1064 engines contain ECM part number 3930507. It is estimated that 5% of the engines are no longer in-service. The remaining 22% have already had ECMs replaced for other reasons

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled items of equipment:

ECM part number 3930507 was removed from production on both products in the 4th quarter of 1997. All engines built prior to December 31, 1997 were included in the population. Warranty claims were reviewed for the population, there are 232 documented ECM replacements with later model ECM's.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

An electronic throttle plate actuator controls the engine power. The electronic throttle plate actuator is controlled by an electronic governor control module (GCM). Throttle fail-safe detects a throttle plate actuator failure and commands an engine shutdown. ECM part number 3930507 does not have the ability to detect a throttle fail-safe engine shutdown command.

Describe the cause(s) of the defect or noncompliance condition.

The ECM's inability to detect a throttle fail-safe command is due to an unrelated communication problem. The ECM and GCM communicate on the vehicle data link.

Describe the consequence(s) of the defect or noncompliance condition.

If the vehicle is in operation and an uncommanded open throttle actuator failure occurs, the engine speed will be uncontrollable by the vehicle operator.

Identify any warning which can (a) precede or (b) occur.

The engine speed will be uncontrollable by the operator. A sudden increase of engine speed can occur.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

The defect is related to an electronic control module that was designed and developed by Cummins, Inc.

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Steven R. Butler, Engine Certification Director, Cummins Inc.

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete Item 6, otherwise Item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.
7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

Five incidences of uncommanded open throttle with no response from the ECM have been reported from two L10G customers. Three of the incidences are documented in warranty claims and two were verbal complaints from the customer. In several of the cases, the vehicle was in operation. In one case the vehicle was involved in an accident with no reported personal injury.

The information from the warranty claims and the hardware from the most recent failures have been analyzed. In all of the documented cases the throttle fail-safe system would have prevented the uncontrolled throttle event from occurring.

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

ECM Part number 3930507 became obsolete in the 4th quarter of 1997. The population of 1084 C8.3G and L10G engines will be inspected. Any engines with ECM part number 3930507 will have the ECM replaced and have the proper calibration (program) installed.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The recalled electronic control module part number is 3930507 and the replacement electronic control module part number is 3934883. The part number is clearly stamped on the body of the module.

identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

New ECMs, with detection capability, were used in production starting in 4th quarter 1997. The L10 was discontinued in Q3 1999 and the C8.3 was discontinued in Q4 2001.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Customer notification – to commence within 5 working days after NHTSA review of our draft communication.

Parts for the repair have been ordered and will be available for repairs immediately upon notification.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-368-7882) for review prior to mailing.*

A draft copy of the letter to our customers is attached.

Note: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

A CUMMINS FIELD CAMPAIGN

Please Deliver TO: Service Managers and Warranty Decision Makers

FROM: Cummins Customer Assurance Communications

Subject: C8.3G and L10G-III Uncommanded Open Throttle Detection

Number: C0318

Date: 29-Jul-2003

Expires: 31-Dec-2023 (U.S./Canada)

31-Dec-2023 (International)

Attention: Worldwide Distributors/Branches and
Division/Regional Offices

If additional information is required, contact your Cummins Warranty Operations Team Leader.

DESCRIPTION: This Campaign will allow for replacement of the electronic control module (ECM), part number 3930507, with part number 3933559 or 3934683, on C8.3G and L10G-III engines. The new ECM will allow datalink communication with the governor control module (GCM). The connected datalinks allow the ECM to detect and respond to an uncommanded throttle actuator. When the ECM detects an uncommanded throttle, Fault Code 414 will log and shut the engine down.

NOTE: This Campaign is retroactive and covers repair dates prior to this Campaign's release date that comply with these Campaign guidelines.

ACTION:

In order to qualify for repair under this Campaign, and engine:

1. will be covered regardless of warranty status, AND
2. must be identified in the ESN listing found in Attachment A, AND
3. must be either a C8.3G or L10G-III engine, AND
4. the engine data plate must not be stamped 0318.

After verifying the engine meets the above criteria, complete the following repair actions:

1. Check the part number of the ECM.
2. If the ECM part number is 3930507, replace that ECM with ECM part number 3933559 or 3934683. Use the calibration spreadsheet to determine the appropriate calibration. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls).
3. If the ECM part number is 3933559 or 3934683, use the calibration spreadsheet to determine if the appropriate calibration is installed. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls). If incorrect, recalibrate with the appropriate calibration. Recalibration should be an infrequent repair. Recalibration with a newer revision level (for example, R90010.06 to R90010.09) is not covered.
4. Stamp the engine data plate 0318 to show completion of this Campaign. Reference the following three claim scenarios for proper claim filing procedures based on which situation occurs.

MATERIAL DISPOSITION: Place removed ECM in the box from the repair unit and put the Campaign number on the outside of the box ("0318 Field Safety Campaign"). Return with your normal core shipment to ReCon for proper disposition.

REIMBURSEMENTS:

Travel: Travel is covered under this Campaign.

Other Claimables: Consumables are not covered on this Campaign.

SPECIAL CLAIM INSTRUCTIONS

Scenario 1: ECM Replacement

When the ECM part number was 3930507, replace that ECM with ECM part number 3933559 or 3934883, calibrate the ECM, and stamp the data plate.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
17-119	Engine Cover, In-Cab, without Quick Release Clamps - Remove and Install
17-157	Back Seat - Remove and Install (Bus Application)
17-901	Stamp Engine Data Tag
19-133 for C8.3G	Electronic Control Module (ECM - Remove and Install)
19-121 for L10G	
19-606	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Part Number	Quantity	Description
3934883 or 3933559	1	MDL, CNT

NOTE: This Campaign covers the use of either part number 3934883 or 3933559, but not both.

Scenario 2: ECM Recalibration

When the ECM part number was 3933559 or 3934883 and the calibration was incorrect, recalibrate the ECM and stamp the data plate. NOTE: This scenario should be infrequent.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
19-606	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

None

Scenario 3: ECM Check

When the ECM part number was 3933559 or 3934883 and the calibration was correct, stamp the data plate.

SRT Code	Description
00-901 or 00-902	Admin. Time
17-901	Stamp Engine Data Tag
17-902	Check for Campaign

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Scenario 1: ECM Replacement
None

CLAIM CODES:

Failure Code WEICMR
Attachment A



GILLIG CORPORATION

April 9, 2004

BOX 3008
HAYWARD, CALIFORNIA
94640-3008
TELEPHONE 510/785-1500
FAX # 510/785-6819

Mr. George H. Person
Chief Recall Management Division
National Highway Traffic Safety Administration

FAX 202-366-7882

Subject: Defect Information Report
Cummins ECM Recall 03E-038

Dear Mr. Person:

The following report is required by 49CFR573.

Defect Report

On June 25, 2003, Gillig was informed by Cummins Inc. of a defect on the engine control module of certain engines via e-mail. Cummins provided no instructions or requests of Gillig. They also provided no information as to the specific engines involved. After several follow ups, Gillig was informed of the engine serial numbers so we could complete this report.

This report was prepared on April 9, 2004

The recall is being conducted by Cummins.

Charles Koske, Senior Vice President Engineering should be contacted by the agency with respect to Gillig's role in this recall. Telephone number (510 264-5031) Fax number (510 785-6819)

Charles Koske prepared this report

Vehicle Models involved in the Recall

The following Gillig vehicles have been identified for the Cummins Recall:

15GCB121XW1088392	Built 2/9/1998
15GCB1211W1088393	Built 2/9/1998

Vehicle Type: Bus

Vehicles to be recalled are Gillig buses equipped with certain Cummins engines.

Recall Population

Two vehicles were identified by Cummins via engine serial numbers sold to Gillig. The buses were identified by using Gillig's major component serial number listing.

Page 2
April 9, 2004

Defect Description

See attached Cummins 573 report

Chronology, Remedy, Recall Schedule

See attached Cummins 573 report

Recall Communication

Gillig was not provided Cummins customer correspondence or repair procedure

Sincerely,

GILLIG CORPORATION



Charles E. Koske
Senior Vice President Engineering

CEK/vo
Attachment

Cc: R. Birdwell

PART 573 Defect and Noncompliance Report¹

On June 20, 2003, Cummins Inc. decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: June 23, 2003

Furnish the manufacturer's identification code for this recall (if applicable): 0318

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Cummins Inc.

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Steven R. Butler, Engine Certification Director

Telephone Number: 812-377-3713 Fax No.: 812-377-8739

Name and Title of Person who prepared this report.

Steven R. Butler, Engine Certification Director

Signed:

¹Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

I. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment Involved In this Recall, for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide:

Generic name of the item: C 8.3G Electronic Control Module/Calibration

Make: Cummins **Model:** C8.3G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other Information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Generic name of the item: L10G Electronic Control Module/Calibration

Make: Cummins **Model:** L10G

Part Number: 3930507 **Size:** 3" x 6"

Function: Electronic Control Module

Other Information which characterizes/distinguishes the items of equipment to be recalled:
Electronic control module (ECM) part number 3930507 is not capable of supporting throttle failure commands.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996, through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

This recall represents 19% of the total 1,377 C8.3G engines manufactured between Q21995 and Q42001 and 60% of the total 1,342 L10G engines manufactured between Q21995 and Q31999.

II. Identifying the Recall Population

3. Furnish the total number of items of equipment recalled potentially containing the defect or noncompliance.

Model	Year	Number of Items Potentially Involved
C8.3G 6 Cylinder Engines	April 95 – December 97	262
L10G 6 Cylinder Engines	April 95 – December 97	802

Total Number Potentially Affected by the Recall 1064

4. Furnish the approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance: Approximately 73% of the 1064 engines contain ECM part number 3930507. It is estimated that 5% of the engines are no longer in-service. The remaining 22% have already had ECMs replaced for other reasons

Identify and describe how the recall population was determined—in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled items of equipment:

ECM part number 3930507 was removed from production on both products in the 4th quarter of 1997. All engines built prior to December 31, 1997 were included in the population. Warranty claims were reviewed for the population, there are 232 documented ECM replacements with later model ECM's.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

An electronic throttle plate actuator controls the engine power. The electronic throttle plate actuator is controlled by an electronic governor control module (GCM). Throttle fail-safe detects a throttle plate actuator failure and commands an engine shutdown. ECM part number 3930507 does not have the ability to detect a throttle fail-safe engine shutdown command.

Describe the cause(s) of the defect or noncompliance condition.

The ECM's inability to detect a throttle fail-safe command is due to an unrelated communication problem. The ECM and GCM communicate on the vehicle data link.

Describe the consequence(s) of the defect or noncompliance condition.

If the vehicle is in operation and an uncommanded open throttle actuator failure occurs, the engine speed will be uncontrollable by the vehicle operator.

Identify any warning which can (a) precede or (b) occur.

The engine speed will be uncontrollable by the operator. A sudden increase of engine speed can occur.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

The defect is related to an electronic control module that was designed and developed by Cummins, Inc.

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

Steven R. Butler, Engine Certification Director, Cummins Inc.

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

Five incidences of uncommanded open throttle with no response from the ECM have been reported from two L10G customers. Three of the incidences are documented in warranty claims and two were verbal complaints from the customer. In several of the cases, the vehicle was in operation. In one case the vehicle was involved in an accident with no reported personal injury.

The information from the warranty claims and the hardware from the most recent failures have been analyzed. In all of the documented cases the throttle fail-safe system would have prevented the uncontrolled throttle event from occurring.

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

ECM Part number 3930507 became obsolete in the 4th quarter of 1997. The population of 1064 C8.3G and L10G engines will be inspected. Any engines with ECM part number 3930507 will have the ECM replaced and have the proper calibration (program) installed.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

The recalled electronic control module part number is 3930507 and the replacement electronic control module part number is 3934683. The part number is clearly stamped on the body of the module.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

New ECMs, with detection capability, were used in production starting in 4th quarter 1997. The L10 was discontinued in Q3 1999 and the C8.3 was discontinued in Q4 2001.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Customer notification – to commence within 5 working days after NHTSA review of our draft communication.

Parts for the repair have been ordered and will be available for repairs immediately upon notification.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

A draft copy of the letter to our customers is attached.

Note: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

A CUMMINS FIELD CAMPAIGN

Please Deliver TO: Service Managers and Warranty Decision Makers

FROM: Cummins Customer Assurance Communications

Subject: C8.3G and L10G-III Uncommanded Open Throttle Detection

Number: C0318

Date: 29-Jul-2003

Expires: 31-Dec-2023 (U.S./Canada)

31-Dec-2023 (International)

**Attention: Worldwide Distributors/Branches and
Division/Regional Offices**

If additional information is required, contact your Cummins Warranty Operations Team Leader.

DESCRIPTION: This Campaign will allow for replacement of the electronic control module (ECM), part number 3930507, with part number 3933559 or 3934683, on C8.3G and L10G-III engines. The new ECM will allow datalink communication with the governor control module (GCM). The connected datalinks allow the ECM to detect and respond to an uncommanded throttle actuator. When the ECM detects an uncommanded throttle, Fault Code 414 will log and shut the engine down.

NOTE: This Campaign is retroactive and covers repair dates prior to this Campaign's release date that comply with these Campaign guidelines.

ACTION:

In order to qualify for repair under this Campaign, and engine:

1. will be covered regardless of warranty status, AND
2. must be identified in the ESN listing found in Attachment A, AND
3. must be either a C8.3G or L10G-III engine, AND
4. the engine data plate must not be stamped 0318.

After verifying the engine meets the above criteria, complete the following repair actions:

1. Check the part number of the ECM.
2. If the ECM part number is 3930507, replace that ECM with ECM part number 3933559 or 3934683. Use the calibration spreadsheet to determine the appropriate calibration. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls).
3. If the ECM part number is 3933559 or 3934683, use the calibration spreadsheet to determine if the appropriate calibration is installed. The spreadsheet can be found on the INCAL CD-ROM (/Alternative Fuels/gas_calibrations.xls). If incorrect, recalibrate with the appropriate calibration. Recalibration should be an infrequent repair. Recalibration with a newer revision level (for example, R90010.06 to R90010.09) is not covered.
4. Stamp the engine data plate 0318 to show completion of this Campaign. Reference the following three claim scenarios for proper claim filing procedures based on which situation occurs.

MATERIAL DISPOSITION: Place removed ECM in the box from the repair unit and put the Campaign number on the outside of the box ("0318 Field Safety Campaign"). Return with your normal core shipment to ReCon for proper disposition.

REIMBURSEMENTS:

Travel: Travel is covered under this Campaign.

Other Claimables: Consumables are not covered on this Campaign.

SPECIAL CLAIM INSTRUCTIONS

Scenario 1: ECM Replacement

When the ECM part number was 3930507, replace that ECM with ECM part number 3933559 or 3934663, calibrate the ECM, and stamp the data plate.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
17-119	Engine Cover, In-Cab, without Quick Release Clamps - Remove and Install
17-157	Back Seat - Remove and Install (Bus Application)
17-901	Stamp Engine Data Tag
19-133 for C8.3G	Electronic Control Module (ECM - Remove and Install)
19-121 for L10G	
19-906	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Part Number	Quantity	Description
3934663 or 3933559	1	MDL, GNT

NOTE: This Campaign covers the use of either part number 3934663 or 3933559, but not both.

Scenario 2: ECM Recalibration

When the ECM part number was 3933559 or 3934663 and the calibration was incorrect, recalibrate the ECM and stamp the data plate. **NOTE:** This scenario should be infrequent.

Labor using applicable Access Code and Time:

SRT Code	Description
00-901 or 00-902	Admin. Time
19-906	Electronic Control Module (ECM) Calibration Transfer

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

None

Scenario 3: ECM Check

When the ECM part number was 3933559 or 3934663 and the calibration was correct, stamp the data plate.

SRT Code	Description
00-901 or 00-902	Admin. Time
17-901	Stamp Engine Data Tag
17-902	Check for Campaign

SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this Campaign/TRP.

Parts:

Scenario 1: ECM Replacement
None

CLAIM CODES:

Failure Code WEICMR

Attachment A



GILLIG CORPORATION

BOX 3008
HAYWARD, CALIFORNIA
94540-3008
TELEPHONE 510/785-1500
FAX # 510/785-2819

September 15, 2003

Mr. George H. Person
Chief, Recall Management Division
National Highway Safety Administration

FAX 202-366-7882

Subject: EO03-020 Safety Recall Follow Up Report

Dear Mr. Person:

Gillig was notified of a "Safety Notice" or Campaign" via an e-mail from Cummins on June 25, 2003. The e-mail informed Gillig that it applied to two engines on buses owned by a single customer - Los Angeles Airport. We responded to Cummins with questions (see attached e-mail) about the campaign which they have not answered.

- They did not provide Gillig any instructions
- They did not inform us to provide them VIN's or instructions for us to notify the customer.
- Gillig took exception to e-mail notification - we do not think it is appropriate due to all the known issues with e-mail.

Gillig is following up with Cummins due to their lack of response to our questions and inappropriate notification. At this time Gillig does not have all the information to correctly complete a 573 report. We only have the same 573 report Cummins provided NHTSA.

Sincerely,

GILLIG CORPORATION

Charles E. Koske
Senior Vice President Engineering

CEK/vo
attachment

cc: R. Birdwell

Bob Birdwell
06/25/2003 01:50 PM

To: ronald.a.walls@Cummins.com
cc: lon.d.gersten@Cummins.com, steven.r.butler@Cummins.com, Chuck
Koske/Gillig, john.j.malina@cummins.com
Subject: Re: Campaign 0318 (C8.3G/L10G ECM Safety Campaign) [2]

Ron:

This should come to Gillig in "hard" form, (I don't think NHTSA recognizes E-mail as an appropriate form of notification).

Also, you didn't give Gillig any instructions. Are we supposed to notify LAX about these two buses? Is Cummins going to notify them? Is Cummins going to have it's dealer in LA perform the necessary remedy?

Please get back to me ASAP on this.

Thanx, Bob

ronald.a.walls@Cummins.com



ronald.a.walls@Cummins.com
06/25/2003 12:01 PM

To: bob_birdwell@gillig.com
cc: steven.r.butler@Cummins.com, lon.d.gersten@Cummins.com
Subject: Campaign 0318 (C8.3G/L10G ECM Safety Campaign)

Bob,
The following safety notice applies to the engine list below.
(See attached file: Throttle Actuator Gas (L10,C8.3)_NHTSA_573.doc)

Thanks,
Ron

GILLIG CORPORATION

LAX

No 34893025
No 34894322

This e-mail transmission and any attachments to it are intended solely for the use of the individual or entity to whom it is addressed and may contain confidential and privileged information. If you are not the intended recipient, your use, forwarding, printing, storing, disseminating, distribution, or copying of this communication is prohibited. If you received this communication in error, please notify the sender immediately by replying to this message and delete it from your computer.



Throttle Actuator Gas (L10,C8.3)_NHTSA_573