

HME, Inc
1950 Byron Center Ave.
Wyoming, MI 19519

2/14/05

05V-059
(4 pages)

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Sir or Madam:

The following information is submitted in accordance with the National Highway Traffic Safety Administration's reporting regulations, 49 CFR Part 573.6.

HME, Inc has been advised by Cummins, Inc. that there is a potential safety-related defect with respect to a fuel system component on Cummins ISB diesel engines manufactured by Cummins and installed as original equipment on HME, Inc. motor vehicles identified below.

1. Product identification.

This campaign involves the entire production of the Cummins ISB diesel engine for the total population of HME, Inc. vehicles, as follows:

<u>Model(s)/Body Style(s)</u>	<u>Model Years</u>	<u>Total Units</u>
Fire truck	1998-2002	34
Bus Chassis	1998-2002	12
Total HME, Inc.	Recall Population	46

2. **Generic name of the item:** Fuel Lift Pump
Engine Make: Cummins
Model: ISB
Part Number: 3990105 and 2990106
Function: Transfer diesel fuel from the fuel tank to the fuel injection pump.

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3. Component supplier:

HME, Inc. has been advised that the subject fuel lift pump was supplied to Cummins by:

Federal-Mogul Corporation
26555 Northwestern Highway
Southfield, Michigan 48034

Contact: Lance Lis
Associate General Counsel
Federal-Mogul Corporation

4. Estimated extent of defect population.

Cummins has advised that approximately 1% of the total population of engines could result in an engine stall condition. Cummins will pursue a 100% recall on all subject vehicle applications. HME, Inc. is not able to estimate at this time the percentage of its subject vehicles potentially containing the defect.

5. Description of defect.

The subject fuel lift pump is mounted to the side of the engine. Its purpose is to draw fuel from the vehicle's fuel tank and supply the engine fuel injection system. The fuel lift pump could fail in a manner which results in engine fuel starvation, which could result in a stall condition. Potential lift pump failure modes include: brush wear out, bushing failure, rotor tab insert failure, or any other failure mode that would cause the fuel pumping element to stop spinning. If the fuel lift pump pumping element stops spinning and the fuel pumping vanes stop in a location which blocks fuel flow through the lift pump, the engine will be starved of fuel. Fuel starvation could cause low engine power, engine misfire, or engine stall.

Prior to the engine stalling, the operator could experience low engine power, engine misfire, and/or dash-mounted fault lamp illumination.

6. Chronology of events.

On February 10, 2005, HME, Inc. was advised by Cummins of its recall campaign, with coverage including HME, Inc. vehicles, as identified in numbered paragraph 1 of this letter.

On February 14, 2005, HME, Inc. decided that a potential defect existed in its vehicles with the subject fuel system component in Cummins ISB engines and, accordingly, that a Part 573 notice letter should be submitted to NHTSA.

8. Conduct of recall campaign.

With the concurrence of HME, Inc. Cummins will be conducting the recall with the customers of HME, Inc. and filing the requisite quarterly reports.

9. Customer/owner notifications.

HME, Inc. has been advised by Cummins that notifications are expected to begin in June 2005, once the design validation and parts procurement process have been completed.

* * *

Please advise the undersigned of the OEM campaign number assigned by the
Office of Defects Investigation to this recall.

Prepared by

Greg Brock

Sincerely,

A handwritten signature in black ink, appearing to read "Rod McNeil", written over a horizontal line.

Rod McNeil
Production Manager
616-534-1463
616-534-9460