



March 2, 2005

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05V-079  
(4 pages)

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(Pages including cover: 4)

Subject: **PART 573—DEFECT AND NONCOMPLIANCE REPORT**  
Cummins, Inc., ISB Engines, NHTSA recall # 05E-007

To Whom It May Concern:

Orion is submitting information regarding a safety-related defect of a component. The defect relates to Cummins, Inc. ISB engines installed in certain Orion transit buses.

Orion has received notification from Cummins, Inc., the supplier of the engines, stating that only a few engines may fail to perform as they should. As a result, Orion's Part 573 Report references the defect report submitted by Cummins, Inc. Orion is not administering a recall or completion reports for a recall. Cummins, Inc. is administering all matters regarding this recall.

The following are excluded from vehicles identified in Orion Bus Industries's Part 573 report.

- 54 engines not assigned to vehicles
- 1 installed in a Canadian Orion bus

We are investigating the disposition of the 54 engines that are not assigned to vehicles and will provide the details to Cummins, Inc.

I have enclosed our data recorded as outlined in the 49 CFR Part 573.6.

Please contact me directly if you have any questions regarding this matter.

Yours truly,

Joe Labonte  
Compliance and Safety Officer  
DaimlerChrysler Commercial Buses N.A.  
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March 2, 2005

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.

ORION BUS INDUSTRIES 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 ORION BUS INDUSTRIES motor vehicles identified below.

**1. Product identification.**

This campaign involves the entire production of the Cummins ISB diesel engine for the total population of     302     ORION BUS INDUSTRIES      vehicles, as follows:

<u>Model(s)/Body Style(s)</u>	<u>Model Years</u>	<u>Total Units</u>
<u>    </u> Orion II <u>    </u>	1998	<u>    </u> 11 <u>    </u>
<u>    </u> Orion II <u>    </u>	1999	<u>    </u> 90 <u>    </u>
<u>    </u> Orion II <u>    </u>	2000	<u>    </u> 57 <u>    </u>
<u>    </u> Orion II <u>    </u>	2001	<u>    </u> 22 <u>    </u>
<u>    </u> Orion VII <u>    </u>	2001	<u>    </u> 1 <u>    </u>
<u>    </u> Orion II <u>    </u>	2002	<u>    </u> 1 <u>    </u>
<u>    </u> Orion VII <u>    </u>	2003	<u>    </u> 50 <u>    </u>
<u>    </u> Orion II <u>    </u>	2004	<u>    </u> 2 <u>    </u>
<u>    </u> Orion VII <u>    </u>	2004	<u>    </u> 68 <u>    </u>

Total     302     ORION BUS INDUSTRIES Recall Population     302    

- 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.



**3. Component supplier:**

ORION BUS INDUSTRIES 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. ORION BUS INDUSTRIES 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 15, 2005, ORION BUS INDUSTRIES was advised by Cummins of its recall campaign, with coverage including ORION BUS INDUSTRIES vehicles, as identified in numbered paragraph 1 of this letter.

On March 1st, 2005 ORION BUS INDUSTRIES 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 ORION BUS INDUSTRIES, Cummins will be conducting the recall with the customers of ORION BUS INDUSTRIES and filing the requisite quarterly reports.

**9. Customer/owner notifications.**

ORION BUS INDUSTRIES 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.

Sincerely yours,

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