



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

August 19, 2011

MR. DAVID ARCHER
DIRECTOR OF ENGINEERING
PIERCE MANUFACTURING, INC.
P.O. BOX 2017
APPLETON, WI 54912-2017

NVS-215kjs
11V-422

SUBJECT: V-BAND CLAMP ASSEMBLY

DEAR MR. ARCHER:

This letter serves to acknowledge Pierce Manufacturing, Inc.'s (Pierce) notification to the National Highway Traffic Safety Administration (NHTSA) of a safety recall campaign which will be conducted pursuant to Federal law for the vehicles listed below.

Please review the following information to ensure that it conforms to your records as this information is being made available to the public. If the information does not agree with your records, please contact us immediately to discuss your concerns.

Makes/Models/Model Years:

PIERCE/ARROW XT/2011
PIERCE/CUSTOM CONTENDER/2011
PIERCE/DASH CF/2011
PIERCE/IMPEL/2011
PIERCE/SABER/2011
PIERCE/VELOCITY/2011

NHTSA Campaign Number: 11V-422 **Mfg's Report Date:** August 18, 2011

Components: ENGINE AND ENGINE COOLING

Potential Number of Units Affected: 18

Summary:

PIERCE IS RECALLING CERTAIN MODEL YEAR 2011 ARROW XT, CUSTOM CONTENDER, DASH CF, IMPEL, SABER, AND VELOCITY EMERGENCY VEHICLES MANUFACTURED FROM JANUARY 24, 2011, THROUGH APRIL 19, 2011, EQUIPPED WITH A CUMMINS ISB, ISX, ISC, OR ISL DIESEL ENGINE. THE V-BAND CLAMP ASSEMBLY, PART NUMBERS Q187684, Q187685, AND

Q187686, USED TO CONNECT THE INLET AND OUTLET CONE SECTIONS TO THE DIESEL OXIDATION CATALYST (DOC)/DIESEL PARTICULATE FILTER (DPF) INCLUDE A T-BOLT WHICH CAN FRACTURE AND FAIL WHEN SUBJECTED TO STRESS OR LOAD. A FRACTURE OR FAILURE OF THE T-BOLT MAY CAUSE THE CLAMP TO LOOSEN AND THE INLET OR OUTLET SECTIONS ATTACHED TO THE DOC/DPF HOUSING TO DISCONNECT.

Consequence:

IF THE INLET OR OUTLET SECTIONS DISCONNECT, HOT EXHAUST GASES CAN VENT PRIOR TO EXITING THE TAILPIPE, CREATING THE RISK OF COMBUSTION AND A FIRE. IF BOTH CLAMPS FAIL, THERE IS A RISK IN SOME APPLICATIONS THAT THE DOC/DPF HOUSING MAY DETACH COMPLETELY, CREATING A ROAD HAZARD.

Remedy:

PIERCE IS WORKING WITH CUMMINS TO IDENTIFY AND NOTIFY OWNERS OF THE RECALL CAMPAIGN. REPAIRS WILL BE PERFORMED BY AUTHORIZED CUMMINS DEALERS FREE OF CHARGE. THE SAFETY RECALL IS EXPECTED TO BEGIN DURING AUGUST 2011. OWNERS MAY CONTACT CUMMINS AT 1-812-377-5000 OR PIERCE AT 1-920-832-3000.

Notes:

CUMMINS RECALL CAMPAIGN NUMBER IS C1154. PIERCE'S RECALL CAMPAIGN NUMBER IS 74B221. CUSTOMERS MAY ALSO CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-423 (TTY 1-800-424-9153), OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://www.safercar.gov).

As stated in your report, Cummins will be handling the owner notification, remedy, and quarterly reporting for this campaign. However, please be advised that 49 CFR 573.6 provides that the vehicle manufacturer is responsible for any safety related defect or any noncompliance in the vehicle or any item of original equipment. If Cummins's campaign is not satisfactory, you may be required to conduct a follow-up notification.

Your contact for this recall will be Kelly Schuler, who may be reached by phone at 1-202-366-5227, or by email at Kelly.Schuler@dot.gov, or through the office email at RMD.ODI@dot.gov. We look forward to working with you for successful completion of this recall campaign.

Sincerely,

A handwritten signature in black ink, appearing to read "Ric Willard". The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Ric Willard
Acting Chief, Recall Management Division
Office of Defects Investigation
Enforcement