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14V-080
(7 pages)

Daimler Trucks North America
Nasser Zamani
Senior Manager
Compliance and Regulatory Affairs

February 20, 2014

Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue S.E.
Washington D.C. 20590

Re: Defect Information Report FL-660, Cummins Westport Intake Sensor

Ms. Lewis,

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Daimler Trucks North America LLC herewith reports a safety campaign to recall approximately 3258 Freightliner 114SD, Cascadia and M2 Business Class, Sterling LT8500 and Thomas Built Buses Saf-T-Liner HDX vehicles manufactured February 19, 2008 through February 11, 2014, and equipped with certain Cummins Westport, Inc. ISL G and ISX 12G engines that may contain a safety related defect.

Please note that this information is related to NHTSA Recall #TBD produced by Cummins Westport, Inc.

Attached is Daimler Trucks North America's Defect Information Report.

Please contact me if you have any questions.

Sincerely yours,



Nasser Zamani

Cc: Amy Martin, Chief Counsel, CAL-OSHA
Enclosure

A Daimler Company

Daimler Trucks North America LLC
4747 N. Channel Avenue
Portland OR 97217-7699
503-745-6910 Phone
503-745-5544 Fax
Nasser.Zamani@Daimler.com

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Defect Information Report

(Section 573.6)

February 20, 2014

(c)(1) Manufacturer: Daimler Trucks North America LLC
P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

Brands: Freightliner, Thomas Built Buses and Sterling

(c)(2) Vehicles identification:

Model(s) affected: Freightliner 114SD, Cascadia, and M2 Business Class, Sterling LT8500 and Thomas Built Buses Saf-T-Liner HDX.

Model Years affected: 2008, 2009, 2010, 2011, 2012, 2013, 2014, and 2015

Manufacture Dates: February 19, 2008 through February 11, 2014

Basis for determining population: Engine serial numbers provided by Cummins Westport
Component manufacturer if other than the vehicle manufacturer: Reference NHTSA Recall #TBD

Cummins Inc.
500 Jackson Street,
Columbus, IN 47201.
Attn: Mark L. Wilson – Director Product Safety 812-377-7543

(c)(3) Total number of vehicles potentially affected: Approximately 3258

(c)(4) Percentage of vehicles estimated to contain the defect: 100%

(c)(5) Description of the defect: See attached Cummins Westport Defect Information Report. NHTSA Recall #TBD

49CFR Section 577.5(f) Evaluation of the risk to motor vehicle safety:

See attached Cummins Westport Defect Information Report. NHTSA Recall #TBD

(c)(6) Chronology of principal events: February 2014, Notification of Cummins Westport intent to initiate campaign.

(c)(7) Noncompliance-test or other data:

(c)(8) (i) Remedial program: Cummins Westport is conducting this recall. Cummins Westport will install a new ECM calibration. Repairs will be performed by Cummins authorized service facilities. Please see attached Cummins Westport Defect Information Report

Reimbursement Plan: Please see attached Cummins Westport Defect Information Report, NHTSA Recall #TBD.

(ii) Estimated Owner and Dealer Notification Date: Cummins Westport will notify owners and dealers. Please see attached Cummins Westport Defect Information Report, NHTSA Recall #TBD.

(c)(9) Information for tire recalls: Not Applicable

(c)(10) Communications sent to manufacturers, dealers and owners: Communications will be sent by Cummins Westport. Please see attached Cummins Westport Defect Information Report, NHTSA Recall #TBD.

(c)(11) Manufacturer's campaign number: FL-660



BY ELECTRONIC MAIL (RMD.ODI@DOT.GOV)

February 12, 2014

Nancy L. Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Ms. Lewis:

Cummins Inc. and Cummins Westport Inc. (a joint venture between Cummins Inc. and Westport Innovations Inc.) have decided that certain engines, as identified below, may contain a safety-related defect. The following is submitted in accordance with the National Highway Traffic Safety Administration's defect regulations, 49 CFR Part 573.6.

1. Product Identification and Estimated Defect Population:

This notice involves the following engines:

Engine Model	Production Range	Population
Cummins Westport Model ISL G	January 3, 2013 – February 2, 2014	5,713
Cummins Westport Model ISX12 G	February 19, 2013 – February 2, 2014	2,554

This notice also involves the ISL G engines below, which may have had their Electronic Control Modules (ECM's) recalibrated during a service event during the period January 3, 2013 through February 2, 2014:

Engine Model	Production Range	Population
Cummins Westport Model ISL G	September 12, 2007 – January 2, 2013	16,746

The number of engines within this population that have had a recalibration is unknown.

Cummins Westport will notify owners of all three impacted populations, subject to the concurrence of the vehicle OEM's in which the engines are installed.

2. Customer Channels

ISL G engines were supplied to the vehicle OEMs identified in Attachment I and ISX12 G engines were supplied to the vehicle OEMs identified in Attachment II, for installation as original equipment in trucks and buses.

Cummins Inc.
500 Jackson Street
Columbus, IN 47201 USA
Phone 1 812 377 5000
cummins.com

3. Description of the Defect

Ice from condensation may form in or around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the engine's ECM to improperly fuel the engine, resulting in elevated exhaust temperatures and the possibility of flame from the exhaust pipe. In most cases, this improper operation will result in the engine running rough and misfire, and will log diagnostic fault codes in the Engine Control Module that illuminate dash lamps.

4. Description of the Safety Risk

During this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe, possibly resulting in burns. Combustible materials near the tailpipe may be ignited, resulting in a fire.

5. Chronology of Events

January 29, 2014: Cummins Westport received notification from the field of two vehicles reporting flames from the exhaust.

January 29 – February 9, 2014: In response to these reports, Cummins Westport initiated a root cause investigation, including product testing, and was able to duplicate the reported condition. A Product Safety Hazard Analysis was also completed.

February 10, 2014: Based upon the results of the root cause investigation and testing, Cummins and Cummins Westport decided to initiate this voluntary campaign to remedy the condition. A revised ECM calibration with improved diagnostics and control functionality has been released for production and for service.

To date, no reports of injuries, fatalities, accidents, or fires related to this condition have been received.

6. Remedy Program

Cummins Westport will work with the OEMs to identify and notify affected vehicle owners. A new ECM calibration will be installed, without charge, through the Cummins service network. The new ECM calibration has improved diagnostics to detect the improper intake manifold pressure sensor condition during freezing conditions and improved control logic to take appropriate fueling action under the freezing conditions.

7. Part 577 Notice Letter; Dealer Bulletins

A draft owner notification letter will be submitted to the agency for review and approval as soon as possible. Representative copies of distributor bulletins related to this recall will be provided within five business days after they are issued.

8. Customer/Owner Notifications

Notification of affected OEM customers is expected to occur by February 14, 2014. The timing of owner notification will be determined in consultation with the affected OEMs. Owner notification will commence promptly after receipt of the vehicle OEMs' customer contact information.

9. Pre-Notification Remedy Reimbursement

Pursuant to 49 CFR §577.11(e), Cummins Westport requests that it be exempt from providing notification of a reimbursement plan. Any pre-notification product failure would have been replaced under the manufacturer's limited warranty. Accordingly, no person would be eligible for reimbursement pursuant to §573.13

Please advise the undersigned of the recall campaign number assigned by the Office of Defects Investigation to this recall. Cummins' campaign code for the ISL G recall will be C1462 and for the ISX12 G recall will be C1461.

Sincerely,



Mark L. Wilson
Director – Product Safety
Cummins Inc.

Phone: 812-377-7543
Fax: 812-377-2433
Email: mark.l.wilson@cummins.com

cc: Mr. Christopher H. Grigorian, Foley & Lardner LLP

Attachment I
Vehicle OEM to which ISL G Engines were Shipped

AGILITY FUEL SYSTEMS
AMERICAN LAFRANCE CORPORATION
AUTOCAR LLC
BLUE BIRD CORPORATION
CAPACITY OF TEXAS
COMPLETE COACH WORKS
CRANE CARRIER COMPANY
CUMMINS DISTRIBUTORS (15)
DAIMLER TRUCKS NORTH AMERICA
DAIMLERCHRYSLER COMM Transit Buses NA
DESIGNLINE INTERNATIONAL
EL DORADO NATIONAL
ELGIN SWEEPER
FONTAINE MODIFICATION COMPANY
GILLIG CORPORATION
GLOBAL SWEEPING SOLUTIONS
HME, INC
INTERSTATE ASSEMBLY SYSTEMS
KENWORTH MOTOR TRUCK CO
LA METRO
LODAL INC
MACK TRUCKS INC
MOTOR COACH INDUSTRIES, INC
NAVISTAR INTL TRANSPORTATION
NORTH AMERICAN Transit Bus INDUSTRIES
NOVA Transit Bus
OSHKOSH CORPORATION
OTTAWA TRUCK CORP
PACCAR OF CANADA
PETERBILT MOTORS COMPANY
POWER SYSTEMS DIVISION
SCHWARZE INDUSTRIES
SUPER PRODUCTS
THOMAS BUILT Transit Bus
UNIT-TRADE FORWARDING INC
VOLVO TRUCKS OF NORTH AMERICA
WESTERN STAR & STERLING TRUCKS

Attachment II
Vehicle OEM's to Which ISX12 G Engines were Shipped

AUTOCAR LLC
CUMMINS BRIDGEWAY, LLC
CUMMINS SOUTHERN PLAINS LLC
DAIMLER TRUCKS NORTH AMERICA
KENWORTH MOTOR TRUCK CO
MACK TRUCKS INC
OSHKOSH CORPORATION
PETERBILT MOTORS COMPANY
TEREX ADVANCE MIXER
VOLVO TRUCKS OF NORTH AMERICA