

**RECEIVED**

By Recall Management division at 9:58 am, Feb 25, 2014

14V-081  
(8 pages)



BY ELECTRONIC MAIL ([RMD.ODI@DOT.GOV](mailto:RMD.ODI@DOT.GOV)) & U.S. MAIL

February 24, 2014

Nancy L. Lewis  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590  
Attn: Recall Management Division

Subject: NABI Safety Recall #20141 – Cummins CNG engines

Dear Ms. Lewis:

Attached is a Vehicle Defect Initial Information Report, which is being submitted by NABI Bus, LLC pursuant to 49 C.F.R. Part 573.

The undersigned should be contacted for any additional information regarding this recall.

Sincerely,

NABI Bus, LLC (NABI)

A handwritten signature in blue ink that reads "Dan C. Allen".

Dan C. Allen  
Chief Engineer  
Ph. 256-453-2242

Enclosures

NABI Bus, LLC (NABI)  
VEHICLE DEFECT  
INITIAL INFORMATION REPORT

**Date:** February 24, 2014

**NABI Recall No. 20141**

MAKE	MODEL	MODEL YEAR	NUMBER OF VEHICLES	MANUFACTURED DATES		OTHER IDENTIFICATION NECESSARY TO DESCRIBE VEHICLE
				FROM	THROUGH	
NABI	LFW	2013-2014	196	1/3/13	2/20/14	Certain city transit buses equipped with Cummins CNG engines
NABI	BRT	2013-2014	73	1/3/13	2/20/14	

Total Number of Vehicles: 269      Percent Potentially Containing Defect: 100% Estimated

NABI Bus, LLC (NABI)

NABI RECALL NO. 20141

VEHICLE DEFECT  
INITIAL INFORMATION REPORT

DESCRIPTION OF DEFECT:

Certain city transit buses, manufactured by NABI, are equipped with Cummins Westport, Model ISL G, CNG engines. Cummins Inc. and Cummins Westport Inc., the manufacturer of the engines has decided that the engines may contain a safety related 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.

RISK TO MOTOR VEHICLE SAFETY:

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.

1) CHRONOLOGY OF PRINCIPAL EVENTS WHICH LED TO DETERMINATION OF DEFECT:

- On or about February 12, 2014 NABI received from Cummins a copy of a Part 573 that they were planning to send to NHTSA.
- On February 17, 2014 NABI decided to recall all buses built with the affected engines.
- To date, no reports of injuries, or fires related to the condition have been received.

2) REMEDY EXPENSE: Cummins Westport, Inc. will work with NABI to identify and notify all affected vehicle owners. A new ECM calibration will be installed without charge, through the Cummins service network.

3) EARLIEST DATE TO BE REMEDIED: The timing of the owner notification will be determined after consultation with Cummins Westport, Inc. Owner notification by Cummins will commence promptly after Cummins receives the owner contact information from NABI, which will occur no later than February 28, 2014.

4) PUBLIC ANNOUNCEMENT DATE: There will be no public announcement.

5) OWNER LETTER: Owner notification by Cummins will commence after Cummins receives the owner contact information from NABI.



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**

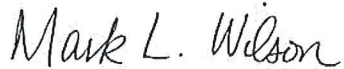
Notification of affected OEM customers is expected to occur by February 14, 2014. The timing of owner notification will be determined in consultation with the affected OEMs. Owner notification will commence promptly after receipt of the vehicle OEMs' customer contact information.

## 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](mailto: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