

**Part 573 Safety Recall Report****15V-288****Manufacturer Name :** Daimler Buses North America**Submission Date :** MAY 07,2015**NHTSA Recall No. :** 15V-288**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Daimler Buses North America

Address : 165 Base Road

Oriskany NY 13424-0748

Company phone : 416-624-3558

**Population :**

Number of potentially involved : 455

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2007-2012 Orion VII (Natural Gas)

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : CNG/LPG

**Descriptive Information :** Information contained within is provided by Cummins and as per equipment recall 15E-030:

The natural gas engine is equipped with an open crankcase ventilation breather that functions as a filter to remove most of the engine oil from the pressurized combustion gases which escape from the crankcase during normal engine operation. A vent tube assembly is attached to the breather to direct the escaping gases towards the bottom of the engine. Under conditions of excessive engine crankcase pressures, the 90 degree elbow of the vent tube assembly may become detached from the breather.

Production Dates : JAN 01, 2007 - OCT 01, 2012

**VIN (Vehicle Identification Number) Range**

Begin : 1VHGH3W2376703380

End : 1VHGH3W2XC6708439

 Not sequential VINs**Description of Defect :**

**Description of the Defect :** As provided by Cummins in 15E-030: Under conditions of excessive engine crankcase pressures, the 90 degree elbow of the vent tube assembly may become detached from the breather, possibly allowing engine oil to come into contact with hot surfaces.

**Description of the Safety Risk :** As provided by Cummins in 15E-030: Engine oil contacting hot surfaces may ignite, possibly resulting in a fire.

**Description of the Cause :** As provided by Cummins in 15E-030: Under conditions of excessive engine crankcase pressure, the barbs on the breather exit tube may not adequately maintain the attachment between the 90 degree elbow of the vent tube assembly

and the breather exit tube. In known incidents, the predominant cause of excessive crankcase pressure has been a cracked piston.

Identification of Any Warning that can Occur : As provided by Cummins in 15E-030: Conditions which result in high engine crankcase pressure may result in a loss of engine power, may illuminate an amber or red diagnostic warning light on then vehicle instrument cluster, or may result in erratic engine operation.

**Supplier Identification :**

**Component Manufacturer**

Name : Cummins Westport

Address : 500 jackson Street

Columbus INDIANA 47202-3005

Country : United States

**Chronology :**

As provided by Cummins in 15E-030:

Early 2013 Cummins Westport received, and investigated, a small fire due to the above condition.

2014 Cummins Westport received, and investigated, four additional incidents.

October, 2014 Cummins Westport completed a Product Safety Hazard analysis and concluded the incidents did not represent an unreasonable risk to product safety.

2014~2015 Cummins had ongoing discussions with ODI staff concerning these incidents.

March 2015 Cummins Westport received reports of two engine related fires. These fires were not contained to the engine compartment. Investigation and analysis began on these two incidents.

April 13, 2015 Cummins and Cummins Westport decided that a safety defect exists and decided to conduct a field campaign.

April 17, 2015 Cummins Inc. notified NHTSA and recall # 15E-030 was assigned.

May 4, 2015 Cummins Inc. notified Daimler Buses of North America (DBNA) of the defect and supplied a total of 477 affected natural gas engine serial numbers.

May 6, 2015 DBNA supplied Cummins Inc. with 455 VIN's and 18 affected customer names and addresses. (The difference between 477 engines and 455 vehicles is accounted for by warranty replacements).

May 6, 2015 DBNA determined a safety defect existed in certain Orion VII natural gas powered transit buses.

April 13, 2015

April 17, 2015 Cummins Westport received reports of two engine related fires. These fires were not contained to the engine compartment. Investigation and analysis began on these two incidents.

Cummins and Cummins Westport decided that a safety defect exists and decided to conduct a field campaign.

Cummins Inc. notified NHTSA and recall # 15E-030 was assigned.

**Description of Remedy :**

Description of Remedy Program : As provided by Cummins in 15E-030: Cummins Westport will notify affected DBNA customers of this defect and the potential safety consequences. Cummins will install hose clamps on both ends of the 90 degree elbow of the breather tube assembly. In addition, the Electronic Control Module (ECM) will be reprogrammed with software having improved diagnostic capability without charge, through the Cummins service network and at no charge to the affected 18 Orion VII transit bus customers. This improved diagnostic will limit the engine torque upon detection of engine misfire in order to limit the crankcase pressures.

How Remedy Component Differs from Recalled Component : As provided by Cummins in 15E-030: The breather vent tube assembly will be different due to the addition of two hose clamps. The ECM

software with the improved diagnostics will have a unique part number.

Identify How/When Recall Condition was Corrected in Production : As provided by Cummins in 15E-030: The clamps and the ECM calibration with the improved diagnostics were introduced into the Cummins production on April 14, 2015.

Note: Orion VII transit buses have not been manufactured since October 2012.

**Recall Schedule :**

Description of Recall Schedule : As indicated in the portal fields.

Planned Dealer Notification Date : JUN 16, 2015 - JUN 16, 2015

Planned Owner Notification Date : JUN 16, 2015 - JUN 16, 2015

\* NR - Not Reported