

Part 573 Safety Recall Report

15V-314

Manufacturer Name : Crane Carrier Company**Submission Date :** MAY 22, 2015**NHTSA Recall No. :** 15V-314**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Crane Carrier Company

Address : 12536 E. 52nd St

Tulsa OK 74146

Company phone : 918-836-1651

Population :

Number of potentially involved : 630

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2008-2015 Crane Carrier COE, LDT2, LET2

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : CNG/LPG

Descriptive Information : The 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.

Production Dates : FEB 25, 2008 - MAY 20, 2015

VIN Range 1 : Begin : 1CYCCZ4848T048487 End : 1H9ABAAD6F1674011 Not sequential**Description of Defect :**

Description of the Defect : 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.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Engine oil contacting hot surfaces may ignite, possibly resulting in a fire.

Description of the Cause : 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 the known incidents, the predominant cause of excessive crankcase pressure has been a cracked piston.

Identification of Any Warning that can Occur : Conditions which result in high engine crankcase pressure may result in a loss of engine power, may illuminate amber or red engine diagnostic lamps on the vehicle instrument cluster, or may result in erratic engine operation.

Supplier Identification :

Component Manufacturer

Name : Cummins Inc.
Address : 500 Jackson St
Columbus INDIANA 47202-3005
Country : United States

Chronology :

On 5/11/2015, we received an email from our Cummins account manager Donald Athy. Attached to the email was Cummins' Part 573 report, an OEM notification letter, and a list of affected engine serial numbers. By computer search we are determining which chassis' received the recalled engines and will provide that information once our research is complete.

Cummins states, "During the first half of 2013, Cummins Westport received a report of and investigated a small fire (minimal damage contained to the engine compartment) due to this condition; no injuries were reported. During 2014, Cummins Westport received reports of and investigated four additional similar incidents (minimal damage contained to the engine compartment); no injuries were reported. In October 2014, Cummins Westport completed a Product Safety Hazard Analysis and concluded, based upon the information available at that time, that the incidents did not represent an unreasonable risk to product safety. During 2014 and early-2015, Cummins had ongoing discussions with ODI Staff concerning these incidents. In early March 2015, Cummins Westport received reports of two engine-related fires. The fires in these incidents were not contained to the vehicle engine compartment; no injuries were reported. During March and early April 2015, Cummins Westport conducted field inspections of the two vehicles. These inspections indicated that the fires were possibly caused by this condition. Cummins Westport performed additional investigation and analyses of the issue. On April 13, 2015, based on information developed during investigation and analysis, Cummins and Cummins Westport decided that a safety defect exists in the subject population and decided to conduct a field campaign. To date, no reports of accidents or injuries related to this condition have been received."

Description of Remedy :

Description of Remedy Program : Cummins Inc. will provide the remedy through their worldwide dealer network. Cummins states, "Hose clamps will be installed on both ends of the 90-degree elbow of the breather tube assembly to maintain attachment of the breather tube assembly during high crankcase pressure conditions. In addition, the Electronic Control Module (ECM) will be reprogrammed with software having improved diagnostic capability; 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 : 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 : Cummins states, "The clamps and the ECM calibration with the improved diagnostics were introduced into production on April 14, 2015."

Recall Schedule :

Description of Recall Schedule : All Crane Carrier vehicles containing the recalled engines were identified and that information passed to Mark Wilson of Cummins on 5/21/2015. Cummins will conduct the notification process, the remedy process, and the reporting process.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported