

# Part 573 Safety Recall Report

# 17V-228

**Manufacturer Name :** McNeilus Truck & Manufacturing, Inc.

**Submission Date :** APR 04, 2017

**NHTSA Recall No. :** 17V-228

**Manufacturer Recall No. :** VSR-TSB-017



## Manufacturer Information :

## Population :

**Manufacturer Name :** McNeilus Truck & Manufacturing, Inc.

**Number of potentially involved :** 258

**Address :** 524 County Road 34 East

**Estimated percentage with defect :** 100 %

**P.O. Box 70 Dodge Center MN 55927**

**Company phone :** 507-374-6321

## Vehicle Information :

**Vehicle 1 :** 2014-2016 McNeilus Refuse trucks: Std REL-10, HD REL-11, XC REL-13, 3.5 yd TG REL-16, Atlantic FEL-29, ZR ASL-48, AR ASL-49, Pacific Ultra FEL-76, Pacific Full Eject FEL-87. Concrete Mixer trucks: Bridgemaster-BMV, Standard-STD.

**Vehicle Type :** BUSES, MEDIUM & HEAVY VEHICLES

**Body Style :** ALL

**Power Train :** CNG/LPG

**Descriptive Information :** McNeilus Refuse and Concrete Mixer trucks equipped with a Cummins ISX12G CNG engine fuel filter can leak fuel at the fitting to the fuel line.

**Production Dates :** MAR 18, 2014 - JAN 16, 2016

**VIN Range 1 : Begin :**

NR

**End :** NR

Not sequential

## Description of Defect :

**Description of the Defect :** McNeilus has identified that some Refuse & Concrete Mixer trucks equipped with Cummins ISX12G CNG engines may have a McNeilus installed fitting in the low pressure hose to CNG fuel filter interface with the wrong thread type. The fitting may have been installed with an SAE-type thread instead of a metric threaded fitting. By installing the wrong fitting there may be insufficient thread engagement of the fuel line fitting to the CNG engine fuel filter.

**FMVSS 1 :** NR

**FMVSS 2 :** NR

**Description of the Safety Risk :** Over time, with vibration, insufficient thread engagement between the CNG engine fuel filter and the CNG fuel line fitting could cause a slow leak path for fuel or cause the fitting to separate from the fuel filter. If the fitting were to separate, the engine would have an out-of-fuel condition and a small spurt of fuel may emit from the fuel line. In the presence of an ignition source, a fuel leak could cause a fire. A fire can cause vehicle and property damage as well as personal injury. McNeilus is not aware of any fuel leaks or fires caused by this issue.

**Description of the Cause :** Previous CNG engine fuel filters from Cummins had an SAE threaded fitting. The supplier did not notify us that the new engine model had a metric threaded fitting instead of a SAE threaded fitting. It took some time before it was identified that the fuel filter fitting was different from all other CNG engine models with an SAE threaded fitting.

**Identification of Any Warning that can Occur :** A CNG slow fuel leak may be detected by smell as the fuel contains a perceptible odorant (Mercaptan) that smells like rotten eggs. Also the CNG fuel filter or fitting may have a visible frost as released gas may drop significantly in temperature. If either is detected, the truck should not be operated until the leak is corrected.

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

**Jan 2016** A McNeilus customer noticed that the fitting between the engine fuel filter and the fuel line had incomplete thread engagement on one of their trucks while in our production facility. An investigation ensued and it was discovered that McNeilus had been installing a fitting with a SAE thread instead of a fitting with a metric thread. McNeilus immediately obtained new correct metric fittings and trained all of the assembly technicians to install the correct metric fitting. At the time, it was believed that the metric fitting was a recent change by Cummins and that even with the incorrect fitting, it would not leak.

**Nov 2016** The customer who originally identified the concern inquired with Service if units with incorrect fittings would leak as they discovered older additional field units with incomplete thread engagement.

**March 2017** Starting in Nov, McNeilus began to review the field history on trucks and did not find any evidence of fuel leaks in this area. It was also learned that the Cummins engine fuel filter had a metric fitting from the beginning of production in March 2014. Further analysis was conducted and it was determined it may be possible over time with vehicle vibrations and with incomplete thread engagement that the fitting could either develop a slow leak path from incomplete thread engagement or the fuel line fitting could separate from the fuel filter causing a short quick fuel release. Upon further review, and with an abundance of caution, it was decided that a safety-related defect existed and to declare a recall to remedy the issue on all affected units on 3/30/2017.

## Description of Remedy :

**Description of Remedy Program :** The remedy consists of removing the incorrect SAE threaded fitting between the CNG fuel line and the CNG engine fuel filter and replacing it with a correct metric threaded fitting.

The procedure will be performed by the owner's service technicians at no cost to the customer, and should take about two hours to perform. The owner may file a warranty claim to McNeilus for reimbursement of labor.

**How Remedy Component Differs from Recalled Component :** The recalled component has a SAE threaded fitting. The remedied component will have a metric threaded fitting.

**Identify How/When Recall Condition was Corrected in Production :** On 1/8/2016 McNeilus training records indicate that all assembly technicians were trained on the proper fitting to be installed. McNeilus has conservatively chosen 1/16/2016 as the date when the suspect build population ends as everything built after that date is believed to have the correct metric fitting.

## Recall Schedule :

**Description of Recall Schedule :** Notifications to customers will be made via a customer letter. The 577 customer letter will be mailed pending NHTSA approval.

**Planned Dealer Notification Date :** NR - NR

**Planned Owner Notification Date :** MAY 05, 2017 - MAY 05, 2017

\* NR - Not Reported