The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.

As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.

The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 834 WorkStar models in the suspect population.
Descriptive Information:

- The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.
- As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.
- The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278).

There are 15,462 DuraStar models in the suspect population.
Vehicle 3: 2018-2019 IC Bus 1300 FBC commercial bus
Vehicle Type: BUSES, MEDIUM & HEAVY VEHICLES
Body Style: OTHER
Power Train: DIESEL

Descriptive Information:
- The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.
- As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.
- The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 272 1300 FBC models in the suspect population.

Production Dates: APR 21, 2017 - AUG 23, 2018
VIN Range 1: Begin: NR End: NR

The information contained in this report was submitted pursuant to 49 CFR §573
<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>BUSES, MEDIUM &amp; HEAVY VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body Style</td>
<td>OTHER</td>
</tr>
<tr>
<td>Power Train</td>
<td>DIESEL</td>
</tr>
</tbody>
</table>
| Descriptive Information | - The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.
  - As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.
  - The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 88 CE models in the suspect population. |
| Production Dates   | JAN 30, 2017 - MAR 30, 2020    |
| VIN Range 1 Begin | NR                            |
| VIN Range 1 End   | NR                            |
|                   | Not sequential               |
Vehicle Type: 2018-2021 International MV  
Vehicle Type: BUSES, MEDIUM & HEAVY VEHICLES  
Body Style: OTHER  
Power Train: DIESEL  

Descriptive Information:  
- The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.  
- As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.  
- The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 9,891 MV models in the suspect population.

Production Dates: MAR 28, 2017 - MAR 31, 2020  
VIN Range 1: Begin: NR  
VIN Range 1: End: NR  
Not sequential: }
| Vehicle Type: BUSES, MEDIUM & HEAVY VEHICLES | Descriptive Information: The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses. As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020. The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 648 HV models in the suspect population. |
| Body Style: OTHER | VIN Range 1: Begin: NR | End: NR | Not sequential |
### Descriptive Information:

- The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.
- As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.
- The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 190 HC models in the suspect population.

<table>
<thead>
<tr>
<th>Production Dates:</th>
<th>MAR 28, 2017 - OCT 25, 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>VIN Range 1: Begin:</td>
<td>NR</td>
</tr>
<tr>
<td>End:</td>
<td>NR</td>
</tr>
<tr>
<td>Not sequential</td>
<td>☐</td>
</tr>
</tbody>
</table>
The information contained in this report was submitted pursuant to 49 CFR §573

Vehicle 8: 2019-2021 IC Bus TC commercial bus
Vehicle Type: BUSES, MEDIUM & HEAVY VEHICLES
Body Style: OTHER
Power Train: DIESEL

Descriptive Information:
- The suspect population is identified by International and IC Bus models equipped with Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) and International trucks with feature code International Feature code 15LMS. This option is standard on all buses.
- As reported by Cummins in 20E-018, the affected engines are within three subsets that may contain the subject fuel heater. The first subset consists of engines built from 12/16/2015 to 02/25/2019 that are in the scope of NHTSA Recall 19E-020 (Cummins Safety Campaign C2127). The second subset of engines consists of engines built from 02/26/2019 to 11/04/2019 without a fuel heater; these engines were not subject to NHTSA Recall 19E-020, but some of these engines had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). The third subset consists of engines built with the subject fuel heater from 11/05/2019 to 03/24/2020.
- The vehicles in the suspect population were built with a Cummins B6.7 diesel engine with a Cummins fuel module option number FS90301 or FS90453 (fuel module with electric heater) or had the subject fuel heaters installed in the field as part of commercial actions (Cummins Campaign C2128 and ATC2278). There are 36 TC models in the suspect population.

Production Dates: MAY 24, 2018 - MAR 06, 2020
VIN Range 1: Begin: NR  End: NR  Not sequential

Description of Defect:
- As reported by Cummins in 20E-018, excessive electrical heating within the fuel heater may cause plastic in the fuel heater to melt and potentially catch fire. It may also cause an engine stall.
- As reported by Cummins in 20E-018, a fire, if undetected and uncontained, presents an increased risk of personal injury. An unexpected engine stall may increase the risk of a crash.
- As reported by Cummins in 20E-018, the cause is excessive electrical heating internal to the fuel heater.

Identification of Any Warning that can Occur: None

Involved Components:
Component Name 1: Element, heating  
Component Description: Fuel heater  
Component Part Number: Cummins P/N 5361659

Supplier Identification:
Component Manufacturer
Name: Cummins, Inc. (Cummins)
Address: 500 Jackson Street
          Columbus INDIANA 47202
Country: United States

Chronology:
02/04/2020 – Cummins receives the first field report of a melted fuel heater on an engine that had a remedy completed under NHTSA Recall 19E-040. 02/05/2020 thru 02/07/2020 – Cummins sent an engineering team to the site of the reported melted fuel heater to investigate the failure. The team confirmed that the remedy had been properly performed. During this investigation, Cummins became aware of two additional reports of melted fuel heaters. 02/07/2020 – Navistar was informed of three failures that happened in New York. 02/08/2020 thru 02/25/2020 – Cummins investigated the issue, including completing tear-down analysis of the returned fuel heaters. During this time, Cummins received a total of five melted heaters returned from the field. 02/26/2020 – Cummins conducted a Product Safety Hazard Analysis and concluded that there was insufficient information to determine that the fuel heaters contained a safety defect. The recommendation was to continue to investigate the issue. 02/26/2020 thru 03/10/2020 – Cummins continued the investigation, including analysis of four additional melted fuel heaters returned to Cummins and conducting tests to understand the cause and the potential scope of the issue. 03/11/2020 – Cummins revisited the Product Safety Hazard Analysis with the additional information from the investigation. 03/24/2020 – Based upon the data collected and evaluation of the issue, Cummins decided to conduct a safety recall to address this condition. 03/25/2020 – Cummins reviews their investigation results indicating several reports of melted fuel heaters with Navistar. 03/31/2020 – Cummins informed Navistar that a 573 defect report was filed with NHTSA. 04/07/2020 – Navistar meets with Cummins to review their root cause analysis. Navistar finalizes the suspect vehicle population based on the engine build ranges stated above.
### Description of Remedy:

**Description of Remedy Program:**
- Cummins will administer the campaign, notify customers, supply remedy, and provide quarterly completion reports as outlined in Cummins’ defect report 20E-018.
- Because Cummins is administering the campaign, any plan for pre-remedy reimbursement will be handled by Cummins.

**How Remedy Component Differs from Recalled Component:**
The fuel heater has been removed from the fuel module.

**Identify How/When Recall Condition was Corrected in Production:**
As reported by Cummins in 20E-018, on 03/24/2020, Cummins began engine production with the subject fuel heater removed from the engine.

### Recall Schedule:

**Description of Recall Schedule:**
- Navistar will supply Cummins with customer name and address information for notification letters by 04/15/2020. Cummins’ will conduct the owner notifications. Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.
- Navistar will supply Cummins with dealer name and address information for notification letters by 04/15/2020. Cummins will provide the dealer notifications.

**Planned Dealer Notification Date:** APR 30, 2020 - APR 30, 2020

**Planned Owner Notification Date:** APR 30, 2020 - APR 30, 2020

* NR - Not Reported