

ACCOUNT TEAM COVERAGE

Please Deliver To: Service Managers and Warranty Decision Makers

FROM: Cummins Global Warranty Administration Communications

Subject: ISX15 CM2350 Fuel Pump Tappet ATC for HOGAN

Number: Atc1958

Date: 27-Oct-2017

Expires: 30-Oct-2018 (U.S./Canada)
30-Oct-2018 (International)

Attention: U.S / Canadian Dealers
U.S / Canadian Distr./Branches and Div. Offices (Automotive)

If additional information is required, please contact your Cummins Warranty Operations Group Leader.

DESCRIPTION:

This Account Team Coverage is being issued to upgrade certain ISX15 CM2350 High Pressure Fuel Pump Tappets. This ATC action provides authorization for certified repair locations to replace the brass roller pin tappets in the high pressure fuel pump with new diamond-like coated roller pin tappets.

NOTE: Necessary parts **must** be on hand before beginning this field action.

NOTE: This ATC provides for retroactive coverage for repairs, including customer billable repairs, completed by Cummins authorized repair locations prior to the release date of this field action.

ACTION:

In order to qualify for repair under this field action, an engine:

- 1 will be covered Regardless of coverage status, and
- 2 **must** show an OPEN status for this field action on QuickServe® Online.

After verifying that the engine meets the above requirements, perform the following actions:

- 1. Remove and inspect the fuel pump tappets. Please refer to Fuel Pump Head Procedure 005-227 in Service Manual 4310641.
 - If no damage is found:
 - 2. Complete Installation of new fuel pump tappets. Please refer to Fuel Pump Head Procedure 005-227 in Service Manual 4310641.
- NOTE:** Warning! The tappet guide pins may rotate during the removal of the tappet. The tappet cannot be correctly installed if the tappet guide pin is out of position. Please refer to Attachment B for the proper orientation of the tappet guide pin.
- NOTE:** Use care when handling the roller tappet as the diamond-like coated tappet roller pin can fall out, resulting in damage to either the tappet roller or the pin. If the tappet roller pin does fall out during inspection, but the tappet roller and roller pin are not damaged, the roller pin can be reinserted.
- 3. Mark the fuel pump head forging number with white paint, as illustrated in Attachment C, to signify completion of this field action.
 - 4. File one claim for only the applicable parts and labor listed in this field action.

If the tappets or fuel pump cam are found damaged:

- 2. Refer to TSB140019 for repair direction.
- NOTE:** Repairs done in accordance with TSB140019 cannot be filed to this field action and **must** be filed to applicable Coverage. Per the TSB, there is a cost effective option to use a fuel pump short block service kit.
- 3. Mark the fuel pump head forging number with white paint, as illustrated in Attachment C, to signify completion of this field action.
 - 4. File one claim for only the applicable parts and labor listed in this field action. If further repairs are necessary due to finding damaged components, those repairs must be filed to applicable coverage

MATERIAL DISPOSITION:

Materials removed as a result of this field action **must** be scrapped.

REIMBURSEMENTS:

Parts:

NOTE: In accordance with fuel system clean care, sealing washer Part Number 3963988 **MUST** be replaced regardless of repair path. Please refer to TSB140159 for information regarding effects of **not** following clean care practices and failure to replace sealing washer Part Number 3963988.

The following parts are covered under this field action:

Part Number	Quantity	Description
287251300	1	GSK,PMP (OPTIONAL)
396398800	2	WSH,SNG
396399000	2	WSH,SNG (OPTIONAL)
435913400	2	TPT,PMP (OPTIONAL)
498828000	1	GSK,PMP (OPTIONAL)

NOTE: SRTs to gain access that are required to complete the repair, that are sufficiently explained in the claim narrative, may also be claimed on this action.

Labor using applicable Access Code and Time:

SRT Code	Description	Time
00-400	Steam Clean - Single Component Repair	
00-90X	Administrative time	
05-176	Fuel Pump Head - Remove and Install	
17-138	Power Steering Pump - Move for Access	
17-162	Power Steering Reservoir - Move for Access	
99-902	FUEL PUMP TAPPET REMOVE AND REPLACE (QTY 2)	

Travel:

Travel is covered under this field action. Towing is **not** covered under this field action.

NOTE: Please schedule the Technician's time to maximize the number of units that can be repaired on a single visit. When filing claims for multiple ESNs, where travel is required and authorized, travel can be filed to **ONLY** one (1) ESN.

Other Claimables:

Consumables are covered under this field action.

Claim Instructions:

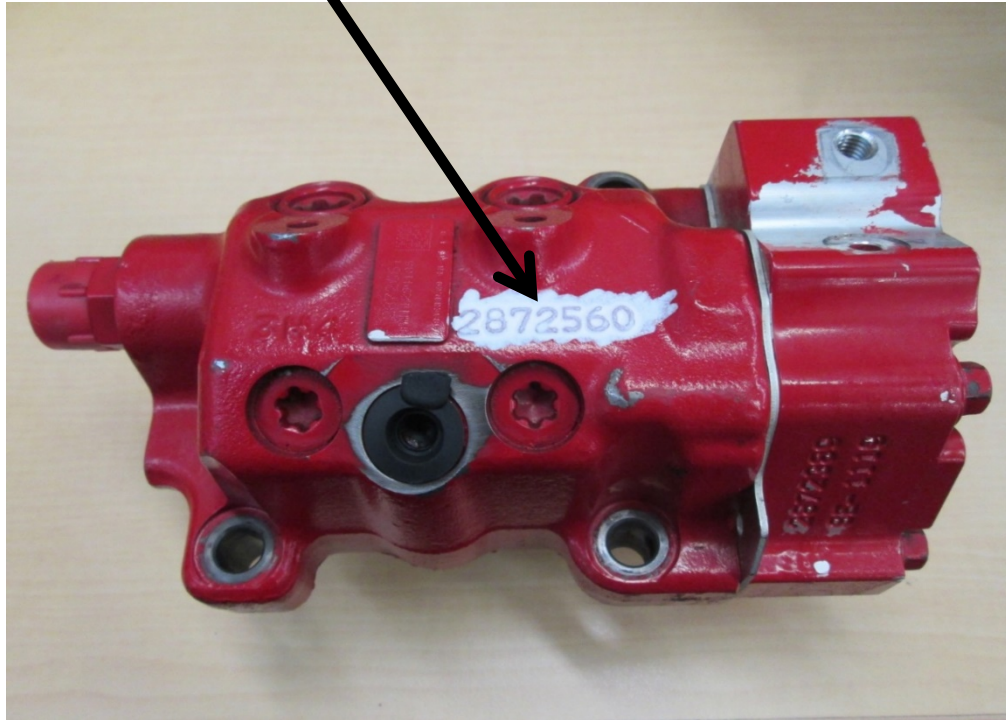
For Cummins Dealers, claims for this Field Campaign **must** be filed via **RAPIDSERVE™** Web (rsw.cummins.com). For information regarding **RAPIDSERVE™** Web, please reference the "Warranty" tab in QuickServe® Online. If there are additional questions, please contact your local Cummins Distributor.

Account Code: 27
Pay Code: Distributor = X
Pay Code: Dealer = D
Pay Code: International = I
Failure Code: WFHASB

Attachments

atc1958_esn-list.xls atc1958_tappet_guide_pin_warning_attach-b.pdfatc1958_fuel_pump_head_marking_attach-c.pdf

Mark the Fuel Pump Head forging number with a white paint marker after completing the repair.



Warning! Tappet Guide Pin May Rotate

The tappet guide pin is a floating pin and plug design, as shown in Figure 1 below. The floating pin has a rectangular end that engages the groove on the tappet. Refer to Figures 2 and 3. The pin can be rotated by hand. Be certain the pin engages the tappet properly before installing the fuel pump head.

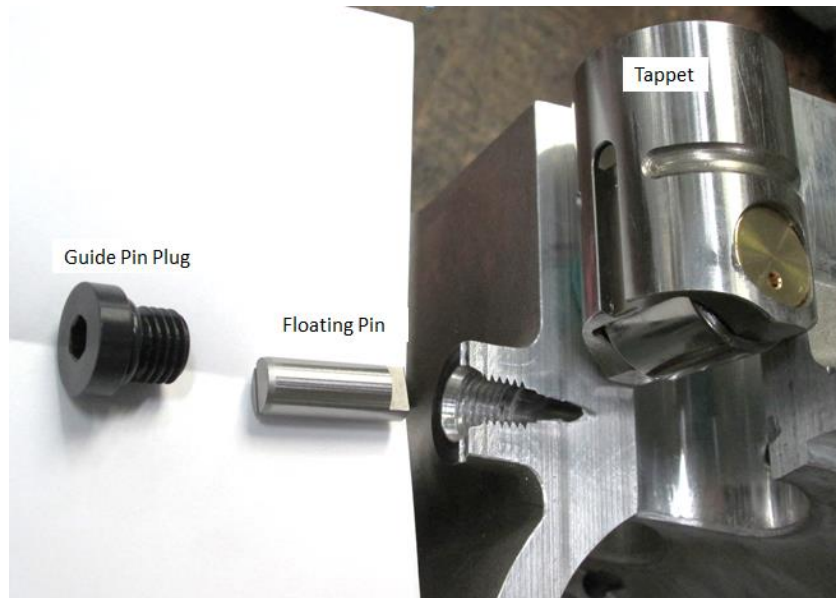


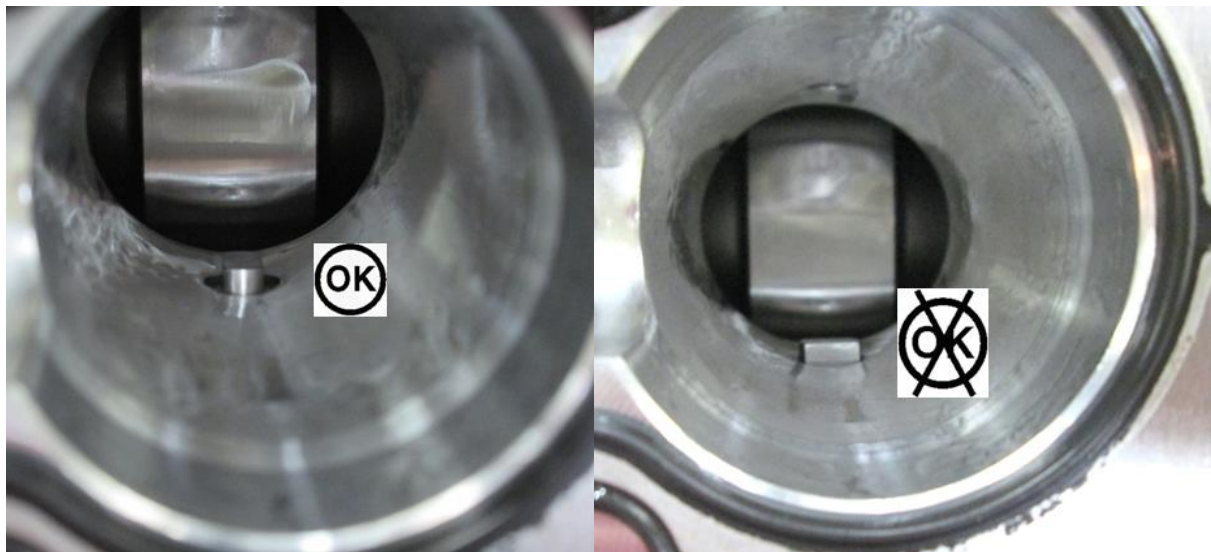
Figure 1: Tappet guide plug, floating pin, and the tappet roller with guide slot.



(a)

(b)

Figure 2: Bottom view using cut-away cam housing. (a) Tappet guide pin correctly oriented within the bore. (b) Tappet guide pin incorrectly oriented within the bore.



(a)

(b)

Figure 3: Top view looking down into bore. (a) Tappet guide pin correctly oriented within the bore. (b) Tappet guide pin incorrectly oriented within the bore.