

An industry wide shortage on semiconductors has impacted the availability of the required ECM for the **2021 Cummins B6.7 engine**. To contain the impact on engine production and delivery, Cummins has worked with EPA and CARB to certify the MY2020 engine to the MY2021 GHG requirements. Service intervals for this engine will be called out in the supplied engine owners manual. Pricing for the interim solution is unchanged because the GHG requirements are still in place. **This MY2021 Cummins B6.7 containment plan is being implemented across all OEMs and will not create a competitive advantage for any vehicle manufacturer.**

For any Saf-T-Liner EFX and HDX equipped with a Cummins B6.7 diesel engine, with a chassis start date of 2/1/21 or later, sales code changes will reflect this interim solution. All required change orders will be handled by TBB internally.

For any Saf-T-Liner C2 equipped with a Cummins B6.7 diesel engine, with a chassis start date of 2/15/21 or later, the changes are to the chassis content and not indicated by a sales option change order.

This interim solution will remain in effect until the semiconductor supply has stabilized. That target date is not known at this time.



<input checked="" type="checkbox"/> Saf-T-Liner C2	<input checked="" type="checkbox"/> Saf-T-Liner HDX	<input checked="" type="checkbox"/> Saf-T-Liner EFX
<input type="checkbox"/> Minotour DRW	<input type="checkbox"/> Minotour SRW	<input type="checkbox"/> Minotrek

Sales Option	Description	Model
C599500000	CUMMINS 2021 INTERIM 6.7L	Saf-T-Liner EFX, HDX
FL-101-21N	CUM B6.7-200 HP @ 2400 RPM	Saf-Tliner C2
FL-101-21R	CUM B6.7-220 HP @ 2400 RPM	Saf-Tliner C2
FL-101-21T	CUM B6.7-240 HP @ 2400 RPM	Saf-Tliner C2
FL-101-21U	CUM B6.7-250 HP @ 2400 RPM	Saf-Tliner C2
FL-101-21V	CUM B6.7-260 HP @ 2400 RPM	Saf-Tliner C2

