

# Part 573 Safety Recall Report

## 21V-790

**Manufacturer Name :** HME, Inc.

**Submission Date :** JUL 08, 2022

**NHTSA Recall No. :** 21V-790

**Manufacturer Recall No. :** 21E-032



### Manufacturer Information :

Manufacturer Name : HME, Inc.

Address : 1950 Byron Center Ave.  
Wyoming MI 49519

Company phone : 616-534-1463

### Population :

Number of potentially involved : 245

Estimated percentage with defect : 100 %

### Vehicle Information :

Vehicle 1 : 2017-2020 HME Ahrens-Fox Model 34 Type 3, Rescue Pumpers, Tanker, Aerial, CommFox, Wolf SA Tanker, 1871-SFO, 1871-W, 1871-Spectr, AF1

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : 4-DOOR

Power Train : DIESEL

**Descriptive Information :** These engines are equipped with High Pressure Common Rail fuel systems which includes a high pressure fuel rail. The production begin and end dates were determined from the manufacturing and quality records that established the population of high pressure rails and engines that may contain the defect. The recall consists of engines installed in buses, school buses, emergency vehicles, recreational vehicles and trailer-mounted generator sets due to relatively low detectability of the potential hazard and relatively high vulnerability to potential injury in those applications.

Production Dates : JAN 02, 2017 - DEC 31, 2020

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

### Description of Defect :

**Description of the Defect :** The fuel rail assembly may develop leaks, which may result in an undetected prolonged diesel fuel spray.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** A leak involving spraying/misting fuel in the presence of an ignition source may increase the risk of fire.

**Description of the Cause :** The rail end sealing bores in the fuel rail may have undersized pilot bores for the sealing washer, thus preventing the washer from properly seating, potentially resulting in inadequate load for the joint to remain properly sealed in service.

**Identification of Any Warning that can Occur :** The operator may see or smell diesel fuel. In some cases, the check engine lamp may illuminate.

### Involved Components :

**Component Name 1 :** Accumulator

**Component Description :** high pressure fuel rail assembly

**Component Part Number :** 4307377

### Supplier Identification :

#### Component Manufacturer

**Name :** Senior Flexonics Land Vehicle

**Address :** 300 East Devon Avenue  
Bartlett Illinois 60103

**Country :** United States

### Chronology :

February 10, 2021 – A field service technician reported to Cummins that eight buses belonging to a single customer had been repaired since December 2020 for leaks at sealing washers in the fuel rail. February 11 - March 1, 2021 – Cummins investigated the cause of the leaks with the supplier of the rail and began an investigation of field warranty claims. Cummins conducted an initial Product Safety Hazard Analysis. March 3 – April 12, 2021 – Cummins escalated the issue through its Product Safety Defect Board process, gathered additional data and revised the Product Safety Hazard Analysis. Cummins issued a Technical Service Bulletin (TSB210055) on March 4, 2021 to allow the field to replace rails that have washer leaks with a different rail and their associated fuel lines. (TSB210055 was submitted to NHTSA on April 7, 2021 in accordance with 49 CFR Part 579.5.) April 13, 2021 – Based upon the results of the investigation, Cummins' Product Defect Safety Board decided to conduct a safety campaign on engines installed in buses, school buses, emergency vehicle and recreational vehicle applications and certain other off-road applications, including generators. May 19, 2021 - Cummins determined that 378 L9 engines that were mounted by Cummins Power Systems onto trailers for use in mobile generator set applications should be added to the recall population. To date, there have been no reports of accidents, fires or injuries related to this condition.

## Description of Remedy :

**Description of Remedy Program :** A recall-specific reimbursement plan will be provided in the Recall Portal for those units not covered by the manufacturer's limited warranty. The rail threads will be inspected for damage. If damage is found on the threads, the rail will be replaced with a rail of a different design. The fuel lines will also be replaced with lines of a different design if the rail is replaced. If no damage is found on the threads, new crush washers will be installed using a special tool.

Cummins will be handling all quarterly reporting for this Recall.

**How Remedy Component Differs from Recalled Component :** For units having no thread damage, the technician will be instructed to place a paint dot somewhere on the rail to indicate that the repair has been completed. For units that do have thread damage, the replacement rail and fuel lines will have unique part numbers. The replacement rail and lines are also visibly different.

**Identify How/When Recall Condition was Corrected in Production :** The rail manufacturing statistical process control for the pilot bores was confirmed in control after October 19, 2020.

## Recall Schedule :

**Description of Recall Schedule :** Cummins expects to notify affected OEMs no later than April 30, 2021. Cummins will conduct the recall and notify owners. The timing of ownernotification will be determined in consultation with the affected OEMs. Cummins expects to begin sending interim notification letters on June 19, 2021 to owners for which Cummins has received owner addresses. When Cummins is ready to implement the remedy campaign, Cummins will notify all owners for which it has received owner information. Owners who previously received an interim letter notification will receive a second notification. Cummins anticipates mailing owner letters communicating the availability of the remedy during July 2021.

**Planned Dealer Notification Date :** OCT 15, 2021 - OCT 15, 2021

**Planned Owner Notification Date :** OCT 15, 2021 - OCT 15, 2021

\* NR - Not Reported