

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: July 29, 2014

This report serves as [insert reporting manufacturer’s name]’s notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a [insert as applicable: “defect related to motor vehicle safety” or “noncompliance with Federal Motor Vehicle Safety Standards”] exists in certain [identify the vehicles at issue]. [Manufacturer] decided that this [insert “defect” or “noncompliance,” as applicable] existed in these vehicles on [insert date].

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer’s corporate name: Sterling / Schwarze Industries, Inc.

Vehicle brand or trademark name owner(s) (where applicable): Acterra / M6000SE CNG

Designated Agent (imported vehicles):



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If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

Cummins, Inc	Mr. Mark Wilson	
301 Washington Street	Director - Product Safety	
Box 3005, Mail Code 91630	812-377-5000	
Columbus, IN 47202		

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

Schwarze Industries, Inc.	Jim Adair	
1055 Jordan Road	Director of Product Management	
Huntsville, AL 35811	jadair@schwarze.com	
Phone: 256-851-1230 Fax: 256-851-1231		

Manufacturer's assigned campaign number (where applicable): 

## II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: Sterling / Schwarze	
Model: Acterra / M6000SE CNG	
Model Year(s): 2009	
Inclusive dates of manufacture (month and year): 2/2009 & 4/15/2009	
Body Style/Type (for non-passenger cars): Conventional Cab / Street Sweeper	
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses): Chassis VIN: 2FZXCL0009AAH8515 COMPLETED 2FZXCL0029AAH8516 COMPLETED 2FZXCL0009AAH7915 2FZXCL0079AAH7913 2FZXCL0099AAH7914 COMPLETED	
Total number of these vehicles: 5	

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):

Total number of these vehicles:

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):
Total number of these vehicles:

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: \_\_\_\_\_ 5 \_\_\_\_\_



The percentage of the recall population you estimate actually contain the defect or noncompliance: \_\_\_\_\_ 100% \_\_\_\_\_

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):

Cummins ISL G engine Schwarze part #61598



(5) Purchased in total, (2) 2/2009 & (3) 4/2009

Tracked as engine serial numbers 46939139, 46956025, 46955726,  
4695600 & 46956019

Describe how the recall population is different from any similar vehicles not subject to this notification:

Only engines of this model and are CNG (Not Diesel Powered)

### III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.



Ice from condensation may form in or around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the engine's ECM to improperly fuel the engine, resulting in elevated exhaust temperatures & the possibility of flame from the exhaust pipe.

Describe the cause(s) of the defect or noncompliance condition.

Improper ECM settings, pressure sensor and low ambient temperatures



Describe the safety consequence(s) of the defect or noncompliance condition.

During this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe possibly resulting in burns. Combustible materials near the tailpipe may be ignited, resulting in a fire.

Identify any warning(s) that may precede the defect or noncompliance condition.

In most cases, this improper operation will result in the engine running rough and misfire & will log the diagnostic fault codes in the ECM that illuminate dash lights

*For defects*, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.

January 29, 2014: Cummins Westport received notification from the field of two vehicles reporting flames from the exhaust.

*For noncompliances*, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

January 29 - February 9, 2014: In response to these reports, Cummins Wesport initiated a root cause investigation, including product testing, and was able to duplicate the reported condition. A Product Safety Hazard Analysis was also completed.

#### IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.



Schwarze Industries will notify our dealers and the two remaining customers July 30 through August 8, 2014 or until contact has been established. Customers are advised to follow the Cummins Westport directions to contact their local Cummins dealer to have a new ECM calibration installed, without charge, under campaign C1462 through the Cummins service network.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

Schwarze Industries will notify our dealers and the two remaining customers July 30 through August 8, 2014 or until contact has been established. Estimate for completion August 29, 2014.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

July 30 through August 8, 2014

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

Updated ECM calibration to correct the condition

**\*\*\*\*\* IMPORTANT REMINDERS \*\*\*\*\***

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.

