

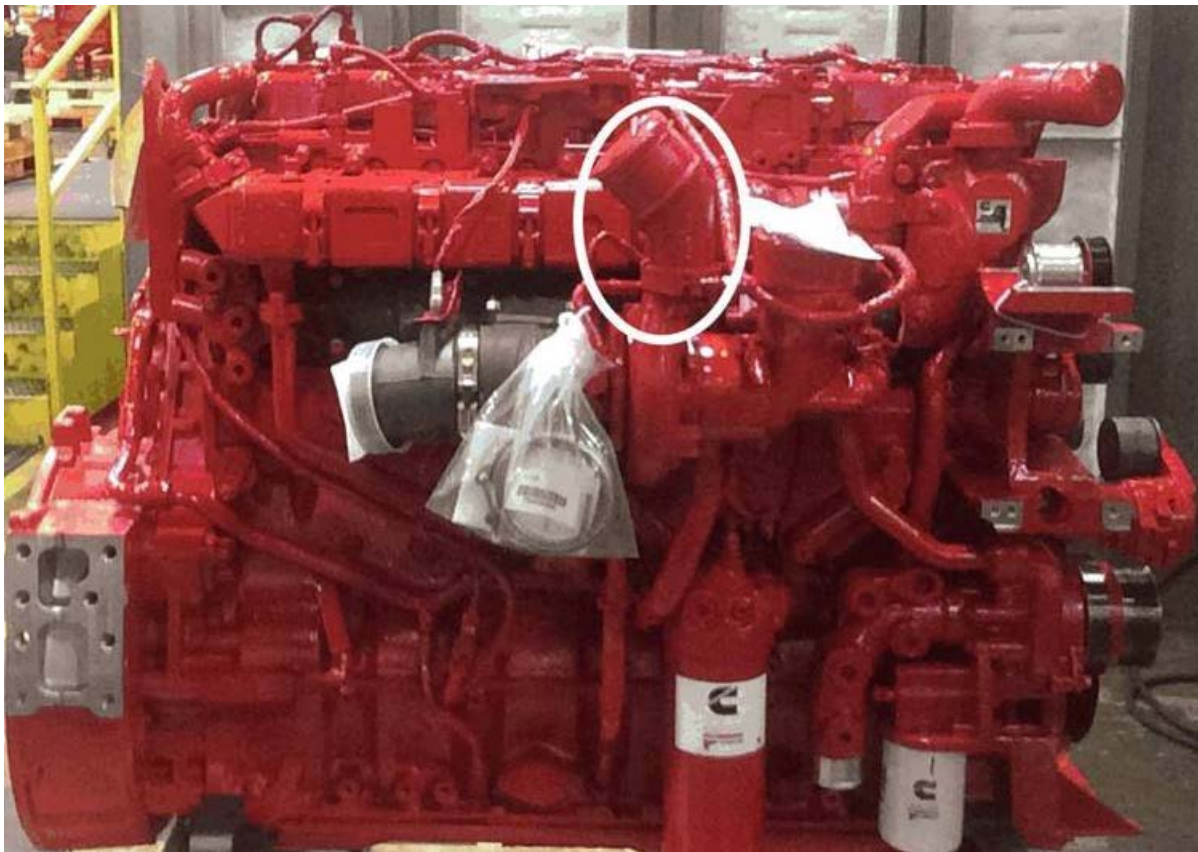
From: [Phil](#) [REDACTED]
To: [Kayla](#) [REDACTED]
Cc: [Richard](#) [REDACTED]
Subject: FW: Autocar with possible loose air transfer clamps
Date: Thursday, March 29, 2018 12:41:09 PM
Attachments: [image004.png](#)

Hi Kayla,
Here is the memo sent yesterday to our Cummins contacts for Autocar.

Phil

From: Phil [REDACTED]
Sent: Wednesday, March 28, 2018 3:10 PM
To: Gena [REDACTED] <gena.[REDACTED]@cummins.com>; Joshua [REDACTED] <joshua.[REDACTED]@cummins.com>
Cc: Kimberly [REDACTED] <kimberly.[REDACTED]@cummins.com>; Richard [REDACTED] <richard.[REDACTED]@cummins.com>
Subject: RE: Autocar with possible loose air transfer clamps

Here is a photo of the suspect inlet and clamp for reference...



From: Phil [REDACTED]

Sent: Wednesday, March 28, 2018 2:43 PM

To: Gena [REDACTED] <[gena@\[REDACTED\].cummins.com](mailto:gena@[REDACTED].cummins.com)>; Joshua [REDACTED] <[joshua@\[REDACTED\].cummins.com](mailto:joshua@[REDACTED].cummins.com)>

Cc: Kimberly [REDACTED] <[kimberly@\[REDACTED\].cummins.com](mailto:kimberly@[REDACTED].cummins.com)>; Richard [REDACTED] <[richard@\[REDACTED\].cummins.com](mailto:richard@[REDACTED].cummins.com)>

Subject: RE: Autocar with possible loose air transfer clamps

To avoid confusion, I edited the original email below as I had some mistakes when I sent the original note to Gena – my apologies to Gena and everyone for the confusion!

Phil

Regards,
Phillip [REDACTED]
*Customer Quality Assurance
Heavy Duty Operations*

Cummins Inc.- Jamestown Engine Plant

PH: (716) 456-[REDACTED]

FX: (866) 829-[REDACTED]

Cell: (716) 450-[REDACTED]

E-mail: [phil@\[REDACTED\].cummins.com](mailto:phil@[REDACTED].cummins.com)

From: Phil [REDACTED]

Sent: Wednesday, March 28, 2018 2:27 PM

To: Gena [REDACTED] <[gena@\[REDACTED\].cummins.com](mailto:gena@[REDACTED].cummins.com)>; Joshua [REDACTED] <[joshua@\[REDACTED\].cummins.com](mailto:joshua@[REDACTED].cummins.com)>

Cc: Kimberly [REDACTED] <[kimberly@\[REDACTED\].cummins.com](mailto:kimberly@[REDACTED].cummins.com)>; Richard [REDACTED] <[richard@\[REDACTED\].cummins.com](mailto:richard@[REDACTED].cummins.com)>

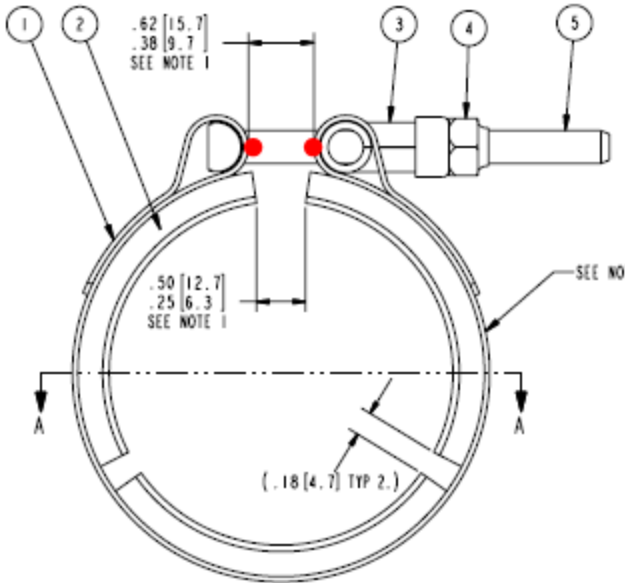
Subject: RE: Autocar with possible loose air transfer clamps

Gena/All,

In addition, if the tech can check to see if the two trunnions are touching together (red areas in print below), this likely means a bad clamp and it will need to be replaced.

If a gap like shown below, it should be good...but it still wouldn't be a bad idea for the tech to check it.

Phil



From: Gena [REDACTED]
Sent: Wednesday, March 28, 2018 2:23 PM
To: Joshua [REDACTED] <joshua.[REDACTED]@cummins.com>
Cc: Phil [REDACTED] <phil.[REDACTED]@cummins.com>; Kimberly [REDACTED] <kimberly.[REDACTED]@cummins.com>; Richard [REDACTED] <richard.[REDACTED]@cummins.com>
Subject: Autocar with possible loose air transfer clamps

Joshua,

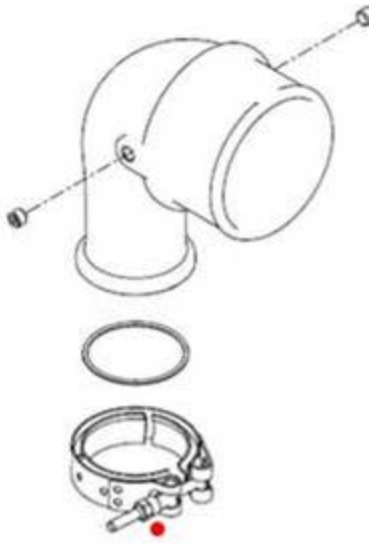
I am looking for a name of a tech that JEP can have check the torque on v band clamps of engines belonging to AutoCar. Some of these engines may have even been shipped to Crosspoint to hold/up fit for AutoCar. See the attachment for the complete list of ESNs.

Below is the actual description of the issue along with what is needing to be checked.

Issue: There ~~could be a gap~~ **is no gap** in the trunnion area of the v-band clamp indicating the clamp is not meeting its intended function.

Possible fail mode: Loose air transfer pipe/air leak.

Fix: Ensure that the clamp is torqued to 75 in. lbs and report any defective clamps with ESN's to JEP CQA.



Gena [REDACTED]
Heavy Duty Customer Quality
Cummins, Inc-Jamestown Engine Plant
716-456-[REDACTED]