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**From:** [REDACTED]

**Subject:** 3944061 - Incorrectly modified Studed Flange Cap Screw

**Importance:** High

[REDACTED]

Good morning. We have an emerging safety critical issue on hand and we would like to have some support from you in containing the engines impacted to do the inspections and make the necessary changes. Please refer to the One pagers with the issue details. I would like to setup some time urgently to work towards its containment. Attached is the suspect list of engines which needs inspections. Mentioned below is the number of suspect engines which need to be inspected

Customer	↓	Cou
KENWORTH MEXICANA, SA DE CV		

Thank you.  
Regards.

Cummins Inc.  
9377 N US Highway 301  
Whitakers, North Carolina 27891  
United States



09/15/2023: Incorrectly modified Studded Flange Cap Screw P/N : 3944061

STATUS: Open

## BACKGROUND

- Engine received with incorrect studded flange cap screw length causing interface issues at the OEM site. (P/N:3944061)
- Incorrect cap screw led to OEM not being able to install the bracket
- Approved waiver for P/N 3944061 allowed the supplier to ship an alternative cap screw in a modified condition due to shortages with the original part.
- Original P/N 3944061 is an M12 X 1.75X **25** / M8 X 1.25 X 21 Hexagon Double Ended Flange Stud – Class 8.8 – Zinc/ Phos c/w Felpro Coating
- Proposed one is M12X 1.75X **30**/ M8 X 1.25X 21 Hexagon Double Ended Flange Stud– Class 8.8 –Zinc /Phos c/w Felpro Coating. Supplier was supposed to modify to make it to 25 mm.

## FAULT CODE/FAIL MODE

- M8 side of the studded flange cap screw being short could cause issue with the installation/assembly of the part at OEM.
- M12 side of the studded flange cap screw being longer would lead to the screw bottoming out while installing the lifting bracket bolt in a blind hole which could lead to **safety critical issue**.

## CURRENT STATE

- Supplier is performing a 100 % check on the parts at their facility
- Suspect list developed for engines with the risk of flange cap screw bottoming out for LA options.
- Containment in place on site at RMEP for engines with LA option (LA 9241, LA 9242, LA 9353, LA 9805, LA 9730) owing to the risk of studded flange cap screw bottoming out.

## ROOT CAUSE AND GOAL STATEMENT

- Supplier modified the M8 end of the studded flange instead of M12 end.
  - Lead to less threads available to assemble the parts at OEM on M8 side
- Lead to longer length on the M12 side by 5 MM.
  - Will result in bottoming out the studded flange cap screws.
  - Less clamp load resulting in safety related issues.

## Completed

- Clean point attained at RMEP for the correct P/N. (ESNF : 99176492)
- Sorted the inhouse inventory at RMEP.
- Defined ESN list by Customer/ Options

## NEXT STEPS

- RMEP onsite techs to perform the inspections and replace, if necessary, the studded flange cap screw for affected options while prioritizing lifting bracket options (LA 9241, LA 9242, LA 9353, LA 9805, LA 9730). – start on 09/19/23
- Provide the work instructions to onsite techs for the inspection and rework for replacing the incorrectly studded flange cap screws.- start on 09/19/23
- Replacement parts to be sent out to the techs to support the containments. – starting 09/15/2023. Target completion date : 09/20/23

