U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

NOV 15 2012

Sent via USPS Certified Mail

President / General Counsel
Bell Power Systems, Inc
35 Plains Road
Essex, CT 06426-0980

NVS-215aa
EQ12-009
12E-026

Subject: Second Request for Information- Response Required

Dear Sir or Madam:

On October 3, 2012, we wrote to your company as part of an ongoing investigation being conducted by the National Highway Traffic Safety Administration (NHTSA) about a safety issue involving certain defective Deere & Company natural gas engines that were sold to your company for further distribution. Your company's response to that letter was due to NHTSA within 10 days of receipt. At this time, we have not received your response.

This letter is being sent in order to remind your company that it must respond to the earlier letter and that your company may have additional obligations under Federal law as we explained in the earlier letter.

A written response to our earlier letter must be submitted to this office within 7 days of your receipt of this letter. Response submission may be made by US Mail to the address listed therein, fax to (202) 366-7882, or e-mail rmd.odi@dot.gov.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to $6,000 per day, with a maximum of $17,350,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. See 49 CFR 578.6 (as amended by 75 Fed. Reg. 79978 (Dec. 21, 2010)). This includes failing to respond to ODI information requests.

I urge your company to comply with this information request in order to ensure that these important issues relating to motor vehicle safety are promptly addressed, and in order to avoid a potential enforcement action against the company in addition to substantial penalties for its failure to respond to an inquiry issued during an official investigation.

Should you have any questions regarding this inquiry, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov.

Sincerely,

Jennifer T. Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

UNITED STATES POSTAL SERVICE

Date Produced: 10/15/2012

US DEPARTMENT OF TRANSPORTATION - NATION

The following is the delivery information for Certified Mail™ item number 7179 1000 1643 0363 0717. Our records indicate that this item was delivered on 10/10/2012 at 10:51 a.m. in ESSEX, CT, 06426. The scanned image of the recipient information is provided below.

Signature of Recipient:

JOSEPH T. MILLER

Address of Recipient:

PO BOX 980
ESSEX CT

Thank you for selecting the Postal Service for your mailing needs. If you require additional assistance, please contact your local post office or Postal Service representative.

Sincerely,

United States Postal Service

The customer reference number shown below is not validated or endorsed by the United States Postal Service. It is solely for customer use.

Customer Reference Number: NHTSA NVS-215-Attn: Warranty /

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

OCT 03 2012

1200 New Jersey Avenue SE
Washington, DC 20590

Via USPS Certified Mail
Attn: Warranty / Compliance Dept.
Bell Power Systems, Inc
35 Plains Road
Essex, CT 06426-0980

NVS-215aa
EQ12-009
12E-026

Re: Safety Recall 12E-026

Dear Sir or Madam:

The Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting an equipment query (EQ) investigation in relation to certain Deere & Company 8.1 liter compressed natural gas engines with turbochargers that could catch fire or experience stalling. This investigation has been assigned the identification EQ12-009.

In a letter dated July 9, 2012, Deere & Company notified the NHTSA that it had decided certain John Deere 8.1 liter compressed natural gas engines, manufactured from June 2002 through January 2008, contain a safety related defect. Failures can occur within the engine turbocharger. The turbine or compressor wheel may fail, resulting in subsequent damage to the engine and/or an oil leak. Failure of the turbine or compressor wheel may result in smoke, fire and stalling. NHTSA assigned recall number 12E-026 to this matter.

Deere & Company reported to NHTSA that it sold 9 of these defective engines to Bell Power Systems, Inc (your company) for possible distribution to vehicle manufacturers.

The purpose of this request is to obtain a list of purchasers that were sold these engines so they are made aware of this safety recall and are able to determine the need for any similar safety recall. Accordingly, we require the following information:

1. Provide a list of all customers that received the same or similarly affected John Deere 8.1 liter compressed natural gas engines and provide their company name, line of business (i.e. vehicle manufacturer, equipment manufacturer, distributor, etc.), address, phone number, contact person, quantity sold to each, and sale date.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your

company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 7 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ12-009.

If you have any questions concerning this matter, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov.

Sincerely,

Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosure

RECEIVED
By Recall Management Division at 10:20 am, Jul 11, 2012

12E-026
(4 pages)

July 9, 2012

PART 573 Defect Report

This report serves as Deere & Company's (Deere) notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain John Deere 8.1L Compressed Natural Gas (CNG) engines.

I. Manufacturer and Other Chain of Distribution Information

Manufacturer's corporate name: Deere & Company

Identify by name, address and telephone number each vehicle manufacturer and equipment manufacturer who purchased that equipment: Not available at this time, but will supplement our response.

If this is a defective 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: Engine Turbocharger:

Honeywell Turbo Technologies

Zandrie Wiersma

Applications Engineering Manager

2525 W. 190th Street

Torrance, CA 90504-6099

Phone: (424) 221-7546

Cell: (310) 251-5394

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

Kelly Van Veldhuizen

1 John Deere Place

Moline, IL 61265

VanVeldhuizenKellyB@johndeere.com

(309) 765-4842

Manufacturer's assigned campaign number: 12RG325

II. Identification of the Recall Population and Its Size

Type of equipment: Engine

Part/Model Number: 6081HFN04

Size and function: 8.1 Liter, primary propulsion

Inclusive dates of manufacture (month and year): June 2002 - January 2008

Other information necessary to describe this equipment: Will supplement as further analysis progresses.

Total number of these items of equipment: Unknown at this time but will supplement as further analysis progresses.

Percentage of the recall population you estimate actually contain the defect: Not all of the engines identified are expected to actually exhibit the behavior described in this report during normal operation. We will supplement this response as further analysis progresses.

Identify and describe how the recall population was determined: All 6081HFN04 engines with Urban Bus certification. The date range represents all production of the 6081HFN04 engines with the Urban Bus certification.

Describe how the recall population is different from any similar items of equipment not subject to this notification: Will supplement this answer after further analysis.

III. Description of the Defect and Chronology of Events

Describe the defect, including a summary and detailed description of the nature and physical location of the defect: Failures can occur within the engine turbocharger. The turbine or compressor wheel may fail, resulting in subsequent damage to the turbocharger.

Describe the cause of the defect: Causal or contributory factors include weld failure, foreign object damage or low cycle fatigue.

Describe the consequences of the defect: Consequences can include broken compressor wheel, broken turbine shaft, broken turbine wheel, turbocharger and

engine failure, poor performance, noise, fault code, exhaust smoke and low oil pressure. Turbine shaft failures may result in engine lubricating oil entering the exhaust system. Poor performance would be immediate. The vehicle would have low power and smoke heavily from the exhaust system.

Identify any warning(s) that may precede the defect: Poor performance would be immediate, with black or blue exhaust smoke from the exhaust system, noise, fault code or warning light and engine fuel de-rate.

For defects, provide a dated, chronological summary of 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:

17 November 10: Product Improvement Program 10RG264 released to provide turbocharger extended warranty coverage to California Urban Bus Customers.
01 December 10: Notification letter sent to NHTSA
14 January 11: Initial telephone contact by Larry Long (Safety Defects Specialist, NHTSA) in response to PIP 10RG264. List of questions provided.
28 January 11: Telephone call with Larry Long to provide responses to questions of 14 January 11.
5 March 12: Telephone call with Bruce York (Division Chief, Heavy Truck & Bus, Office of Defect Investigation, NHTSA), follow-up to questions of 14 January 11.
12 March 12: PE12-006 information received from Bruce York via FAX.
14 March 12: ODI Resume Investigation opened PE 11-042.
8 June 12: John Deere submits responses to PE12-006.
22 June 12: Recognition of NHTSA concern for quantity of thermal events reported in response to PE12-006.

We will supplement the summary of warranty claims and field or service reports after further analysis of the population. As reported in PE 12-006, there have been no crashes, injuries or fatalities.

IV. The Remedy Program and Its Schedule

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

production remedy that was conducted or will be conducted: Not available at this time but will supplement with a response.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications: Not available at this time but will supplement with a response.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications: Not available at this time but will supplement with a response.

Describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly: Not available at this time but will supplement with a response.

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

1200 New Jersey Avenue SE
Washington, DC 20590

NOV 15 2012

Sent via USPS Certified Mail

President / General Counsel
Western Power Products, Inc.
3001 Gateway Avenue
Bakersfield, CA 93307

NVS-215aa
EQ12-009
12E-026

Subject: Second Request for Information- Response Required

Dear Sir or Madam:

On October 3, 2012, we wrote to your company as part of an ongoing investigation being conducted by the National Highway Traffic Safety Administration (NHTSA) about a safety issue involving certain defective Deere & Company natural gas engines that were sold to your company for further distribution. Your company's response to that letter was due to NHTSA within 10 days of receipt. At this time, we have not received your response.

This letter is being sent in order to remind your company that it must respond to the earlier letter and that your company may have additional obligations under Federal law as we explained in the earlier letter.

A written response to our earlier letter must be submitted to this office within 7 days of your receipt of this letter. Response submission may be made by US Mail to the address listed therein, fax to (202) 366-7882, or e-mail rmd.odi@dot.gov.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, Your company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49 and to request reports and the production of things. It constitutes a new request for information. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163. (Other remedies and sanctions are available as well.) Section 5(a) of the TREAD Act, codified at 49 U.S.C. § 30165(b), provides for civil penalties of up to $6,000 per day, with a maximum of $17,350,000 for a related series of violations, for failing or refusing to perform an act required under 49 U.S.C. § 30166. See 49 CFR 578.6 (as amended by 75 Fed. Reg. 79978 (Dec. 21, 2010)). This includes failing to respond to ODI information requests.

I urge your company to comply with this information request in order to ensure that these important issues relating to motor vehicle safety are promptly addressed, and in order to avoid a potential enforcement action against the company in addition to substantial penalties for its failure to respond to an inquiry issued during an official investigation.

Should you have any questions regarding this inquiry, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov.

Sincerely,

Jennifer T. Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosures

UNITED STATES POSTAL SERVICE

Date Produced: 10/15/2012

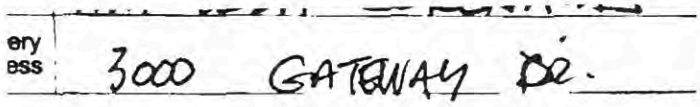
US DEPARTMENT OF TRANSPORTATION - NATION

The following is the delivery information for Certified Mail™ item number 7179 1000 1643 0363 0748. Our records indicate that this item was delivered on 10/09/2012 at 10:28 a.m. in BAKERSFIELD, CA, 93307. The scanned image of the recipient information is provided below.

Signature of Recipient:



Address of Recipient:



Thank you for selecting the Postal Service for your mailing needs. If you require additional assistance, please contact your local post office or Postal Service representative.

Sincerely,

United States Postal Service

The customer reference number shown below is not validated or endorsed by the United States Postal Service. It is solely for customer use.

Customer Reference Number: NHTSA NVS-215-Attn: Warranty /

U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

OCT 03 2012

1200 New Jersey Avenue SE
Washington, DC 20590

Via USPS Certified Mail
Attn: Warranty / Compliance Dept.
Western Power Products, Inc.
3001 Gateway Avenue
Bakersfield, CA 93307

NVS-215aa
EQ12-009
12E-026

Re: Safety Recall 12E-026

Dear Sir or Madam:

The Office of Defects Investigation (ODI), Recall Management Division (RMD) is conducting an equipment query (EQ) investigation in relation to certain Deere & Company 8.1 liter compressed natural gas engines with turbochargers that could catch fire or experience stalling. This investigation has been assigned the identification EQ12-009.

In a letter dated July 9, 2012, Deere & Company notified the NHTSA that it had decided certain John Deere 8.1 liter compressed natural gas engines, manufactured from June 2002 through January 2008, contain a safety related defect. Failures can occur within the engine turbocharger. The turbine or compressor wheel may fail, resulting in subsequent damage to the engine and/or an oil leak. Failure of the turbine or compressor wheel may result in smoke, fire and stalling. NHTSA assigned recall number 12E-026 to this matter.

Deere & Company reported to NHTSA that it sold 129 of these defective engines to Western Power Products, Inc. (your company) for possible distribution to vehicle manufacturers.

The purpose of this request is to obtain a list of purchasers that were sold these engines so they are made aware of this safety recall and are able to determine the need for any similar safety recall. Accordingly, we require the following information:

1. Provide a list of all customers that received the same or similarly affected John Deere 8.1 liter compressed natural gas engines and provide their company name, line of business (i.e. vehicle manufacturer, equipment manufacturer, distributor, etc.), address, phone number, contact person, quantity sold to each, and sale date.

This letter is being sent to your company pursuant to 49 U.S.C. § 30166, which authorizes NHTSA to conduct any investigation that may be necessary to enforce Chapter 301 of Title 49. Your company's failure to respond promptly and fully to this letter could subject your company to civil penalties pursuant to 49 U.S.C. § 30165 or lead to an action for injunctive relief pursuant to 49 U.S.C. § 30163.

If your company claims that any of the information or documents provided in response to this information request constitute confidential commercial material within the meaning of 5 U.S.C. § 552(b)(4), or are protected from disclosure pursuant to 18 U.S.C. § 1905, your

company must submit supporting information together with the materials that are the subject of the confidentiality request, in accordance with 49 CFR Part 512, as amended (69 Fed. Reg. 21409 et seq; April 21, 2004), to the Office of Chief Counsel (NCC-111), National Highway Traffic Safety Administration, Room W41-227, 1200 New Jersey Avenue, S.E., Washington, D.C. 20590. Your company is required to submit two copies of the documents containing allegedly confidential information (except only one copy of blueprints) and one copy of the documents from which information claimed to be confidential has been deleted. Please remember that the word "CONFIDENTIAL" must appear at the top of each page containing information claimed to be confidential, and the information must be clearly identified in accordance with 5 U.S.C. § 512.6.

Your company's written response must be submitted to this office within 7 days of receiving this letter. In your response, please be certain to include a reference to this matter's identification number which is EQ12-009.

If you have any questions concerning this matter, please contact Alex Ansley of my staff at (202) 493-0481 or by e-mail at alexander.ansley@dot.gov. Response submissions may be made by US Mail, fax (202) 366-7882, or e-mail rmd.odi@dot.gov.

Sincerely,

Jennifer Timian
Chief, Recall Management Division
Office of Defects Investigation
Enforcement

Enclosure

RECEIVED
By Recall Management Division at 10:20 am, Jul 11, 2012

12E-026
(4 pages)

July 9, 2012

PART 573 Defect Report

This report serves as Deere & Company's (Deere) notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain John Deere 8.1L Compressed Natural Gas (CNG) engines.

I. Manufacturer and Other Chain of Distribution Information

Manufacturer's corporate name: Deere & Company

Identify by name, address and telephone number each vehicle manufacturer and equipment manufacturer who purchased that equipment: Not available at this time, but will supplement our response.

If this is a defective 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: Engine Turbocharger:

Honeywell Turbo Technologies

Zandrie Wiersma

Applications Engineering Manager

2525 W. 190th Street

Torrance, CA 90504-6099

Phone: (424) 221-7546

Cell: (310) 251-5394

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

Kelly Van Veldhuizen

1 John Deere Place

Moline, IL 61265

VanVeldhuizenKellyB@johndeere.com

(309) 765-4842

Manufacturer's assigned campaign number: 12RG325

II. Identification of the Recall Population and Its Size

Type of equipment: Engine

Part/Model Number: 6081HFN04

Size and function: 8.1 Liter, primary propulsion

Inclusive dates of manufacture (month and year): June 2002 - January 2008

Other information necessary to describe this equipment: Will supplement as further analysis progresses.

Total number of these items of equipment: Unknown at this time but will supplement as further analysis progresses.

Percentage of the recall population you estimate actually contain the defect: Not all of the engines identified are expected to actually exhibit the behavior described in this report during normal operation. We will supplement this response as further analysis progresses.

Identify and describe how the recall population was determined: All 6081HFN04 engines with Urban Bus certification. The date range represents all production of the 6081HFN04 engines with the Urban Bus certification.

Describe how the recall population is different from any similar items of equipment not subject to this notification: Will supplement this answer after further analysis.

III. Description of the Defect and Chronology of Events

Describe the defect, including a summary and detailed description of the nature and physical location of the defect: Failures can occur within the engine turbocharger. The turbine or compressor wheel may fail, resulting in subsequent damage to the turbocharger.

Describe the cause of the defect: Causal or contributory factors include weld failure, foreign object damage or low cycle fatigue.

Describe the consequences of the defect: Consequences can include broken compressor wheel, broken turbine shaft, broken turbine wheel, turbocharger and

engine failure, poor performance, noise, fault code, exhaust smoke and low oil pressure. Turbine shaft failures may result in engine lubricating oil entering the exhaust system. Poor performance would be immediate. The vehicle would have low power and smoke heavily from the exhaust system.

Identify any warning(s) that may precede the defect: Poor performance would be immediate, with black or blue exhaust smoke from the exhaust system, noise, fault code or warning light and engine fuel de-rate.

For defects, provide a dated, chronological summary of 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:

17 November 10: Product Improvement Program 10RG264 released to provide turbocharger extended warranty coverage to California Urban Bus Customers.
01 December 10: Notification letter sent to NHTSA
14 January 11: Initial telephone contact by Larry Long (Safety Defects Specialist, NHTSA) in response to PIP 10RG264. List of questions provided.
28 January 11: Telephone call with Larry Long to provide responses to questions of 14 January 11.
5 March 12: Telephone call with Bruce York (Division Chief, Heavy Truck & Bus, Office of Defect Investigation, NHTSA), follow-up to questions of 14 January 11.
12 March 12: PE12-006 information received from Bruce York via FAX.
14 March 12: ODI Resume Investigation opened PE 11-042.
8 June 12: John Deere submits responses to PE12-006.
22 June 12: Recognition of NHTSA concern for quantity of thermal events reported in response to PE12-006.

We will supplement the summary of warranty claims and field or service reports after further analysis of the population. As reported in PE 12-006, there have been no crashes, injuries or fatalities.

IV. The Remedy Program and Its Schedule

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

production remedy that was conducted or will be conducted: Not available at this time but will supplement with a response.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications: Not available at this time but will supplement with a response.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications: Not available at this time but will supplement with a response.

Describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly: Not available at this time but will supplement with a response.