

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Responsibility and Reports¹

04V-154 (D of 8)

On MARCH 19, 2004, EAST MFG. [MFR] decided that (a defect which relates to motor vehicle safety) (a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: 3-30-2004

Furnish the manufacturer's identification code for this recall (if applicable): 04E-017

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

EAST MANUFACTURING CORPORATION
1871 STATE ROUTE 44, P.O. BOX 277, RANDOLPH, OH, 44265

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

ROBERT LAUKHART - WARRANTY ADMINISTRATOR

Telephone Number: 330-325-9921 Fax No.: 330-325-7851

Name and Title of Person who prepared this report.

ROBERT LAUKHART
WARRANTY ADMINISTRATOR

Signed:



RECEIVED
2004 MAR 30 P. 5:56
NHTSA

¹ Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. George Person at (202) 366-5210 or by FAX at (202) 366-7882.

I. Identify the Vehicle Models Involved in the Recall

04V-154 ② of ⑬

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): EAST Model Years Involved: 1998-03 Model(s): FRAMELESS, FRAME TYPE

Production Dates: Beginning: 9-5-97 Ending: 8-31-02

VIN Range: Beginning: 23124 Ending: 32861

Vehicle Type: TRAILER Bodystyle: DUMP

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

TRAILERS EQUIPPED WITH HYDRAULIC CYLINDERS OF MODEL TYPES S85DC-55 AND S85DC-56

Make(s): _____ Model Years Involved: _____ Model(s): _____

Production Dates: Beginning: _____ Ending: _____

VIN Range: Beginning: _____ Ending: _____

Vehicle Type: _____ Bodystyle: _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): _____ Model Years Involved: _____ Model(s): _____

Production Dates: Beginning: _____ Ending: _____

VIN Range: Beginning: _____ Ending: _____

Vehicle Type: _____ Bodystyle: _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

1065 FRAMELESS PRODUCED, 602 ISSUED OR 57%
3,074 FRAME TYPE PRODUCED, 286 ISSUED OR 9%

II. Identify the Recall Population

04V-154 ③ of ⑩

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Vehicles</u> <u>Model</u>	<u>Year</u>	<u>Number of</u> <u>Potentially</u>
<u>Involved</u>		
<u>FRAMELESS</u>	<u>1998</u>	<u>81</u>
<u>FRAME TYPE</u>	<u>1998</u>	<u>0</u>
<u>FRAMELESS</u>	<u>1999</u>	<u>88</u>
<u>FRAME TYPE</u>	<u>1999</u>	<u>0</u>
<u>FRAMELESS</u>	<u>2000</u>	<u>144</u>
<u>FRAME TYPE</u>	<u>2000</u>	<u>27</u>
<u>CONTINUED ON NEXT PAGE.</u>		

Total Number Potentially Affected by the Recall: 960

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance:

100%

Identify and describe how the recall population was determined—in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

INVENTORY AND PURCHASING RECORDS WERE REVIEWED TO DETERMINE QUANTITIES PURCHASED AND SERIAL NUMBERS OF TRAILERS PRODUCED BETWEEN FIRST SHIPMENT RECEIVED AND TWO MONTHS OF PRODUCTION PAST LAST SHIPMENT RECEIVED. CURRENTLY MATCHING CYLINDER SERIAL NUMBERS TO TRAILER SERIAL NUMBERS FOR PURPOSE OF END USER NOTIFICATION.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

04V-154 (S or B)

SEE PARKER 573

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

SEE PARKER 573

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

SEE PARKER 573

Identify any warning which can (a) precede or (b) occur.

SEE PARKER 573

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

SEE PARKER 573

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

SEE PARKER 573

IV. Provide the Chronology in Determining the Defect/Noncompliance

04V-154 6 of 8

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

SEE PARKER 573

V. Identify the Remedy

8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.

SEE PARKER 573

9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

04V-154 ⑦ of ⑧

SEE PARKER 573

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

SEE PARKER 573

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

SEE PARKER 573

VI. Identify the Recall Schedule

10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

SEE PARKER 573

VII. Furnish Recall Communications

11. **Furnish a final 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, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.**

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.

SEE PARKER 573



Parker Hannifin Corporation
Mobile Cylinder Division
1775 Logan Avenue
PO Box 239
Youngstown, OH 44301-0239
Phone (330) 740-8870
Fax (330) 740-8836
Baton Rouge, LA - (504) 794-0334
Baton Rouge, LA - (504) 780-8520

Date: February 25, 2004

Re: Part 573 Report to NHTSA

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Howard Street, S.W.
Washington, D.C. 20590

By facsimile and regular mail
Dear Sir or Madam:

The following information is submitted in accordance with the National Highway Traffic Safety Administration's reporting regulations, 49 CFR Part 573.6.

Parker Hannifin Corporation - Mobile Cylinder Division has decided to conduct a safety recall campaign with respect to fourth stage packing nut retention on large, five-stage, telescopic, single acting dump cylinders used on large framed and frameless end dump trailers manufactured by Commercial Intertech/Parker Hannifin Corporation - Mobile Cylinder Division.

Both original equipment and aftermarket cylinder products are involved in this recall.

Product Identification

The telescopic cylinder models that are affected have been commonly referred to as a "Super Dump." The cylinder can be easily identified by a quick visual inspection of the cylinder as it is pinned in the doghouse of the dump trailer. This is done with the trailer completely lowered. Lifting a flexible flap or removing an access panel, can our view the top pin area and the cylinder packing nuts. See Attachment A, captioned "Typical Super Dump Telescopic Cylinder Application Frameless Trailer."

The following table identifies the entire population of cylinders manufactured with the model numbers referenced. This population had a unique design that required the O.D. packing nut to keep the plunger retained in the cylinder assembly. The common method of retaining plunger is a threaded I.D. stop ring. Production was discontinued in June 2002.

Manufacture Date Range:	July 1996 - March 2001
Model #	Part #
885DC-55-190	377 2915 113
885DC-55-220	377 2915 113
885DC-55-255	377 2915 114
885DC-55-350	377 2915 116

885DC-55-265	377 2915 111	
885DC-55-280	377 2915 116	

Original Equipment Customers

See Attachment B

Recall Population

The entire population of both the 885DC-55-XXXX and 885DC-56-XXXX models manufactured is covered by this recall, since these products could potentially experience the field condition that causes the packing nut, retaining the plunger, to unthread. As the condition is related to the cylinder design, it is estimated that all of these cylinders are susceptible.

Number of units produced:

990 units less 78 units known to be scrapped, 912 units
(5 units sold through aftermarket distribution)

Model: 885DC-55-XXXX

1128 units less 48 units known to be scrapped, 1080 units
(32 units sold through aftermarket distribution)

Model: 885DC-56-XXXX

Description of Defect

With use, the packing nut on the fourth stage retaining the plunger can loosen, backing off the fourth stage. This condition, if not remedied, can continue until the nut backs completely off the stage. If this occurs, there is nothing to retain the fifth stage or plunger in the assembly. When the cylinder is then extended to its maximum stroke the fifth stage separates from the cylinder assembly causing loss of control over the trailer. The trailer will free fall until it hits the trailer frame and/or fifth wheel.

The division is not aware of any injuries or fatalities related to this matter.

Chronology of Events

Nov. 31, 2003: Received a claim from East Mfg that one 885DC-56-265 Super Dump had separated due to the packing nut backing off.

Nov.-Dec, 2003: Parker Mobile Cylinder division considered possible field modification and safety concerns.

Jan. 2004: Parker Mobile Cylinder division reviewed scope of product safety concern, reviewed related claims and discussed details of possible remedy.

Feb. 18, 2004: After consultation with legal counsel, division management determined to conduct a safety recall.

Remedy Program

A field modification kit (273 1805 206) to secure the packing nut in position on models 885DC-55/56-XXXX will be provided to customers/owners without charge. The kit provides a drill bit to drill through the packing nut and into fourth stage tube and a tap to thread the hole. Loctite, Allen wrench and (2) sockets will be included with a written procedure. After drilling and threading, one socket is inserted into the packing nut and tightened in the fourth stage tube at a specified torque, thus locking the packing nut in place. The socket is sealed with Loctite and then staked.

The division will conduct this campaign for all of its OEM (vehicle manufacturer) customers, as well as for the aftermarket distribution channel.

Part 577 Notice Letter

A draft copy of a Part 577 notice letter is attached hereto (Attachment C). The division is prepared to proceed with its notification program on an immediate basis after the NHTSA review of the Part 577 draft letter.

Please advise the undersigned of the campaign number assigned by the Office of Defects Investigation to this recall.

Sincerely yours,

David B. Crowley
Division Quality/Service Manager
Phone: (330)-740-8628
Fax: (305)-694-3392

Attachment A - Cylinder Trailer Application Depiction
Attachment B - OEM Customer List
Attachment C - Draft Customer Letter

Cc: Lawrence Fimmobarger

**TYPICAL SUPER DUMP TELESCOPIC CYLINDER APPLICATION
FRAMELESS TRAILER**



Name(s), address(es) and business telephone number(s) of all OEM (vehicle) manufacturers that purchased the subject product.

OEM CUSTOMER NAME	ADDRESS	TELEPHONE
King Cobra Trailers	Rd 1, P.O. Box 64C Palmyra, PA 16143	724-964-1099
MAC Trailer Mfg Inc	14899 Commerce St. Alliance, OH 44601	330-823-9900
Mate Inc	P.O. Box 40342 8910 Focht Six Circle Dr Houston, TX 77240	281-835-0048
Overholt Trailer Mfg.	705 E New York St. Knox, IN 46534	574-772-3148
Ravers	PO Box 819 Haleyville, AL 35565	800.323.5395
Rumpke Hydraulics	3963B Kraus Ln Fairfield, OH 45014	513-732-0800
Stewart Wholesale Inc	14707 Valley View Rd Shurman, OK	405.278.1813
Superior High Strength	PO Box 136022 Ft. Worth, TX 76179	817.236.2828
Superior Truck Beds Inc	PO Box 607 Pine Grove, LA 70453	225.777.4324
Thiele Industries	309 Spruce Avenue Winbar, PA 15963	814.467.4504
Trailstar Trailers Inc	PO Box 3826 Alliance, OH 44601	330.821.9900
Travis Body	13955 Fm Road 328 Houston, TX 77041	713.466.5888
Western Construction	9484 Mission Park Pl. Bartles, CA 92871	619.596.5696
Benson International	P.O. Box 268 US 23 S Lowmansville, KY	606-297-1200
City Trailer Mfg Inc	PO Box 7257 New Castle, PA 16107	724.638.3344
Clement	PO Box 914 Minden, LA	318.377.2776
Cobra Mfg	PO Box 8558 New Castle, PA 16107	724.652.6583
Comanche Mfg Inc	RD#2, Route 19 Volant, PA 16156	724.530.7278
Danny's Welding	PO Box 403 Campton, KY 41801	606.668.9950
East Mfg	PO Box 277 Randolph, OH 44265	330.323.3278
EverLite	607 Fisher Road Longview, TX 75604	903.247.3444



Parker Hannifin Corporation
Mobile Cylinder Division
1775 Logan Avenue
PO Box 239
Youngstown, OH 44501-0239
Phone (330) 740-8670
Fax (330) 740-8636
Benton, AR - (501) 794-0334
Blaine, MN - (763) 780-2550

March 24, 2004

East Manufacturing
1871 State Route 44
Randolph, OH 44265

Dear Parker Hannifin Mobile Cylinder Division Customer,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Parker Hannifin Mobile Cylinder Division (Parker) has decided that a defect which relates to motor vehicle safety exists in the 8-inch, five stage telescopic cylinder commonly referred to as a "Super Dump" model # S85DC-55 and S85DC-56. This defect exists on these specific part numbers only. Our records indicate that the subject component was installed in trailers that you manufactured.

If you are the lessor of vehicles, which are equipped with the subject "Super Dump" cylinder assemblies with the packing nut defect, Federal regulations require that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Reason for This Recall:

With use, the packing nut on the fourth stage retaining the plunger can loosen, backing off the fourth stage. This condition, if not remedied, can continue until the packing nut backs completely off the stage. If this occurs, there is nothing to retain the fifth stage (plunger) in the assembly. When the cylinder is then extended to its maximum stroke the fifth stage can separate from the cylinder assembly causing loss of control over the trailer, and the trailer can fall, resulting in possible injury.

A straightforward installation into the packing nut of a setscrew designed by Parker will remedy the defect. Pending installation of the Parker repair, as a precaution to reduce the chance of separation before the modification is performed, a visual inspection should be made of the packing nut on the fourth stage. If the packing nut has started to back off, it should be bottomed out by torquing down the packing nut with a chain / strap wrench.

What We Will Do:

Parker Mobile Cylinder Division will provide a field modification kit #375 1805 206 to secure the packing nut in position on models S85DC-55 and S85DC-56, along with written instructions, or arrange for a service facility to perform the modification for you at your option, free of charge.

What You Should Do:

04V-154 (5) of (6)

Parker Hannifin Mobile Cylinder Division will provide a list of serial numbers of the affected part #'s and will require a list of the trailer owners from you that have the affected part numbers. We will then communicate directly with the dealer / user, with a notice containing the same information as this letter, to provide the remedy and work with the party (dealer / user / service facility) that will perform the remedy. We will verify that the remedy has been performed and communicate this to NHTSA.

We will start communicating with the owners of the affected part numbers as soon as the information is received. If the dealer / owner is not capable of performing the remedy, we will locate a capable service facility to perform the work free of charge.

A toll free number (1-888-231-7461) will be available for any questions or problems on the specifics of the program or any issues with performing the remedy. We will be in direct contact with the owners to ensure that the remedy is performed within a reasonable time.

If a trailer owner has previously had the packing nut defect, related to this recall, corrected, the owner may be eligible for reimbursement. The toll free number above should also be used to determine pre-recall reimbursement eligibility.

You may also wish to write the Administrator National Highway and Traffic Safety Administration, 400 Seventh Street, S.W. Washington D.C. 20590, or call the toll free Auto Safety Hotline at 1-888-327-4326, if you are unable to have the defect remedied without charge within a reasonable time.

We apologize for any inconvenience in this matter. We have taken this action in the interest of your safety and continued satisfaction with our products.



The tall packing nut on the fourth stage easily identifies the "Super Dump" models.

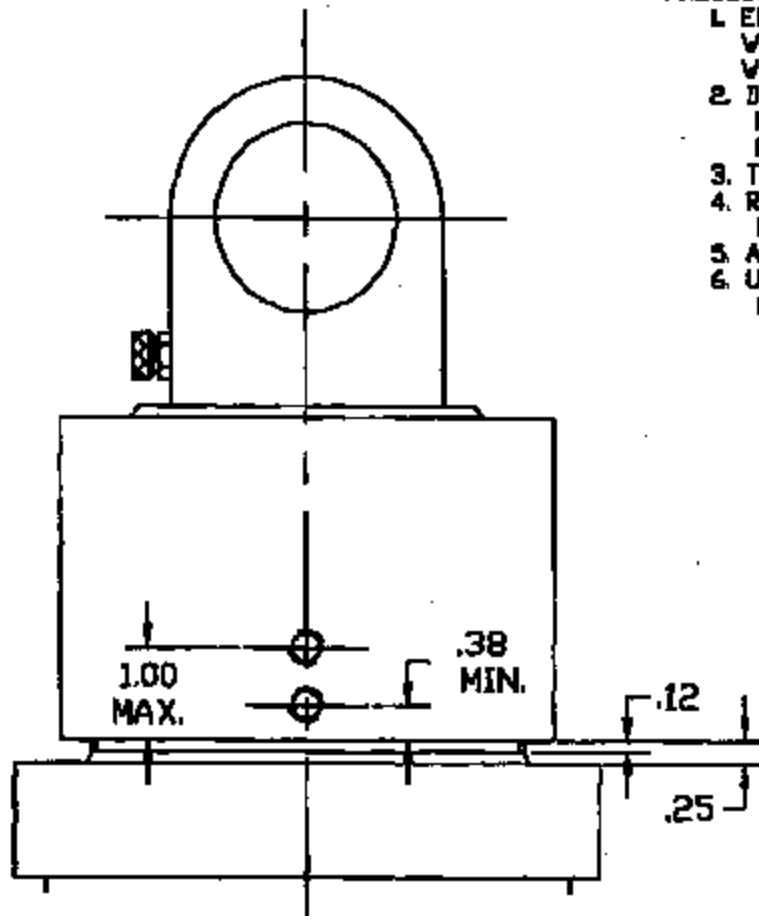
Sincerely,

David B. Crowley

David B. Crowley
Parker Hannifin Corp.
Mobile Cylinder Division
Division Quality/Service Manager
Phone: (330)-740-8628
Fax: (800)-694-3392

PROCEDURE

1. ENSURE THAT THE PACKING NUT ON THE FOURTH STAGE IS FULLY THREADED ON. THERE WILL BE .25" BETWEEN THIS PACKING NUT AND THE THIRD STAGE PACKING NUT. THERE WILL ONLY BE .125" OF THREAD SHOWING BELOW THE PACKING NUT (SEE SKETCH)
2. DRILL "F" DIA. (.257 DIA.) HOLE, MUST STOP ON SHOULDER OF DRILL. THE HOLE PLACEMENT WILL BE A MINIMUM OF .38" TO A MAXIMUM OF 1.0" FROM THE BOTTOM EDGE OF THE PACKING NUT (SEE SKETCH).
3. TAP HOLE WITH 5/16-18UNC TAP, BIT/TON TAP IN DRILLED HOLE.
4. REMOVE CHIPS FROM THREADED HOLE, INSURE THAT HOLE IS CLEAN, DRY, AND OIL FREE.
5. APPLY LOCTITE TO SET SCREW AND INSTALL. TORQUE SET SCREW TO 165 IN-LBS
6. USE A CENTER PUNCH TO STAKE THE SET SCREW BY UPSETTING THE PACKING NUT MATERIAL INTO THE THREADS OF THE SET SCREW.



5	391 1431 143	2	SCREW, SET-0.31-18X0.591 G, HEX-DR, CONE-PT, LOC
4	375 3067 025	1	3/32 ALLEN HEX HEAD WRENCH
3	375 3067 026	1	#42 LOCTITE (0.5 M. CAPSULE)
2	375 3067 024	1	5/16-18UNC TAP
1	375 3067 023	1	F DIA. TAP DRILL

INCH	PART NO.	QTY	DESCRIPTION
------	----------	-----	-------------

<p>ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SPECIFIED. DIMENSIONS IN PARENTHESES ARE FOR REFERENCE ONLY. ALL DIMENSIONS ARE TO BE TAKEN FROM THE CENTER OF THE HOLE UNLESS OTHERWISE SPECIFIED.</p>		<p>Parker Hydraulics</p> <p>Parker-Hannifin Corp. P.O. Box 1000 Farmington, IN 47124</p>	
<p>KIT, SERV=S851C-56 SUPERDUMPS</p>			
<p>REV. C</p>	<p>DATE</p>	<p>REVISED BY</p>	<p>DATE</p>
<p>375 1805 206</p>	<p>375 1805 206</p>	<p>375 1805 206</p>	<p>375 1805 206</p>
<p>© 1982 Parker Hannifin Corporation</p>			

375 1805 206

BYL REVISION