

# CRANE CARRIER COMPANY

Patricia Wallace  
National Highway Traffic Safety Administration  
Department of Transportation  
400 Seventh Street, SW  
Washington, DC 20590

Via Fax: (202) 366-7882

Reference: Recall No. 05V-037

## **PART 573 Defect and Noncompliance Report**

On January 26, 2005, Crane Carrier Company (manufacturer) decided that a defect related to motor vehicle safety exists in certain motor vehicles, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR, Part 573, Defect and Noncompliance Information Reports.

Date this report was prepared: February 18, 2005

Manufacturer: Crane Carrier Company  
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Signed: Jeffrey L. Carpenter  
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Director of Service

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OFFICE OF DEFECTS  
INVESTIGATION

### I. Identify the Vehicle Models Involved in the Recall

#### 2. Vehicles involved in the recall:

Make: Crane Carrier

Model years involved: 2002 Thru 2005

Models: IR, WS

Production Dates: Beginning: April, 2002 Note: Start of production for this model  
Ending: January, 2005 Note: Remedy incorporated into manufacturing

VIN Range: Beginning: 1CYDGM4872T045652  
Ending: 1CYKXXXX05T046741

Vehicle Type: Cab and Chassis

Bodystyle: Drill Rig, Well Service Rig

Descriptive information: These are five (5) axle vehicles, two (2) steering axles and three (3) drive axles with GVW Ratings of 102,000# to 121,000#

Vehicles potentially containing the defect for each model: IR - 37 vehicles  
WS 5 vehicles-

The approximate percentage of IR and WS model vehicles recalled to the total number of IR and WS model vehicles manufactured is 27%.

### II. Identify the Recall Population

#### 3. The total number of vehicles recalled potentially containing the defect.

| Model | Year | Number |
|-------|------|--------|
| IR    | 2002 | 2      |
| IR    | 2003 | 5      |
| IR    | 2004 | 29     |
| IR    | 2005 | 1      |
| WS    | 2004 | 4      |
| WS    | 2005 | 1      |

Total number potentially affected by the recall: 42

#### 4. The approximate percentage of the total number of recalled vehicles estimated to actually contain the defect is 100%.

The recall population was identified by computer search of the part numbers of Tri-drive axle configurations. The computer search identified all vehicles having that configuration.

The basis for beginning and final dates of manufacture of the recalled vehicles: The first vehicle of this model with the Tri-drive axles is the beginning date of manufacture and the last vehicle manufactured without the remedy incorporated into production is the final date of manufacture.

### III. Describe the Safety Defect

5. **Description of the Safety Defect:** The safety defect relates to a failure of the air brake system to rapidly reapply during an Antilock Brake System (ABS) event. The air brake valving installed on the drive axles of certain tri-drive axle vehicles is inadequate for the rapid release and reapplication of air necessary for the ABS to function optimally resulting in reduced braking performance during an ABS event.

**Description of the Cause of the Safety Defect:** The safety defect occurred as the result of an oversight by Crane Carrier failing to identify and install the correct air valve configuration.

**Description of the consequences of the defect:** The consequence is inhibited brake performance during an Antilock Brake System (ABS) event.

### IV. Chronology in Determining the Defect

6. In late January 2005, we received a phone call from a final stage manufacturer stating they had a braking complaint from an end user of several vehicles. We identified the vehicles involved as being of the same tri-drive axle configuration. On 1/25/2005 the ABS system manufacturer Bendix Commercial Vehicle Systems LLC, was notified and engineering drawing of the ABS electrical and pneumatic systems were forwarded at their request for a system evaluation. On 1/26/2005 we were notified by Bendix, that their evaluation found the system as built was inadequate for the rapid exhaust of air required for the ABS system to function optimally. To date there has never been a warranty claim for poor brake performance or any reported injuries/accidents.

### V. Identify the Remedy

7. **Description of Manufacturer's remedy for the safety defect:** The installation of two (2) relay air valves will be added to the existing air system of the vehicles. The installation of these valves will facilitate the rapid exhaust of air required for the ABS system to function optimally. Crane Carrier will supply the necessary air valves, fittings, hoses, and hardware to the servicing dealer or owner of each vehicle along with installation and labor recovery instructions. The new parts will be installed in addition to the existing components on the vehicle. The remedied vehicle will be distinguished from the non-remedied vehicle by the presence of the two (2) additional relay air valves.

**Production Correction:** By 1/27/2005 Crane Carrier Engineering Dept. had made changes to all appropriate material lists and instruction sheets that will specify the new parts requirements.

**How the remedy was established:** Bendix, as the manufacturer of the ABS system made a specific recommendation that was applied as both the field and manufacturing remedy.

**VI. Identify the Recall Schedule**

The three final stage manufacturers involved were notified on 2/8/05. Owner notification letters were sent out on 2/11/05 via Certified Mail. Remedy kits with instructions began shipping 2/11/05.

**VII. Furnish Recall Communications**

Crane Carrier Company is providing copies of all recall communications at this time. They include the Owner Notification letter and the Recall Remedy Instructions.