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DEFECTS INVESTIGATION
RECALL MGMT DIV.

07V-228
(14 pages)

Safety Defect and Noncompliance Report Guide for Equipment

PART 573 Defect and Noncompliance Report[4]

On FEBRUARY 9 , ~~2001,~~ 2007 HARSCO TRACK TECHNOLOGIES **[MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exits in items of motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.**

Date this report was prepared: MAY 23, 2007

Furnish the manufacturer's identification code for this recall (if applicable): _____

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

HARSCO TRACK TECHNOLOGIES

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

ROGER SANDERS

HY-RAIL® PRODUCT MANAGER

Telephone Number: (507) 235-7112 **Fax No.:** _____

Name and Title of Person who prepared this report.

VALDIN OMVIG

ENGINEERING MANAGER HY-RAIL® EQUIPMENT

Signed: Valdin Omvig 5/23/07

[4]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 Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5226 or by FAX at (202) 366-7882.

I. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment Involved in this Recall, *for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide*:

Generic name of the item: STEERING STOP GROUP

Make: _____ **Model:** _____

Part Number: 200457 **Size:** _____

Function: KEEPS VEHICLE WHEELS FROM TURNING LEFT TO RIGHT OR RIGHT TO LEFT IN EXCESS

Other information which characterizes/distinguishes the items of equipment to be recalled:

_____

_____

Make: _____ **Model:** _____

Part Number: _____ **Size:** _____

Function: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

_____

_____

Make: _____ **Model:** _____

Part Number: _____ **Size:** _____

Function: _____

Model Years Involved: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

_____

_____

Make: _____ **Model:** _____

Part Number: _____ **Size:** _____

Function: _____

Other information which characterizes/distinguishes the items of equipment to be recalled:

_____

_____

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.

II. Identifying the Recall Population

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

Model	Year	Number of Items Potentially Involved
CHEVROLET 2500HD / 3500HD	2001-2007	700

Total Number Potentially Affected by the Recall: 700

4. Furnish the approximate percentage of the total number of items of equipment 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 items of equipment: ROUGHLY SELL 100 SETS OF RAIL GEAR PER YEAR FOR THESE VEHICLES. POTENTIAL FOR EVERY VEHICLE TO HAVE PROBLEMS IF STEERING STOP GROUP WAS INSTALLED INCORRECTLY.

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.

STEERING STOPS MAY NOT BE CORRECTLY INSTALLED BY RAIL GEAR INSTALLER. IF STEERING STOPS ARE NOT CORRECTLY IN PLACE, DAMAGE TO VEHICLE COMPONENTS COULD OCCUR AT OR AROUND THE FRONT WHEELS WHEN THE VEHICLE IS TURNED.

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

THE VEHICLE RIM RUBS VEHICLE COMPONENTS IF THE STEERING STOP IS NOT INCLUDED OR INSTALLED CORRECTLY

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

DAMAGE OCCURS TO THE VEHICLE COMPONENTS AROUND THE RIMS ON THE FRONT OF THE VEHICLE.

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

RUBBING MARKS, FRAYED WIRES, WEAR, NOISES WHEN STEERING WHEEL TURNED FULLY WHILE IN MOTION.

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

-N/A-

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

-N/A-

IV. Provide the Chronology in Determining the Defect/Noncompliance

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. -N/A-

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.

V. Identify the Remedy

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

REFERENCE SERVICE BULLETIN 02-036A

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

REFERENCE SERVICE BULLETIN 02-036A

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.

THE RECALL CONDITION WAS NOT A PRODUCTION ISSUE. A SERVICE BULLETIN WAS PUT TOGETHER INFORMING INSTALLERS IN THE FIELD TO VERIFY THE GROUPS ARE INSTALLED CORRECTLY.

VI. Identify the Recall Schedule

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.

SERVICE BULLETIN WAS SENT TO ALL INSTALLERS AND END-USE CUSTOMERS ON 2/23/07

VII. Furnish Recall Communications

9. 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: These documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.

HTT

Harsco Track Technologies

Harsco

www.harscotrack.com

SERVICE BULLETIN

MAINTENANCE OF WAY EQUIPMENT

DATE: 2-2007 **BULLETIN NO:** 02-036A

TITLE: 200457 STEERING STOP GROUP

RATING:

- ☐ **DIRECTIVE** (Action Is Required)
- ☒ **ALERT** (Potential Problem)
- ☐ **INFORMATION** (Action Is Optional)
- ☐ **PRODUCT IMPROVEMENT** (Enhance Product)

PRODUCT SERIES / MODEL: All 2001 to present Chevrolet 2500HD 4X2 and 4X4 Vehicles Equipped With Series 0307, HR0307A, HR0307B, HR1000A or HR1500B HY-RAIL® Guide Wheel Equipment.

SERIAL NO: N/A

SUMMARY: Reports have been received that front wheels on 2001 to present Chevrolet 2500HD vehicles were found to have rubbed on the upper control arms when turning hard left or right, and particularly when bouncing on uneven ground. As a result, the anti-lock brake sensor wires have been cut. Therefore, we recommend to inspect the vehicle's front tires, wheels, upper control arms and anti-lock brake sensor wires for damage, wear, nicks, gouges, rubbing, cut or frayed wires, etc.

OPERATIONAL IMPACT: To prevent the vehicle's front wheels from rubbing on the upper control arms when turning hard left or right, or bouncing on uneven ground, and possibly damaging the vehicle, tires, wheels and/or anti-lock brake sensor wires.

ACTION: It is recommended to take the vehicle to an authorized vehicle maintenance shop to inspect the vehicle's front tires, wheels, upper control arms and anti-lock brake sensor wires. After thoroughly removing any grease, dirt, etc., ensure there is no damage, wear, nicks, gouges, cut or frayed wires, etc. If any of the above is found, determine if control arm guard plates are needed and /or replace the steering stops. Relocate the anti-lock brake sensor wires per the instructions in this Service Bulletin. If needed, order Steering Stop Group #200457.

CONTACT: If you have any questions or if we can be of any service, please contact the Fairmont, MN facility, HY-RAIL® Guide Wheel Equipment Service Department at (507) 235-7212 or to order parts, contact the Parts Department at (507) 235-7143 or (507) 235-7191.

1.0 Safety Information

WARNING

- **IT IS THE RESPONSIBILITY OF THE UP-FITTER OR REPAIR FACILITY TO ENSURE THESE INSPECTIONS AND MODIFICATIONS ARE DONE CORRECTLY TO OBTAIN SATISFACTORY VEHICLE PERFORMANCE.**
- **FOLLOW APPLICABLE RAILROAD LOCKOUT - TAGOUT PROCEDURE TO REMOVE ALL ENERGY SOURCES FROM VEHICLE AND RAIL GUIDE WHEEL EQUIPMENT.**
- **ANY JACK, JACK STANDS, HOIST, ETC. USED MUST BE RATED TO LIFT WEIGHT OF VEHICLE.**

FAILURE TO COMPLY COULD RESULT IN SEVERE BODILY INJURY.

2.0 Steering Stop Replacement - See Figure 1

1. Raise the front of the vehicle high enough so both of the front wheels are off of the ground. Remove both vehicle front wheels.

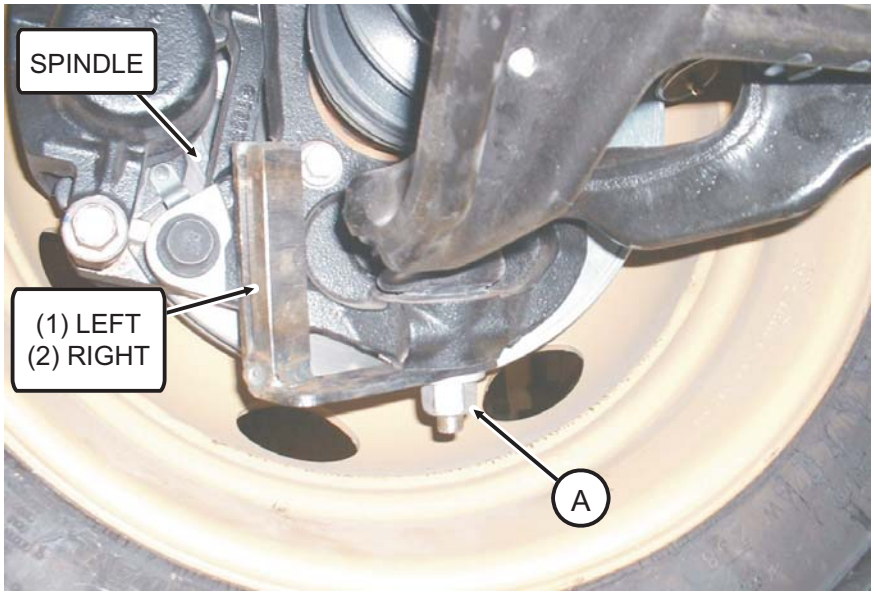
2. Visually inspect the vehicle components and tires for damage, wear, nicks, gouges, rubbing, cut or frayed wires, etc. Replace any damaged or worn component as necessary.

3. Remove lower ball joint nut (A) to remove the existing steering stop (not illustrated).

4. Install the new steering stop (1 or 2) over the stud so the stop plate is towards the rear of the vehicle. Re-install lower ball joint nut (A) Push the steering stop (1 or 2) firmly against the spindle and torque nut (A) to 94 lb-ft (128 N-m).

5. Repeat Steps 3 and 4 for the other side of the vehicle.

FIGURE 1
STEERING STOP REPLACEMENT



3.0 Control Arm Guard Plate - See Figures 2 and 3

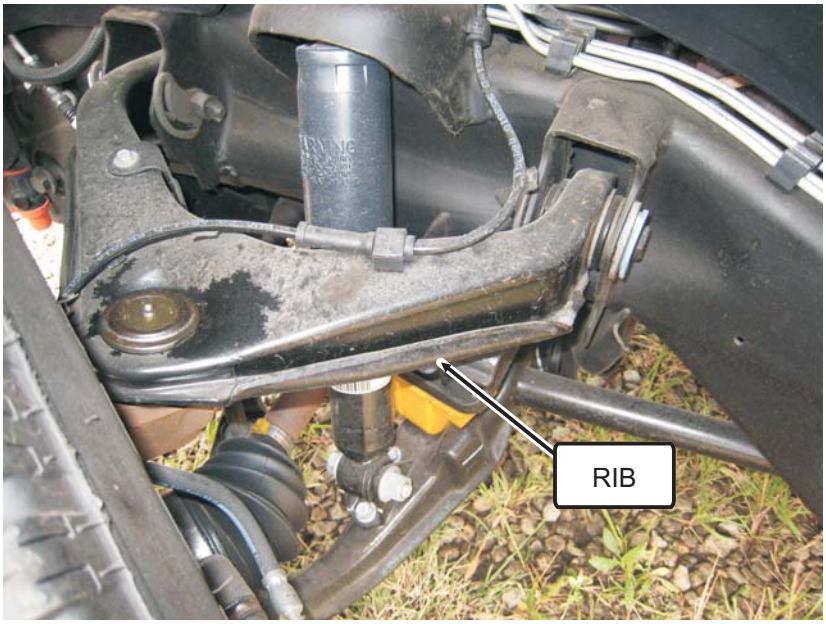
1. Determine if a control arm guard plate is or is not needed.

   a. If the control arm on the vehicle does not have a rib, as shown in Figure 2, a guard plate is needed. Go to 3.1 Installing Control Arm Guard Plate.

   b. If the control arm on the vehicle has a rib, as shown in Figure 3, a guard plate is not required. Go to 4.0 Anti-Lock Brake Sensor Wire Relocation.

FIGURE 2
UPPER CONTROL ARM WITHOUT RIB

FIGURE 3
UPPER CONTROL ARM WITH RIB



3.0 Control Arm Guard Plate

3.1 Installing Control Arm Guard Plate - See Figure 4

1. **Important:** Before doing any welding on the vehicle, disconnect all electrical cables from the battery and from the alternator.

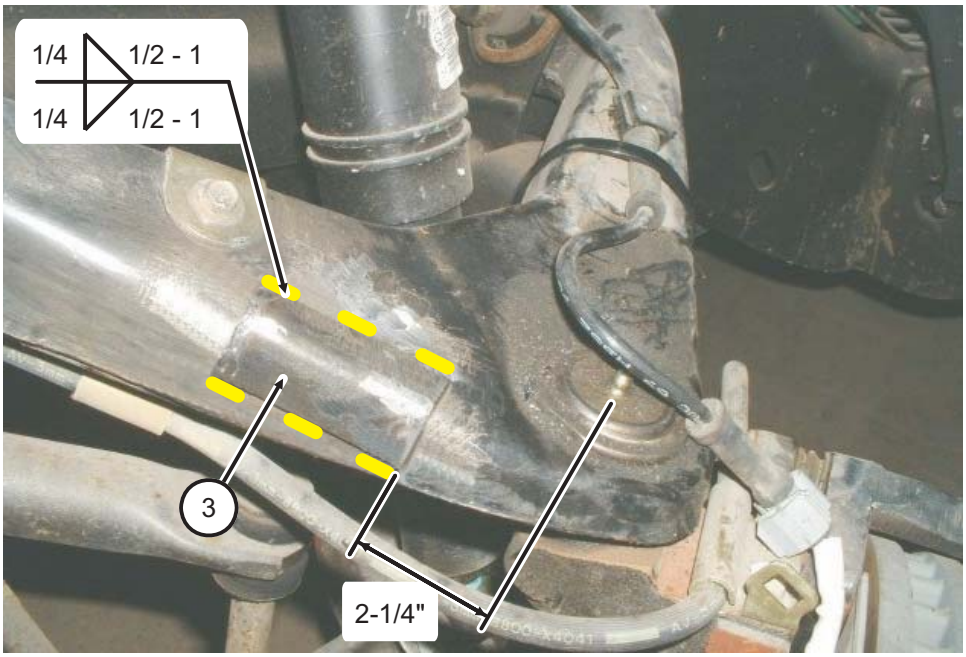
2. Thoroughly clean the surface area on the vehicle upper control arm of all dirt, grease, rust, etc. where the new guard plate (3) will be welded to.

3. If necessary, reform the guard plate (3) to match the contour of the upper control arm before welding it on.

4. Position and weld the guard plate (3) to the upper control arm per the dimension and weld symbol shown.

5. Repeat Steps 2 through 4 for the other side of the vehicle.

FIGURE 4
UPPER CONTROL ARM PLATE INSTALLATION



4.0 Anti-Lock Brake Sensor Wire Relocation - See Figures 5 and 6

1. **Important:** Before relocating the anti-lock brake sensor wires, disconnect all electrical cables from the battery.

2. Inspect the anti-lock brake sensor wire for any damage, wear, fraying, etc. If any damage is found, replace the sensor wire.

4.0 Anti-Lock Brake Sensor Wire Relocation - See Figures 5 and 6

3. Relocate the anti-lock brake sensor wire from its original mounting location as shown in Figure 5 to its new mounting location as shown in Figure 6 re-using all of the original factory mounting clips. Secure the sensor wire to the upper control arm using ty-raps as necessary.

4 Repeat Steps 2 and 3 for the other side of the vehicle.

FIGURE 5
ANTI-LOCK BRAKE SENSOR WIRE IN ORIGINAL LOCATION

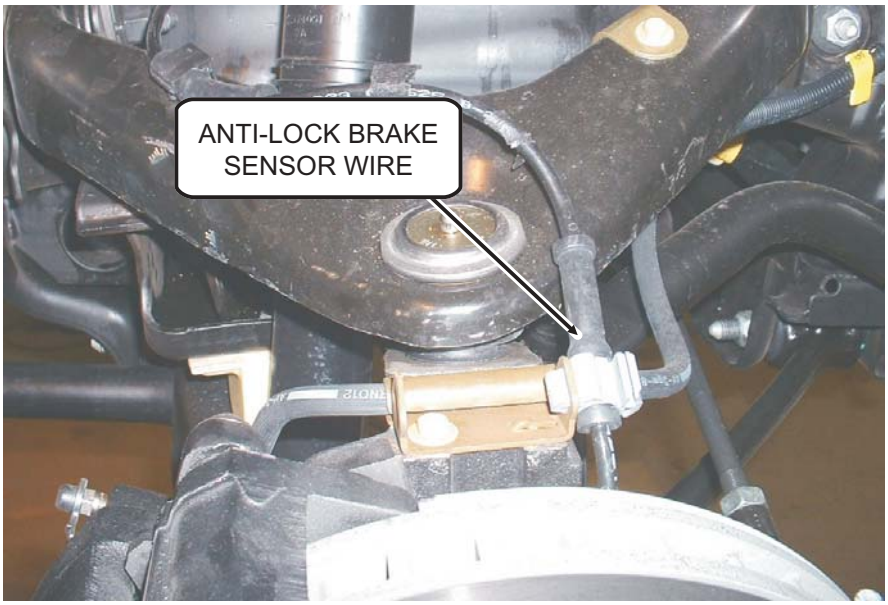
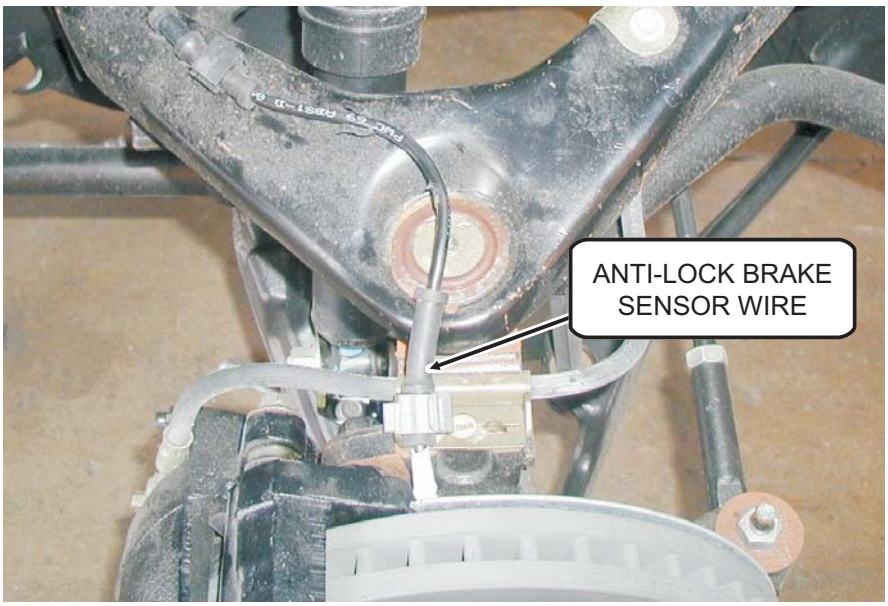


FIGURE 6
ANTI-LOCK BRAKE SENSOR WIRE IN NEW LOCATION



5.0 Wheel and Tire Clearance Inspection

1. After installing the new steering stops, welding on the upper control arm guard plates (if needed) and relocating the anti-lock brake wires, reconnect all electrical cables to the alternator and to the battery.

2. Re-install both vehicle front wheels. Torque the vehicle wheel nuts to the torque shown on the decal located on the rim or to the torque shown on the wheel modification application drawing for you vehicle.

3. Lower the front of the vehicle to the ground. Turn the vehicle front wheels both hard left and hard right. Check the vehicle's front wheels (tires and rims) for contact with any components (upper control arm, brake lines, anti-lock brake sensor wire, etc.) of the vehicle in both directions. There must be a minimum of 3/8 - 1/2 inch (9.5 - 12.7 mm) clearance between the vehicle front wheel rim and any of the above listed components.

4. If there is 3/8 - 1/2 inch (9.5 - 12.7 mm) of clearance, the clearance is acceptable.

5. If there is less than 3/8 - 1/2 inch (9.5 - 12.7 mm) of clearance or any contact at all, the steering stops must be modified. Go to 6.0 Steering Stop Modification.

6 If there is more than 1/2 inch (12.7 mm) of clearance, the steering stops can be modified to help decrease the turning radius of the vehicle. Go to 6.0 Steering Stop Modification.

6.0 Steering Stop Modification - See Figure 7

1. Raise the front of the vehicle so both front wheels are off the ground. Remove both vehicle front wheels.

2. **Important:** Before doing any welding on the vehicle, disconnect all electrical cables from the battery and from the alternator.

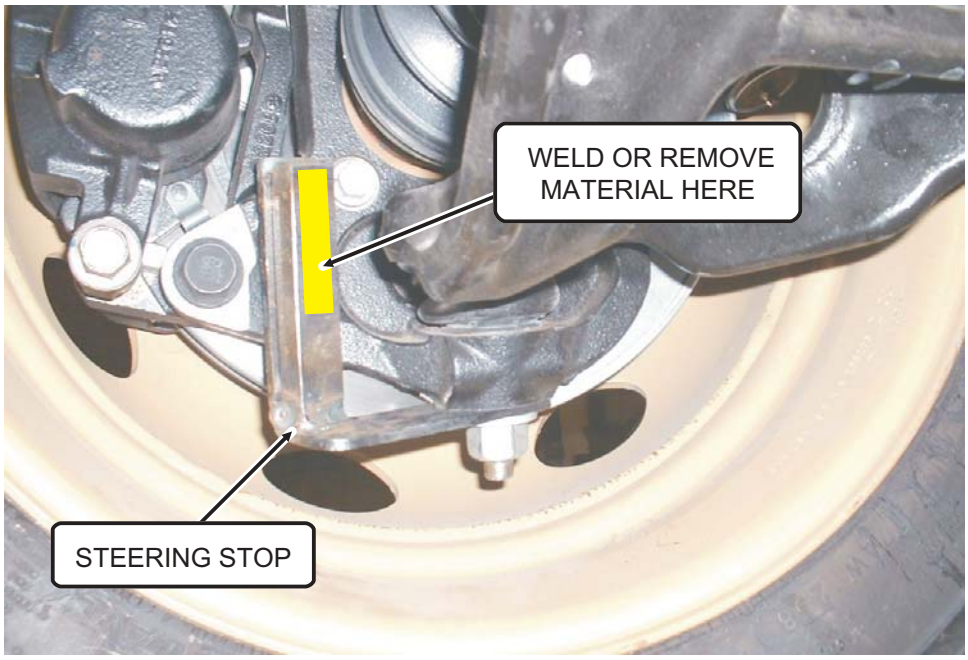
3. Thoroughly clean the contact area of the steering stop surface of all dirt, grease, rust, etc. where material (not supplied) will be welded to.

4. If there was less than 3/8 - 1/2 inch (9.5 - 12.7 mm) of clearance or any contact at all, weld a 1 inch wide piece of suitable material to the steering stop surface in the area shown for the thickness needed and length required. Repeat the Wheel and Tire Clearance Inspection procedure. See 5.0 Wheel and Tire Clearance Inspection.

5. If there was more than 1/2 inch (12.2 mm) of clearance, use a grinder to remove material from the steering stop surface in the area shown. Do not remove more than 1/16 inch (1.6 mm) material before rechecking the vehicle wheel clearance. Repeat the Wheel and Tire Clearance Inspection procedure. See 5.0 Wheel and Tire Clearance Inspection.

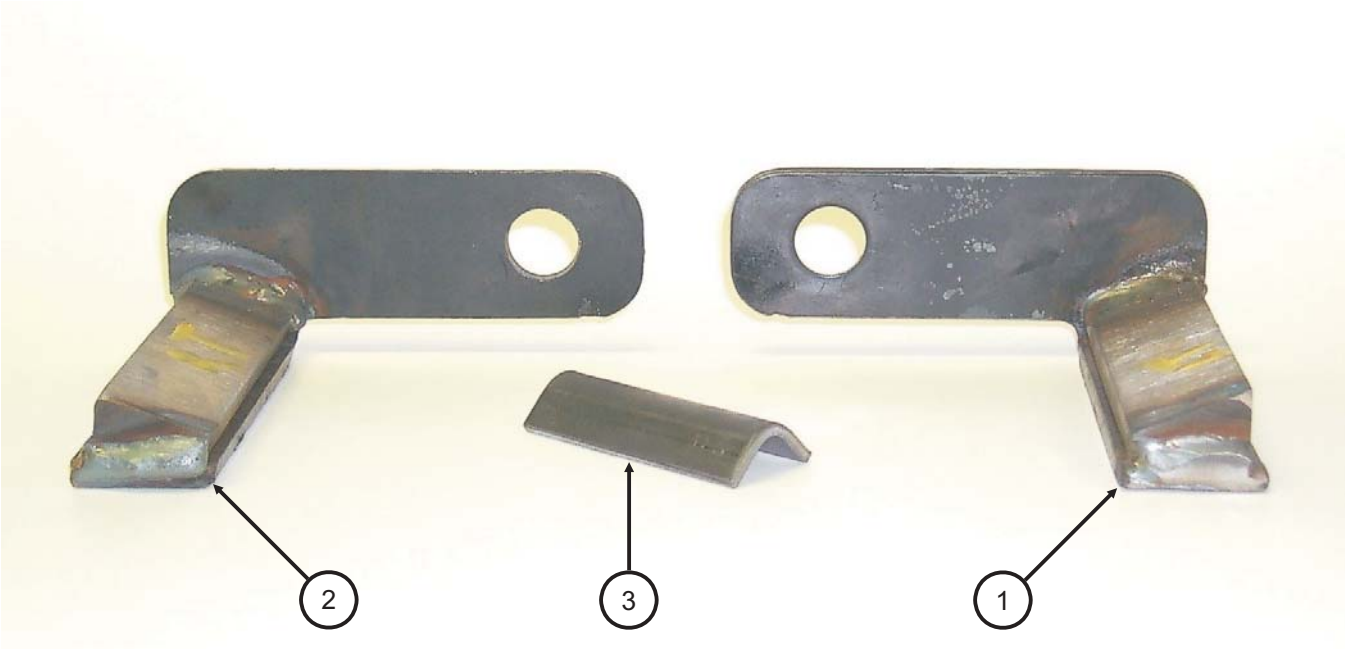
6.0 Steering Stop Modification

FIGURE 7
STEERING STOP MODIFICATION



200457 Steering Stop Group - See Figure 8

FIGURE 8
STEERING STOP GROUP PARTS



ITEM	PART NO	DESCRIPTION	QTY
	200457	STEERING STOP GROUP	1
1	200455	Wheel Stop - Left	1
2	200456	Wheel Stop - Right	1
3	200453	Guard Plate - Upper Control Arm (weld on)	2

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