



MANUFACTURERS OF



18 May 2009

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
ATTN: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Safety Defect and Noncompliance Report Guide for Equipment, PART 573 Defect and Noncompliance Report, Resubmission.

Dear Sir or Madam:

On April 20, 2009, Petersen Industries, Inc. decided that a defect which relates to motor vehicle safety exists in Petersen RS3 "Rear Steer" grapple trucks and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports. On 25 April 2009, we submitted our initial report of that recall as required. At the request of Mr. Richard Willard of your office, we are resubmitting this recall with minor changes. No manufacturer's identification code for this recall has been issued.

The corporate official you should contact with respect to this recall is as follows:

Eric S. Handler
Position: Vice President/General Manager
Phone: 863-676-1493
Fax: 863-676-6844
Email: ehandler@petersenind.com

Replacement of head assemblies has commenced and we will provide additional information once your Division opens a file on this matter.

Regards,

Eric S. Handler
VP/General Manager

esh/ESH
encls

Petersen Industries, Inc.

Safety Defect and Noncompliance Report Guide for Equipment 49 CFR PART 573 Defect and Noncompliance Report

(1) **Manufacturer's Name:** Petersen Industries Inc., 4000 State Road 60 West, Lake Wales, Florida 33859, 863-677-1493.

(2) **Identification of the vehicles or items of motor vehicle equipment potentially containing the defect:**

(i) N/A.

(ii) **Identification of vehicles affected:** Petersen Model RS3 grapple trucks with head assemblies manufactured prior to May 2009.

(iii) **Generic name of the item:** SAI head assembly.

Part number: 107105.

Function: To support and rotate the grapple truck boom.

Dates of manufacture: Prior to May 2009.

(iv) N/A.

(v) No other manufacturers use this part.

(3) **The total number of vehicles or items of equipment potentially containing the defect:** Approximately 123 vehicles are the subject of this recall.

(4) **The percentage of vehicles or items of equipment specified pursuant to paragraph (c)(2) of this section estimated to actually contain the defect:** 100%.

(5) **Description of the defect:** Cracks have been found in the spindle portion of the head assembly in some Petersen Model RS3 grapple trucks. It has been determined that the cracks form through metal fatigue after long-term use. These cracks could result in the breaking of the spindle resulting in the boom separating from the pedestal. Final failure would be sudden and without warning. These cracks are in an area that cannot be inspected without special equipment (e.g. ultrasonic tester) and a trained technician. Pictures and drawings are enclosed.

(6) **A chronology of all principal events that were the basis for the determination that the defect related to motor vehicle safety:** In December 2008, we received word that a truck owned by the City of Houston had a broken spindle. This is a highly unusual event, so we asked that the entire head assembly which includes the spindle be sent back to Petersen for analysis. The head assembly arrived 22 Dec 08. We contracted with a metallurgist and structural engineer to analyze the failure. On 7 Feb 09, they presented their findings that the failure was a result of metal fatigue. We determined to test older spindles for similar cracking in an area with a high concentration of the vehicles: SE Florida. On 31 Mar 09, days before the testing was to take place, we received word from the City of Miami that a spindle had broken. We told them to take

their trucks out of service immediately. On 6 Apr 2009, we took an ultrasound technician to the City of Miami and discovered that 6 more of their vehicles had cracks. With this new data, we examined what would cause the cracking and what vehicles and users it might effect. We gathered records of owners and repairs to determine the possible causes and remedies. On 20 Apr 09, made our final determination that a recall was necessary and began our notification.

(7) N/A.

(8) (i) A description of the manufacturer's program for remedying the defect or noncompliance:

1. The cracks form through metal fatigue over long term use. Calculation and subsequent testing reveal that the cracks can begin forming after approximately 5 – 6 years of use. To establish a safety margin, we determined to notify all users with head assemblies older than 3 years and do a rolling notification of owners of loader newer than 3 years as replacement parts became available.

2. Petersen began notifying customers of all trucks with head assemblies more than 3 years old by email and registered mail on 20 April 2009 of the existence of a potential defect. We instructed those customers to remove those trucks from service and park them.

3. The total population of Rear Steer owners is 32:

a. Of these 32 owners, 26 own loaders with head assemblies that are older than 3 years, the category of vehicle immediately affected by this stage of the rolling recall.

b. Of these 26 owners, 25 have been sent notification of the recall. The sole remaining owner is unknown, the vehicle having changed hands through a used vehicle dealer.

c. Of the 25 owners that have been notified, we have been in contact with representatives from 22 who have stated that they have removed the affected vehicles from service.

d. Of the 3 remaining owners, 2 are used equipment dealers who have these vehicles for sale. Thus, they are known to be out of service. We are attempting to confirm that the last owner has removed his vehicle from service.

e. The 6 owners of loaders that are less than 3 years old (those not in danger of a near-term failure) will be contacted as repair parts become available through a rolling recall.

4. We will replace all head assemblies in all vehicles regardless of age. We have changed the design and machining of the spindle portion of the head assembly to decrease the stresses in the area where the metal fatigue has occurred. We estimate the new head assembly will be capable of lasting approximately 11 times longer than the old design giving it a life expectancy of approximately 60 years. This new head design will replace all existing head assemblies and is being installed on all future vehicles as well.

5. We will reimburse the single end user who has had to replace his head assembly because of the defect.

6. Shipment of replacement parts has commenced. To date approximately 20% of heads have been replaced.

(ii) **The estimated date on which it will begin sending notifications to owners, and to dealers and distributors, that there is a safety-related defect and that a remedy without charge will be available to owners, and the estimated date on which it will complete such notifications:** Notification commenced on 20 April and is almost complete. Notification will be complete when we successfully locate the final vehicle that have been sold by one of our customers to an unknown user after years of use.

(iii) N/A.

(iv) N/A.

(9) N/A.

(10) **A representative copy of all notices, bulletins, and other communications that relate directly to the defect and are sent to more than one distributor, dealer or purchaser:** Documents are enclosed.

(11) **The manufacturer's campaign number:** N/A. We will wait for you to assign a number.
