

Safety Defect and Noncompliance Report Guide for Vehicles Part 573 Defect and Noncompliance Report¹

In August, 2010 Altec Environmental Products, LLC (AEP) decided that a condition which relates to motor vehicle safety 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: **April 11, 2011**

Furnish the manufacturer's identification code for this recall (if applicable): **CSN 543**

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.

Altec Environmental Products, LLC (AEP)

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

Joshua T. Chard
Director, Corporate and Product Safety

Telephone Number: **205-408-8627** Fax No.: **205-981-3733**

Name and Title of Person who prepared this report.

Philip D. Purdy
Manager, Media

Signed: _____

I. Identify the Vehicle Models Involved in the Recall

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): **Altec Environmental Products** Model Years Involved: **2009-2010**

Model(s): **DC-912A**

Production Dates: Beginning: **January, 2009** Ending: **September, 2010**

VIN Range: Beginning: **N/A** Ending: **N/A**

Vehicle Type: **Wood Chipper** Bodystyle: **N/A**

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

This recall only affects AEP DC-912A model wood chippers built between January 2009 and October 2010.

II. Identify the Recall Population

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

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
DC-912A	2009-2010	132

Total Number Potentially Affected by the Recall: **132**

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: **30%**

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:

The recall population was determined by the beginning and ending dates of a design change of the frame of the WC126/166 and WC126A/166A model wood chippers.

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.

AEP has become aware of wheel lug nuts becoming loose due to over torquing.

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

The wheel lug nuts may have been torqued higher than the prescribed value. An unfavorable tolerance stack up between axle hub face diameter and rim seat diameter allowing poor fit up exacerbated lug loosening.

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

Over torquing the wheel lug nuts could cause the threaded studs to stretch or the rim seat to deform. If this occurs, it is possible that the wheel lug nuts will not retain the proper torque value.

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

The wheel lug nuts may loosen frequently requiring tightening or be discovered loose during daily pre-operational inspections and other periodic inspections as required in the unit operator and maintenance manuals.

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.

In August of 2010, Altec Environmental Products, LLC (AEP) received reports of DC-912A chippers with wheel lug nuts that would not remain tight.

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.

N/A

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.

AEP will issue a recall (CSN 543) for all the affected wood chippers. The CSN reminds owners or the wheel lug inspection requirements, provides instructions on how to properly check the torque on the wheel lug nuts and actions if they have wheel lug nuts that will not remain tight. AEP will reimburse the customer for labor and parts for any wheel hubs requiring replacement.

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.

Axle hubs and tire rims will be replaced on chippers that have wheel lug nuts that will not remain tight.

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

Replaced axle hubs will have larger diameter hub face; the replacement rim will be new and un-deformed in the lug seats.

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.

After investigating the reports of loose lug nuts on the DC-912A, AEP revised its assembly procedure and final quality checks so that they would address not just an under torqued condition could be determined but also an over torque condition. This was implemented in October of 2010.

Axle hubs were replaced in production by the axle supplier with a larger hub face diameter.

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.

Attached to this report is a draft of AEP's CSN 543. Once CSN 543 has been approved and returned, AEP will immediately mail it to the customers affected. There are no dealers/retailers affected.