

## **Safety Defect and Noncompliance Report Guide for Vehicles Part 573 Defect and Noncompliance Report<sup>1</sup>**

In July 2011, Altec Environmental Products, LLC (AEP) decided that a defect 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: **July 26, 2012**

Furnish the manufacturer's identification code for this recall (if applicable): **CSN 551**

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: See Below

Model(s): DC-1217, DC1317, and DC-1317HP

Production Dates: Beginning: See Below Ending: See Below

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 DC1217 and DC1317/1317HP model wood chippers.**

## 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>
<b>DC1217</b>	<b>2008 - 2009</b>	<b>163</b>
<b>DC1317</b>	<b>2008 - 2009</b>	<b>26</b>
<b>DC1317HP</b>	<b>2008 - 2011</b>	<b>38</b>

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: **Reinforcement kits will be added to all affected units.**

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 reviewing production and quality records to identify DC1217 and DC1317 chippers built during 2008-2011.**

### **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.

**Cracks may develop in the chipper frame.**

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

**Engineering changes to the frame design.**

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

**Frame cracks could cause the unit to be inoperable.**

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

**Inspection of the chipper frame is a part of the operator's pre-operation inspection.**

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

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### **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 December of 2010 AEP received a report of DC1217 headshell (disc housing) that broke off the trailer frame. The headshell was retained on the frame by the drive belt, belt guard and engine output shaft. This unit was transported to AEP for inspection and repair. Evidence of external damage was found on the bottom of one cross**

member. It was thought at this time this was the crack initiation site and not believed to be systemic. The unit was repaired and returned to the customer. The customer was asked to inspect his other 3 sister units and did not report any other cracks or failures.

In February, 2011, another customer reported a similar failure on two of his units. These were brought to AEP for repair. Inspection did not show any external damage. At this time preliminary analysis showed that a change to the frame in October of 2008 revealed that stress around some head shell welds could exceed yield in severe shock loading. AEP began an in- depth analysis including field examination and testing which confirmed preliminary findings. Once one headshell weld has cracked, the other welds would become overloaded and could result in the headshell breaking loose from the frame. This would render the unit unable to operate but the head was retained on the frame by the drive belt, belt guard, and engine output shaft.

The units identified as requiring reinforcement were built with one fewer longitudinal cross member which reduced the weld area by approximately 20%. This longitudinal cross member also helped transverse cross members share load.

Additional units were inspected at customer locations and it was determined that all affected chipper frames should be reinforced.

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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 551) for all the units. The CSN directs owners to inspect the chipper frame and to contact AEP. AEP will contact each owner to make the necessary repairs and upgrades.**

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.

**Additional frame supports will be added.**

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

N/A

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 field repair is the same as the production remedy

#### **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 551. Once CSN 551 has been approved and returned, AEP will immediately mail it to the customers affected. There are no dealers/retailers affected.**