RECEIVED
By Recall Management Division at 9:10 am, Nov 07, 2013

13V-560
(10 pages)

Safety Defect and Noncompliance Report Guide for *Vehicles*

PART 573 Defect and Noncompliance Report

Date: 10/23/2013

This report serves as Terex Corporation's notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain Front Discharge Concrete Trucks. Terex Corporation decided that this defect existed in these vehicles October 2nd, 2013.

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer's corporate name: Terex Corporation

Vehicle brand or trademark name owner(s) (where applicable):

Terex Advance

Designated Agent (imported vehicles):

If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

~~Part Number 33625 : U-BOLT, 1-14UNFx20", FRONT HOLD DOWN~~
Triangle Auto Spring
PO BOX 98745
Chicago, IL 60693 814-375-1489

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

Rod Walker
Terex Advance
7727 Freedom Way
Fort Wayne, IN 46818

rod.walker@terex.com
260-969-4566

Manufacturer's assigned campaign number (where applicable):

II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: Terex Advance
Model: FD3000, FD4000, FD4000B, FD5000GL, FD6000B
Model Year(s): 2013
Inclusive dates of manufacture (month and year): 10-2012 through 10-2013
Body Style/Type (for non-passenger cars): Concrete Mixer Truck
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):
Total number of these vehicles: 145

Make: Terex Advance
Model: 4 Axle Glider, 5 Axle Glider, 6 Axle Glider, 7 Axle Glider
Model Year(s): 2013
Inclusive dates of manufacture (month and year): 10-2012 through 10-2013
Body Style/Type (for non-passenger cars): Concrete Glider Truck
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):

Total number of these vehicles: 64

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: 209

The percentage of the recall population you estimate actually contain the defect or noncompliance: 100%

All vehicles in the affected population have the same design for the front axle to spring attachment. The selected dates of manufacture cover all vehicles built with the u-bolt design.

Describe how the recall population is different from any similar vehicles not subject to this notification:

The recall population is 100% of front discharge production during this period.

III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.

The u-bolt that attaches the front axle to the leaf spring can fracture in the upper radius of the bolt.

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

1. There is a high stress concentration area on the inner radius of the u-bolt. The mating top plate also has a sharp edge that is in contact with the area of high stress concentration on the u-bolt. Under load, the compounding stress concentrations can cause a fracture to originate in this area.
2. It was found that the assembly procedure for the u-bolts allowed for over-tightening to occur. This over-tightening, coupled with the stress concentrations from Item 1, could cause complete fracture at the point of assembly, or delayed fracture during service.

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

Failure of u-bolts could lead to separation of the front axle from the vehicle, resulting in loss of operator control.

Identify any warning(s) that may precede the defect or noncompliance condition.

A “bang” or “pop” may be heard as the leg of the u-bolt fractures.

For defects, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities

The following table lists the string of warranty claims for the u-bolts that lead to the determination that this issue was not an anomaly.

Customer Name	Sales Part No	Description	Desired Delivery Date/Time
DAUPHINAIS READY MIX	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	7/9/2013 0:00
SMYRNA READY MIX LLC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	7/22/2013 0:00
CFI READY MIXED LLC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	8/8/2013 0:00
SAUNDERS CONCRETE CO INC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	8/19/2013 0:00
NASHVILLE READY MIX INC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	8/30/2013 0:00
NASHVILLE READY MIX INC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	9/4/2013 0:00
HOMER TRANSPORT LLC	33625	U-BOLT,1-14UNFX20",FRONT HOLD-DOWN	9/9/2013 0:00

For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

The remedy was to go back to a variation of a previous design that uses straight studs that do not have the stress concentrations inherent to the u-bolts. The previous straight stud design has been in service for decades without known incident.

The remedy design is now in production, starting with chassis number GL896913, produced in October 2013.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

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

The remedy assembly contains four straight double ended studs with a flat top plate with four holes in place of two u-bolts and a notched top plate per side.

********** **IMPORTANT REMINDERS** **********

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative 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, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.