

Part 573 Safety Recall Report**15V-213****Manufacturer Name :** Trans-Air Manufacturing Corp.**Submission Date :** APR 09,2015**NHTSA Recall No. :** 15V-213**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Trans-Air Manufacturing Corp.

Address : 480 East Locust Street

P.O. Box 70 Dallastown PA 17313-0070

Company phone : 717-246-2627

Population :

Number of potentially involved : 835

Estimated percentage with defect : 5

Vehicle Information :

Vehicle : 2006-2014 GM G3500-4500

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : GM cutaway chassis G3500-4500 with specific add-on compressor mount kit, (4012506-01 & 02, 4013126-01 & 02, 4013235-01 & 02, 4012909, 4013125, 4013222, and 717173) installed by Trans/Air personnel. An OEM cable from a power distribution terminal strip that had to be removed for installation of the mount kit, could be improperly re-connected during add-on compressor installation.

Production Dates : JAN 03, 2006 - FEB 20, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : GM cutaway chassis G3500-4500 with specific add-on compressor mount kit, (4012506-01 & 02, 4013126-01 & 02, 4013235-01 & 02, 4012909, 4013125, 4013222, and 717173) installed by Trans/Air personnel. An OEM cable from a power distribution terminal strip that had to be removed for installation of the mount kit, could be improperly re-connected during add-on compressor installation. An OEM (GM) cable routed across the top of the fan shroud must be disconnected to remove the shroud during installation of the compressor mount bracket. This cable may not be properly re-connected on the terminal strip stud, located at the front of the engine compartment.

Description of the Safety Risk : This could cause a poor connection, or a loose connection, causing heat or arcing, and lead to a possible ignition source.

Description of the Cause : An OEM cable from a power distribution terminal strip that had to be removed for

installation of the mount kit, could be improperly re-connected during add-on compressor installation. An OEM (GM) cable routed across the top of the fan shroud must be disconnected to remove the shroud during installation of the compressor mount bracket. This cable may not be properly re-connected on the terminal strip stud, located at the front of the engine compartment.

Identification of Any Warning that can Occur : Symptoms would be a possible smell of smoke, or heat from under the hood, or the terminal strip stud would be hot to the touch. Or, there could be no symptoms at all.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

FOREIGN STATES

Country : NR

Chronology :

2/18/2015 - Trans Air was advised of a vehicle fire, where the vehicle contained a Trans Air a/c system.

2/18/2015 - Trans Air was forwarded a picture of a loose OEM cable connection on the vehicle 2/18/2015 -

Trans Air contacted our insurance company to have a fire investigator inspect the vehicle 2/19/2015 - Trans

Air had all of this type vehicle on the property, inspected for this cable connection issue 2/20/2015 - Trans Air

incorporated an added line to the final inspection sheet to inspect this connection on every vehicle 2/24/2015

- Trans Air sent a service tech to the location of the vehicle fire, to inspect the other (19) vehicles on their

property 3/13/2015 - Insurance investigator and Trans Air Engineering manager inspected the vehicle on site

3/26/2015 - Insurance investigator sent Trans/Air an e-mail stating that this was the cause 3/27/2015 -

Trans Air started the process of a mandatory NHTSA safety recall. 4/1/2015 - Trans/Air submitted an

equipment 573, and it was rejected (not enough information). 4/9/2015 - Re-submitted an equipment 573

and it was rejected (should be a vehicle recall)

Description of Remedy :

Description of Remedy Program : Inspect cable-to-stud connection. If the cable is angled (off vertical) over the edge of the raised "nib" on the terminal strip, loosen the self-locking nut and slightly rotate the cable to its proper vertical position, so the terminal lays flat, and tighten the nut securely. Special authorization code for inspecting the cable-to-stud connection, 15-001A. Flat rate 10 minutes per vehicle.

How Remedy Component Differs from Recalled Component : Recall/Remedy is not a component. Recall/Remedy is an inspection.

Identify How/When Recall Condition was Corrected in Production : Issue was immediately (2/18/2015) communicated to the installers and, an inspection was added to the final inspection sheet. All vehicles on installation property were inspected.

Recall Schedule :

Description of Recall Schedule : Finalizing letters and printing. Will start mailing via 1st class mail.

Planned Dealer Notification Date : APR 27, 2015 - MAY 01, 2015

Planned Owner Notification Date : MAY 08, 2015 - MAY 22, 2015

* NR - Not Reported