

Part 573 Safety Recall Report**15V-512****Manufacturer Name :** Terex South Dakota, Inc.**Submission Date :** OCT 16,2015**NHTSA Recall No. :** 15V-512**Manufacturer Recall No. :** SN619**Manufacturer Information :**

Manufacturer Name : Terex South Dakota, Inc.

Address : 500 Oakwood Road

PO Box1050 Watertown SD 57201

Company phone : 605-882-4000

Population :

Number of potentially involved : 386

Estimated percentage with defect : 90

Vehicle Information :

Vehicle : 2009-2014 Terex and others TM aerial and General Digger Derrick, C4000, C5000, C6000, C7000, RMX Aerial

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : The aerial and digger units were installed on trucks to elevate personnel to perform power line construction and maintenance.

Production Dates : DEC 01, 2009 - NOV 13, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : Some vertical cylinders of the post and beam type outriggers were not assembled with an orifice which helps dampen the rapid oscillation of the valve poppet.

FMVSS 1 :NR

FMVSS 2 :NR

Description of the Safety Risk : Without the orifice in place rapid oscillation of the valve poppet occurs which can cause excessive wear and possible damage to the valve poppet and cartirgde seat. This could lead to the affected cyinder drifting. If an outrigger drifts while under load it could result in the platform falling.

Description of the Cause : The affected cylinders were not assembled with an orifice. Investigation is continuing to verify causation.

Identification of Any Warning that can Occur : The outrigger will make excessive noise when lowering and if damaged will slowly drift allowing unit to settle in operation.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

The first report of damage to valves was in November 2014. The valves were not returned for examination. The next occurrence was reported on 6/2/15. The valves were returned to TSD on 6/23/15. The valves were inspected and then returned to the manufacturer for evaluation. Another report was received on 6/26/15 of damaged valves, which has not been returned yet for inspection. Further review found one other unit had valve replaced on 9/6/13.

Testing of both new and old production valves was started 7/23/15. The results were variable and are continuing but it did verify that extreme chattering can cause excessive wear and damage. Discussed with the valve manufacturer on 7/28/15 with no resolution of cause. A recall was determined to be required on 8/3/15. The exact date range affected is still being determined.

Description of Remedy :

Description of Remedy Program : The installation of the orifice and replacement for the affected valves will be under warranty.

How Remedy Component Differs from Recalled Component : The added fitting with an internal orifice will have a stamped mark on the hex nut.

Identify How/When Recall Condition was Corrected in Production : An orifice fitting was added in production 11/25/14 after the first identified report of chatter.

Recall Schedule :

Description of Recall Schedule : Recall will begin when approved by NHTSA and parts can be obtained
Dates of notification is expected to be in August if approved but are unknown at this time.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported