

Part 573 Safety Recall Report**15V-516**

Manufacturer Name : Pierce Manufacturing
Submission Date : AUG 11,2015
NHTSA Recall No. : 15V-516
Manufacturer Recall No. : 74B265

**Manufacturer Information :**

Manufacturer Name : Pierce Manufacturing
 Address : 2600 American Drive
 P.O. BOX 2017 Appleton WI 54912-2017
 Company phone : 414-832-3000

Population :

Number of potentially involved : 191
 Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2014-2015 Pierce Arrow XT Dash CF Enforcer Quantum Velocity Freightliner M2-112 Kenworth T88

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : ALL

Power Train : DIESEL

Descriptive Information : All vehicles equipped with Allison 4000 EVS transmission and 1810 series drivelines.

Production Dates : NOV 03, 2014 - JUL 31, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

Not sequential VINs

Description of Defect :

Description of the Defect : The driveshaft assembly was produced with tubing that had inadequate strength.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : A driveshaft with a tube of inadequate strength may yield under torque load from the powertrain, resulting in the driveshaft either bending or twisting into multiple segments off. If this occurs, the entire drive shaft, or portions of it may separate from the connecting spline or the vehicle. If this occurs, the ability to move the vehicle under power will be lost. Also the separated portion may strike other persons or vehicles. There have been 4 reported incidents from the field – no injuries or crashes were reported.

Description of the Cause : Loads induced into part exceeded capability of material used.

Identification of Any Warning that can Occur : No warning prior to occurrence.

Supplier Identification :**Component Manufacturer**

Name : Machine Service, Inc.

Address : 1000 Ashwaubenon St.

PO Box 10265 Green Bay WISCONSIN 54307

Country : United States

Chronology :

Pierce was notified in April 2015 by a customer of a concern regarding a drive shaft failure. Pierce began an investigation at that time. Shortly afterwards, from May – June 2015 Pierce received 3 more complaints of drive shaft incidents from customers and had one internal incident. During June & July, Pierce received field parts and conducted material analysis. In July 2015, Pierce analysis concluded that the failed parts had yield strength below normal population. Further analysis indicated those yield strengths may not be capable to carry the torque loads produced by the powertrain. Also at that time, Pierce working with their supplier, determined several batches of tubing with lower yields were produced into drive shafts. By July 31, 2015, Pierce was able to contain vehicle production in-process.

Description of Remedy :

Description of Remedy Program : The drive shafts on suspect vehicles will be replaced with drive shafts using higher yield tubing.

How Remedy Component Differs from Recalled Component : There is no visual feature to distinguish a remedied component from a recalled component. Material analysis would indicate a component produced from the proper grade of tube providing the required yield strength properties.

Identify How/When Recall Condition was Corrected in Production : Pierce identified all in-process vehicles and replaced suspect drive shafts. Supplier purged system of any suspect product that may have been using lower yield tube. Clean break point for component and vehicle is July 31, 2015.

Recall Schedule :

Description of Recall Schedule : Pending NHTSA approval

On 11Aug15 - Pierce determined that a DO NOT USE request is appropriate and issued notices to our dealers & customers.

Planned Dealer Notification Date : AUG 10, 2015 - AUG 24, 2015

Planned Owner Notification Date : AUG 10, 2015 - AUG 24, 2015

* NR - Not Reported