

Part 573 Safety Recall Report**15V-632****Manufacturer Name :** Kovatch Mobile Equipment Corp.**Submission Date :** OCT 05,2015**NHTSA Recall No. :** 15V-632**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Kovatch Mobile Equipment Corp.

Address : One Industrial Complex

Nesquehoning PA 18240

Company phone : 8002353926

Population :

Number of potentially involved : 8

Estimated percentage with defect : 3

Vehicle Information :

Vehicle : 2013-2015 KME Predator

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : Recalled vehicles are equipped with Independent Front Suspension (IFS) modules manufactured by Reyco Granning from April 27, 2011 to February 23, 2015.

Production Dates : JAN 25, 2013 - JAN 28, 2015

VIN (Vehicle Identification Number) Range

Begin : 1K9AF6486DN058510	End : 1K9AF4280DN058512	<input type="checkbox"/> Not sequential VINs
Begin : 1K9AF6480EN058617	End : 1K9AF6480EN058617	<input type="checkbox"/> Not sequential VINs
Begin : 1K9AF6485EN058662	End : 1K9AF6485EN058662	<input type="checkbox"/> Not sequential VINs
Begin : 1K9AF4282EN058674	End : 1K9AF4282EN058674	<input type="checkbox"/> Not sequential VINs
Begin : 1K9AF4282EN058707	End : 1K9AF4282EN058707	<input type="checkbox"/> Not sequential VINs
Begin : 1K9AF428XFN058990	End : 1K9AF428XFN058990	<input type="checkbox"/> Not sequential VINs

Description of Defect :

Description of the Defect : As reported in NHTSA Campaign Number: 15E-067 Reyco Granning LLC has decided that a defect which relates to motor vehicle safety exists in Independent Front Suspension (IFS) modules manufactured by Reyco Granning from April 27, 2011 to February 23, 2015.

Reyco Granning has learned that IFS modules manufactured during the affected timeframe could contain loose ball joints. If loose ball joints are not detected, they may eventually separate from their mating part, which could result in a partial loss of steering control. Reyco Granning has notified NHTSA of this condition. This recall notice applies to IFS model(s): IFS24-M48Y5, IFS24-M48N2, IFS20-M55N5, IFS20-

M55Y5 and IFS24-M48N5 purchased from Reyco Granning by KME within the timeframe listed above.

FMVSS 1 :NR

FMVSS 2 :NR

Description of the Safety Risk : As taken from NHTSA Campaign Number: 15E-067.

If loose ball joints are not detected, they may eventually separate from their mating part, which could result in a partial loss of steering control.

Description of the Cause : As taken from NHTSA Campaign Number: 15E-067. One or both of two root causes.

- 1) Threaded ball joints not torqued to specification and/or
- 2) Threaded ball joints without the specified threadlocker.

Identification of Any Warning that can Occur : As taken from NHTSA Campaign Number: 15E-067. Prior to complete separation a mechanic can visually notice a gap between the ball joint seating flange the mating component. Furthermore the vehicle operator may notice a slight steering system misalignment which can manifest in steering pull to one side or another.

Supplier Identification :

Component Manufacturer

Name : Reyco Granning

Address : 1205 Industrial Park Drive

Mt. Vernon PENNSYLVANIA 65712

Country : United States

Chronology :

On September 28, 2015 Kovatch Mobile Equipment was notified by Reyco Granning LLC defect which relates to motor vehicle safety exists in Independent Front Suspension (IFS) modules manufactured by Reyco Granning from April 27, 2011 to February 23, 2015.

As taken from NHTSA Campaign Number: 15E-067

On 9/10/13, Reyco had their first warranty claim for a loose ball joint (IFS produced 12/7/12). On 3/20/14, Reyco had their second warranty claim (IFS produced 6/7/13). On 10/9/14, Reyco had their third warranty claim with joint separation (IFS produced 3/8/13). On 10/13/14, Reyco Granning initiated an investigation into the issue. On 2/23/15, Reyco Granning implemented production improvements to address the issue. At that time, Reyco Granning believed that all known defective units had been sold to one customer, Spartan Motors, Inc., which had previously recalls related to this issue (NHTSA Recall Numbers 13V531 & 14V812).

Reyco

Granning continued to monitor and investigate the field performance of these products in the vehicles of other customers. On 8/6/15, Reyco Granning completed its investigation and determined that a potential safety related defect exists when installed in other vehicle applications (not just Spartan Motors).

Description of Remedy :

Description of Remedy Program : Reyco Granning is supporting Kovatch Mobile Equipment with this recall. From the list of serial numbers provided by Reyco Granning KME has identified the potentially affected vehicles. Reyco Granning will implement an inspection and rework procedure.

Based on the information provided from Reyco Granning the vehicles in which we installed affected IFS units, will be inspected and, if they contain loose ball joints, repaired. Inspection and repair procedures are detailed in the Service Bulletin prepared by Reyco Granning, the bulletin addresses:

- Proper Correction Method
- Authorized Labor Allocation
- Inspection Tools Required
- Repair Tools Required
- Inspection and Repair Instructions

How Remedy Component Differs from Recalled Component : As taken from NHTSA Campaign Number: 15E-067. The remedy involves reworking the ball joint, rather than replacement. The rework will consist of: 1) removing the ball joint 2) cleaning the threads 3) applying thread locker to the threads 4) reinstalling the ball joint and 5) torqueing the ball joint to specification.

Identify How/When Recall Condition was Corrected in Production : As taken from NHTSA Campaign Number: 15E-067.

On 2/23/15 a robust process change was implemented by Reyco Granning as an improvement. This includes:

-QA witness of LocTite application.

-Hand tighten.

-Chisel marks across ball joint & steering link.

-QA apply torque & witness separation of chisel marks.

-Re-torque at assembly line & write torque on steering link.

-QA check for written torque at three stages after assembly line.

-Hammer chisel in tightening direction to see if ball joint turns.

-Temporary 3rd party post-assembly inspection (2/23/15-6/15/15). 100% pass during this period led to in-sourcing this final inspection.

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : OCT 26, 2015 - NOV 23, 2015

Planned Owner Notification Date : NOV 23, 2015 - DEC 21, 2015

* NR - Not Reported