Part 573 Safety Recall Report 16V-569

Manufacturer Name : Kovatch Mobile Equipment Corp.
Submission Date : JUL 29, 2016
NHTSA Recall No. : 16V-569
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 : 112
Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2016-2016 KME Predator SS Tractor Drawn Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : SEP 02, 2015 - SEP 02, 2015
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2016-2017 KME Predator SS Pumper
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : AUG 13, 2015 - JUL 26, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 3 : 2016-2016 KME Predator SS Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : APR 02, 2016 - APR 07, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 4 : 2016-2016 KME Predator Pumper
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : SEP 16, 2015 - JAN 11, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 5 : 2016-2017 KME Predator Panther Pumper
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : JUN 27, 2015 - JUN 28, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 6 : 2016-2016 KME Predator Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates : MAR 16, 2016 - MAR 16, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 7 :	2015-2017 KME M2 Pumper
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	AUG 15, 2015 - JUN 18, 2016
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 8 :	2016-2016 KME M114 Tanker
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	AUG 31, 2015 - AUG 31, 2015
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 9 :	2016-2016 KME 7600 Tanker
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	OCT 30, 2015 - NOV 30, 2015
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 10 :	2016-2016 KME 7600 Pumper
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	OCT 29, 2015 - OCT 29, 2015
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 11 :	2016-2016 KME 7400 Tanker
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	SEP 16, 2015 - OCT 08, 2015
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 12 :	2016-2016 KME 4400 Pumper
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	APR 14, 2016 - JUN 18, 2016
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Vehicle 13 :	2016-2016 KME FDNY Pumper
Vehicle Type :	BUSES, MEDIUM & HEAVY VEHICLES
Body Style :	OTHER
Power Train :	DIESEL
Descriptive Information :	KME Chassis with Waterous fire pumps using split trans mission model numbers C20, C21, TC20 and TC21 could potentially result in the inability to the shift the apparatus from road to pump mode.
Production Dates :	JUN 16, 2015 - DEC 31, 2015
VIN Range 1 :	Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	Waterous Company has decided that a safety related defect may exist in certain model C20 and C21 split shaft transmissions and TC20 and TC21 PTO split shaft transmissions manufactured from April 9, 2015 to April 20, 2016. This condition could potentially result in the inability to shift the apparatus form road to pump mode.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	There is the possibility that on the affected shift units that the retaining ring on the top of the clevis pin may dislodge and the clevis pin may fall out and lose engagement with the shift fork. If that occurs, it will prevent the shift unit

	from being able to shift the transmission into the position to provide power to drive a fire pump.
Description of the Cause :	Indications are that the installation pliers Aventics used to install the retraining rings was out of adjustment for a period of time such that the retaining ring was opened beyond its elastic limit resulting in deformation.
Identification of Any Warning that can Occur :	NR

Supplier Identification :

Component Manufacturer

Name :	Waterous Company
Address :	125 Hardman Avenue South South St. Paul MINNESOTA 55075-2456
Country :	United States

Chronology :

Waterous has identified the problem to KME through the recall process.

Description of Remedy :

Description of Remedy Program :	KME will notify the owners of the defect and KME dealers/service groups will inspect and repair as directed by Waterous directions.
How Remedy Component Differs from Recalled Component :	The new component is a shouldered bolt and lock nut as opposed to the original clevis pin and retaining ring.
Identify How/When Recall Condition was Corrected in Production :	The supplier of the affected shift units inspected and properly calibrated the retaining ring installation pliers, and scheduled the installation pliers for regular calibration checks. The shift units in inventory and in the production process were inspected and the units with deformed retaining rings were remedied with properly installed replacement retaining rings.

Recall Schedule :

Description of Recall Schedule :	The safety recall is expected to start on or before September 27th 2016.
Planned Dealer Notification Date :	SEP 20, 2016 - SEP 23, 2016
Planned Owner Notification Date :	SEP 27, 2016 - OCT 05, 2016

* NR - Not Reported