

Part 573 Safety Recall Report

17V-527

Manufacturer Name : Kovatch Mobile Equipment Corp.

Submission Date : AUG 28, 2017

NHTSA Recall No. : 17V-527

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 : 11

Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2016-2016 KME Predator Pumper

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : The issue potentially affects the tie rod attachment point—specifically, the tie rod taper joint-to- knuckle attachment—in certain steer axles manufactured for commercial vehicles and distributed by Dana. The recall population was determined by axle serial numbers provided by Dana.

Production Dates : SEP 30, 2015 - SEP 30, 2015

VIN Range 1 : Begin : NR

End : NR

☐ Not sequential

Vehicle 2 : 2016-2016 KME Predator Rescue

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : The issue potentially affects the tie rod attachment point—specifically, the tie rod taper joint-to- knuckle attachment—in certain steer axles manufactured for commercial vehicles and distributed by Dana. The recall population was determined by axle serial numbers provided by Dana.

Production Dates : JUL 02, 2015 - JUL 02, 2015

VIN Range 1 : Begin : NR

End : NR

☐ Not sequential

Vehicle 3 : 2016-2016 KME Airport Refueler

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : The issue potentially affects the tie rod attachment point—specifically, the tie rod taper joint-to- knuckle attachment—in certain steer axles manufactured for commercial vehicles and distributed by Dana. The recall population

was determined by axle serial numbers provided by Dana.

Production Dates : APR 30, 2015 - SEP 30, 2015

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : In affected Dana steer axles, the castellated nut and cotter pin may not have been properly torqued. As a result, the tie rod may become loose in the steer axle, causing significant auditory warning and/or looseness in steering. If a vehicle operator continues to operate the vehicle in spite of this advanced warning, the tie rod may in rare instances become disconnected from the knuckle. KME Fire Apparatus used these potentially affected steer axles as original equipment on certain vehicles.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the tie rod disconnects from the steering knuckle, the driver may lose full control of a vehicle wheel (normally the right front tire), Increasing the risk of a motor vehicle accident.

Description of the Cause : The castellated nuts in the tie rods may not have been properly torqued during assembly.

Identification of Any Warning that can Occur : Before a tie rod can disconnect from the vehicle, a driver should experience significant warning, including noise and loosened steering.

Supplier Identification :

Component Manufacturer

Name : Dana Inc.

Address : 3939 Technology Drive
Maumee OHIO 43537

Country : United States

Chronology :

On August 22, 2017, KME Fire received notification from Dana of NHTSA Recall No. 17E041. Dana received a report from a customer that a tie rod had become loose on a vehicle while being driven, which caused the vehicle's tire to separate from the wheel, and the vehicle to slide to a stop. Dana expedited return of the vehicle's steer axle to it, and promptly initiated a diligent investigation to assess the potential issue. As part of Dana's analysis, it collected warranty information from its own records and records of its customers. Dana's data review of this past week led it to file the above referenced recall with NHTSA and to notify its customers. Dana's investigation is ongoing.

Description of Remedy :

Description of Remedy Program : KME and Dana intend to inspect all units in the field to ensure that the castellated nuts in the tie rods are properly torqued, and will tighten nuts that are not. KME and Dana will replace the tie rod stud and knuckle on units in which the nuts cannot be sufficiently torqued. There will be no cost to the customer. KME will reimburse the customer and Dana will reimburse KME.

How Remedy Component Differs from Recalled Component : The inspection campaign will check and (where needed) correct torquing and will replace parts damaged

Identify How/When Recall Condition was Corrected in Production : Dana advised us that they began using feedback-controlled torque installation equipment in May 2015, and instituted corrected assembly procedures

Recall Schedule :

Description of Recall Schedule : NR

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported