

Part 573 Safety Recall Report

17V-607

Manufacturer Name : Hino Motors Sales U.S.A., Inc.

Submission Date : MAR 06, 2018

NHTSA Recall No. : 17V-607

Manufacturer Recall No. : AA860



Manufacturer Information :

Manufacturer Name : Hino Motors Sales U.S.A., Inc.

Address : 41280 Bridge Street

Novi MI 48375

Company phone : 248-699-9300

Population :

Number of potentially involved : 3,224

Estimated percentage with defect : 80 %

Vehicle Information :

Vehicle 1 : 2011-2012 HINO NE8J, NJ8J, NV8J

Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES

Body Style : ALL

Power Train : DIESEL

Descriptive Information : Improper retention of the wrist pin bushing in the connecting rod of the engine. The recall population was determined based on the engine production dates and serial numbers during the suspect term. The engines included in the recall population may contain connecting rods with improperly installed wrist pin bushings.

Production Dates : FEB 04, 2010 - JAN 07, 2011

VIN Range 1 : Begin : 5PVNE8JG9B4S50043 **End :** 5PVNV8JM1C4S50240 Not sequential

Description of Defect :

Description of the Defect : Improper retention of the wrist pin bushing in the connecting rod of the engine.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the vehicle remains in operation with the condition where the wrist pin bushing has shifted in the connecting rod, excessive wear and abnormal noise will occur. If the condition continues, the connecting rod may break and cause loss of motive power and may increase the possibility of a crash.

Description of the Cause : Excessive debris adheres to the heating coil causing an overcurrent condition thereby overheating the parts during the wrist pin bushing installation process, thus producing improper wrist pin bushing retention in the connecting rod.

Identification of Any Warning that can Occur : Abnormal engine noise

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

Dec. 5, 2011 Hino received a report from the field that a wrist pin bushing had shifted position in a connecting rod. 2011, 2012 Hino investigated the engine and confirmed that the wrist pin bushing had shifted in the connecting rod causing damage to the connecting rod. In December, 2009, the overcurrent monitoring equipment had frequently detected an overcurrent condition, resulting in a worker changing the threshold value for overcurrent monitoring at the worker's own discretion. Subsequently, Hino implemented a regular cleaning schedule and corrected the overcurrent monitoring threshold value. Hino then installed a cleaning machine to prevent the foreign debris from adhering to the heating coil. 2013 Hino concluded that by cleaning the coil properly, the short circuiting of the heating coil does not occur and the number of failures will not increase. 2015 Hino investigated the thermal effects on the engine oil when the connecting rod failed. Because this failure is mechanical, the oil temperature does not become abnormally high. Therefore, it was concluded that there was no adverse thermal effects on the engine oil. May, 2017 Hino reported the details of the engine failures during a meeting with NHTSA. Sept., 2017 As a result of further examination of the engine failures, it was concluded that the failures occurred in only the 2011- 12 model year vehicles, and that the suspect connecting rods were concentrated in 2010 production. As a result of such conclusion, it was also determined that the failures began to occur after changing the threshold value for overcurrent monitoring, and that the failures stopped occurring after the heating coils were disassembled and cleaned. Sept. 22, 2017 Hino determined that the manufacturing conditions in installing the connecting rod wrist pin bushing were not adequate, and that a safety related defect existed.

Description of Remedy :

Description of Remedy Program : The manufacturing stampings of the connecting rods will be inspected for all the subject vehicles. The subject connecting rods will be replaced. This will be done at no charge to the customer. Customers who have received the "Customer Notification Letter for Recall AA860", who may have paid for repairs due to this defect may apply for reimbursement for those repair costs. All pre-notification reimbursement requests for repairs which were performed till the date 10 days after the final customer notification was made will be considered by Hino. Hino will reimburse all Parts, Labor, and miscellaneous costs directly related to the remedy of this defect. Requests for reimbursement, including paid receipts, should be sent to warranty@hino.com

How Remedy Component Differs from Recalled Component : The manufacturing stampings of the connecting rods are different.

Identify How/When Recall Condition was Corrected in Production : The installation conditions of the wrist pin bushing were corrected in December, 2010.

Recall Schedule :

Description of Recall Schedule : The recall will be launched after sufficient parts are prepared to support the recall activity. It is estimated that the recall launch will be by March 12, 2018.

Planned Dealer Notification Date : MAR 12, 2018 - NR

Planned Owner Notification Date : MAR 19, 2018 - NR

* NR - Not Reported