

Part 573 Safety Recall Report

19E-006

Manufacturer Name : Carrier Corporation

Submission Date : APR 11, 2019

NHTSA Recall No. : 19E-006

Manufacturer Recall No. : R-964



Manufacturer Information :

Manufacturer Name : Carrier Corporation

Address : P.O. Box 4805

Carrier Parkway, TR-20 Syracuse NY
13221

Company phone : 315-432-3572

Population :

Number of potentially involved : 4,177

Estimated percentage with defect : 100 %

Equipment Information :

Brand / Trade 1 : ComfortPro

Model : 210STA, PC6112

Part No. : N/A

Size : N/A

Function : Standalone APU

Descriptive Information : The "ComfortPro" model 210STA standalone auxiliary power unit, formerly known as model PC6112 (together, the "affected APU"), is currently sold by Carrier Corporation's Carrier Transicold Division ("Carrier") and is designed and used to provide comfort heating and cooling and power to operate household-type appliances within a tractor trailer's living/sleeping compartment. The affected APUs have been manufactured by Carrier since November 2017 and were previously manufactured by IMPCO, a division of Westport Fuel Systems, Inc. ("Westport") between June 2012 and October 2017. In April 2017, Carrier acquired substantially all of the assets of Westport's IMPCO APU business. The population was determined by using the original start date of production (6/1/2012) and the date the issue was corrected in the manufacturing process to include the GFCI (12/2/2018) and the AFCI (3/27/19).

Production Dates : JUN 01, 2012 - MAR 27, 2019

Description of Defect :

Description of the Defect : The affected APUs make use of a second power supply harness that is not protected by a ground fault circuit interrupter ("GFCI") or an arc fault circuit interrupter ("AFCI").

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Without the use of a GFCI, there is a potential for an electrical short to occur

Description of the Safety Risk : which could put an individual operator/technician at risk of electric shock. For this risk to be observed the affected APUs' second power supply harness would need to be compromised or damaged during use and then the individual would need to touch or otherwise come into contact with the damaged harness. In addition, because the affected APUs' second power supply harness is not protected by an AFCI, if water enters, resulting in severe corrosion where the harness's connector plugs into the inlet that is connected to the truck's engine, under certain conditions electrical arcing leading to a fire can occur.

Description of the Cause : The affected APUs make use of a second power supply harness that is not protected by a GFCI or an AFCI.

Identification of Any Warning that can Occur : None

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

On November 2, 2018 a Carrier team working on a routine review of product operation and service instructions noticed that the affected APU made use of a second power supply harness not protected by a GFCI and raised the concern to the Carrier product safety organization. Carrier then immediately began a careful analysis of the affected APU's design, as well as its intended and other possible uses. On January 15, 2019 Carrier determined that the issue presented a potential safety-related defect reportable to NHTSA under Part 573. Five (5) business days later, on January 23, 2019, Carrier filed its 573 Defect and Non-Compliance Report.

On February 22, 2019 Carrier was advised of a fire that occurred on February 20, 2019 in Missouri involving one (1) of the same model of affected APU. The fire caused no injuries, but did cause moderate damage to the affected APU and truck on which it was installed. Carrier participated in a site investigation related to the fire on February 25, 2019. During the site investigation, the end user customer for the first time advised Carrier that it had experienced minor thermal damage to the same components of two (2) other affected APUs in its fleet. With the information it gathered during the site investigation, Carrier immediately began a careful analysis of possible fire risks related to the affected APU's design and use. On April 4, 2019 Carrier determined that the second issue presented another potential safety-related defect reportable to NHTSA under Part 573. Five (5) business days later, on April 11, 2019, Carrier amended its 573 Defect and Non-Compliance Report for NHTSA Campaign number 19E-006.

Description of Remedy :

Description of Remedy Program : Carrier Transicold will ask all end user customers to have their affected APUs inspected by an authorized Carrier Transicold dealer. The dealer will, at no cost to end user customers and at the customer's option, either (1) add a combination GFCI and AFCI receptacle to the second power supply harness, or (2) completely remove the second power supply harness option from the affected APU.

How Remedy Component Differs from Recalled Component : Carrier Transicold is modifying the affected APU to add a receptacle that includes both a GFCI and an AFCI, or to remove the second power supply harness option; the original design of the affected APU (models 210STA and PC61112) did not include a GFCI or an AFCI.

Identify How/When Recall Condition was Corrected in Production : All affected APUs manufactured after December 2, 2018 include a GFCI connector. All APUs manufactured after March 27, 2019 will either include the combination GFCI and AFCI receptacle to the second power supply harness, or not include the second power supply harness option.

Recall Schedule :

Description of Recall Schedule : On or about May 13, 2019, Carrier Transicold plans to send notice of the revised inspection and field retrofit plan for affected APUs via email to all of its authorized dealers located in the U.S., and plans to send notice of the revised inspection and field retrofit plan for affected APUs via U.S. Mail to all known end user customers located in the U.S.

Planned Dealer Notification Date : MAY 13, 2019 - MAY 13, 2019

Planned Owner Notification Date : MAY 13, 2019 - MAY 13, 2019

Purchaser Information :

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name : NR

Address : NR

NR

Country : NR

Company Phone : NR

* NR - Not Reported