

Part 573 Safety Recall Report

20V-261

Manufacturer Name : Maintainer Corporation of Iowa, Inc.**Submission Date :** MAY 08, 2020**NHTSA Recall No. :** 20V-261**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Maintainer Corporation of Iowa, Inc.

Address : 1701 2nd Ave.

Sheldon IA 51201

Company phone : 712-324-8125

Population :

Number of potentially involved : 16

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2019-2020 Maintainer Service/Mechanics Bodies mounted on International CV 515 and Chevrolet Silverado CK56403

Vehicle Type : LOW VOLUME VEHICLES

Body Style : OTHER

Power Train : DIESEL

Descriptive Information : The voluntary recalled vehicles are of various, optional configurations, but each contain a Chelsea PTO (part number 272GDHVP-B3RK) installed by Maintainer on International CV 515 and Chevrolet Silverado CK56403 chassis. These vehicles are equipped with Allison 2700 series transmissions and this Chelsea PTO is specific to the Allison 2700 series transmission. This combination of Chelsea PTO and Allison 2700 series transmission affects 16 units that were manufactured by Maintainer. Listed below.

Production Dates : JUN 14, 2019 - JAN 31, 2020

VIN Range 1 : Begin : 1HTKTSWM8KH329946	End : 1HTKTSWM8KH329946	<input checked="" type="checkbox"/> Not sequential
VIN Range 2 : Begin : 1HTKSSWM5KH866745	End : 1HTKSSWM5KH866745	<input type="checkbox"/> Not sequential
VIN Range 3 : Begin : 1HTKSSWM7KH866746	End : 1HTKSSWM7KH866746	<input type="checkbox"/> Not sequential
VIN Range 4 : Begin : 1HTKTSWM4KH319723	End : 1HTKTSWM4KH319723	<input type="checkbox"/> Not sequential
VIN Range 5 : Begin : 1HTKTSWMXKH868973	End : 1HTKTSWMXKH868973	<input type="checkbox"/> Not sequential
VIN Range 6 : Begin : 1HTKTSWM1KH292206	End : 1HTKTSWM1KH292206	<input type="checkbox"/> Not sequential
VIN Range 7 : Begin : 1HTKTSWM0KH136738	End : 1HTKTSWM0KH136738	<input type="checkbox"/> Not sequential
VIN Range 8 : Begin : 1HTKTSWM3KH136670	End : 1HTKTSWM3KH136670	<input type="checkbox"/> Not sequential
VIN Range 9 : Begin : 1HTKTSWM0KH825436	End : 1HTKTSWM0KH825436	<input type="checkbox"/> Not sequential
VIN Range 10 : Begin : 1HTKTSWK1KH067198	End : 1HTKTSWK1KH067198	<input type="checkbox"/> Not sequential
VIN Range 11 : Begin : 1HTKJPVM0KH399543	End : 1HTKJPVM0KH399543	<input type="checkbox"/> Not sequential
VIN Range 12 : Begin : 1HTKJPVM9KH399539	End : 1HTKJPVM9KH399539	<input type="checkbox"/> Not sequential
VIN Range 13 : Begin : 1HTKJPVM1KH621930	End : 1HTKJPVM1KH621930	<input type="checkbox"/> Not sequential
VIN Range 14 : Begin : 1HTKHPVK3KH885774	End : 1HTKHPVK3KH885774	<input type="checkbox"/> Not sequential
VIN Range 15 : Begin : 1HTKJPVM4KH255929	End : 1HTKJPVM4KH255929	<input type="checkbox"/> Not sequential
VIN Range 16 : Begin : 1HTKSSWM3KH866694	End : 1HTKSSWM3KH866694	<input type="checkbox"/> Not sequential

Description of Defect :

Description of the Defect : The units involved in the voluntary recall are equipped with a Chelsea PTO (part number 272GDHVP-B3RK) that is installed by Maintainer. The PTO's were installed in a manner that did not provide the recommended thread engagement into the attachment nut. As a result, there is an increased possibility that the attachment hardware may loosen over time, although no occurrences of this situation have been reported.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : The increased possibility that the attachment hardware may loosen over time could cause separation between the PTO and transmission resulting in a loss of transmission fluid. If warning mechanisms are ignored the transmission could lock up, which would also cause the rear wheel to lock up. This could result in loss of control and/or a crash, increasing the risk of injury and/or damage to property.

Description of the Cause : The installation studs provided with the PTO stud kit were installed in the transmission in a manner that did not leave the recommended thread engagement for the attachment nut provided with the PTO stud kit.

Identification of Any Warning that can Occur : Chassis warning system would activate due to loss of transmission fluid. Increased gear chatter could occur if PTO would begin to separate from transmission causing the gear backlash to increase. A visual inspection can be performed to ensure all attachment nuts are tight.

Involved Components :

Component Name 1 : Chelsea

Component Description : PTO

Component Part Number : 272GDHVP-B3RK

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

Maintainer was notified by a customer after they performed an inspection of their delivered Maintainer truck that the PTO installation was showing less than full thread engagement into the nut. Customer sent us a picture of the thread engagement and Maintainer forwarded that picture to Force America (our PTO supplier) on 3/31/20 asking if this was a normal installation practice and if we were supplied the correct stud kit. Force America verified that we were using the recommended stud kit. On 4/06/20 Maintainer sent an email to Force America asking if they could get confirmation from Chelsea whether this installation was correct. On 4/30/20 Maintainer received an email from Force America with Chelsea's response to the sent photo. Chelsea's response informed us that we were installing the studs too far into the transmission and the result is less than full thread engagement of the special locking nuts provided with the stud kit.

Description of Remedy :

Description of Remedy Program :	End users will be directed to a local dealer or repair center where the unit will be inspected and/or modified, free of charge. This remedy will involve removing the PTO and stud kit from the transmission. The PTO and a new provided stud kit will then be reinstalled allowing recommended thread engagement.
How Remedy Component Differs from Recalled Component :	The remedy will be a proper installation instruction associated with the installation of the PTO stud kit to ensure recommended thread engagement.
Identify How/When Recall Condition was Corrected in Production :	All affected units with this PTO and transmission combination that are still in Maintainers possession were quarantined, and the PTO and stud kit were removed and reinstalled allowing for recommended thread engagement. Training has been provided.

Recall Schedule :

Description of Recall Schedule :	NR
Planned Dealer Notification Date :	MAY 07, 2020 - JUL 03, 2020
Planned Owner Notification Date :	MAY 07, 2020 - JUL 03, 2020

* NR - Not Reported