

# Part 573 Safety Recall Report

# 23E-026

**Manufacturer Name :** Carrier Corporation**Submission Date :** MAY 08, 2023**NHTSA Recall No. :** 23E-026**Manufacturer Recall No. :** N/A**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 : 15,046

Estimated percentage with defect : 1 %

**Equipment Information :**

Brand / Trade 1 : Carrier Transicold

Model : Supra 950/950MT/960 Series

Part No. : N/A

Size : N/A

Function : Refrigeration

**Descriptive Information :** The Supra Series Models 950/950MT/960 single- and multi-temperature units provide refrigeration to the cargo areas of standard tier diesel trucks. Carrier is reporting here the total number of units manufactured since the start of production of these models, which will be higher than the number subject to the remedy campaign.

Production Dates : JAN 01, 2006 - MAR 29, 2023

**Description of Defect :**

**Description of the Defect :** The unit's centrifugal clutch transmits mechanical torque from the diesel engine to the drivetrain to allow rotation (through belts) of the compressor, standby motor and alternator. Under certain conditions if the clutch fails to deliver the required torque, it could lead to overheating of the clutch assembly and eventually to severe clutch failure if the system alarm protection (CNF16) that should shut off the unit is disabled. This situation, in certain circumstances, could lead to the clutch breaking apart, and hot pieces falling onto nearby flammable material and/or igniting the clutch belt, which could propagate a flame and result in a fire hazard.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** When the clutch fails, if it has overheated enough and the pieces break apart and fall on nearby flammable material such as leaves or other debris, or any

**Description of the Cause :** plastic components, it can start a fire hazard.  
At this point, Carrier is still investigating the cause of the reported clutch failure that prompted this reporting, although in engines a clutch or a belt may fail for all sorts of reasons not attributable to a defect. The sequence of events that can lead to a thermal event is described above.

**Identification of Any Warning that can Occur :** First, a proper pre-trip inspection, which is required before every use, would likely lead to the discovery of problems with the powertrain system, clutch, and/or wear of the belts, so that this situation could be avoided. Second, regular and proper maintenance of the unit in accordance with Carrier's prescribed preventive maintenance timeline may also lead to the discovery of conditions that could lead to clutch failure before a failure event occurs. Finally, when the alternator starts to fail to provide a certain level of volts as a consequence of impending clutch failure, and before overheating and total clutch failure, an alarm is triggered both audibly and visually in the cab that should alert the user of a problem and, if configured correctly, the alarm will shut down the unit before the overheating progresses to the point of failure.

## Involved Components :

Component Name : NR

Component Description : NR

Component Part Number : NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

On January 3, 2023, a thermal incident involving a Supra 950MT unit owned by Sysco was reported to have occurred in New York. As reported, a fire in the unit resulted from clutch overheating and failure, leading to ignition of flammable materials, likely leaves or other debris that had collected in the unit and/or plastic components in the unit. Carrier immediately began investigating the incident, including sending out an independent investigator and analyzing pieces of the unit in the lab. One crucial piece of information

discovered is that a pre-trip inspection was not performed prior to this incident. Also, the system alarm protection (CNF16) that should have shut off the unit before the clutch totally failed was found to be disabled.

Carrier's internal investigation and analysis process involved its safety, engineering, compliance, and legal teams. After internal meetings of its Safety Council and discussing the incident with outside NHTSA counsel, it was determined on March 22, 2023, that the unique set of circumstances investigated could be a safety related defect reportable to NHTSA under Part 573. Carrier files this report on March 29, 2023.

## Description of Remedy :

Description of Remedy Program : The remedy is currently under development.

How Remedy Component Differs from Recalled Component : The remedy is currently under development.

Identify How/When Recall Condition was Corrected in Production : The remedy is currently under development.

## Recall Schedule :

Description of Recall Schedule : Carrier will draft the owner and dealer notification letters, and any applicable service bulletins and technical instructions, with the goal of sending no later than May 26.

Planned Dealer Notification Date : MAY 22, 2023 - MAY 26, 2023

Planned Owner Notification Date : MAY 22, 2023 - MAY 26, 2023

## 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