

Part 573 Safety Recall Report

23V-450

Manufacturer Name : ST Engineering Hackney, Inc**Submission Date :** SEP 26, 2023**NHTSA Recall No. :** 23V-450**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : ST Engineering Hackney, Inc

Address : 911 West 5th Street

PO Box 880 Washington NC 27889

Company phone : 252-946-6521

Population :

Number of potentially involved : 736

Estimated percentage with defect : 1 %

Vehicle Information :

Vehicle 1 : 2011-2021 KIDRON REFRIGERATED BODIES

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : 9/21/23 update. Kidrons research has identified that Carrier Supra 950, 950MT and 960 models were installed in units from model years spanning 2011 thru 2021. The total number of units is 736. The recall population was determined using the recall notices received from Carrier Transicold and a cross check of Kidron order records. The listing has been forwarded to Carrier.

6/22/23 The Carrier Transicold recall notice defines specific refrigeration unit serial numbers effected by the recall. The recall is limited to Supra models 950, 950MT, and 960. In recall 23E026, Carrier Transicold identified 15,046 units potentially affected. The recall letters received for the Kidron Pennsylvania and Kansas plants total 243 units. The Kidron units matched to the recall serial numbers range from 2011 thru 2017 model years. As of this 6/22/23 revision, Kidron has not received a notice regarding units produced in their Ohio facility. Kidron has reached out to Carrier and provided a listing of Kidron units produced with Supra 950,950MT and 960 units from 2011 thru 2020 model years. Kidron is also working with Carrier Transicold to identify unmatched serial numbers.

Production Dates : MAR 30, 2011 - OCT 21, 2021

VIN Range 1 : Begin :

NR

End : NR

 Not sequential**Description of Defect :**

Description of the Defect : From 23E026 Carrier Corporation (Carrier) is recalling certain Carrier Transicold refrigeration units, Supra models 950, 950MT, and 960. The centrifugal clutch may overheat under certain conditions break apart.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : From 23E026 Clutch Overheating may Cause Fire - Hot components from the clutch assembly may fall onto nearby flammable materials, such as leaves or other debris, increasing the risk of a fire.

Description of the Cause : From 23E026 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 : From 23E026 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 1 : Clutch assembly

Component Description : The centrifugal clutch transmits mechanical torque from the diesel engine to the drivetrain to allow rotation (through belts) of the compressor, standby motor and alternator

Component Part Number : 50-01179-02

Supplier Identification :

Component Manufacturer

Name : Carrier Transicold

Address : PO Box 4805

Carrier Parkway TR-20 Syracuse 13221

Country : NR

Chronology :

FROM 23E026 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.

Kidron Chronology

- 5/31 - STEH NC receives recall letter for MPA production units ??? - Kansas recall letter received
- 6/2 - compile data all units refrigeration serial # 2006 thru current
- 6/6 - complete initial cross match Carrier serial # to Kidron unit \ VIN numbers
- 6/8 - Search for Carrier resource to ID missing serial number matches
- 6/8 contact NHTSA for clarification of STE Hackney recall responsibilities
- 6/12 - NHTSA confirms STE Hackney must file their own separate recall
- 6/12 - Contact Carrier for research on no match serial numbers
- 6/19 - Follow to Carrier for research on no match serial numbers
- 6/28 - Kidron submit initial recall with available information
- 8/16 - Carrier remedy letter received at Kidron Kansas facility
- 8/29 - Kidron cross check order data vs. Carrier r

Description of Remedy :

Description of Remedy Program : FROM 23E026 - Carrier will replace the plastic panels at the bottom of each unit with a metal panel, in all units that were manufactured before the production change in 2020. A metal panel will prevent any fire from propagating, even if hot clutch debris falls onto the panel. Carrier will install a metal bracket/guard around the clutch to prevent hot clutch debris from reaching flammable materials. Carrier estimates that it will need 1-2 months to acquire the panels and brackets for this remedy. Once enough panels and brackets are in supply, Carrier will send out notice letters to owners and dealers instructing owners to bring in their units as soon as possible for these repairs. These repairs will be at no charge to the owner. Also, Carrier will conduct an informational campaign through owner notification letters, dealer letters, service bulletins, and technical instructions, that will cover the following areas: (1) reemphasizing the importance of the pre-trip inspection, which Carrier urges to be performed before every trip according to Carrier's detailed instructions in the owner's manual and other training materials; (2) reemphasizing the importance of following the prescribed preventative maintenance schedule; (3) clearing out all leaves and other debris in the bottom panels of the units on a regular basis; and (4) ensuring that the system alarm (CNF16) is fully enabled so that it will shut off the unit when slippage in the powertrain system is detected, which could lead to an overheat situation.

KIDRON REMEDY - original purchasers of Kidron units will be supplied with both Kidron and Carrier Owner notifications. Owners will be asked to contact their local Carrier dealer for remedy. Included in the notification is a request for response to Kidron, using the post card provided, indicating the unit was checked and the recall was performed. Kidron will monitor and report status quarterly to NHTSA and Carrier.

How Remedy Component Differs from Recalled Component : FROM 23E026 As described above, the remedy component will be a new metal panel that replaces the plastic (potentially flammable) panel at the bottom of the unit, and a new metal guard around the clutch that will prevent clutch debris from reaching flammable materials. In addition, Carrier's related informational campaign will highlight for owners and dealers the importance of the pre-trip inspection, the regular maintenance check-ups, regularly cleaning out leaves and debris, and making sure the system alarm shut off feature is properly enabled.

Identify How/When Recall Condition was Corrected in Production : FROM 23E026 - For those units produced currently, since 2020 metal panels have been installed below the clutch assembly, replacing the plastic panels used in prior models. Additionally, since 2020, a metal bracket/guard has been installed to further prevent hot clutch debris from reaching flammable materials or debris

Recall Schedule :

Description of Recall Schedule : Kidron will begin sending the Carrier Transicold interim owner notification letter no later than July 7. The schedule for follow up notifications will be executed when received from Carrier Transicold.

Planned Dealer Notification Date : JUL 07, 2023 - JUL 28, 2023

Planned Owner Notification Date : OCT 02, 2023 - NOV 06, 2023

* NR - Not Reported