



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

## Part 573 Safety Recall Report

# 25V581

**Manufacturer Name:** Altec Industries, Inc.

**Submission Date:** Sep 05, 2025

**NHTSA Recall No.:** 25V581

**Manufacturer Recall No.:** CSN-3247

### Manufacturer Information

### Population

**Manufacturer Name:** Altec Industries, Inc.

**Address:** 210 Inverness Center Drive  
Birmingham AL, 35242

**Total number of potentially involved:** 19

**Estimated percentage with defect:** 42.1%

### Vehicle Information

**Vehicle 1:** 2024-2025 ALTEC DIGGER DERRICK

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Jul 01, 2024 - Mar 31, 2025

**Number of potentially involved:** 4

**Descriptive Information:**

The recall population includes all units on Freightliner M2 Plus chassis equipped with hydraulic oil tank heaters, which was determined through a review of production records.

**Vehicle 2:** 2024-2025 ALTEC AERIAL DEVICE

**Product Category:** Buses, Medium & Heavy Vehicles

**Product Type:**

**Fuel / Propulsion:**

**Production Dates:** Jul 01, 2024 - Mar 31, 2025

**Number of potentially involved:** 15

**Descriptive Information:**

The recall population includes all units on Freightliner M2 Plus chassis equipped with hydraulic oil tank heaters, which was determined through a review of production records.

### Defect / Noncompliance Description

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## Description of the defect or noncompliance:

The chassis ignition circuit on the Freightliner M2 plus chassis could be overloaded in certain aftermarket accessory configurations. If multiple accessories are on simultaneously, the current draw could be more than three amps, causing the chassis ignition fuse to blow.

**FMVSS1:**

**FMVSS2:**

## Description of the safety risk, including crash, fire, death, injury:

If the ignition circuit fuse blows and opens the ignition circuit, the chassis will lose engine power. This can happen at any state of chassis operation, park, or while in gear.

## Description of the cause:

## Identification of any warning that can occur:

A periodic inspection and circuit load test could identify the potential for a circuit overload. There are no other warnings that the circuit is overloaded prior to blowing the fuse.

## Component Manufacturer

**Tier of Supplier:**

**Supplier Type:**

**Name:**

**Address:**

**Country:**

## Involved Components

**Component Name 1:** Advanced Signal Actuation Module (ASAM)

**Component Description:** Advanced Signal Actuation Module (ASAM)

**Component Part Number:** 06-12345-001

## Chronology

On July 17, 2024, an inline quality inspection discovered that the 2024 and newer Freightliner Business Class M2 chassis would lose engine power when multiple accessories were switched on. Altec opened a root-cause investigation across multiple manufacturing divisions to determine why the chassis ignition

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was cutting out. On August 22, 2024, after the investigation found the potential for an overloaded ignition circuit, a potential field action investigation was opened in collaboration with the root-cause investigation to determine if units in the field could be affected. On September 6, 2024, after reviewing the production records and root cause investigation, Altec determined that a defect could exist on units in the field. On November 24, 2024, Altec mailed a notification letter to all affected owners, CSN-3185 (NHTSA 24V681).

While reviewing quarterly warranty claims, Altec Quality Assurance identified units with claims similar to issues addressed in CSN-3185. A root cause investigation was initiated to determine the cause of the issues, and on July 29, 2025, a potential field action investigation was opened. The investigation found that an option for a hydraulic oil tank heater could have been installed and connected to the ignition circuit. The schematic was not identified during the original root cause and containment investigation, and even though the tank heater switches could have been on during the inline test, the thermostat might not have been closed to activate the tank heater during testing allowing a overloaded circuit to go undetected. On August 29, 2025, Altec decided that a field issue could exist, and an owner notification letter was needed to inform the owners of affected units of the potential defect. No additional warranty claims or field reports have been identified. There have been no accidents, injuries, or deaths related to this issue.

**Related NHTSA Recall Number:**

## Description of Remedy

**Remedy Type:**

**Consumer Advisories:**  Do Not Drive  Park Outside

**Description of remedy program:**

The hydraulic tank heater relay will be replaced with a lower current draw relay that is rated for the accessory circuit. The recall remedy will be completed free of charge when presented for repair. The Altec Warranty Policy covers the recall remedy, including cases requiring reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall.

**How remedy component differs from recalled component:**

The new relay is rated below the circuit rating.

**Identify how/when recall condition was corrected in production:**

All units completed after July 18, 2025, will have the lower current draw relay installed for the hydraulic oil tank heater circuit, which reduces the total potential demand on the accessory circuit.

## Reimbursement Plan

**Description of reimbursement program:**

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Period of reimbursement:

Costs to be reimbursed:

Address for reimbursement claims:

## Recall Schedule

**Description of recall schedule:**

Altec will issue CSN-3247 to the owners of the affected units. Altec does not have a dealer network and issues letters to owners only.

**Planned Dealer Notification Date:**

No Dealers

**Planned Interim Owner Notification Date:**

No Owners

**Planned Remedy Owner Notification Date:** Oct 31, 2025 - Oct 31, 2025

Phased Recall

**Date when VIN will be searchable:**