

**Safety Defect and Noncompliance Report Guide for Equipment  
Part 573 Defect and Noncompliance Report**

On May 17, 2013 Altec Industries Inc decided that a defect which relates to motor vehicle safety exists in the motor vehicle equipment listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: **May 24, 2013**

Furnish the manufacturer's identification code for this recall (if applicable): **CSN 565**

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

**Altec Industries, Inc**

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

**Joshua T. Chard**  
**Director, Corporate and Product Safety**

Telephone Number: **205-408-8627** Fax No.: **205-981-3733**

Name and Title of Person who prepared this report.

**Philip D. Purdy**  
**Manager, Technical Publications**

Signed: \_\_\_\_\_

## **I. Identify the Recalled Items of Equipment**

2. Identify the items of equipment Involved in the Recall, *for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:*

Generic name of the item: **Aerial Device**

Make(s): **Altec** Model Years Involved: **2010 - 2012** Model(s): **See below**  
Production Dates: Beginning: **N/A** Ending: **N/A**

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

**This recall only affects aerial device mounted on model year 2010 or newer Ford F550 chassis with 19,500 lbs GVWR.**

## **II. Identify the Recall Population**

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Model</u>	<u>Year</u>	<u>Number of Vehicles Potentially Involved</u>
<b>AT200A</b>	<b>2010 - 2012</b>	<b>2</b>
<b>AT235/235P</b>	<b>2010 – 2012</b>	<b>74</b>
<b>AT237</b>	<b>2010 – 2012</b>	<b>11</b>
<b>AT248F</b>	<b>2010 – 2012</b>	<b>5</b>
<b>AT35/37-G</b>	<b>2010 – 2012</b>	<b>612</b>
<b>AT40-G</b>	<b>2010 – 2012</b>	<b>57</b>

Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: **10 %**

Identify and describe how the recall population was determined – in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

**The recall population was determined by reviewing manufacturing records to identify units mounted on model year 2010 or newer Ford F550 chassis with 19,500 lbs GVWR.**

### **III. Describe the Defect or Noncompliance**

Describe the defect or noncompliance.

**The battery cable going to the unit auxiliary functions could be damaged and possibly short to ground.**

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

N/A

### **IV. Provide the Chronology in Determining the Defect/Noncompliance**

4. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

**In September 2012, a customer reported the battery cables supplying power to their auxiliary DC pump had been damaged. In October, we learned of 3 additional customer trucks being reported with damaged battery cables and/or blown fuses that supply power to the auxiliary functions. In October, we began to investigate what could have contributed to the damaged cables. The investigation concluded that a change in the design of the 2010 year model Ford Super Duty chassis resulted in a smaller clearance in the area the Altec battery cables were routed through. That reduction in clearance contributed, in some cases, to the cables being rubbed and damaged by the chassis during travel. In March 2013, as we were concluding our investigation, we learned of an additional customer's truck with damaged battery cables. We notified affected customers of the issue in April 2013 informing them to inspect and re-route the auxiliary function battery cables**

### **V. Identify the Remedy**

5. Furnish a description of the manufacturer's remedy for defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

**Owners were notified to inspect and re-route the auxiliary function battery cables.**

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

**The battery cables are routed to eliminate the potential of being damaged,**

## **VI. Identify the Recall Schedule**

6. Furnish a schedule or agenda (with specific dates) for notification.

**Affected customers were originally notified in April, 2013. This issue is now being reported under Part 573. An additional mailing may be necessary depending upon customer response to the original mailing. A decision will be made at the end of the first reporting quarter.**