



PO BOX 70
COUNTY ROAD 34 E
DODGE CENTER, MN 55927
507-374-6321

June 11, 2013

Nancy Lewis (NVS-215)
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Vehicle Recall: Fender Brackets on Bridgemaster V Concrete Mixers

Dear Ms. Lewis,

McNeilus Truck and Manufacturing, Inc. has decided that a defect which relates to motor vehicle safety exists in the motor vehicles listed below. We therefore furnish notification to the National Highway Traffic Safety Administration, in accordance with 49 CFR Part 573, Defect and Noncompliance Reports.

Manufacturer's Identification Code: **41-0967369**

1. Manufacturer's name/address:

McNeilus Truck and Manufacturing, Inc.
524 County Road 34 East
Dodge Center, MN 55927

Darryl Ash
Director-Sales and Branch Operations Support
(507) 374-8145
dash@mcneilusco.com

2. Vehicles or Equipment involved in this defect notification:

McNeilus Bridgemaster V Concrete Mixers equipped with Hendrickson trailer axles, produced between 9/09/2011 and 5/08/2013.

3. Total number of vehicles or items of equipment:

978

4. Approximate percentage of vehicles or equipment estimated to actually contain the defect:

95%

5. Description of the defect:

Two defects are present: a) bolts used for mounting the fender to the trailing axle are not adequately torqued and b) the natural frequency of the fender is too close to the input frequencies, resulting in high cycle fatigue failure of the fender bracket. Units built with an axle with a round cross tube do not exhibit the defect and are not part of the recall population. The recall population consists of units built with a square axle cross tube.

The fender mounting bracket can crack and fail potentially resulting in the fender and or/fender tube detaching from the axle. The result of components detaching from the vehicle creates a possibility of a road hazard which could result in a vehicle crash or injury.

6. Chronological summary of events leading to this determination:

- March 2012** McNeilus launched a customer satisfaction field program to replace fender mounting brackets that had lower than life expectation.
- Nov 2012** McNeilus learned via a customer field report that a fender mounting bracket that had been replaced via the field program had broken in half. McNeilus began investigating the issue and learned that additional fender mounting brackets had broken. Initial analysis indicated there was insufficient clamping load on some brackets and improved torqueing instructions and training were provided to assemblers to ensure proper torqueing. Testing was initiated 11/8/12 to attempt to duplicate the fender mounting bracket failures.
- April 2013** McNeilus completed fatigue cycle testing on 4/22/13 of the fender brackets which identified two issues which could result in a failure: a) insufficient clamping load during assembly and b) the natural frequency of the fender is too close to the input frequencies, resulting in high cycle fatigue failure of the fender bracket. A new fender bracket was designed and further cycle testing indicated that the new fender bracket design combined with proper torqueing would eliminate bracket cracking.
- May 2013** McNeilus conducted a thorough review of customer field & warranty data and learned that 3 customer fender brackets had failed with the fenders being retained by the robust wiring harness, and that 2 fender brackets had failed which resulted in a missing fender. No accidents or injuries have been reported related to cracked fender brackets or missing fenders.
- June 6, 2013** Upon review of the full results of the investigation & testing, McNeilus executive management made a determination that a safety-related defect existed in the subject population and declared a recall to remedy the issue.

7. Description of proposed remedy (including schedule for dealer and customer notification):

The remedy consists of replacement of existing fender brackets with new fender brackets and new mounting hardware that will be properly torqued.

Owner letters will be mailed by July 1, 2013 pending letter approval from NHTSA.

8. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):

- Affected customers will be notified via first class mail.

- Most affected units will be inspected and repaired if required by McNeilus service technicians at the customer's facility.
 - A small number of units will be inspected and repaired using the customer's own technicians. Owners will be reimbursed for inspection and labor costs by submitting a request to McNeilus.
 - Although most units will be inspected and repaired by McNeilus staff, the notification mailing will include the Owner Notification Letter, a technical service bulletin that includes work instructions on how to identify the defect, and detailed instructions on how to repair affected units.
9. The 577 Owner Notification Letter is attached. The Technical Service Bulletin (TSB) will be sent when it is complete.

Sincerely,
McNeilus Truck & Manufacturing, Inc.

A handwritten signature in black ink, appearing to read "Darryl Ash". The signature is written in a cursive, flowing style.

Darryl Ash
Director-Sales and Branch Operations Support

Enclosure: 577 Owner Notification Letter