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13E-049
(5 pages)

Safety Defect and Noncompliance Report Guide for Equipment
PART 573 Defect and Noncompliance Report

On 8/19/2013 Trans/Air Manufacturing Corporation decided that a nonconformance which relates to motor vehicle safety exists in items of 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: 8/26/2013

Furnish the manufacturer's identification code for this recall (if applicable): 13-002

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Trans/Air Manufacturing
480 East Locust Street
PO Box 70
Dallastown, PA 17313-0070 USA

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

Mark Slobodian
V.P.

Telephone Number: 717-246-2627
Fax No.: 717-244-7088

Name and Title of Person who prepared this report:

Lin Staley
Technical Services Manager.

Signed: _____

8/27/2013

I. Identify the Recalled Items of Equipment

2. Identify the Items of Equipment involved in this Recall; for each make and model or applicable item of equipment product line (provide illustrations or photographs as necessary to describe the item of equipment), provide:

Generic name of the item: Compressor Mount Kit

Part #	Description
4012666-01	Mount Kit, Ford 6.8 Cutaway, 10 CID
4012666-02	Mount Kit, Ford 6.8 Cutaway, 13 CID
4012676-01	Mount Kit, Ford, 5.4 Cutaway, 10 CID
4012676-02	Mount Kit, Ford, 5.4 Cutaway, 13 CID

Function: Compressor mount is a weldment or machined casting that secures the add-on compressor to the engine block. The "Kit" includes the weldment or casting, and all hardware required to install the weldment

Other information which characterizes/distinguishes the items of equipment to be recalled:

All kits would have been installed from 6/1/2010 through 6/15/2013. These kits are only on Ford 5.4L & 6.8L engines.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1993, through April 1, 1993, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

100 %

II. Identifying the Recall Population

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

Part #	Total	Description
4012666-01	1842	Mount Kit, Ford 6.8 Cutaway, 10 CID
4012666-02	381	Mount Kit, Ford 6.8 Cutaway, 13 CID
4012676-01	1124	Mount Kit, Ford, 5.4 Cutaway, 10 CID
4012676-02	80	Mount Kit, Ford, 5.4 Cutaway, 13 CID
Grand Total	3427	

Total Number of Potentially Affected by the Recall: Unknown

4. Furnish the approximate percentage of the total number of items of equipment estimated to actually contain the defect or noncompliance:

Less than 1%

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

items of equipment:

Recall population is 100% Ford 5.4L/6.8L compressor mount installed from June 1, 2010 through June 15, 2013. Prior to June 1, 2010, Ford alternator harness was routed in a different location that did not require it to be located in the area of the spring clamp.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

Depending on the routing of the alternator harness, and the orientation of the heater hose spring clamp at the front of the intake manifold, the alternator harness may be pinched between the spring clamp and the compressor mounting bracket.

Describe the cause(s) of the defect or noncompliance condition.

When installing the mount bracket, if the heater hose spring clamp tabs/tangs are not oriented to the rear of the engine, the alternator harness may be pinched between the spring clamp tabs/tangs and the compressor mounting bracket.

Describe the consequence(s) of the defect or noncompliance condition.

The clamp is electrically isolated from ground by the heater hose. As such, any piercing of the harness, and any of the 12v wires within by the clamp would normally not result in a short. However unlikely, the clamp could conceivably pierce a 12v wire and a ground wire, at the same time causing a short and an ignition point.

Identify any warning, which can (a) precede or (b) occur.

We believe any warning would be a burning smell or smoke in the engine compartment.

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

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

N/A

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. 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.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

One incident where tang pierced harness but caused no short. No Injuries or fatalities.

- 5/31/2013 – Trans/Air receives complaint of alternator not working. Customer says alternator harness is rubbing on compressor mount.
- 6/4/2013 – Trans/Air has customer inspect his fleet, at Trans/Air expense.
- 6/12/2013 – Trans/Air is informed that the alternator harness on the original bus was pinched between an improperly oriented heater hose spring clamp, and the compressor mount bracket
- 6/17/2013 – Trans/Air sent a representative to verify the issue as installation related
- 6/17/2013 - Trans/Air inspects several buses in Indiana, and finds one with the spring clamp oriented improperly, but it was not pinching the harness
- 7/8/2013 – Trans/Air request its Engineering dept to evaluate different scenarios of the spring clamp tang piercing the protective loom and wire insulation of the alternator harness
- 7/31/2013 - Engineering reports that if the spring clamp is installed improperly, with the tangs toward the front of engine, and the tangs pierce the harness, under the proper circumstances there could be the possibility of a short circuit.
- 8/19/2013 – Trans/Air decides that this would be an installation noncompliance

V. Identify the Remedy

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

- 1) Inspect all vehicles for proper clamp orientation
- 2) If the clamp is not orientated properly, move it to proper location
- 3) If the harness was pinched, move it to proper location, and inspect harness. Repair if needed
- 4) If the clamp is orientated properly, vehicle is acceptable.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The production remedy has been implemented, and includes an insulated p-clamp, bolt and nut to secure the harness into the mount bracket above the spring clamp area, preventing it from coming anywhere near the clamp. As a result, orientation of the clamp, and the clamp itself, will not be a factor.

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

DATE	ITEM	DESCRIPTION	WHAT WAS SENT	REF	COMMUNICATION

Date determined upon NHTSA documentation review and approval.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Note that these documents are to be submitted separately from those provided in accordance with Part 573.8 requirements.