

PIERCE MANUFACTURING, INC.

AN OSHKOSH CORPORATION COMPANY · ISO 9001 CERTIFIED

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Sept 17, 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: **Parking Brake Glad Hands Circuit
Pierce Recall Number – 74B243**

Dear Ms. Lewis:

Pierce has determined that a safety issue exists with the parking brake glad hands circuit on certain Pierce fire apparatus. We therefore furnish notification to the National Highway Traffic Safety Administration, in accordance with 49 CFR Part 573, Defect and Noncompliance Reports.

1. Name of Manufacturer and Corporate contact:

Pierce Manufacturing Inc.
David Archer, Vice President of Engineering
Phone: 920 832-3513
FAX: 920 832-3526
E-Mail: darcher@piercemfg.com

2. Identification of Vehicle Classification:

Make: Pierce
Model Years Involved: 2012 and 2013
Models: Arrow XT and Velocity
Mfg. Date Beginning: 1/1/2012
Mfg. Date Ending: 6/14/2013

3. Number of Potentially Affected Vehicles: 22**4. Estimated Percentage of Vehicles Containing the Defect or Noncompliance: 70%****5. Description of the defect or noncompliance:**

Quarter turn ball valves were installed between the glad hands connectors and the parking brake system as a special option on certain Pierce trucks. If the ¼ turn ball valves are left in the closed position, air pressure can build up on the parking brake circuit side of the valves. This air pressure can prevent the application of the spring park brakes when the parking

brake valve is activated in the cab which can allow the truck to roll if it is parked on a slope. Personal injury and property damage can occur if a truck rolls after the parking brake valve is activated and the operator leaves the cab.

6. Chronology of Principal Events:

5-22-2013 - Notified by NHTSA of complaint of 2013 Pierce Arrow XT trucks rolling after park brake valve had been activated in cab.

5-29-2013 - Visited customer to inspect trucks and investigate the issue. Accompanied by representatives from Meritor-Wabco.

6-20-2013 – Bench testing conducted by Meritor-Wabco concluded that the IR-2 valves removed from trucks that had rolled after park brake set were functioning correctly. Failure of park brakes to hold the trucks was traced to the ¼ turn ball valves that were installed between the glad hands connectors and the rest of the park brake system.

7-1-2013 – Pierce conducted tests on Prince George’s County trucks to validate bench test results from Meritor-Wabco. ¼ turn ball valve was confirmed as the cause for air being trapped in the park brake circuit resulting in the spring brakes not holding when the park brake valve was activated in the cab.

7-18-2013 – Engineering review of test data and results. ¼ turn ball valves wired in open position on Prince George’s County trucks.

8-2013 – Monitoring issue with Prince George’s County fleet to see if there are any more instances of trucks rolling after park brake valve has been set. No new occurrences.

9-16-2013 – Pierce decided to issue voluntary recall on trucks built with glad hands option and ¼ turn ball valves.

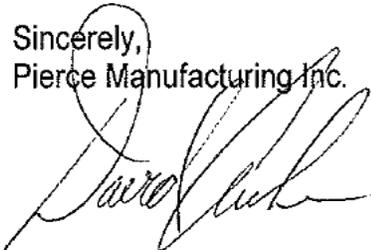
7. Corrective Action:

Remove ¼ turn ball valves and double check valves in park brake circuit. Connect glad hand signal hose into primary air tank instead of IR-2 valve.

Remedy will be performed by authorized Pierce dealers.

8. Representative Notices: Owner and dealer notifications are pending.

Sincerely,
Pierce Manufacturing Inc.



David Archer
Vice President of Engineering