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By Recall Management Division at 8:36 am, Aug 07, 2014

14V-458 - Amended
(7 pages)

PART 573 Defect and Noncompliance Report

Date: August 1, 2014

RE: Safety Recall #14V-458, SAF-Holland CBX Suspension Pivot Bolt

SAF-Holland decided that this defect exists in these vehicles on July 21, 2014.

This report serves as Timpte, Inc.'s notification to the U.S. Department of Transportation; National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain **Timpte Bulk Commodity Hopper Trailers**, and furnished to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports. The Office of Defects Investigation (ODI), Recall management Division (RMD) assigned number **14V-458** to this safety recall

Date this report was prepared:

July 21, 2014 and amended August 1, 2014

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer's corporate name:

Timpte, Inc.
1827 Industrial Drive
David City, NE 68632 USA
Tel. # (402)367-3056

Vehicle brand or trademark name owner(s) (where applicable): Timpte

Designated Agent (imported vehicles): Not Applicable, no imports involved

If this notification concerns a defective or non-compliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

SAF-Holland CBX Suspension Pivot Bolt, part number 93201070

SAF-Holland USA
1950 Industrial Blvd.
P.O. Box 425
Muskegon, MI 49443-0425
Tel. # (231)773-3271

Name and Title of Person who prepared this report:

Dwight Wagoner, Product Engineering Manager, Timpte, Inc.
Telephone Number: (402)367-3056, x230 Fax Number: (402)367-4340

Signed: _____

Description of Defect

SAF-Holland CBX Suspension pivot bolt failure (pt. #93201070): 1289 CBX suspensions were shipped to Timpte which were assembled with the suspect suspension assembly pivot bolt. Cracks may occur at the junction of the pivot bolt head and body due to a micro-flaw created during the production process for the bolts. The bolt head and bolt body may separate allowing the CBX suspensions to disassemble. Trailer alignment would be an immediate indicator of the pivot bolt failure.

II. Identify The Recalled Items Of Equipment

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: Timpte
Model: Timpte Bulk Commodity Hopper Trailers
Model Year(s): 2014/2015 model years
Inclusive dates of manufacture (month and year): October 24, 2013 - March 31, 2014
Body Type/Style: (for non-passenger cars): Bulk Commodity Hopper Trailers
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses): Timpte bulk commodity hopper trailers, between 40,000 and 77,000 lb. GVWR, produced during the period where SAF-Holland determined the CBX suspension trailer arm assembly pivot bolts were suspect for the associated failure for this recall. Air-ride, non-lift axle suspensions are confirmed within the trailer VIN range of #1TDH40024EB142338 and #1TDH5003XFB146174, October 24 2013 – March 31, 2014 production.
Total number of these vehicles: 614 trailers, plus 16 suspensions sold as service suspensions

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: 614 Timpte trailers, plus 16 suspensions sold for service applications. Timpte is not able to track suspensions sold for service purposes. The percentage of the recall population you estimate actually contain the defect or non-compliance:

100% of Timpte trailers with SAF-Holland CBX Suspensions with suspect pivot bolts.

Identify and describe how the population was determined (e.g., on what basis the recall models were selected and how the inclusive dates of manufacture were determined):

The recall population was determined by matching the suspect suspension serial numbers, provided by the vendor, to Timpte production component records for component usage.

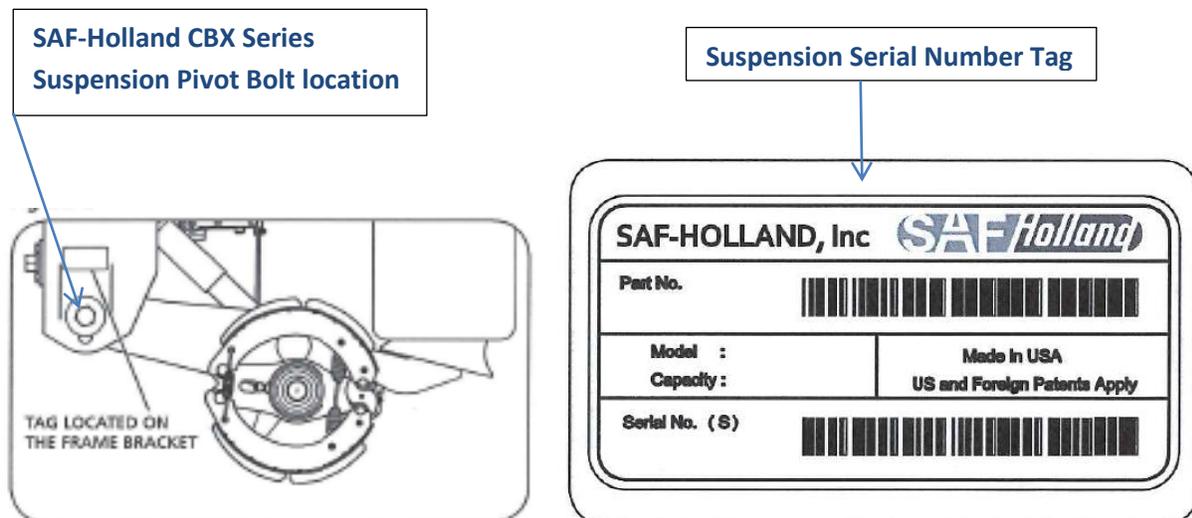
Describe how the recall population is different from any similar vehicles not subject to this notification:

Similar Timpte production did not include suspect suspensions as identified by the vendor supplied information.

III. Description of the Defect or Non-Compliance of Events

Describe the defect or non-compliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or non-compliance> Graphic aids should be provided where necessary.

SAF-Holland has reported to Timpte that pivot bolts in their suspensions have failed. The pivot bolt is located where the suspension trailing arm and suspension tower are joined.



Describe the cause(s) of the defect or non-compliance condition.

SAF-Holland had reported to Timpte that this defect is the result of a manufacturing process

issue and flaw by their supplier of the pivot bolt component.

Describe the safety consequence(s) of the defect or non-compliance condition.
SAF-Holland reported to Timpote that the consequences of the defect could result in suspension components disassembly during trailer usage.

Identify any warning(s) that may precede the defect or non-compliance condition.

SAF-Holland has indicated to Timpote that indicators may be abnormal tire wear and/or axle mis-alignment conditions.

For Defects, provide a dated, chronological summary of all the principal events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field service reports, and other information such as numbers of crashes, injuries and fatalities.

Timpote has not experienced any of this failure to date (August 1, 2014). SAF-Holland notified Timpote that failures had occurred. Timpote is filling the report as required by statute as we have received notice from SAF-Holland.

For Non-compliances identify the test results and other information considered in determining the existence of the non-compliance and provide the date of each test and observation indicative of that non-compliance.

This is a defect issue not a non-compliance issue.

IV. The Remedy Program and It's Schedule

Describe the program for remedying the defect or non-compliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or non-compliance before receiving the manufacturer's notification concerning that defect or non-compliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

Timpote will be supporting SAF-Holland's plan by contacting all of the affected Timpote trailer owners and assisting them with scheduling their trailers into a facility to have the pivot bolt replaced, per SAF-Holland's plan. Timpote will track the process and the completion of the updates through it's Warranty Administration process. Timpote will coordinate out efforts with those of SAF-Holland to correct the problem.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

Owner notifications will begin not later than August 20, 2014. Timpote will confirm all contact data to assure proper notification, then send notifications for all affected trailers. Timpote will coordinate this communication with SAF-Holland so pivot bolt repair kits will be at repair centers. Timpote would expect to complete all notifications by September 21, 2014.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

Dealer and Distributor notifications will occur not later than August 20, 2014 and will be completed by September 8, 2014.

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

The Repair Facility is instructed to add a white paint dot to the head of each pivot bolt assembly installed as an indicator that the work has been completed. See step #11 on the attached document provided by SAF-Holland.

Trailer Air Suspension Systems

Cast Beam Pivot Bolt Replacement Procedure

MAY 2014

Service repair kit SRK-710 has been supplied for the pivot bolt replacement. Each kit will do one axle and will include two (2) 93201070 pivot bolt, four (4) 93600553 outside washers, and two (2) 93400506 lock nut (**Figure 2**).

IMPORTANT: It is recommended that the trailer be unloaded before beginning service procedures.

1. On a level surface, support the front of the trailer with either a kingpin stand, landing gear, or coupled to a tractor.
2. Raise the trailer frame approximately 2" and support it with jack stands and remove wheel chocks.
3. At the suspensions specified ride height, place multiple jack stands under the vehicles frame per OEM specified locations, then lower the trailer frame onto the jack stands.

WARNING Failure to properly support the trailer during service procedures could create a crush hazard which, if not avoided, could result in death or serious injury.

4. Exhaust all air from the suspensions air bags, set the parking brakes, and chock the wheels.
5. Raise the trailer axle approximately 2" and support it with jack stands and remove wheel chocks.

WARNING Failure to properly support axle during a service procedure could create a crush hazard which, if not avoided, could result in death or serious injury.

6. Remove the tires.
7. On the roadside hangers, scribe or mark a line on the frame bracket outlining the position of the washers on both the inside and outside locations (**Figure 1**). These scribe marks will be used for ensuring previous alignment.
8. Starting on the curbside hangers, Remove 1-1/8" inch pivot bolt. (This is to be shipped back to SAF-HOLLAND®). Discard the old pivot nut and old washers.
9. Install new pivot hardware (**Figure 2**).

NOTE: On the roadside hangers while the connection is in a loose state, prior to final torque, ensure that the new washers are indexed back in place to where you made your scribe marks to ensure previous alignment.

Figure 1

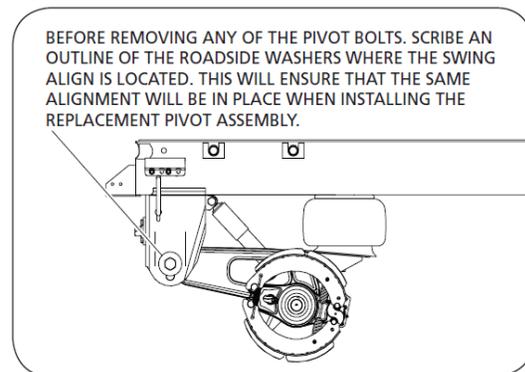
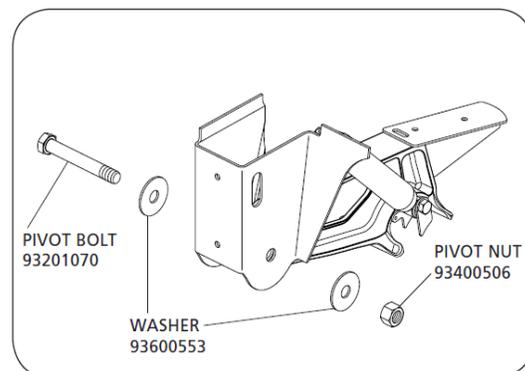


Figure 2



10. Torque the new pivot nut to a value of 550-600 ft.-lbs.
11. Clean the head of the bolt and add a white paint dot to indicate a change has been made.
12. Reinstall the tires.
13. Repeat this process for the pivot assembly hardware on the curbside of the suspension.
14. Lower the axle and tires onto the ground.
15. Repeat this procedure for the other suspensions affected.
16. Raise trailer approximately 2" and remove jack stands.
17. Air up the trailer suspension.

******* IMPORTANT REMINDERS *******

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative 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, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.