

Part 573 Safety Recall Report

24V-681

Manufacturer Name : Altec Industries, Inc.

Submission Date : SEP 12, 2024

NHTSA Recall No. : 24V-681

Manufacturer Recall No. : CSN-3185



Manufacturer Information :

Manufacturer Name : Altec Industries, Inc.

Address : 210 Inverness Center Drive
Birmingham AL 35242

Company phone : 205 991 7733

Population :

Number of potentially involved : 968

Estimated percentage with defect : 40 %

Vehicle Information :

Vehicle 1 : 2023-2024 Altec Aerial Device, Digger Derrick, Pressure Digger

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : The recall population was determined from a review of production records of Altec units built on 2024 and newer Freightliner M2 Business Class chassis.

Production Dates : AUG 01, 2023 - AUG 21, 2024

VIN Range 1 : Begin :

NR

End : NR

☐ Not sequential

Description of Defect :

Description of the Defect : The chassis ignition circuit on the Freightliner M2 plus chassis could be overloaded in certain aftermarket accessory configurations. If multiple accessories are on simultaneously, the current draw could be more than three amps, causing the chassis ignition fuse to blow.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If the ignition circuit fuse blows and opens the ignition circuit, the chassis will lose engine power. This can happen at any state of chassis operation, park, or while in gear.

Description of the Cause : NR

Identification of Any Warning that can Occur : A periodic inspection and circuit load test could identify the potential for a circuit overload. There are no other warnings that the circuit is overloaded prior to blowing the fuse.

Involved Components :

Component Name 1 : NR

Component Description : NR

Component Part Number : NR

Supplier Identification :

Component Manufacturer

Name : Altec Industries Inc.

Address : 2106 S. Riverside Rd
Saint Joseph Missouri 64507

Country : United States

Chronology :

On July 17, 2024, an inline quality inspection discovered that the 2024 and newer Freightliner Business Class M2 chassis would lose engine power when multiple accessories were switched on. Altec opened a root-cause investigation across multiple manufacturing divisions to determine why the chassis ignition was cutting out. On August 22, 2024, after the investigation found the potential for an overloaded ignition circuit, a potential field action investigation was opened in collaboration with the root-cause investigation to determine if units in the field could be affected. On September 6, 2024, after reviewing the production records and root cause investigation, Altec determined that a defect could exist on units in the field. No warranty claims or field reports have been identified. There have been no accidents, injuries or deaths related to this issue.

Description of Remedy :

Description of Remedy Program : The affected accessory circuit will be rewired to draw power from a connection independent of the ignition circuit and rated for the current draw of the accessory circuit. The recall remedy will be completed free of charge when presented for repair. The Altec Warranty Policy covers the recall remedy including cases requiring reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall.

How Remedy Component Differs from Recalled Component : The remedy circuit is independent of the ignition circuit and is rated for up to 15 amps instead of 3 amps.

Identify How/When Recall Condition was Corrected in Production : All units completed after August 21, 2024, will have the affected accessory circuit wired to draw power from a connection independent of the chassis ignition and rated for the accessory circuit's required current draw.

Recall Schedule :

Description of Recall Schedule :	Altec will issue CSN-3185 to the owners of the affected units. Altec does not have a dealer network and issues letters to owners only.
Planned Dealer Notification Date :	NOV 08, 2024 - NOV 08, 2024
Planned Owner Notification Date :	NOV 08, 2024 - NOV 08, 2024

* NR - Not Reported