

Safety Defect and Noncompliance Report Guide for *Vehicles*

PART 573 Defect and Noncompliance Report

Date: August 21, 2013

This report serves as Manning Equipment’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 service body applications mounted on Ford F-series dual rear wheel chassis cabs. Manning Equipment decided that this “defect” existed in these vehicles built October 2011 thru June 2012.

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

Manufacturer’s corporate name: Manning Equipment Inc. LLC

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

Designated Agent (imported vehicles):

If this notification concerns a defective or noncompliant 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):

N/A

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

Manning Equipment Inc LLC
12000 Westport Road
Louisville, Kentucky 40245
Attn Larry Westhusing
502-426-5210
westhusing@truckequip.com

Manufacturer’s assigned campaign number (where applicable):

II. Identification of the Recall Population and Its Size

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: Ford gas DRW chassis w/ Manning Equipment installed service body
Model: F-series gas DRW chassis cab
Model Year(s): 2012
Inclusive dates of manufacture (month and year): Oct 2011 – June 2012
Body Style/Type (for non-passenger cars): Service body mounted on gas DRW chassis cab
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):
Total number of these vehicles: 37

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
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):

Total number of these vehicles:

Make:
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
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):
Total number of these vehicles:

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

Grand total number of vehicles: 37

The percentage of the recall population you estimate actually contain the defect or noncompliance: 100%

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

Determined how many gas DRW chassis we built with service bodies

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

Recall only affects gas DRW chassis with service bodies installed

III. Description of the Defect or Noncompliance and Chronology of Events

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

Tailpipe on the exhaust system does not extend out beyond the edge of the body allowing heat to build up in rear curbside storage compartment.

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

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

Excessive heat build up in rear compartment could result in fire.

Identify any warning(s) that may precede the defect or noncompliance condition.

For defects, provide a dated, chronological summary of all the principle 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 or service reports, and other information such as numbers of crashes, injuries and fatalities.

See last page for chronological summary

For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

IV. The Remedy Program and Its Schedule

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

Tailpipe extensions will be provided that direct exhaust out and away from rear compartment. Manning Equipment will provide materials and reimburse any costs associated with the installation.

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

Owners have been notified by certified mail and estimated completion date is Oct 2013

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

Notifications have been sent

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

******* 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.

Chronological summary

Oct 2011-June 2012	Manufactured 37 F-series gasoline DRW service body vehicles
June 26 2012	Contacted by customer who stated they experienced a fire in rear Compartment of service body
June 27 2012	Ceased production, began investigation into accident
June 28 2012	Determined the most likely cause of accident was storage of combustible materials (fusees) in lower compartment.
June 29 2012	Production change order initiated to add tailpipe extension to direct exhaust to outside of body.
July 2012	Worked with customer (John McDonald w/ GSA) to approve "fix" of adding exhaust extension. An Equipment Alert was issued thru GSA requiring the removal of flammable or combustible material from the lower rear compartment and recommending that the exhaust pipe be extended.
February 2013	The Forest Service had a lab test the temperatures in and around the rear compartment near the tailpipe with and without the tailpipe extension. Results showed that excessive heat was not an issue with the tailpipe extended.
March 2013	Notified by Pete Kivett with ODI that a preliminary investigation was opened up.
March 2012-June 2012	Worked with Mr. Kivett to provide information for the investigation.
July 2012	Was informed that because the incident involved a fire that a 573 report would have to be filed
August 2012	Part 573 defect and non-compliant part report filed