

## OSHKOSH CORPORATION

ISO 9001 CERTIFIED

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December 30, 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: Brake Pedal Attachment on S-Series Front Discharge Mixers**

Dear Ms. Lewis,

This report serves as Oshkosh Corporation'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 ready mixed concrete trucks. Oshkosh Corporation decided that this defect existed in these vehicles on December 23, 2013.

**1. Manufacturer's name/address:**

Oshkosh Corporation  
2307 Oregon St.  
Oshkosh, WI 54902

Darryl Ash  
Director-Sales and Branch Operations Support  
(507) 374-8145  
dash@mcneilusco.com

**2. Vehicles or Equipment involved in this defect notification:**

Oshkosh S-Series Ready Mixed Concrete Trucks produced between 5/1/2013 and 11/27/2013.

**3. Total number of vehicles or items of equipment:**

126

**4. Approximate percentage of vehicles or equipment estimated to actually contain the defect:**

95%

**5. Description of the defect:**

The brake pedal bracket fasteners on certain Oshkosh S-Series Ready Mixed Concrete Trucks

may be missing their lock washers. The absence of the lock washer may allow the fasteners to loosen, eventually causing the brake pedal to contact the floor of the cab. This situation will reduce the braking capability of the vehicle which may cause a crash leading to personal injury or death.

**6. Chronological summary of events leading to this determination:**

**11/2013** McNeilus received a report of an in-service unit with missing fasteners in the brake pedal mounting bracket. Investigation into root cause was initiated.

**12/2013** Investigation concluded that the missing fasteners were a result of incorrect assembly documentation that failed to call for the proper lock washers. This documentation was corrected and any in-process units were repaired prior to shipment. The scope of the affected population was determined based on when the incorrect assembly procedure was instituted.

**7. Description of proposed remedy (including schedule for dealer and customer notification):**

The remedy consists of inspecting the brake pedal mounting assembly and installing new mounting hardware, if required.

Owner letters will be mailed by January 10, 2014 pending letter approval from NHTSA.

**8. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):**

- Affected customers will be notified via first class mail.
- Most affected units will be inspected and repaired if required by Oshkosh service technicians at the customer's facility.
- A small number of units will be inspected and repaired using the customer's own technicians. Owners will be reimbursed for inspection and labor costs by submitting a request to Oshkosh.
- Although most units will be inspected and repaired by Oshkosh staff, the notification mailing will include the Owner Notification Letter, a technical service bulletin that includes work instructions on how to identify the defect, and detailed instructions on how to repair affected units.

**9. Owner and dealer notifications are pending.**

Sincerely,

Oshkosh/McNeilus Truck & Manufacturing, Inc.



Darryl Ash  
Director-Sales and Branch Operations Support