

AN OSHKOSH CORPORATION COMPANY

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**RECEIVED**

By Recall Mangement Division at 10:24 am, Jun 13, 2014



June 12, 2014

Jennifer Timian (NVS-215cg)  
Chief, Recall Management Division  
Office of Defects Investigations - Enforcement  
National Highway Traffic Safety Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC 20590

**Vehicle Recall: Muncie Power Take Off (PTO) Pressure Switch**

Dear Ms. Timian,

Iowa Mold Tooling Company, Inc. has decided that a defect which relates to motor vehicle safety exists in the motor vehicles listed below. We therefore furnish notification to the National Highway Traffic Safety Administration, in accordance with 49 CFR Part 573, Defect and Noncompliance Reports.

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

Iowa Mold Tooling Company, Inc. (IMT)  
500 Highway 18 West  
P.O. Box 189  
Garner, IA 50438

Terry Cook  
Product Manager, Commercial Products  
Office: 641-923-4612  
Fax: 641-923-4055  
[TerryCook@imt.com](mailto:TerryCook@imt.com)

**2. Supplier's name/address:**

Muncie Power Products, Inc.  
201 East Jackson Street  
Suite 500  
Muncie, IN 47305

Larry Wesley  
Tel: 765-284-7721 ext. 3212  
Fax: 765-751-9506

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

Muncie PTO pressure switches, produced by Muncie between June 1, 2009 and June 30, 2013 which were installed in 2009-2014 Ford F35 – F550 Super Duty chassis with 6.8L gasoline engines. IMT, as an upfitter,

mounts bodies to these Ford chassis. These Muncie PTO pressure switches were installed on IMT Dominator models built between 6/13/2013 and 6/7/2014. Muncie reported to NHTSA that they shipped 10 PTO assemblies to IMT in which IMT may have installed the Muncie FR67-F1506-F4NX PTO pressure switch too close to the exhaust. IMT's recall population will consist of units that could possibly have been mounted in this way.

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

21

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

50%

**6. Description of the defect:**

According to Muncie Power Products, Inc., the pressure switch may have been installed by upfitters in close proximity of the engine exhaust pipe. If the switch is improperly positioned too close to the exhaust, the switch can see excessive heat, damage the internal diaphragm, possibly leading to a seep of transmission fluid out the switch's screw in the side of the body. The switch's rubber diaphragm could become brittle, allowing transmission fluid onto the opposite side (internal construction) of the diaphragm. Over time, oil leaking from the PTO pressure switch if exposed to an ignition source could result in a fire.

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

**Sep 2013** Altec notified NHTSA of a vehicle recall 13V-458 with Muncie FR67 PTO switches on 9/26/2013.

**March 2014** Muncie Power Products, Inc. notified NHTSA that it decided a defect exists in certain PTO assembly pressure switches, part number 30T37594, on March 25, 2014.

**June 2014** IMT received a certified letter from NHTSA (EQ 14-006) on June 2, 2014 informing IMT of the Muncie Equipment recall 14E-006. IMT received no prior notification of a concern with these PTO switches by Muncie. IMT is not aware of any accidents or injuries on their products as a result of this defect.

In response to the NHTSA letter, IMT conducted a thorough sweep of all inventory and work in process and found no components from the suspect population on 6/11/14 in the factory. On that same day IMT executive management determined that a safety-related defect existed in the subject population and declared a recall to remedy the issue.

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

The remedy consists of inspecting the Muncie PTO pressure switch to determine if it is from the range of defective switches and if required, remove the pressure switch assembly and put a plug in the port where the PTO switch had been installed. This switch was never being utilized.

Distributor notification letters will be e-mailed by June 16, 2014. Owner letters will be mailed by July 01, 2014 pending letter approval from NHTSA.

**9. 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):**

- a. Affected customers will be notified via first class mail.
- b. Affected units will be inspected and repaired by Distributor's technicians or the customer's own technicians. Owners will be reimbursed for inspection and labor costs by submitting a request to IMT.

- c. 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.

- 10. A draft of the 577 Owner Notification Letter will be sent to NHTSA when it is complete. The Distributor Notification Letter and the Technical Service Bulletin (TSB) will also be sent to NHTSA when they are complete.

Sincerely,  
Iowa Mold Tooling Company, Inc.

A handwritten signature in blue ink, appearing to read 'Terry Cook', with a horizontal line extending to the right.

Terry Cook  
Product Manager, Commercial Products