



**MUNCIE POWER
PRODUCTS, INC**
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August 21, 2013

Re: Ford Super Duty Chassis with 6.8L gas engine and Muncie FR67 Series PTO

Dear Customer:

Please review the included information on the Ford Super Duty F350-F550 Chassis with the 6.8L gas engines, equipped with a Muncie FR67 Series PTO.

Muncie Power Products has recently become aware that the original provided thermal blanket, part number 49TK4860, can deteriorate over time and lose some of its thermal barrier properties. It is the thermal blanket manufacturer's recommendation that it be considered a serviceable item needing regular maintenance requiring replacement should it show signs of deterioration. Depending on the equipment's operation and time in service, this could vary from vehicle to vehicle. Inspection during regular oil change intervals would be the best time to review its condition and replace as needed. We are evaluating designs for a more robust solution for this application. Please watch for future announcements in this area.

We have also found that the pressure switch, part number 30T37594, can see high temperatures that can cause the internal diaphragm to potentially become hard or even brittle versus when new. Should this occur, some transmission fluid could seep through the construction screw thread on the side of the switch body. It is Muncie's recommendation that the switch and tube assembly be replaced with kit part number 43TK5510. This kit contains a new switch with an alternative diaphragm material more suited to this particular application. In addition, the original tube is replaced with a high temperature hose assembly that allows the switch to be relocated further away from exhaust heat.

Vocational trucks have many bolted joints and connections typically associated with the auxiliary power and hydraulic portion of the equipment. Truck Body Builders standard maintenance practices should always recommend periodic inspection for leaks and correction. During the above described servicing, Muncie recommends inspection for any leaks that could cause fluids (engine, transmission, and hydraulic oils) to make contact with the exhaust system, and to make any appropriate repairs.

During the course of your standard maintenance practice on the above, the hydraulic pump should be loosened from the PTO, and both the PTO and Pump shaft seals should be inspected for leaks. Make appropriate repairs if needed.

RECEIVED

By Recall Management Division at 6:05 am, Mar 25, 2014

14E-016
(7 pages)

Safety Defect and Noncompliance Report Guide for Equipment

PART 573 Defect and Noncompliance Report

Date: March 20, 2014

This report serves as Muncie Power Products, Inc. notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect related to motor vehicle safety exists in certain PTO assemblies. Muncie Power Products, Inc. decided that this defect existed in these vehicles on August 2013.

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

Manufacturer's corporate name: Muncie Power Products, Inc.

Equipment's brand or trademark name owner(s) (where applicable):

Not Applicable

Designated Agent (imported equipment): Muncie Power Products

If this notification concerns equipment that was installed in new motor vehicles or new items of motor vehicle equipment, identify by name, address, and telephone number each vehicle manufacturer and equipment manufacturer who purchased that equipment:

Part/Model number:
Size and function (where applicable):
Inclusive dates of manufacture (month and year):
Other information necessary to describe this equipment:
Total number of these items of equipment:

Type of equipment (e.g., tire, child restraint, headlamp):
Part/Model number:
Size and function (where applicable):
Inclusive dates of manufacture (month and year):
Other information necessary to describe this equipment:
Total number of these items of equipment:

Provide the following information as to all the items of equipment ("the recall population") identified above:

Grand total number of items of equipment in the recall population: 5744 Units

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

< 1 %

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

The switch's rubber diaphragm could become brittle, allowing transmission fluid onto the opposite side (internal construction) of the diaphragm.

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

During normal maintenance inspections, a visual notice of a transmission fluid seep from the pressure switch screw (on the side of the switch body) may be seen.

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.

No crashes, injuries, or fatalities.

Feb. 2013: Atec Industries reported to Muncie Power Products that a thermal event occurred. The root cause was not determined. The vehicle was a total loss.

July 2013: Atec Industries reported to Muncie Power Products that a 2nd thermal event occurred. The root cause was not determined. The vehicle required minor repairs.

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.

Not applicable.

******* 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.