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By Recall Mangement Division at 8:48 am, Jun 27, 2014

Safety Defect and Noncompliance Report Guide for Equipment

PART 573 Defect and Noncompliance Report

Date: June 12, 2014

This report serves as Special Fleet Service, Inc.'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 PT0 assemblies. Special Fleet Service, Inc. decided that this defect existed in these vehicles on June 10, 2014.

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

Manufacturer's corporate name: Special Fleet Service, Inc.

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

Designated Agent (imported equipment):

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 nurnber each vehicle manufacturer and equipment manufacturer who purchased that equipment:

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):

Pressure Switch

 Muncie Power Products, Inc.

 201 East Jackson St. Suite 500

 P.O. Box 548 Muncie, Indiana 47308-0548

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

Ralph L. Eby	ralph@specialfleet.com
P.O. Box 990	Phone: 540-434-4488
Harrisonburg, VA 22803	Fax: 540-434-2244

Manufacturer's assigned campaign number (where applicable):

II. Identification of the Recall Population and Its Size

Complete the tables below for each item of equipment subject to this notification. Additional tables may be necessary where there are more than three items subject to a notification.

Type of equipment (e.g., tire, child restraint, headlamp):	Pressure Switch
Part/Model number:	Muncie Power Products Part No. 30T37594
Size and function (where applicable):	Activates light when pressure is seen
Inclusive dates of manufacture (month and year):	June 2009 to June 2013
Other information necessary to describe this equipment:	This component was used with PTO Models FR67-F1506-F4NX and FR67-F1506-G4NX
Total number of these items of equipment:	3 units

Type of equipment (e.g., tire, child restraint, headlamp):
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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: 3 units

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):

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

The recall is specific to the 2009-2014 Ford F350-

F550 Super Duty Chassis with the 6.8L Gasoline Engine

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.

As part of the PTO installation the pressure switch may be positioned

too close to the exhaust, see excessive heat, possibly leading to a seep of

transmission fluid out the switches screw

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

Switch positioned too close to Engine Exhaust Pipe

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 inspection, 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

No warranty claims, field or service reports

Became aware of possible defect with notification from NHTSA

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.

Special Fleet Service will provide a letter to the three customers
explaining the issues and corrective action required. Included with the
letter will be the Muncie provided pressure switch kit with new switch
and hose assembly to locate the switch further away from the exhaust

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

These letters and kits should be mailed by June 27, 2014

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

Describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

see Muncie Document

******* 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.



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.

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The above combination of a thermal blanket with a deteriorated surface and the possibility of the seepage of fluids could result in the heat blanket material absorbing these fluids over time. Once again, we recommend you follow the Truck Body Builders standard maintenance practices with the inspection for leaks, proper replacement of service type items and making any needed corrections.

The PTO's for this application are under the following part numbers and would be applicable to the above recommendations:

FR67-F1506-G4NX

FR67-F1506-F4NX

FR67-F1506-R4NX

Please note that none of the above parts or components are considered defective or in non-compliance to any original specifications, but have been enhanced to provide longer, more satisfactory service than the original items.

We apologize for any inconvenience this may create. We advise that you and/or your customers follow the recommendations as outlined.

If you have any questions or need additional support, please don't hesitate to contact us at 1-800-367-7867 or 765-284-7721.

Regards,

MUNCIE POWER PRODUCTS, INC.