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(7 pages)

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: July 21, 2014

This report serves as Godwin Manufacturing Company'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 PTO assemblies that were installed in certain dump trucks exists in certain [identify the vehicles at issue]. Godwin Manufacturing Company Inc. decided that this defect existed in these vehicles on August 2013 as subsequently notified by via a letter received by the U.S. Department of Transportation, National Highway Traffic Safety Administration dated May 30, 2014.

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

Manufacturer's corporate name: Godwin Manufacturing Company, Inc.

Vehicle brand or trademark name owner(s) (where applicable): Not Applicable

Designated Agent (imported vehicles):

Muncie Power Products

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):

Muncie Power Products, attn. Larry Wesley, 201 E Jackson Street, Suite 500 Muncie IN 47305 (765-284-7721)

Manufacturer's assigned campaign number (where applicable): N/A

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed: Mark Fentress, mfentress@godwin-group.net 910-591-5223, 910-897-7306

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.

Listed Below are the specific vehicles that the affected PTOs were installed on – the PTO model was FR67-F-F1506-D4N:

Alamance County, Ford F450 built 9/2009, VIN #1FDAF4HY9AEA59665

Fayetteville Technical Community College, Ford F550 built 6/2010, VIN #1FDUF5GT5BEA57728

Town of Weaverville, Ford F550 built 9/2010, VIN #1FDUF5HT8BEB15085

City of Sanford, Ford F550 built 10/2010, VIN #1FDUF5GY7BEB33106

Town of Clinton, Ford F350 built 9/2012, VIN #1FD8W3G69CEC96488 & #1FD0W4GY9DEA05235

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|---|
| 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: |

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|---|
| 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: |

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|---|
| 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: 6

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

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):

A purchase history for the affected PTOs was pulled. The related purchase orders had the name of the customer for whom the PTO was ordered. We then traced those to the final manufacturer sticker, sales orders and invoices for the customers.

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

These PTOs are the only ones purchased and 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.

The upfitter as part of the PTO installation does the final positioning of the pressure switch used to turn on the indicator light. If 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 of the switches' screw in the side of the body.

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

The installer could position the pressure switch too close to the engine exhaust pipe.

Describe the safety 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.

February 2013 – Altec 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 – Altec Industries reported to Muncie Power Products that a 2nd event had 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

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.

Muncie Power Products has provided a letter dated February 10, 2014 to all customers explaining the issues and corrective action required. Muncie Power Products has offered at no charge a pressure kit to remedy the issue. The kit not only contains a new switch, but a hose assembly to locate the switch further away from the heat source.

The new switch was used in PTO shipments beginning June 1, 2013.

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

It is estimated that notifications will begin August 1, 2014 and end August 2, 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.

It is estimated that notifications will begin August 1, 2014 and end August 2, 2014.

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.

