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By Recall Mangement Division at 7:53 am, Aug 08, 2014

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(5 pages)

Safety Defect and Noncompliance Report Guide for Vehicles  
PART 573 Defect and Noncompliance Report

Date: August 7, 2014

This report serves as All Wheel Drive Equipment Mfg., 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 Ford F550 trucks. Muncie Power Products 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:  
All Wheel Drive Equipment Mfg., Inc.

Vehicle brand or trademark name owner(s) (where applicable):

Ford F550

Designated Agent (imported vehicles):

Gary Chandler

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  
Larry Wesley  
201 E. Jackson Street, Suite 500  
Muncie, IN 47305  
765-284-7721 x 3212  
765-751-9506 Fax

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

Gary Chandler  
2022 E. 61<sup>st</sup> Street North  
Tulsa, OK 74130  
918-425-5225  
918-425-7810 Fax

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

**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.

Make: Ford
Model: F550
Model Year(s): 2011 & 2012
Inclusive dates of manufacture (month and year): 2/10 & 4/10
Body Style/Type (for non-passenger cars): Truck
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): 1FDUF5HY8B[REDACTED] - 4/10 1FDUF5GY1B[REDACTED] - 2/10 1FDUF5GY3B[REDACTED] - 2/10
Total number of these vehicles: 3

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:

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:   3  

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

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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):

All Wheel Drive was notified on May 30, 2014 of possible Muncie PTO pressure switch defect on gas motor vehicles by Department of Transportation.

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

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 up fitter as part of the PTO installation does the final positioning of the pressure switch used to turn on the indicator light. If improperly positioned to close to the exhaust the switch can see excessive heat, damage the internal diaphragm, possibly leading to a seep of transmission fluid out the switches screw in the side of body.

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

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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.

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*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,

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injuries and fatalities.

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*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.

All Wheel Drive will replace pressure switch kit with Muncie approved parts.

June 10, 2014 – Certified letters were mailed to all customers with possible defective part.

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

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

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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.