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14V-507
(3 pages)



Product Safety & Reliability Department
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August 18, 2014

Ms. Cynthia Glass
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: NHTSA Identification Number EQ 14-006

JLG Industries Inc. ("JLG") submits this written response on behalf of Jerr-Dan Corporation in conjunction with the Letter to Cynthia Glass dated June 13, 2014 on the above-referenced matter.

Jerr-Dan Corporation 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:

Jerr-Dan Corporation
13224 Fountain Head Plaza
Hagerstown, MD 21742

Stephen A. Best
Principal Engineer
Product Safety & Reliability Department
Office: 301-745-3470
Fax: 301-745-3713
sabest@jlg.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 Power Products between June 2009 and November 2013 which were installed in 2009-2014 Ford F350-550 Chassis

with 6.8L gas engine. Muncie reported to NHTSA that they shipped 215 PTO assemblies to Jerr-Dan. These PTO's would have been installed on Jerr-Dan carrier and wrecker vehicles. These PTO's were installed per Muncie's installation instructions and Muncie reported to Jerr-Dan on February 26, 2014 that their instructions place the pressure switch too close to the exhaust.

4. Total number of vehicles or items of equipment:

Muncie reported to have shipped 215 affected PTO's to Jerr-Dan.

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

Unknown as Jerr-Dan has no reports of the defect that Muncie reported. However, 100% of affected units would be equipped with the Muncie PTO with the affected pressure switch.

6. Description of the defect:

According to Muncie Power Products, Inc. the pressure switch may have been installed in proximity of the engine exhaust pipe. If the switch is positioned too close to the exhaust, the switch can see excessive heat and damage the internal diaphragm, possibly leading to seepage of transmission fluid out of the switch's construction screw on the side of the switch 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 could result in the heat blanket material absorbing these fluids.

7. Chronological summary of events leading to this determination:

September 2013: Altec notified NHTSA of a vehicle recall, 13V-458, with Muncie FR67 PTO switches.

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

May 2014: Jerr-Dan received EQ14-006 from NHTSA informing Jerr-Dan of the Muncie Equipment recall 14E-006. To date, Jerr-Dan has not received notification of a recall from Muncie Power Products. Jerr-Dan is not aware of any accidents or injuries on their products as a result of this "defect".

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

Jerr-Dan will notify owners of affected vehicles of the Recall Notice within 60 days of submitting this form to the owners.

Muncie has stated that a rework kit is available to customers at no charge.

9. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense with 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. Customers will be instructed to contact Muncie Power Products for the rework kit that Muncie has made available.

Should you have any questions or require further information, please do not hesitate to contact me.

Sincerely,
JLG INDUSTRIES, INC.

A handwritten signature in black ink, appearing to read "Stephen A. Best". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Stephen A. Best
Principal Engineer
Product Safety & Reliability