

APPENDIX B.

**SAFETY DEFECT AND NONCOMPLIANCE
NOTIFICATION REPORT FORMS**

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: 1/10/14

This report serves as [insert reporting manufacturer's name]'s notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a [insert as applicable: "defect related to motor vehicle safety" or "noncompliance with Federal Motor Vehicle Safety Standards"] exists in certain [identify the vehicles at issue]. [Manufacturer] decided that this [insert "defect" or "noncompliance," as applicable] existed in these vehicles on [insert date].

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

Manufacturer's corporate name: Almared (dba: A-1 Alternative Fuel systems)

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

Designated Agent (imported vehicles):

Vehicle alterer A-1 Alternative Fuel Systems
2320 Strauss St.
Fresno CA 93721

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):

CNG tank support Bracket
Mechanical Raisin Harvesting
42906 Road 80
Dixie CA 93618

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

Bob Hall, Quality Control Manager
2320 Stanislaus St.
Fresno CA 93721
bob@alaltfuels.com 559/485-4427 ex 11 559/264-4961-fax

Manufacturer's assigned campaign number (where applicable):

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:	<u>Ford</u>
Model:	<u>F 550</u>
Model Year(s):	<u>2011 & 2012</u>
Inclusive dates of manufacture (month and year):	<u>June 2011 - April 2012</u>
Body Style/Type (for non-passenger cars):	<u>Shuttle Bus</u>
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):	<u>Altered these 18 Buses to operate on CNG fuel</u>
Total number of these vehicles:	<u>18</u>

Make:	<u>Ford</u>
Model:	<u>F550</u>
Model Year(s):	<u>2011, 2012</u>
Inclusive dates of manufacture (month and year):	<u>May 2011 thru April 13, 2012</u>

Body Style/Type (for non-passenger cars):	Shuttle Bus
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):	
Shuttle bus body built onto a Ford F550 chassis Altered to operate on CNG	
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: 18

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

one vehicle

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):

Notified on 8/7/13 that a CNG fuel tank securment bracket failed and dislodged a tank from a bus. We arrived at the agency the next day and inspected the bracket. After our examination, we made a business decision to replace and upgrade securment brackets on all vehicles with this design.

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

The 18 buses receiving this upgrade, all were equipped with the 1st design bracket. This bracket was later upgraded to our 2nd design for this application. The 2nd design bracket on these earlier design buses would standardize this application.

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.

- please examine attachment "B"

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

- metal composition and fatigue

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

- complete failure of this bracket could allow the tank to dislodge from the vehicle

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

- visual inspection
- vehicle should be inspected at 45 day cycles
- 45 day CHP requirement

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.

- please examine attachment "B"

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.

No clear evidence that the failed bracket was, by its design faulty. However because of fit, installation, and standardization concerns, changes had been made to 1st design bracket. Because of the nature of the possible failure of the one bracket, our business decision was made to replace brackets on all vehicles with the 1st design installation.

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.

- A-1 has changed out all 1st design bracket at no cost to the agency or end-user.
- no cost incurred or reimbursement requested by any agency
- 1st design bracket was upgraded to the current 2nd design in April / May 2012

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

- all notification occurred prior to Sept. ~~2012~~ 2013
- all retrofit change-out were completed by January 30 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.

- Notification completed Sept 2013
- retrofit completed Feb 2014

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

- please examine Attachment "B"