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By Recall Mgt Div. at 9:12 am, Jun 28, 2010

June 25, 2010

10V-305
(3 Pages)

George Person (NVS-215)
Chief of Recall Management
National Highway Traffic Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Vehicle Recall: Airlines to Air Tank Holdback Valve Plumbed Incorrectly on Autocar Chassis

Dear Mr. Person,

McNeilus Truck and Manufacturing 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.

Manufacturer's Identification Code: **41-0967369**

1. Manufacturer's name/address:

McNeilus Truck and Manufacturing, Inc.
524 County Road 34 East
Dodge Center, MN 55927

Darryl Ash
Director-Technical Services
(507) 374-8145
dash@mcneilusco.com

2. Vehicles or Equipment involved in this defect notification:

Autocar chassis mounted with McNeilus refuse bodies, produced between 8/02/2002 and 4/30/2010.

3. Total number of vehicles or items of equipment:

3,113

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

Less than 5%

5. Description of the defect:

During the refuse body mounting process, chassis air tanks may be relocated to facilitate mounting of the body. Airlines to the air holdback valve may have been reconnected incorrectly after a tank(s) was relocated. In the event of a complete loss of air pressure from one tank (A or B), the holdback valve will not prevent the loss of air from the second tank.

6. Chronological summary of events leading to this determination:

3/1/10 Billy Cecil-Maintenance Mgr. at Allied Waste, Boise ID notified Trevor Bridges, VP of Quality, Service and Warranty at Autocar, LLC of issue with air tank hold back valve plumbing.

4/5/10 Trevor Bridges notifies Jerry Shirley, McNeilus National Refuse Service Manager of issue found at Allied Waste, Boise, ID. Bridges says issue occurs on trucks where McNeilus has moved air tanks.

5/1/10 McNeilus conducts inspection of production unit. Stop shipment implemented and all units inspected. Containment action and training implemented to prevent reoccurrence.

5/6/10 Jerry Shirley requests validation of technical content for inspection process from Trevor Bridges at Autocar.

5/20/10 Tim McGinnis-National Service Mgr., Autocar, LLC verifies inspection process for all Autocar units.

6/14/10 Based on inspections conducted, McNeilus verifies nature of defect and vehicles potentially affected.

6/18/10 Customer notification letters sent.

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

- Vehicle owners will be notified by July 1, 2010 with the Owner Notification Letter and with a technical service bulletin describing how to test for affected units and including detailed work instructions on how to repair those units.
- Owners will inspect vehicles and perform repairs. Owners will be reimbursed for 1 hour of inspection and repair (if necessary) for each unit.
- Owners who are incapable of completing the inspection/repair will be offered the opportunity for a McNeilus field representative to complete it.

8. Program for remedy campaign (including program for reimbursing any consumer who obtained the remedy at his/her own expense within one year of the opening of the EA, or within one year of this 573 report, whichever is earlier):

- All customers who purchased a refuse body that was mounted on an Autocar will be notified via certified mail by July 1, 2010.
- The mailing will include the Owner Notification Letter and a technical service bulletin that includes work instructions on how to test the unit for the defect and detailed instructions on how to repair affected units
- Owners will be reimbursed for inspection and labor costs by submitting a request to McNeilus.

9. Representative notices will be sent at a later date

Sincerely,
McNeilus Truck & Manufacturing, Inc.

A handwritten signature in black ink, appearing to read "Darryl Ash". The signature is written in a cursive style with a large initial "D" and "A".

Darryl Ash
Director-Technical Services