



PO BOX 70
COUNTY ROAD 34 E
DODGE CENTER, MN 55927
507-374-6321

March 27, 2014

Nancy Lewis (NVS-215)
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Vehicle Recall: **Vertical Chute Racks on Concrete Mixers**

Dear Ms. Lewis,

McNeilus Truck and Manufacturing, Inc. 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-Sales and Branch Operations Support
(507) 374-8145
dash@mcneilusco.com

2. Vehicles or Equipment involved in this defect notification:

McNeilus Concrete Standard and Bridgemaster V Mixers equipped with new-style optional vertical chute racks, produced between 10/25/2013 and 2/14/2014, plus one unit shipped on 2/24/2014.

3. Total number of vehicles or items of equipment:

213

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

100%

5. Description of the defect:

McNeilus launched a new optional vertical chute rack design in October 2013. The chute rack holds from one to three optional extension chutes in a vertical position on the truck with a cable. The design of the rack allows extension chutes to unexpectedly detach from the rack. Units built with an old style vertical chute rack or a horizontal chute rack do not exhibit the defect and are not part of the recall population. The recall population consists of units built with the new style vertical chute rack design. The result of chutes detaching from the vehicle creates a possibility of a road hazard which could result in a vehicle crash or injury.

6. Chronological summary of events leading to this determination:

Oct 2013 McNeilus launched a new vertical chute rack design.

Feb 2014 McNeilus learned on 2/14/14 via our sales team that 3 new trucks delivered out of an order of 11, arrived at the customer with one extension chute each missing. The chutes were not found and presumed lost in route. A 4th truck arrived with one extension chute hanging by one end but still secured to the vehicle. McNeilus immediately stopped shipping vehicles with optional vertical chute racks on 2/14/14. McNeilus began investigating the issue to understand the root cause. Via testing on a bump course McNeilus was able to duplicate chutes detaching from the rack. Despite the stop shipment, a 12th new unit slipped through and was delivered to the same customer on 2/26/14. This 12th unit arrived with the chute detached from the rack but was held onto the truck via the cable. McNeilus resumed shipping of trucks on 2/21/14 with the old style chute rack which had never exhibited any detaching of chute racks in the field to our knowledge. A new design vertical chute rack was tested on the bump course and validated that chutes would not detach. This newer design will be the repair.

March 2014 Upon review of the full results of the investigation & testing, McNeilus executive management made a determination on 3/14/14 that a safety-related defect existed in the subject population and declared a recall to remedy the issue.

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

The remedy consists of replacement of the vertical chute rack with a new design vertical chute rack. If the truck has an offset chute stop for supporting chutes, it will be replaced with a new shorter style offset chute stop that pulls the chutes in closer to the vehicle. New attachment hardware will also be provided.

Owner letters will be mailed by April 11, 2014 pending letter approval from NHTSA.

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):

- Affected customers will be notified via first class mail.
- Affected units will be inspected and repaired by customer's own technicians. Owners will be reimbursed for inspection and labor costs by submitting a request to McNeilus.

- The notification mailing will include the Owner Notification Letter, a technical service bulletin that includes work instructions on how to identify the defect, and detailed instructions on how to repair affected units.
9. The 577 Owner Notification Letter is attached. The Technical Service Bulletin (TSB) will be sent when it is complete.

Sincerely,
McNeilus Truck & Manufacturing, Inc.

A handwritten signature in black ink, appearing to read "Darryl Ash". The signature is written in a cursive, flowing style.

Darryl Ash
Director-Sales and Branch Operations Support

Enclosure: 577 Owner Notification Letter