

ISO 9001 CERTIFIED

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April 16, 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: **TPV Fuel Transfer System**

This report serves as Oshkosh Corporation'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 TPV Homeland Security Vehicles. Oshkosh Corporation decided that this defect existed in these vehicles on April 16, 2014.

1. Name of Manufacturer and Corporate contact:

Oshkosh Corporation
Roger Lackore, Director of Product Safety
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2. Identification of Vehicle Classification:

Make: Oshkosh
Model Years Involved: 2011, 2012
Models: TPV Gasoline
Mfg. Date Beginning: November 2011
Mfg. Date Ending: July 2013

3. Number of Potentially Affected Vehicles: 12 (4 U.S., 8 Canada)

4. Estimated Percentage of Vehicles Containing the Defect or Noncompliance:
100%

5. Description of the defect or noncompliance:

Voltage fluctuations in the fuel transfer pump system that automatically transfers fuel from the auxiliary tank to the primary tank may cause the system to over-pressurize the primary tank, causing the fuel tank cap to pop off and discharge fuel. This same condition may occur if the auxiliary fuel tank is filled before the primary tank and the ignition is left in the run position.

6. Chronology of Principal Events:

- Jan 2014 Oshkosh Corporation received a report of a TPV operator who experienced a fuel tank cap that popped off and discharged approximately 3 liters of gasoline.
- Feb 2014 Testing conducted on the subject truck revealed some voltage fluctuations when the light bars, HVAC system, or the transfer pump were activated. The actual failure event could not be reproduced during testing.
- Mar 2014 Testing continued on another TPV truck in an attempt to isolate potential causes of the voltage fluctuation.
- Apr 2014 Oshkosh Corporation received a second report of a fuel tank cap incident. Based on evaluation of the test results and the second fuel tank cap report, Oshkosh Corporation decided that the issue represents a safety defect.

7. Corrective Action:

Oshkosh Corporation expects to conduct the following steps on each TPV:

- Inspect and adjust all fuel vent lines to ensure that they are properly routed and clipped without kinks or pinched hoses.
- Read, record, and adjust as needed all Transfer Flow control module default settings.
- Install a safety sign indicating that the ignition must be in the off position prior to fueling above the both the primary and secondary fill neck locations.
- Inspect connector MC131 for loose wires or poor contact, and adjust clipping in the area as needed to reduce stress on the connector pins.
- Replace the fuel transfer wire harness with a new harness that will eliminate improper ground connections.

8. Representative Notices: The owner and dealer letters are in process.

Sincerely,



Roger Lackore
Director of Product Safety

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