

**Safety Defect and Noncompliance Report Guide for *Equipment***  
**PART 573 Defect and Noncompliance Report**

Date: **June 12, 2014**

This report serves as **Stahl's** notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a defect exists in certain **Truck Bodies**. **Stahl decided that this defect existed in these vehicles on or about June 6, 2014 by and through the NHTSA notification on or about May 30, 2014 regarding PTO assemblies/switches manufactured by Muncie Power Products.**

I. Manufacturer, Designated Agent, and Other Chain of Distribution InformationManufacturer's corporate name: **Stahl, a Scott Fetzer Company**Equipment's brand or trademark name owner(s) (where applicable): **Not Applicable**

Designated Agent (imported equipment):

<b>Stahl, a Scott Fetzer Company</b>
--------------------------------------

If this notification concerns equipment that was installed in new motor vehicles or new items of motor vehicle equipment, identify by name, address, and telephone number each vehicle manufacturer and equipment manufacturer who purchased that equipment:

<b>Not Applicable</b>
-----------------------

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):

<b>Muncie Power Products 201 East Jackson St. Suite 500 Muncie, IN 47308-0548</b>
<b>Muncie part numbers FR67-1506-F4*X; FR67-1506-G4*X; FR67-1506-X4*X; FR67-1506-Z4*X</b>

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

<b>Kevin Douglass 3201 Old Lincoln Way Wooster, OH 44691</b>
<b>Tel.: 330-202-4208 Fax: 330-264-3319</b>
<b>kdouglass@stahl.cc</b>

Manufacturer's assigned campaign number (where applicable): **Not Applicable to Stahl, however the campaign number for Muncie Power Products is 14E-016, EQ 14-006.**

II. Identification of the Recall Population and Its Size

Complete the tables below for each item of equipment subject to this notification. Additional tables may be necessary where there are more than three items subject to a notification.

Type of equipment (e.g., tire, child restraint, headlamp): <b>PTO (Power Take Off)</b>
Part/Model number: <b>Muncie part numbers FR67-1506-F4*X; FR67-1506-G4*X; FR67-1506-X4*X; FR67-1506-Z4*X</b>
Size and function (where applicable): <b>Approximately 12" x 12", blue cast aluminum</b>
Inclusive dates of manufacture (month and year): <b>April, 2011 to February, 2014</b>
Other information necessary to describe this equipment: <b>These PTO models are used only on Ford F350-550 Super Duty Chassis with 6.8L gasoline engine.</b>
Total number of these items of equipment: <b>Stahl sold 10 units total; 9 were sold to 3 different Customers (end users) and 1 was sold to a Distributor</b>

Type of equipment (e.g., tire, child restraint, headlamp):
Part/Model number:
Size and function (where applicable):
Inclusive dates of manufacture (month and year):
Other information necessary to describe this equipment:
Total number of these items of equipment:

Type of equipment (e.g., tire, child restraint, headlamp):
Part/Model number:
Size and function (where applicable):
Inclusive dates of manufacture (month and year):
Other information necessary to describe this equipment:
Total number of these items of equipment:

Provide the following information as to all the items of equipment (“the recall population”) identified above:

Grand total number of items of equipment in the recall population: **10 units sold by Stahl**

The percentage of the recall population you estimate actually contain the defect or noncompliance: **<1%**

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):

<b>Population was determined by tracking supplier shipments of affected components and distributor orders using those components.</b>

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

<b>Per information from Muncie Power Products, the affected part is only used on 2009-2014 Ford F350-550 Super Duty Chassis with 6.8L gasoline engine. On this truck, the PTO pressure switch is installed in close proximity to the exhaust pipe.</b>

### 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.

<b>Per information from Muncie Power Products, the upfitter as part of the PTO installation does the final positioning of the pressure switch used to turn on the indicator light. If improperly positioned too close to the exhaust the switch can see excessive heat, damage the internal diaphragm, possibly leading to a seep of transmission fluid out the switches screws in the side of the body.</b>

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

<b>Per information from Muncie Power Products, the installer could position the pressure switch too close to the engine exhaust pipe.</b>

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

<b>Per information from Muncie Power Products, the switch’s rubber diaphragm could become brittle, allowing transmission fluid onto the opposite side (internal construction) of the diaphragm.</b>

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

<b>Per information from Muncie Power Products, during normal routine maintenance inspections, a visual notice of a transmission fluid seep from the pressure switch screw (on the side of the switch body) may be seen.</b>

*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.

<b>Per information from Muncie Power Products, no crashes, injuries or fatalities.</b>
<b>Feb. 2013: Altec Industries reported to Muncie Power Products that a thermal event occurred. The root cause was not determined. The vehicle was a total loss.</b>
<b>July 2013: Altec Industries reported to Muncie Power Products that a 2<sup>nd</sup> thermal event occurred. The root cause was not determined. The vehicle required minor repairs.</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.

<b>Not applicable.</b>

#### 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.

<b>Stahl will provide a letter to three known affected Customers and one Distributor explaining the Muncie PTO pressure switch issue and corrective action required. Pursuant to the Muncie Power Products plan, a replacement PTO pressure switch kit will be made available to remedy the potential issue. This kit contains a new switch and hose assembly which locates the switch further away from the exhaust pipe.</b>
<b>All current PTOs contain the new switch and hose assembly as of June 1, 2013.</b>

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

<b>Not applicable.</b>

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

<b>Once approved by NHTSA, letters to three known Customers and one known Distributor will go out within one business week.</b>

Describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

<b>Remedy component will be per Muncie Power Products plan.</b>

\*\*\*\*\* IMPORTANT REMINDERS \*\*\*\*\*

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.