

Subject: FW: File 10424476
Date: Friday, September 30, 2011 9:16:21 AM
Attachments: [10424476.pdf](#)

Report Vehicle Safety Defects!



www.safercar.gov

From: Mattson, Ryan CTR (NHTSA) **On Behalf Of** DataQuality, DataQuality (NHTSA)
Sent: Friday, September 30, 2011 9:13 AM
To: Wells, Cynthia CTR (NHTSA)
Subject: FW: File 10424476

From: [REDACTED]
Sent: Thursday, September 29, 2011 8:11 PM
To: DataQuality, DataQuality (NHTSA)
Cc: Long, Larry (NHTSA)
Subject: File 10424476

Here are the changes with the file along with the supporting pictures.





U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects

1-888-DASH-2-DOT
(1-888-327-4236)

INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

09-SEP-2011

Repository

Reference No.

10424476

OWNER INFORMATION (Type or Print)

Name

Address

City

NEW ORLEANS

State LA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1FD0X4GTXB

Medtec® Type I Field Duty

Make
MEDTEC

Model
TYPE III (VAN)
Type 1

Model Year
2010
2011

Date Purchased
2010

Dealer's Name and Telephone Number
Leased from Lone Star Emergency Vehicles of Midlothian, Tex.

Engine:
No: Cylinders

Fuel Type:
Diesel

Original Owner

Dealer's City

State

Zip Code

Transmission Type

Antilock Brakes
 Cruise Control

Powertrain

Multiple Failure:

Incident Date(s)
12-DEC-2010

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 220000 SEATS

Bench Seat also know as Squad Bench

Failure Mileage
3400

Failure Speed
0

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

Original Equipment
 Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash

Yes No

Fire

Yes No

Number of Persons Injured

1

Number of Deaths

0

Reported to Police

N

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

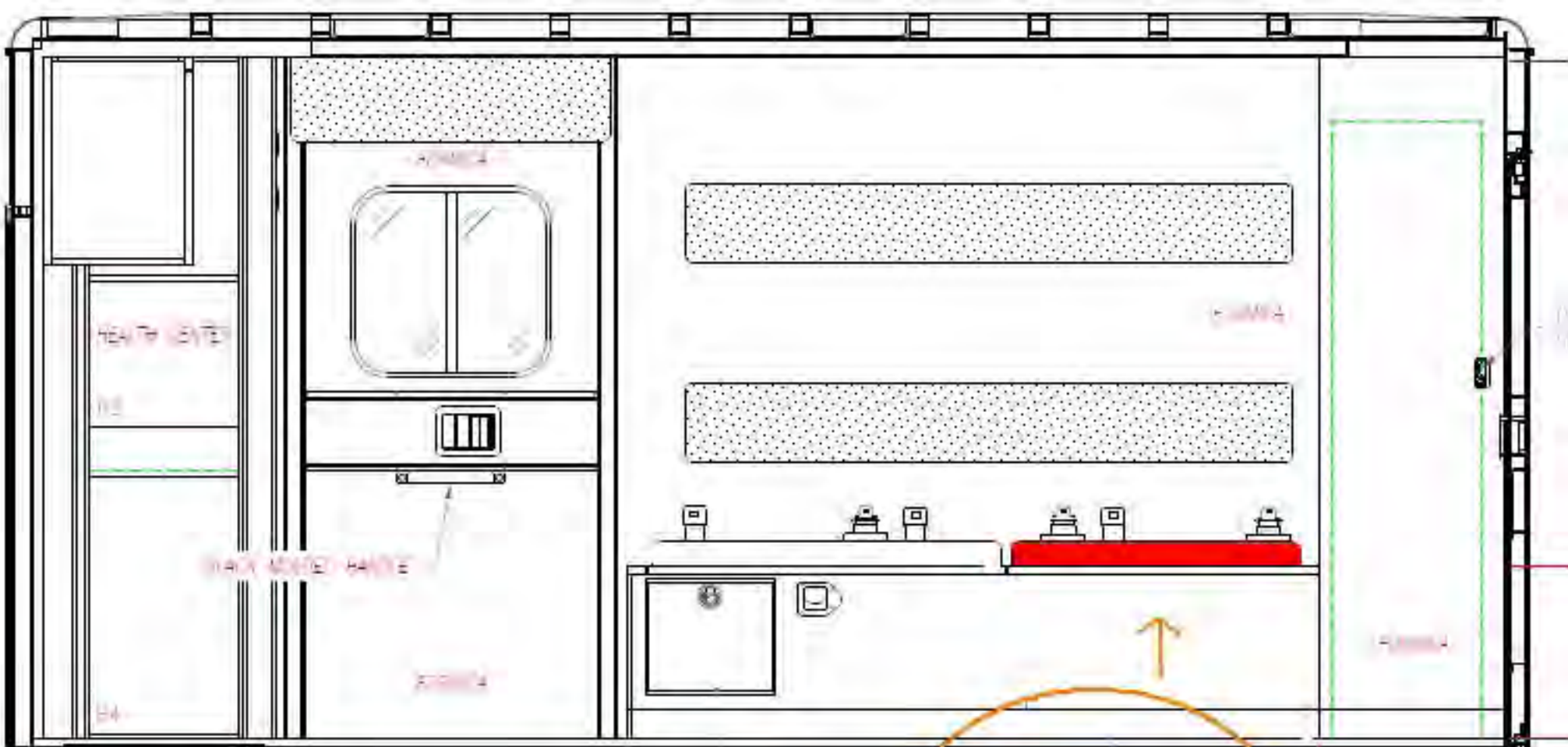
TL* THE CONTACT OWNS A 2010 MEDTEC TYPE-III AMBULANCE. THE CONTACT STATED THAT PASSENGER BENCH SEAT IN THE REAR COMPARTMENT HINGE WAS FRACTURED AND CAUSING INJURY TO HIS BACK AND HIP. THE VEHICLE WAS TAKEN TO A DEALER AND THEY ADVISED HIM THAT THE SCREWS NEEDED TO BE REPLACED SINCE THEY WERE MADE FROM WOOD. THE VEHICLE WAS UPDATED WITH A METAL SCREW AND BOLT ON THE SEAT. THE FAILURE MILEAGE WAS APPROXIMATELY 3,400. THE VIN WAS UNAVAILABLE.

Medtec® Type I Field Duty built on a Ford F-450 chassis. While in transit, the seat broke off from it's hinges. The screws were wood/sheet metal screws that held the hinge in place (those screws were replaced with through and through nuts&bolts).

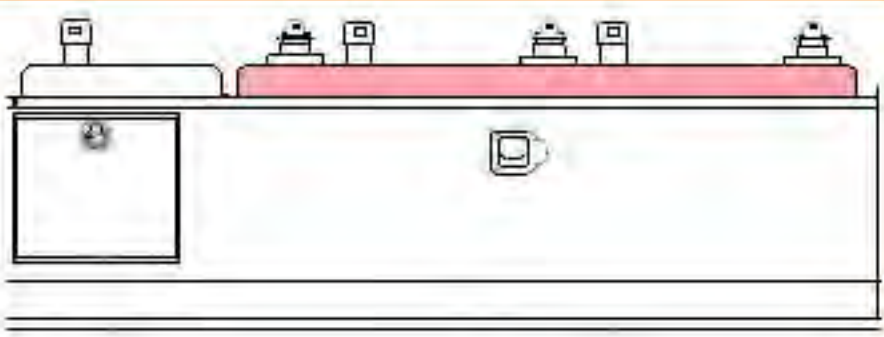
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY.

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.



This is the seat however, this is just one drawing of the module, each module is laid out differently but construction techniques are the same.



This is how our seats (at New Orleans EMS) are setup. A much longer bench seat (squad bench). It is a typical setup, because EMS agencies utilize the space under the seat to hold spare portable oxygen containers, etc.

See the size of the cushions and the spilt in the hinge. The second cushion in much longer and that corresponds with the compartment

NO EMS old units from 2006 amb bench seat

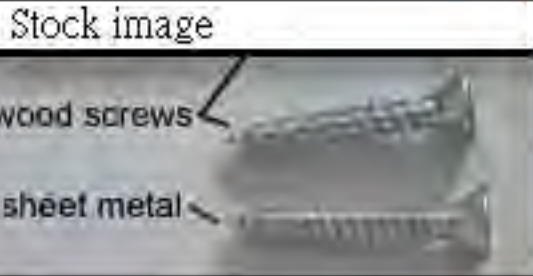


New 2011 MedTec from NO EMS



In the older models, the bench seat sits on top of the compartment. In the new MedTec models, the seat sits on only the front and back but not the sides.

We have had an expert look at the design. He said it was not sound. The expert's issue with the seat was that the hinge was sitting on top (instead of inbetween/under, as seen in the older models). When the hinge is on top, it acts like a crowbar on the screws. The screw we also small sheet metal screws. The screws are not designed for this use. Those types of screw also are not the best at load bearing and sustaining constant forces (the kind the hinge would be applying to them).



Bench seats are supposed to be able to support multiple medics at one time and we also use that seat to lay patients on (when on a spine board) flat across. The seat I was on broke, with just me on it, when hitting a small bump.



Seat held
down by seat
belt in this
photo.

Broken latch on another unit
prior to accident. While the
seats had never broken off
before my incident, I found
out later that the new
ambulances had a history of
the latches braking. If latch
breaks all weight is put on
back hinge.



When the seat broke, all the screws came out that were attached to bench seat. I think the other screws that anchored it held.

This picture is bench seat (aka squad bench) taken right after it broke.




When the seat broke off the hinge, it slid forward (arrow 1) and the back started to fall into well (arrow 2) where spare o2 tanks are kept. I fell down along with it.

2

1



There was also deformity to thin metal flashing where latch is. The metal pulled apart from wood and bent.

A close-up photograph of a piano hinge mechanism on a blue upholstered chair seat. The hinge is made of metal and is attached to the seat's frame. The hinge is in good condition and appears to be functioning properly. The background is a plain, light-colored wall.

picture of "piano
hinge" not broken.



New style bolts. I think they are called "through and through". They also have nuts attached which were not used before.

Another view of new style bolting system. Also a piece of metal was used to reinforce the wood where the bolts go.





Type of screw originally used to hold piano hinge in place. This screw is what was replaced by the through and through bolt with nut.

Modification only to New Orleans EMS units.

Subject: FW: File 10424476
Date: Friday, September 30, 2011 9:16:21 AM
Attachments: [10424476.pdf](#)

Report Vehicle Safety Defects!



www.safercar.gov

From: Mattson, Ryan CTR (NHTSA) **On Behalf Of** DataQuality, DataQuality (NHTSA)
Sent: Friday, September 30, 2011 9:13 AM
Subject: FW: File 10424476

From: Ryan Earls [<mailto:rearls13@gmail.com>]
Sent: Thursday, September 29, 2011 8:11 PM
To: DataQuality, DataQuality (NHTSA)
Cc: Long, Larry (NHTSA)
Subject: File 10424476

Here are the changes with the file along with the supporting pictures.

Ryan