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Form Approved: O.M.B. No. 2127-0008

Temporary Complaint Number (TCN): JDN15-38001

INFORMATION Redacted PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Required Information in Bold

Vehicle Information

EQ-10556709-3099

Vehicle Identification Number (VIN) [See instructions on the next page to decode the VIN]
1 F D O W 5 H T 4 B E [REDACTED]

NOV 15 2013

Select/Enter Make

FORD

Enter Model

F-550 PLASTISOL MFG. FIRE TRUCK

Select/Enter Year

2011

Incident Information

Approximate Incident Date

05/16/2012

Was there a Crash?

Yes No

Was there a Fire?

Yes No

Failure Mileage

750

miles

Number of Persons Injured, if any

0

Speed (at time of incident)

40

mph

Number of Deaths, if any

0

Description (up to 720 characters)

72 characters remaining

WARNING: This description, exactly as you enter it, may appear in a public NHTSA database.

Do not include any personal information (name, street/email address, phone number, social security/driver license number, Vehicle Identification Number (VIN), etc...).

This complaint is a followup to your reference # 521328. It concerns an undelivered emergency vehicle that Plastisol Composites, NA, 101 Gerald Moses Drive, Groton, NY is building for Meredith Hose Company, 100 Main St., Childs, PA 18407 and being paid with FEMA funds under a Federal Grant and is trying to force a vibrating drive line problem vehicle on Meredith Hose Co. or sell to another Fire Department without telling that fire department of the drive line vibration so they can evade the penalty clause of the contract. The vehicle is now over 930 days late due to poorly engineering the drive line after installing a PTO in the drive line to power the rear mounted pump. On numerous occasions, Plastisol workers brought this vehicle to Meredith to be inspected for acceptance but on each occasion numerous defects were noted including COLD WELDS, loose parts, poor assembly, (I have pictures of all these problems for your investigator) and the most serious, a drive line vibration that begins at 40 mph and gets worse. Plastisol workers admitted that they have no engineer assisting them to resolve this problem and don't know what to do. They asked Meredith members if we had ideas how to resolve the drive line vibration. This is equivalent to NHTSA recall Campaign ID # 10V092000 of Sutphen vehicles. I would like you to investigate this vehicle and determine if the drive line vibration is safe and the vehicle is road worthy and won't cause the failure of the universal joints and a crash which would jeopardize the lives of the firemen or the general public. I would like you to inspect all welds of the fabricated cross member the PTO is attached to and determine if they are within industry standards or poorly welded and unsafe. I would also like you to INVESTIGATE all trucks produced by Plastisol.

If your component is not listed below, please describe the component in the above description field.

Failed Component 1

Power Train

Failed Component 2

Unknown or Other

Failed Component 3

Select the Component

Personal Information

First Name [REDACTED]

Last Name [REDACTED]

Email [REDACTED] (provided earlier and locked for your security)

Daytime Phone [REDACTED] Evening Phone [REDACTED]

Address 1 [REDACTED]

Address 2 [REDACTED]

City Childs

State PENNSYLVANIA Zip Code [REDACTED]

[REDACTED]
Carbondale, PA. [REDACTED]

November 7, 2013

NHTSA

Dear NHTSA:

I'm sending these paper copies since I'm having a hard time submitting them on your website and I feel this is a serious safety issue with this Manufacturer.

From our experience, Plastisol Composites doesn't appear have a qualified engineer at their mom and pop plant although they are a North American subsidiary of a much larger International Corporation. This emergency vehicle came to our Fire Company on numerous occasions for inspection by our members. It has a serious drive line vibration on each occasion which is readily noticed at 40 mph and continues to get worse as the speed increases. This happened after they installed a PTO to operate the rear mounted pump. Their men admitted that they had no engineer to help them and even asked our membership if we had any ideas to resolve this problem.

I examined the undercarriage on many occasions and took pictures of cold welds, poor welding, oil leaks, loose parts, wires burnt or too near the hot exhaust and numerous other safety issues. I have many of these pictures and emails as evidence for you when you conduct an investigation.

Now the company is trying to defraud us and evade the penalty clause required by the FEMA Law which authorized the FEMA Grant Program. I have been to their plant and never noticed any licenses or certificates for any of the welders, engineers if they have any, or other personal. I have pictures of cold welds, poor welding, poor works man shift and the list goes on. Newton Ransom Fire Company bought a vehicle from them and had to engage a lawyer because of the many problems on their vehicle and they still have problems. Other fire companies hired Attorney Oliver Blaise from Coughlin and Gerhart to make a settlement since their trucks were not safe. Nobody has complained to you at this time.

I would like you to recall every vehicle they have produced where they have done welding or changed the drive line. These trucks are big and a drive line vibration may not be noticeable because of the vibrations inherent in the chassis. Note the voluntary recall NHTSA recall Campaign ID # 10V092000 of Sutphen Fire Trucks. I believe Plastisols may be more serious coming from this plant.

Fire Fighter safety and that of the public is on the line here and I'm sure many Emergency service organizations who have one of these vehicles may not know they have a future problem coming up with poor welding or component failures due to poor engineering and drive line issues.

Their President, Keith Purdy lied to Meredith members and is a good talker to sell vehicles which he knows or should know may not be safe.

Please investigate this matter for fire fighter safety and that of the public.

Sincerely,
[REDACTED]



Thank you for your Vehicle Safety Complaint

Your Complaint Information has been successfully submitted.

Your Confirmation Number (ODI Number) is: 10521271.

The vehicle information you entered (the Make, Model, and Model Year) is not currently in our database. Accordingly additional time will be needed to review your complaint, so you should allow at least five business days before trying to view your complaint online at <http://www.odinhtsa.diz.gov/complaint>

An acknowledgement was sent to [REDACTED]

1. Vehicle Information

Vehicle Identification Number (VIN): 1FD0W5HT4BE [REDACTED]

Make / Model / Year: FORD, F-550 PLASTISOL MFG. FIRE TRUCK, 2011

2. Incident Information

Approximate Incident Date: 05/16/2012

Fire: No

Vehicle mileage at time of incident: 750

Crash: No

Vehicle speed at time of incident: 40 (mph)

Injury or Fatality: No

Affected Parts: Power Train, Unknown or Other

Tell us what happened:

This complaint is a follow up to your reference #521328. It concerns an undelivered emergency vehicle that Plastisol Composites, NA, 101 Gerald Moses Drive, Groton, NY is building for Meredith Hose Company, 100 Main St., Childs, PA 18407 and being paid with FEMA funds under a Federal Grant and is trying to force a vibrating drive line problem vehicle on Meredith or sell to another Fire Department without telling that fire department of the drive line vibration so they can evade the penalty clause of the Meredith contract. The vehicle is now over 930 days late due to poorly engineering the drive line after installing a PTO in the drive line to power the rear mounted pump. On numerous occasions, Plastisol workers brought this vehicle to Meredith to be inspected for acceptance but on each occasion numerous defects were noted including COLD WELDS, loose parts, poor assembly, (I have pictures of all these problems for your investigator) and the most serious, a drive line vibration that begins at 40 MPH and gets worse. Plastisol workers admitted they have no engineer assisting them to resolve this problem and don't know what to do. They asked Meredith members if we had ideas how to resolve the drive line vibration. This is equivalent to NHTSA recall campaign ID # 10V092000 of Sutphen vehicles. I would like you to investigate this vehicle and determine if the drive line vibration is safe and the vehicle is road worthy and won't cause the failure of the universal joints and a crash which would jeopardize the lives of the firemen or the general public. I would like you to inspect all welds of the vehicle cross member the PTO is attached to and determine if they are within industry standards or poorly welded and unsafe. I would also like you to INVESTIGATE all trucks produced by Plastisol for poor welding and drive line vibration.

3. Personal Information

Name: [REDACTED]

Email: [REDACTED]

Daytime Phone: [REDACTED]

Evening Phone: [REDACTED]

Address1: [REDACTED]

Address2: [REDACTED]

City, State, Zip: Childs, PA [REDACTED]

1200 New Jersey Avenue, SE, West Building Washington DC 20590 USA 1.888.327.4236 TTY 1.800.424.9153

[REDACTED]
CARBONDALE, PA. [REDACTED]



NHTSA, DEPARTMENT OF TRANSPORTATION
OFFICE OF DEFECTS INVESTIGATION / CRD, NVS-216
1200 NEW JERSEY AVE SE,
WASHINGTON, DC 20590

