

**Safety Defect and Noncompliance Report Guide for Vehicles**  
**PART 573 Defect and Noncompliance Report<sup>1</sup>**

On 7-07-2011, E-One Incorporated [MFR] decided that a noncompliance which relates to motor vehicle safety exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: 7-11-2011

Furnish the manufacturer's identification code for this recall (if applicable): 4EN

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

E-One Incorporated.

1701 SW. 37th Ave. Post Office Box 2710

Ocala, Florida 34478-2710

Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Billy Miles Director of Operations

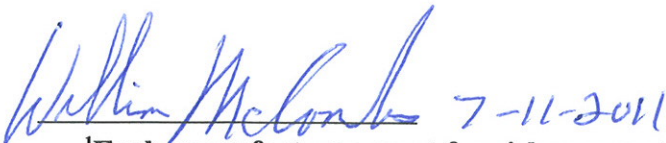
1601 SW. 37th Ave. Ocala, Florida. 34474

Telephone Number: 352-861-3223 Fax No.: 352-237-2999

Name and Title of Person who prepared this report.

William F. McCombs , Principle Engineer

Signed:



<sup>1</sup>Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. Jon White at (202) 366-5227 or by FAX at (202) 366-7882.

**I. Identify the Vehicle Models Involved in the Recall**

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): Emergency One Fire Fighting Chassis Model Years Involved: 2010 - 2011

Model(s): Chassis Models named Typhoon, Cyclone II, & Tradition

Production Dates: Beginning: 1-01-2010 Ending: 7-01-2011

VIN Range: Beginning: 4EN3AAA85A1004593 Ending: 4EN6AAA84B1006625

Vehicle Type: Fire Fighting Vehicle Body Style: Fire Truck, Pumper, Tanker, Aerial, and Rescue

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

The notification involves the above listed chassis models that have TriMark manufactured door latch hardware listed on the TriMark Recall #11E-028

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Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period. 100%

**II. Identify the Recall Population**

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Number of Vehicles: (80) Eighty Vehicles were shipped to Customers

Models: Chassis Models Typhoon, Cyclone II, and Tradition Model years 2010 and 2011

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Total Number Potentially Affected by the Recall: (80) Units

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100%

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

**TriMark, Manufacturer of door latch hardware used on E-One model chassis Typhoon, Cyclone II and Tradition issued a recall NHTSA (11E-028) involving components used in the cab door latch hardware. E-One searched our Bill of Material data base and determined 80 vehicles had been manufactured and shipped to customers that contain the recalled components.**

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**III. Describe the Defect or Noncompliance**

**5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.**

**Door latches manufactures by TriMark used in the doors of E-One cabs on Fire Fighting vehicles may not be in compliance with the inertia requirements of Federal Motor Vehicle Safety Standard No 206. The exterior “L” handle mount bracket may rotate and allow a extension spring to become unsecured.**

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

**The defect is caused by the spring being retained on one end in a slot instead of a hole. If the “L” handle mount bracket is rotated out of the original installed position the extension spring maybe become unsecured from the mounting bracket.**

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

**In the event of a vehicle crash, the door latch potentially may not have primary latching security which could possibly lead to injury of the vehicle occupants.**

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**Identify any warning which can (a) precede or (b) occur.**

**If the extension spring has become unsecured the “L” shaped exterior door handle will droop and not return to it’s normal horizontal position.**

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**If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.**

**TriMark, Industrial Park, New Hampton, Ia. 50659**

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**Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:**

**Dave Root, 641-394-1032**

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**IV. Provide the Chronology in Determining the Defect/Noncompliance**

***If the recall is for a defect, complete item 6, otherwise item 7.***

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

On 5-17-2011 E-One received complaints that some exterior door latches were drooping and not returning to the normal horizontal position when the doors were closed. We contacted the manufacturer of the door latch hardware on 5-18-2011 and conducted some investigation meetings in May and June 2011. Trimark determined that if the spring was not in the correct position the potential existed for the door latch to not be in compliance with the 30G inertia portion of FMVSS 2006. In June of 2011 Trimark developed a solution for the problem. On July 7<sup>th</sup> 2011 we received a formal recall notification from TriMark NHTSA #(11E-028) There have been no reports of accidents, injuries or fatalities involving this defect.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

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#### V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

E-One has supplied TriMark with customer contact information and the owners of the (80) units will be contacted by TriMark and the door latch hardware will be replaced by TriMark at no cost to the owner. TriMark will complete quarterly reporting requirements under the NHTSA Recall #(11E-028)

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Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

**The new hardware has a new part number and the extension spring bracket has a retaining hole at both ends of the spring.**

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Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The production remedy is identical to the recall remedy. Any production trucks in process are having the door latch hardware replaced with new components.  
All inventory is being replaced with new components for installation on upcoming production trucks.

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#### VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

TriMark has been supplied with the customer contact information for the 80 units in the field. They are to start contacting customers under NHTSA Recall #(11E-028) the week of July 11 - 15<sup>th</sup>.

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#### VII. Furnish Recall Communications

9. Furnish a final 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, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Attached is a draft of the Notification Letter for notification by E-One to let customers know that they will be contacted by TriMark to schedule the change out of the hardware on their vehicle.