Part 573 Safety Recall Report 17V-503

Manufacturer Name : Kovatch Mobile Equipment Corp.
Submission Date : AUG 14, 2017
NHTSA Recall No. : 17V-503
Manufacturer Recall No. : NR

Manufacturer Information :

Manufacturer Name : Kovatch Mobile Equipment Corp.
Address : One Industrial Complex
Nesquehoning PA 18240
Company phone : 8002353926

Population :

Number of potentially involved : 14
Estimated percentage with defect : NR

Vehicle Information :

Vehicle 1 : 2014-2016 KME Predator SS Aerail
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : Recalled vehicles manufactured by KME between 2-16-14 and 11-25-15 with straight ladders, electronic controls at the turntable and software provided by Applied Fluid Power. The population was determined by evaluating the configuration of the truck (straight ladder) containing electronic controls at the turntable with software provided by Applied Fluid Power (AFP). Other aerial configurations or similar configurations with different software packages were not affected by this recall.
Production Dates : FEB 16, 2014 - NOV 25, 2015
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2014-2016 KME Predator Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : Recalled vehicles manufactured by KME between 2-16-14 and 11-25-15 with straight ladders, electronic controls at the turntable and software provided by Applied Fluid Power. The population was determined by evaluating the configuration of the truck (straight ladder) containing electronic controls at the turntable with software provided by Applied Fluid Power (AFP). Other aerial configurations or similar configurations with different software packages were not affected by this recall.
Production Dates : MAR 12, 2014 - JUN 27, 2015
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	The ladder rotation circuit could have unintentional movement .
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	The ladder could rotate into a unsafe position resulting in injury to the operator or persons near the ladder, if the operator maintains activation of the foot control switch after releasing the rotation joystick. Injuries could include pinching, striking, crushing or unseating if the operator is not secured as required. This occurrence will stop if the operator releases the foot control switch or activates the emergency stop power switch.
Description of the Cause :	The internal software is reading the incorrect information in the program logic
Identification of Any Warning that can Occur :	A warning message will appear on the operator's control console stating that the rotation circuit is out of the neutral position.

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

KME was contacted by a customer in February of 2017 about the unintentional rotation of a ladder. KME examined the specific program parameters for this truck and determined that the rotation logic was reading the rotation control channel rather than the math channel. The specific program for this vehicle was revised and the system operated as designed. At that time, KME concluded that the fault was in the specific parameters set on this specific vehicle.

On March 30, 2017, KME, while performing service work on a similar style truck found the same rotation logic program concern. In the following months, KME examined the base program files on similar units and started a field investigation.

After completing its investigation, KME determined on August 9 that a recall was necessary to correct the base program. The investigation identified 14 potentially affected units. The population was determined by evaluating the configuration of the truck (straight ladder) containing electronic controls at the turntable with software provided by Applied Fluid Power (AFP).

Description of Remedy :

Description of Remedy Program :	The programs will be revised at the trucks location by a KME technician at KME's expense.
How Remedy Component Differs from Recalled Component :	The remedy component is a software program change with no physical components being changed.
Identify How/When Recall Condition was Corrected in Production :	KME updated the base program and conducted initial testing. This testing was conducted with the field investigation and upon completion of the full field investigation, it had been determined that the change to the base program was the appropriate resolution. KME has not produced ladder trucks with this configuration since this issue has been identified.

Recall Schedule :

Description of Recall Schedule :	NR
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	NR - NR

* NR - Not Reported