Part 573 Safety Recall Report 17V-504

Manufacturer Name : Kovatch Mobile Equipment Corp.
Submission Date : SEP 06, 2017
NHTSA Recall No. : 17V-504
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 : 21
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2012-2017 KME Predator Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : Recalled vehicles manufactured by KME between 5-24-12 and 11-3-16 with straight ladders, electronic controls at the tip and ladder base, 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 ladder tip and ladder base 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 : MAY 24, 2012 - JAN 25, 2017
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2014-2017 KME Predator SS Aerial
Vehicle Type : BUSES, MEDIUM & HEAVY VEHICLES
Body Style : OTHER
Power Train : DIESEL
Descriptive Information : Recalled vehicles manufactured by KME between 5-24-12 and 11-3-16 with straight ladders, electronic controls at the tip and ladder base, 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 ladder tip and ladder base 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, 2013 - NOV 03, 2016
VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect :	The joystick controller can function out of sequence. In the condition where the operator releases the tip control activation switch, the software will switch from the tip control speed (20% of the overall speed) to the base control speed (100% of the overall speed) during the ramp down time of approximately a half of a second.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	During the ramp down time of approximately a half of a second, the ladder can suddenly accelerate in the current positon of operation which could result in injury to the operator or persons near the ladder. Injuries could include pinching, striking, crushing or unseating if the operator is not secured as required.
Description of the Cause :	The program logic switches from the tip control speed to the base control speed due to the activation switch being released out of sequence.
Identification of Any Warning that can Occur :	None

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

Chronology :

KME was contacted by a dealer in March of 2017 about a ladder tip control concern. KME examined the specific program parameters for this truck and determined that the program was switching from tip control speed to base control speed when the tip control activation switch was deactivated out of sequence. On March 6, 2017 the specific program for this truck 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 20, 2017, while performing service on a similar style truck, KME discovered the same tip control switching concern. Due to this discovery, KME further investigated the base program files on similar units and started a field investigation. After completing the full investigation, KME determined on August 9 that a recall was necessary to correct the base program.

The investigation identified 20 affected units. The population was determined by evaluating the configuration of the truck (straight ladder) containing electronic controls at the turntable and ladder tip controls 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 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 the issue has been identified.

Recall Schedule :

Description of Recall Schedule :	The KME dealer /service providers will be notified by email by 9/29/2017. The customer notification letters will be shipped VIA USPS by 10/6/2017.
Planned Dealer Notification Date :	SEP 22, 2017 - SEP 29, 2017
Planned Owner Notification Date :	SEP 29, 2017 - OCT 06, 2017

* NR - Not Reported