



Spartan Motors Chassis, Inc. 00 JUL 19 AM 11:43
Engineering Product Assurance Team

RECEIVED
OFFICE
DEFECTS INVESTIGATION

July 14, 2000

National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

ATTN: Pat Wallace

Dear Pat:

For your information, we have made changes to the originally identified populations for three recall campaigns. Listed below are the NHTSA recall numbers, and the total additions or deletions as of this date.

<u>Recall Number</u>	<u>Population changes (+/-)</u>
98V-010	+ 53
98V-118	(+16)(-13) = net chg.: + 3
00V-001	- 6

This information is provided to keep you updated as to recall campaign status. Please feel free to contact me if you have any questions.

Sincerely,


Kimberly Boucher
Compliance Coordinator



Spartan Motors Chassis, Inc.
Engineering Product Assurance Team

OFFICE
DEFECTS INVESTIGATION

00 JUL 25 AM 10:00

RECEIVED

July 17, 2000

Plano Fire Department
Kirk Owen, Equipment Chief
P.O. Box 860358
Plano, TX 75086-0358

Dear Chief Owen:

Spartan Motors Chassis, Inc., is currently in process to complete a safety recall campaign, as required by the National Highway Traffic Safety Administration, for fire trucks incorporating an electro-hydraulic cab tilt system. The safety recall campaign is identified as NHTSA #89V-010.

As a requirement for completing this campaign, we recently forwarded corrective action kits to the Plano Fire Department with which four of their fire trucks were to be modified as described in our Recall Campaign Bulletin. The vehicles in question are identified as Spartan sales order numbers 17497 and 16977 (Sealsbury), and 16146 and 18534 (Smead). Upon inspection of these vehicles it was determined that neither the corrective action kits nor the associated bulletin could be applied to these vehicles as they do not contain a cab tilt electrical control system as originally designed into the cab/chassis by Spartan Motors when the chassis were delivered to the final stage manufacturer.

In particular, the ignition and starting system of these vehicles have been modified without the consultation of Spartan Motors Electrical Engineering. Spartan Motors provides separate ignition, master disconnect, and start switches. This configuration, in conjunction with the corrective action, allows electrical power to be disengaged from the cab tilt pump when the ignition switch is in the "ON" position.

This system has apparently been replaced with a combination ignition/start switch that utilizes solenoids to switch power to the cab and body. This modification makes it impossible to apply the corrective action Spartan Motors has prepared.

Furthermore, it has been brought to Spartan Motors' attention that, due to the modified ignition and starting system, the starter motor on at least one of these four vehicles can be engaged while the transmission is in gear. This indicates that the neutral-safety starter interlock has been bypassed in the rewiring of the start and ignition system. This is a safety issue and is in violation of FMVSS §571.102 S3.1.3. The vehicle could possibly move while attempting to start the engine if the transmission is in gear.

Spartan Motors provided the Certificate of Compliance for each chassis as a part of the documentation provided to the body builder at the time of delivery. It would have been their responsibility, as the final stage manufacturer, to re-certify the vehicles should modifications have been made affecting compliance with applicable federal safety and operational, regulatory requirements as well as the intent of NFPA recommended standards as they relate to apparatus operations.

Saulsbury has provided the attached diagram (see Fig. 1) that does not represent the modified wiring clearly enough for Spartan Motors to render a corrective action that will satisfy the intent of Safety Recall Campaign 99V-010. Furthermore, Spartan Motors is unclear at this point who is responsible for the wiring modifications on the two aerials manufactured by Smeal. Spartan Motors is therefore requesting your assistance in:

- 1) Ascertain the party(ies) responsible for the wiring modifications;
- 2) Obtaining a copy of any as-built wiring diagrams you might have on these vehicles that would reflect the changes to the start and ignition system, and
- 3) Arranging for an inspection of the vehicles to determine the extent of the modified wiring with the responsible party(ies).

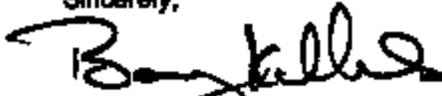
It is Spartan Motors' position that the party(ies) responsible for the wiring modifications should take the lead in preparing a satisfactory corrective action. Since Spartan Motors is intensely interested in the safety of our chassis, our Electrical Engineering Department is more than willing to assist the responsible party(ies) in arriving at equitable solutions for both Safety Recall Campaign 99V-010 and the neutral-safety interlock. We have prepared a wiring diagram (see Fig. 2) that may assist the responsible party(ies) in determining a suitable corrective action; however, Spartan Motors is not prepared to authorize this as a substitution for RSB 99V-010 until the full extent of the wiring modifications is known. Furthermore, this diagram does not address the issue with the neutral-safety interlock.

We will need to review the proposed corrective action prior to its implementation in order to ascertain when we may advise NHTSA that these four vehicles have been, or are in process to be, corrected. As you may know, NHTSA provides a limited time in which to show due diligence that corrective action is being implemented.

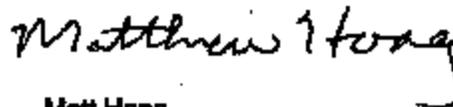
Please provide this information no later than July 28, 2000, forwarding to the attention of Matt Hoag, Electrical Engineering Manager, at the Charlotte address shown. We are of course ready to assist you in further defining this request and in supporting the development of your solution to ensure that it is compliant with the intent of 99V-010. We can also assist you in processing the appropriate paperwork should you require such assistance. You may contact Barry Killick for further clarification of any procedural requirements or Matt Hoag for matters of a technical nature.

We look forward to a rapid and satisfactory resolution to this matter.

Sincerely,



Barry Killick
Compliance Manager



Matt Hoag
Electrical Engineering Manager

Enc. RSB 99V-010-A Bulletin
Attachments - diagrams

Cc: Smeal Fire Apparatus
Saulsbury Fire Equipment
NHTSA
Special Equipment Services
Bill Foster



Spartan Motors Chassis, Inc.
Engineering Product Assurance Team

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00 AUG 17 PM 2: 12

OFFICE
DEFECTS INVESTIGATION

August 10, 2000

Small Fire Apparatus
Mr. Vertyn Furchart
Hwy. 91 West
Snyder, NE 68664

REF: NHTSA Recall Campaign 99V-010, corrective actions for Small units
SO #'s 18416 & 18534

Dear Mr. Furchart:

In reference to my letter of July 17 to the Plano (TX) Fire Department, a copy of which was also forwarded to you, it is my understanding that you have been unable to provide any further information on how the two units (referenced above) came to have a different chassis electrical control system from that as contained in the chassis when delivered to you from Spartan Motors.

We have been able to initiate a corrective action for the two impacted Saulsbury units as they (Saulsbury) were able to supply a sketch of their modifications that were incorporated into the chassis between the time of receipt from Spartan and delivery to Plano. At this time I am requesting that the service center working on this issue, Special Equipment Services (Jim Faulkner) inspect the above-referenced two Small vehicles in order to determine if the same corrective action as that now being implemented on the two Saulsbury units can be implemented on these units.

I trust that you will provide any support that Special Equipment Services may require in order to complete this task. We will, of course, request your approval to implement any electrical control systems modifications that surface as a result of this inspection and the necessity to meet the requirements of the Safety Recall Campaign 99V-010.

Should you have any concerns or further questions regarding this proposed action, please do not hesitate to call either Matt Hoag (x-378) or Scott Koester (x-390).

Sincerely,

Barry Killek
Compliance Manager

- C: Mr. Matt Hoag, Spartan Motors, Inc.
Chief William Peterson, Plano Fire Department
Mr. Karl Henry, Plano Equipment Services Manager
Ms. Gloria Marlow, Plano Equipment Services Supervisor
Mr. Scott Koester, Spartan Motors, Inc.
Mr. Ed Dobbs, Spartan Motors, Inc.
Mrs. Pat Wallace, NHTSA



Spartan Motors Chassis, Inc.
Engineering Product Assurance Team

August 10, 2000

Special Equipment Services
Mr. Jim Faulkner
3460 E. US Hwy. 175
Kaufman, TX 75142

REF: NHTSA Recall Campaign 99V-010,
SO No.'s 16977, 17497, 16146 and 18534

Dear Mr. Faulkner:

With respect to the above-referenced four Plano, Texas, fire trucks that were delivered to your facility for the implementation of Spartan Recall Campaign #99V-010 during the week of April 9, 2000, please proceed as follows.

We have attempted to define who modified the impacted vehicle electrical controls from that which existed when the cab/chassis were shipped from Spartan to the appropriate final-stage manufacturers, in this case Saulsbury Fire Equipment and Smeal Fire Apparatus. Unfortunately, existing records do not make this clear and so Spartan is taking the responsibility of ensuring that whatever action is required be taken to bring these vehicles into compliance with Campaign 99V-010 requirements.

To this end, we are requesting that you work with the Plano Fire Department to have the two Saulsbury units (SO #'s 16977 and 17497) returned to your facility to have the electrical system modified to conform to that as noted on Spartan Dwg. #S-1438 enclosed.

Discussions with Jay Jackson and Brian Franklin of Saulsbury on August 7, 2000, confirmed that these corrections could be implemented on the two vehicles in question and would satisfy Saulsbury's electrical system operations for these vehicles. Spartan Motors affirms that the implementation will also satisfy the requirements of its Campaign #99V-010. You will need to obtain Plano's approval to mount the new Tilt/Ignition switch and also to provide you with its mounting position. They will also have to be advised of the new procedures for appliance operation and/or servicing should the cab tilt system have to be engaged.

Subsequent to the completion of this work, please submit invoicing to Spartan Motors referencing the VIN of each vehicle and the Recall Campaign #99V-010.

In addition to the above, I am requesting your assistance in inspecting the other two Plano Fire Department vehicles that were completed by Smeal. These are SO #'s 16146 and 18534. Our need is to verify that these two vehicles do or do not have the same existing electrical control system as the Saulsbury units and therefore can or cannot accept the same corrective action to bring them into compliance with Campaign 99V-010. Subject to the notification of your inspection findings to Spartan (Mr. Matt Hoag, ext. 376), we will advise further corrective action with respect to any vehicle modifications. Again, please submit invoicing for this inspection to Spartan Motors, under separate cover.

All initial communication with the Plano Fire Department should be through Kirk Owen, Division Chief, Support Services.

I trust that you will be able to support Spartan Motors in the final resolution and closing out of this concern. If you have further questions or need additional guidance on this matter, please contact either Matt Hoag (x-376) or Scott Koester (x-380) of Spartan's electrical controls design group.

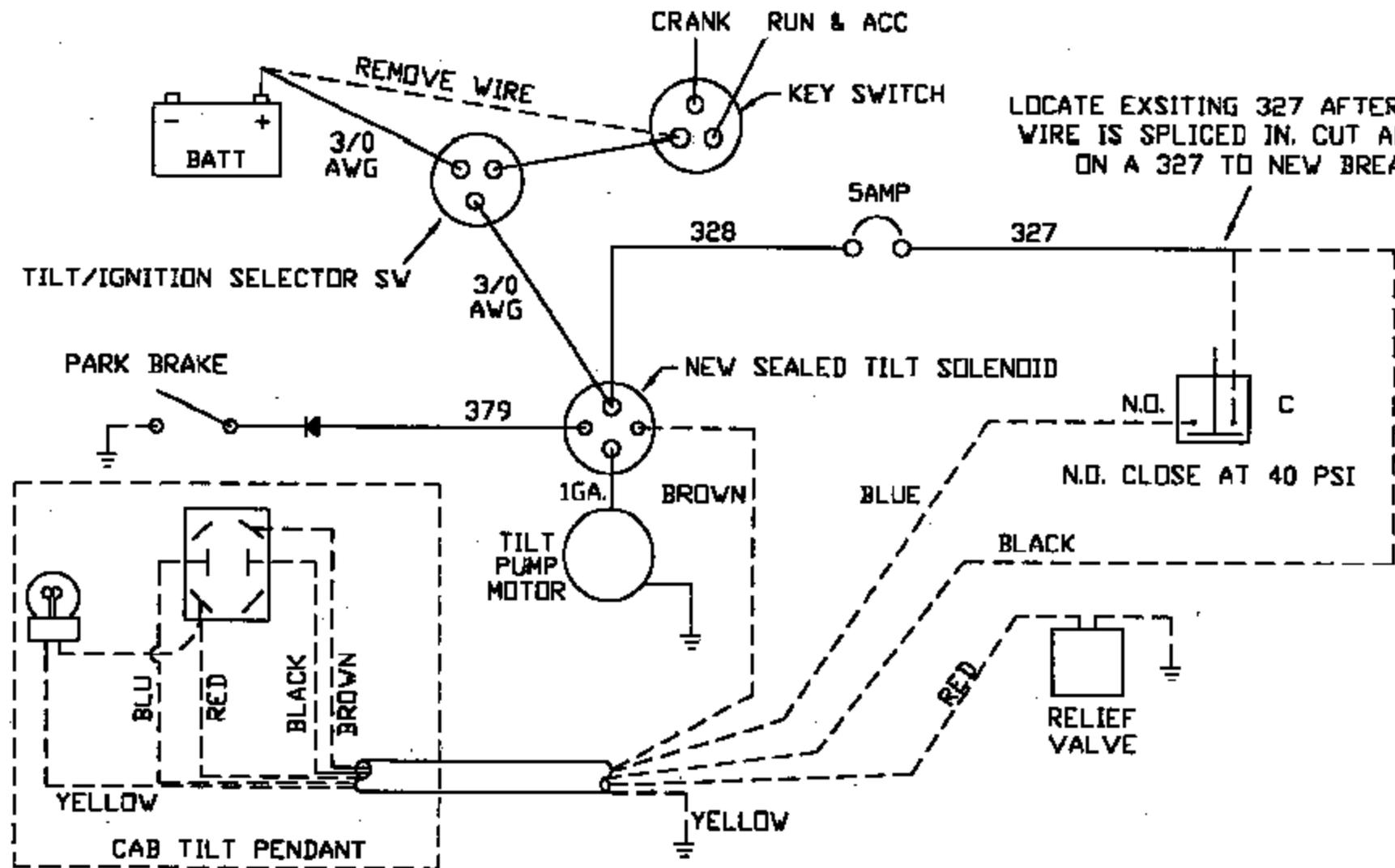
Sincerely,



Barry Kilick
Compliance Manager

- C: Mr. Matt Hoag, Spartan Motors, Inc.
Chief William Peterson, Plano Fire Department
Mr. Karl Henry, Plano Equipment Services Manager
Ms. Gloria Marlow, Plano Equipment Services Supervisor
Mr. Jay Jackson, Sealsbury Fire Equipment
Mr. Scott Koester, Spartan Motors, Inc.
Mr. Ed Dobbs, Spartan Motors, Inc.
Mrs. Pat Wallace, NHTSA

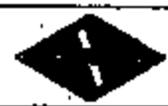
----- EXISTING WIRE
 _____ ADD WIRE



P.A. STAMP
 NEW CALL OUT
 NOTE CALL OUT
 TORQUE CALL OUT

REV	DESCRIPTION OF CHANGE	AUTH	DATE	DR	CHK	APVD

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Spartan Motors, Inc.
 P.O. BOX 440 - CHARLOTTE, N.C. 28201

FILE: RERWORK-CAB TILT FOR PLANO
 REVISION NUMBER: S-1439
 REV: 7



Spartan Motors Chassis, Inc.
Engineering Product Assurance Team

RECEIVED

00 AUG 21 AM 10:46

OFFICE
DEFECTS INVESTIGATION

August 15, 2000

Plano Fire Department
Kirk Owen, Division Chief, Support Svcs.
1901 Avenue K
Plano, TX 75074

Dear Chief Owen:

I am in receipt of your correspondence of August 1, 2000, in which you request that Spartan advise you of its corrective action plan for your four vehicles no later than August 21. To this end, here is what we are doing as of this date and what we hope to accomplish at the end of this effort.

You did, I trust, receive copies of my correspondence as forwarded to both Special Equipment Services (Mr. Jim Faulkner on August 10, 2000) and to Smeal Fire Apparatus (Mr. Verlyn Furchert on August 10, 2000). It is my hope that this correspondence will put into motion two events. The first, that the two Saulebury vehicles, SO 16977 and 17497, be corrected to satisfy the ~~SAULEBURY~~ SOV-010 through the implementation of controls revisions as already approved by both Spartan Motors and Saulebury. Hopefully, you will be able to rotate both of these vehicles out of service to allow Special Equipment to complete this effort at the earliest convenience. The second event is to have Special Equipment Services inspect the two Smeal vehicles, SO 16146 and 18534, in order to determine if they can be corrected utilizing the same procedure defined for completion of the two Saulebury units.

In reference to your concern regarding the way in which this recall has been handled, I, too, have some of the same concerns. However, understanding that it is impossible to complete any campaign in a single event, our Customer Service group has to establish some manageable schedule for each fleet of vehicles.

The campaign corrective action kits for your four vehicles were shipped to Special Equipment Services on February 14, 2000, together with complete inspection/corrective action implementation procedures. We were not advised that there was a problem in trying to implement on your vehicles until June 1, 2000. Since that date, I have been attempting to determine who actually made the modifications and then to ascertain at what level, in order that a new corrective action can be developed.

I can assure you that Spartan was neither consulted with, nor requested to work directly with, either Saulsbury or Smeal relative to the approval or implementation of the electrical changes in question. Our original bid to both Saulsbury and Smeal indicates that we had taken an exception to providing a single, combination ignition/start switch. That was not revoked and so we built the chassis incorporating the standard Spartan dual switch system. This brings me back to my attempts to have both Smeal and Saulsbury provide me with detail information regarding these obvious changes to the vehicles in question. I have yet to receive a confirming response from Smeal and therefore cannot provide any data as to the current electrical configuration of the two Smeal units or how and by whom they were converted. With reference to the hand-written note on the drawing provided by Special Equipment Services, nobody has confessed to having added! We can, however, be assured that these changes were implemented subsequent to the vehicles leaving Spartan and prior to receipt by your department, and it would seem that they were driven by the need for the vehicles to conform to your internal fire truck operational specifications.

In order to close this issue in a timely manner, Spartan will issue an action plan to correct this problem and thus bring your four units into compliance with Recall 99V-010, even though the root cause was apparently beyond our control. To this end we are requesting Special Equipment Services to implement immediate action to the two Saulsbury units and trust that you will work with them to have the vehicles available at your mutual convenience. The two Smeal units are still subject to a corrective action plan dependant on the initial inspection by Special Equipment Services. I will inform you of any proposed action as soon as the results of this inspection are analyzed.

I trust that these actions are acceptable by your department, but should you have any further concerns please do not hesitate to contact me at (517) 543-6400, ext. 310.

Sincerely,



Barry Killick
Compliance Manager

C: Mr. Matt Hoag, Spartan Motors, Inc.
Chief William Peterson, Plano Fire Department
Mr. Karl Henry, Plano Equipment Svcs. Mgr.
Ms. Gloria Marlow, Plano Equipment Svcs. Supervisor
Mr. Jay Jackson, Saulsbury Fire Equipment
Mr. Scott Koester, Spartan Motors, Inc.
Mr. Ed Dobbs, Spartan Motors, Inc.
Mrs. Pat Wallace, MFFCA
Ms. Verlyn Furchert, Smeal Fire Apparatus
Mr. Jim Faulkner, SES