

Approximately 80% of the failures have occurred at Axle #3, primarily due to the high side forces generated at the third axle while turning.

The US Air Force has made and continues to make every effort for the timely closure of this issue. There is a funded in-place two year plan to complete the hub assembly replacement project. A contract was recently awarded and the manufacturer has begun production of a replacement assembly. The US Air Force estimates a fleet wide hub axle assembly retrofit will be completed by December 2007.

Since this vehicle may also be used by civilian airport operators, we recommended the following action:

- Be aware of the potential hazards existing with the P-23 hub assembly.
- Inspect each of the P-23 hub assemblies after each and every use of the vehicle.
- Maintain a complete record of the inspection results.
- Provide a timely replacement of safe and reliable replacement assemblies of all existing P-23 hub assemblies.
- Ensure required response times can be met with recommended restricted speed limits.

For additional information on where to get the hub replacements done etc. on the P-23s, you can contact:

George F. Hall, DAF
HQ AFCESA/CEXF
Fire & Emergency Services Operations Manager
139 Barnes Drive Suite 1
Tyndall AFB FL 32403-5619
Tel: DSN 523-6159 COMM (850)283-6159
Fax: DSN 523-6383 COMM (850)283-6383
Corporate Fax: COMM: (775)402-8983
Email: george.hall@tyndall.af.mil
Web Site: www.afcesa.af.mil

Any part 139 airport operator should inform the Airport Certification Safety Inspector if a P-23 vehicle is used as one of the primary response vehicles. The inspector will work with the airport operator to ensure the ARFF response requirement is met in a safe manner.

OSB
Benedict D. Castellano
Manager - Airport Safety and Operations (AAS-300)

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DATE

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