

Monsanto

FROM (NAME LOCATION-PHONE)

Dept. of Medicine & Environmental Health J. J. Murphy-DMEH/H. W. Morgan-S&P

DATE: November 9, 1979
SUBJECT: Scott SCBA Update/Inspection Results
REFERENCE: S&PP/DMEH Bulletin #79-3, June 7, 1979
TO: Location Industrial Hygienists (U.S.)
Location Safety Engineers (U.S.)

cc B. W. Eley - A2SG
J. T. Garrett - A2SG
H. A. Partlow - F2WA
R. E. Witter - F2WA

*Long - Page 8
Reply needed*

INTRODUCTION

On June 7, 1979 S&PP/DMEH bulletin #79-3, "SCBA Alert and Inspection Request", was issued. The purpose of this bulletin was to:

- Alert Monsanto locations to the potential SCBA problem.
- Detail the status of the NIOSH/Scott investigation.
- Recommend that each location inspect their self-contained breathing apparatus (SCBA) for diaphragm integrity.
- Describe the proper procedure to insure that the regulator diaphragm was intact and properly sealed.
- Request that the results of these inspections be forwarded to S&PP for compilation.

These inspection results have now been compiled (see page 4), and are being supplied to Scott Aviation, NIOSH and, via this memo, to Monsanto locations.

BACKGROUND

On May 2, 1979 the National Institute for Occupational Safety and Health (NIOSH) advised users of Scott Air-Pak II/IIA, and Presur-Pak II/IIA self-contained breathing apparatus (SCBA) of the occurrences of split or punctured regulator diaphragms. NIOSH recommended that users examine their Scott apparatus for possible damaged diaphragms. Scott issued a bulletin on the same date as the NIOSH warning indicating that it was their feeling that the only means of rupturing, splitting or tearing a diaphragm was through misuse of the breathing apparatus, either by blocking the regulator outlet with the bypass valves on and the system pressurized, or by accidentally puncturing the diaphragm during field replacement, conversion or overhaul. At that time, both Scott and NIOSH indicated that they would conduct tests and field investigations into the causes of the failures.

CURRENT STATUS - YOUR NEXT STEP

YOUR SCOTT SCBA'S MUST BE UPGRADED/MODIFIED TO MEET NEW NIOSH REQUIREMENTS.

UPGRADING/MODIFICATION KITS ARE FREE IF ORDERED FROM SCOTT BEFORE JANUARY 31, 1980.

Attached is a series of Scott communications detailing the situation up to the current time. The first communication (Appendix A) dated July 2, 1979, discusses NIOSH and Scott efforts to identify the cause of the diaphragm problem.

The second Scott news release (Appendix B) discusses the modification

program for the units in question (Scott Air-Paks II/IIA, Presur-Pak II/IIA, as well as sling packs and hose line/air packs in both demand and pressure demand type). The purpose of this program is to modify and upgrade ALL of the Scott SCBA equipment in question, in order to meet new NIOSH requirements and to correct any problems related to damaged regulator diaphragms used in these units. Also included is a description of the NIOSH mandated modification/upgrading of the Scott equipment in question. Finally, a user procedure for testing regulator diaphragms issued by Scott which is similar to the procedure outlined in the S&PP/DMEH bulletin is attached.

The latest of the Scott communications (Appendix C) discusses a change in the modification program for Scott self-contained breathing apparatus. Initially Scott indicated that there would be a charge of \$7.95 per modification kit. Scott and NIOSH have come to an agreement that SCOTT WILL WAIVE CHARGES FOR THE REQUIRED MODIFICATION ON UPGRADE KITS UNTIL JANUARY 31, 1980. ALL KITS ORDERED FROM SCOTT BY THAT DATE WILL BE SUPPLIED ON A NO CHARGE BASIS. All modification requests received by Scott after January 31, 1980 will be subject to a charge for the kits. If your location uses Scott SCBA equipment, you should have received these communications in addition to a "Modification Information Card." This "Modification Information Card" should be returned to your local distributor in order that you receive the required modification/upgrade kits at no charge as soon as possible.

In the event that you lack the capability to install the kits at your location, you should contact your local distributor for training on the installation procedures. Included is a listing of authorized Scott service centers as of March 1979 (Appendix D). This list is not all inclusive. If the question arises as to an authorized

Scott service center in your area, contact Scott Aviation Headquarters.
phone (716)683-5100.

MONSANTO SCBA INSPECTION RESULTS

SCBA inspection results are summarized in Table 1. All Monsanto domestic locations responded.

Less than 2% of Scott SCBA's were found to be defective.

Response to the inspection can only be termed as excellent, with the overall Monsanto experience very encouraging. The total number of SCBA units within Monsanto was determined to be approximately 1,400. The majority of these units were Scott, with the remaining units being MSA and Survivair, respectively. Twenty-two (22) damaged diaphragms were found out of a total of 1,200 Scott SCBA units currently in Monsanto. This includes both Air-Pak and Presur-Pak types. This represents less than 2% of the total number of units currently in service. Originally NIOSH estimated upwards of 10% of these SCBA units would be defective. This was based on an earlier limited survey of fire service apparatus. A later and more extensive survey by Scott Aviation estimated 4% of the SCBA's currently in service would have damaged diaphragms. The lower than average failure rate within Monsanto emphasizes the need for and benefit of careful monthly inspections of emergency respiratory protection. With the completion of the Scott SCBA modification program required by NIOSH to remain "approved" by the agency, this problem should be eliminated completely.

TABLE 1

MANUFACTURER	NO. OF UNITS	NO. DAMAGED DIAPHRAGMS	% OF TOTAL
Scott Air-Pak II/IIA and Pressur-Pak II/IIA	1,186 (84%)	22	2%
MSA Air Mask-Demand and Pressure Demand	115 (8%)	1	1%
Survivair Pressure Demand	92 (6%)	*	-
Globe Short-Snorter	25 (2%)	-	-
Totals	1,418	23	

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* A majority of the Survivair units are of the high pressure type (4500 psi). These units are currently under recall by the manufacturer to correct defects associated with the regulator and hose assemblies and were not counted.

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Suggestions on improving Scott SCBA's

Summarized below are the major comments and suggestions received on the second part of the questionnaire (questions one through five). This information will be supplied to Scott and NIOSH for their use in improving current equipment and in the design of future SCBA equipment.

1. Problems encountered with SCBA's

Several locations reported the following problems:

- (1) The availability of replacement parts for SCBA's from Scott was extremely poor. Several locations reported units have had to be taken out of service due to the non-availability of replacement parts from the manufacturer.
- (2) Facepiece headstraps and breathing tubes were found to deteriorate faster than would be expected.
- (3) Regulator valve (main and bypass) leaks and Pak-alarm failures have been reported.
- (4) Neck gaskets on new aluminum cylinders don't appear to last as long as previous units.

2. Distributor Service Rating

Twenty-six locations reported on the service they received from the distributor on Scott equipment. The summary appears below.

Poor (1-2)	Fair (3-4)	Average (5-7)	Good (7-8)	Excellent (9-10)
10%	0%	20%	50%	20%

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3. Comments/Suggestions on Improving Equipment

The following suggestions have been received from several different locations concerning improvements which could be made in the equipment currently marketed.

- The location of the exhalation valve on new (Presur-Pak IIA) Scottoramic facepieces now restrict vision below the chin. The exhalation valve restricts movement of the wearer's neck when vision is directed downward. Older Scottoramic type facepieces had the exhalation valve located above the breathing air tube thus allowing more room to bend the neck, consequently more downward vision.
- Storage case design should be modified with a viewing window to permit a check of cylinder pressure without opening the case.
- Diaphragm and regulator construction needs to be improved in order to better withstand highly corrosive atmospheres.
- SCBA harness belt buckles should be color coded, (i.e. shoulder buckle - red, waist buckle - blue) to further simplify the donning procedure.

4. Thanks to you, in the future . . .

Due to the excellent response of Monsanto locations, S&PP/DMEH can now more quickly identify and alert those locations

using personal protective equipment affected by future
NIOSH/manufacturer "user warnings".

If after reviewing the information contained in this
bulletin you have any additional questions, don't hesitate
to contact:

Jim Murphy, DMEH - ext. 2746

Harvey Morgan, S&PP - ext. 6084

5. Follow-Up . . .

When your location has completed the NIOSH mandated modifica-
tion of your Scott SCBA equipment, please detach and forward
to:

TO: JUANITA BROWN, S&PP STATISTICAL CLERK,
F2WA, ST. LOUIS

_____ has completed the NIOSH mandated
(location)
modification of our _____ Scott SCBA Units.
(number)

(date)

(name)

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URGENT--READ IMMEDIATELY

July 2, 1979

Dear Customer,

You are aware of the Respirator Users Warning issued by NIOSH on May 2, 1979, pertaining to possible ruptured diaphragms of Scott Air-Pak® II, IIA, Presur-Pak® II, IIA. Since the NIOSH release, our own extensive field experience and testing indicate the following:

1. Diaphragm failure will not occur during normal use of our apparatus; and
2. These Scott products continue to provide full respiratory protection as long as proper inspection and maintenance procedures are followed.

Realizing your interest in our products, let me take this opportunity to provide a detailed review of this matter.

NIOSH initiated its present investigation of Scott Air-Pak II and IIA series respirators after examination of four units from the Lubbock, Texas Fire Department on April 23 and 24, 1979. These four units reached the NIOSH office in such condition that testing of the units was not possible without extensive repairs, replacements, and adjustments — indicating lack of proper maintenance, inspection, and training.

These were three significant conditions that materially affected the performance of the Air-Paks and Presur-Paks received from Lubbock, Texas:

1. The most important contributor to loss of respiratory protection was the condition of the high pressure hose nipple gasket. In all cases, this seal was inoperable and if an attempt was made to couple the regulator to the high pressure cylinder and open the valve, the air would leak out through the improperly maintained coupling in less than five minutes.
2. The condition of the regulator cover on at least two units revealed that the chamber under the diaphragm had been subjected to excess pressure at some time, probably due to placing the hand over the regulator outlet with the bypass valve open. This was a definite sign that damage had occurred to the regulator, and in this condition the regulator should have been taken out of service for maintenance.
3. One of the Presur-Paks had a large hole in the actuating diaphragm. This hole was similar, if not identical, to those caused by placing the hand over the regulator with the bypass valve open. When operated in the Demand mode (Note: Scott Presur-Paks are not approved for use in Demand mode, only for donning purposes), this unit showed 14% leakage, an unacceptable level. In the Pressure-Demand mode, leakage was less than 0.002%, a very acceptable level. Leakage, being outward, reduced service time.

Regarding the nature of the hole in the actuating diaphragm, NIOSH personnel then checked the condition of units at the West Virginia fire Training School, where they found evidence of more damaged diaphragms. Phone calls by NIOSH to several other fire departments revealed that as many as 10% of the units surveyed had some form of holes. Without further test work to establish the effects of small pinholes and slits in diaphragms, NIOSH immediately undertook the task of releasing their Alert to the field and requested Scott to "stop sales".

Since the Respirator Users Warning was issued on May 2, surveys of Scott equipment in the field have been completed by Scott and NIOSH personnel in the areas of Washington, D.C. and Buffalo, N.Y., and by Scott personnel in Texas, Louisiana, Arkansas, and the San Francisco area. The picture that emerges from this extensive investigation is somewhat different from NIOSH's earlier limited survey. First, the number of ruptures characteristic of overpressure below the diaphragm was extremely small (0.6% of the units examined) and they occurred more frequently in pressure-demand apparatus than in demand units. They also occurred more often in units used in training than in units used in service. Slits and pinholes occurred almost 10 times as frequently as large holes due to overpressure conditions. Only 4% of the units examined by NIOSH and/or Scott personnel contained damaged diaphragms.

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This investigation establishes that the incidence of damage in the field is no greater than could be expected from the required AQL's in the manufacturing process. Repeated surveys of Scott's manufacturing and quality control systems show that percent defectives among units shipped are far lower than the allowable; therefore, it is obvious that the diaphragm damage is occurring while in the hands of the user and is due to abuse and/or improper maintenance.

As a result of this diaphragm damage (holes, slits, pinholes), the following conditions exist in the field:

1. Demand units with a large hole in the diaphragm due to blockage of the regulator outlet result in reduced respiratory protection. This condition is detectable by blowing into the regulator outlet as described in the NIOSH Respirator Users Warning.
2. Demand units with slits, pinholes, etc., may result in minor leakage (0.2%). Again, this condition is detectable by blowing into the regulator outlet. If significant leakage exists, a slight positive pressure cannot be maintained.
3. Units in the Pressure-Demand mode with a large hole in the diaphragm due to blockage of the regulator outlet provide complete respiratory protection, but some loss of duration may be noted because all leakage is outward. In the Demand mode (approved for donning and doffing only), respiratory protection will be reduced. Again, this condition is detectable by blowing into the regulator outlet during pre-use inspection; in use the condition is obvious because the flow of air is audible to the user. Further, the depletion alarm still warns the user to approaching exhaustion of the air supply, to provide enough time to leave the dangerous atmosphere area.

In any case, it should be noted that diaphragm failure will not occur during normal use of the apparatus.

Since May 2, Scott has met on numerous occasions with NIOSH personnel and with representatives of the International Association of Fire Fighters, the U.S. Fire Administration, and the Department of Labor (OSHA). Scott has conducted and completed an extensive program to:

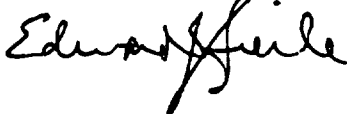
1. Describe and verify all causes of damaged diaphragms.
2. Characterize holes, slits, punctures, as to significance and effect on user protection.
3. Develop and design hardware changes to prevent large punctures due to product misuse and verify the effectiveness of these changes.
4. Improve operation and maintenance instructions and warnings to the user.
5. Provide new parts and instructions to users in the field.
6. Submit to NIOSH a request for extension of approval of the hardware and software changes listed above.

We are now awaiting completion of testing and other segments of the approval process that should result in revocation of the NIOSH "stop sales" request to Scott.

The top quality of Scott Air-Pak II's for the past fifteen years is unequalled. The important point is that all of the diaphragm problems covered in this report relate to misuse or maintenance, not the design or manufacture of Air-Paks. With the proposed modifications, we expect to minimize damage that can result from abuses or lack of maintenance.

Your continued support is sincerely appreciated.

Cordially,
SCOTT AVIATION



Edward J. Fierle
President

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URGENT--READ IMMEDIATELY

September 4, 1979

Dear Customer:

Scott Aviation has recently undertaken a program to modify Scott Air-Paks® II, IIa, Presur-Pak® II, IIa, Sling-Paks® and Hoseline/Air-Paks in both Demand and Pressure-Demand type apparatus. The purpose of the program is to modify and upgrade all of these products in use, in order to conform to new NIOSH requirements and to correct any problems relating to any possible damage to the diaphragms utilized in these products.

NOTE - Failure to modify and upgrade your equipment may cause OSHA citations or reduce respiratory protection if damage to diaphragms occurs. We urge all customers to respond promptly to this notice.

It is Scott's position that damage to diaphragms can only occur through misuse or abuse, however, we wish to do everything possible to improve these products for the benefit of our customers.

All customers should complete the enclosed Modification Information Card as soon as possible and return it to your Scott Distributor or to Scott Aviation.

Because of the scope of this replacement program, extraordinary measures will be necessary to bring about an orderly exchange program. While it is expected that replacement parts will be available within a reasonable time after you contact Scott or your distributor, some additional delay may occur due to inventory shortages.

Complete installation instructions will be furnished, and Scott distributors will supply training in retrofit procedures, if required. Third-party installation of the parts involved can be provided if experienced personnel are not available. Your Scott Authorized Distributor can assist you in arranging for this service. Depending on the age

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September 4, 1979

Page Two

and condition of your Scott units, we suggest you consider complete overhaul of the regulators involved and upgrading to NIOSH approval levels of those units in your possession that were approved by the U.S. Bureau of Mines.

IMPORTANT! We urge you to act immediately. Contact your Scott distributor or Scott Aviation for complete details. For emergency situations, including replacement of diaphragms with major ruptures that place the Air-Pak out-of-service, call Scott toll free at 800-828-1577.

Until replacement takes place, inspection and maintenance procedures should be followed. The enclosed "User Procedure for Testing Regulator Diaphragms" should be as standard operating procedures and will ensure continued reliability and full respiratory protection, before and after your units have been modified and upgraded.

We regret the inconvenience this modification and upgrade program may cause you, but trust you will understand that our prime interest is your full satisfaction with Scott Aviation and our products. Many thousands of Scott Air-Paks II and IIa type products have been in use for over twelve years and have achieved an outstanding record for performance and reliability. Our intent is to make the best even better.

If you have special situations not covered by this notice, please contact my office.

Cordially,
SCOTT AVIATION



Lincoln C. Bailey
Director of Sales & Marketing
Health/Safety Products

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P.S. Please note this field modification program does NOT apply to Scott Air-Paks 4.5 series, 2.2 series, Ska-Pak, Airline Respirators or Air-Pak I's.

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NIOSH MANDATED MODIFICATION & UPGRADING
OF AIR PAK II, IIa, PRESUR PAK II, IIa, SLING PAKS AND HOSELINE AIR PAKS
TO MEET NEW DIAPHRAGM OVERPRESSURIZATION REQUIREMENTS

The enclosed postpaid card should be filled out and returned to Scott Aviation or your local Scott distributor. It is extremely important to make sure you have filled in the apparatus quantity correctly and include the name of your local Scott Authorized Distributor.

Modification of your Air Paks II, IIa, Presur Pak II, IIa, Sling Paks and Hoseline Air Paks consists of installing a new, tough, but pliable diaphragm for additional protection against abuse, which is furnished at No Charge (\$7.35 value). Upgrading of your apparatus consists of installing a new regulator outlet, a new breathing tube coupling along with all the necessary labels, identification tags and instructions needed to comply with the new "diaphragm overpressurization" requirements recently established by NIOSH. We wish to emphasize that diaphragm damage can only occur through misuse, abuse or improper maintenance of the apparatus and does not occur during actual use of the apparatus.

In order to comply with the new NIOSH test requirements, a mandated change was incorporated into the regulator/breathing tube connection which prevents overpressurizing the diaphragm chamber at full cylinder pressure and full open bypass valve. Scott's design supplies sufficient air to the user at low cylinder pressures, to allow egress from unsafe areas when the bypass system is utilized.

All future deliveries of new Scott Air Pak II, IIa, Presur Pak II, IIa, Sling Paks and Hoseline Air Paks will include the new diaphragm, regulator outlet and breathing tube coupling. NIOSH requires that all respirators in use be modified and upgraded to include these new parts as quickly as possible. Scott has agreed to furnish new diaphragms for all respirators in use, free of charge as a matter of sales policy. Further, Scott has established a special price of \$7.95 each per kit to cover handling and a portion of the costs of the new regulator outlet, breathing tube coupling, labels, tags and installation instructions required by NIOSH that relate directly to the new test protocol.

We strongly suggest that when the apparatus is being modified and upgraded, it be checked out and tested to ensure its performance meets all existing requirements. Functional, well maintained apparatus and properly trained personnel are necessary for full respiratory protection.

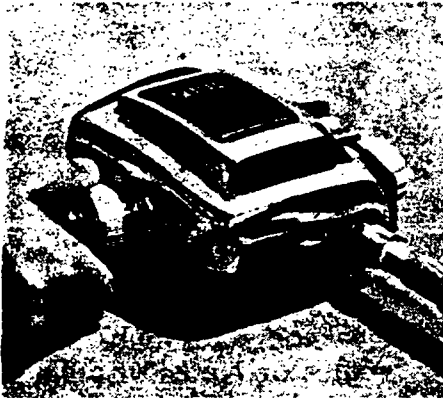
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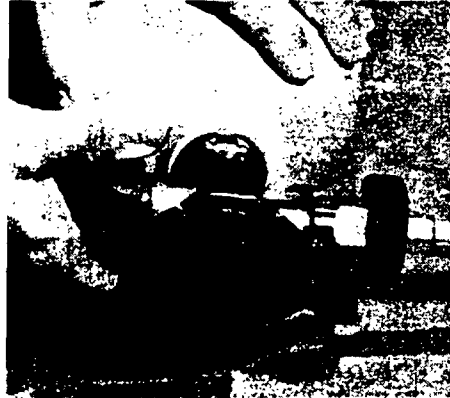
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**USER PROCEDURE FOR TESTING REGULATOR DIAPHRAGM
IN SCOTT AIR-PAK® II/IIa, PRESUR-PAK® II/IIa, SLING-PAK® II/IIa
(Demand & Pressure-Demand) & AIR-PAK HOSELINE APPARATUS**

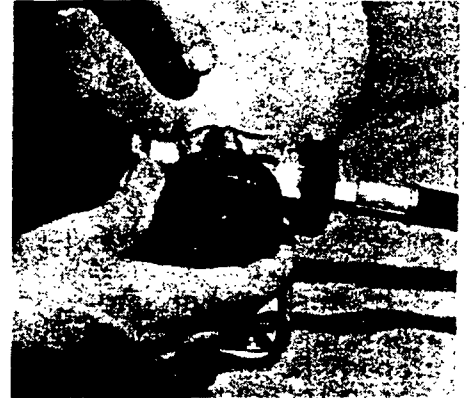
TO INSURE CONTINUED PROPER USE AND FULL RESPIRATORY PROTECTION, USE THIS PROCEDURE INCLUDING PROPER MAINTENANCE AND TRAINING.



1. Remove breathing tube from regulator outlet by unthreading breathing tube coupling.



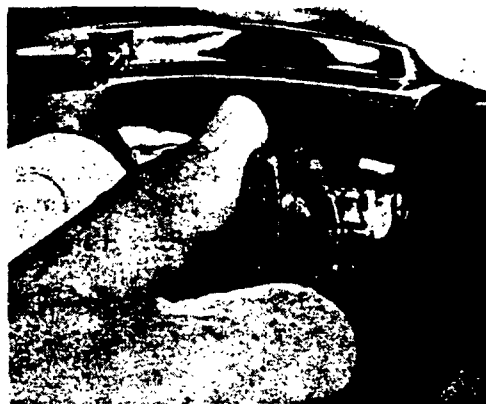
2. Close cylinder valve by pushing in and rotating cylinder valve knob clockwise



3. On cylinder valves equipped with locking lever, release locking lever and rotate cylinder valve knob clockwise



4. Place regulator outlet to mouth and inhale to remove any trapped air pressure



5. Close regulator BY-PASS valve (RED KNOB) by turning fully clockwise



6. Close regulator MAIN-LINE valve (YELLOW KNOB) by depressing lock-tab and turning valve knob fully clockwise



7. Check regulator cover to ensure that the three (3) cover screws are present, tight, and cover is properly positioned

NOTE:

If cover screws are loose or cover is dislodged or damaged, remove regulator from service, tag, and have repaired by authorized personnel.



8. Place regulator outlet to mouth and gently inhale. There shall be no flow (leakage) through the regulator. A negative pressure shall be maintained for approximately 10 seconds. If flow (leakage) is noted, REMOVE APPARATUS FROM SERVICE, TAG AND HAVE REPAIRED BY AUTHORIZED PERSONNEL.



9. Gently exhale with mouth to regulator outlet. There shall be no flow (leakage) through the regulator. A positive pressure shall be maintained for approximately 10 seconds. If flow (leakage) is noted, REMOVE APPARATUS FROM SERVICE, TAG AND HAVE REPAIRED BY AUTHORIZED PERSONNEL.

10. Regulator outlet shall be sanitized after testing by using an alcohol solution.

11. If no flow (leakage) occurs, return regulator to stand-by position by fully opening MAIN-LINE VALVE and following recommended Operational Procedures enclosed with each apparatus. The unit may then be placed back into service.

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DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
CENTER FOR DISEASE CONTROL

SEP 24 1979

NATIONAL INSTITUTE FOR OCCUPATIONAL
SAFETY AND HEALTH — ALOSH
944 CHESTNUT RIDGE ROAD
MORGANTOWN, WEST VIRGINIA 26505

September 18, 1979

Enclosed are the materials you requested on the recent diaphragm problems experienced by users of certain Scott Aviation self-contained breathing apparatus.

As mentioned in the respirator users notice, Scott is beginning to modify existing respirators to conform to their extensions of approval. NIOSH will maintain surveillance over the modification procedure.

If you experience problems with the modification, you can call Scott Aviation at their (800) 828-1577 number for assistance or contact NIOSH.

Sincerely yours,

Richard M. Ronk
Chief, Respirator Section
Testing and Certification Branch
Division of Safety Research

Enclosures

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DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
PUBLIC HEALTH SERVICE
CENTER FOR DISEASE CONTROL

NATIONAL INSTITUTE FOR OCCUPATIONAL
SAFETY AND HEALTH
3600 FISHERS LANE
ROCKVILLE, MARYLAND 20857

August 30, 1979

RESPIRATOR USERS NOTICE

The National Institute for Occupational Safety and Health (NIOSH) recommended on May 3, 1979, that Scott Aviation, a division of A-T-O, Inc., stop the sale of Scott Air Pak II/IIA and Presur-Pak II/IIA self-contained breathing apparatus (SCBA). On the same date, NIOSH warned users of these respirators that serious malfunctions in regulator diaphragms may shorten service time of the units and reduce respiratory protection. In response to NIOSH's concerns, Scott has made provisions to correct the problems in units now in use and to make the necessary modification on all future respirators manufactured. Based on these commitments from Scott, NIOSH has withdrawn the stop sale request of May 3, 1979.

NIOSH investigations of these Scott respirators revealed that regulator diaphragms were punctured or ruptured in about 10 percent of the units tested. Two major causes of these problems were found to be abrasion of the diaphragm by the retaining ring and overpressurization caused by blocked airflow. Scott has developed solutions to both problems. The regulator outlet port has been redesigned to prevent the possibility of blocked airflow while the by-pass valve is open. In addition a thicker, more resilient diaphragm has been adopted. New specifications for the retaining ring will ensure a smoother finish and eliminate sharp edges that could puncture the diaphragm. Diaphragms and retaining rings on all respirators will be carefully inspected during production by Scott quality assurance personnel. Scott will modify all existing respirators including those held by its distributors, as well as all respirators manufactured in the future.

Scott has also agreed to modify, at no charge, all Air Pak II/IIA and Presur-Pak II/IIA and certain other respirators currently in use. Owners of these respirators (Scott I.D. respirator numbers: 900000-00, 900014-00, 900002-00, 900015-00, 900006, 900007) should contact their Scott distributor or Scott Aviation to have the modifications made. NIOSH believes these modifications--if made by experienced, authorized persons in accordance with the manufacturer's instructions--will ensure that the Scott Air Pak II/IIA and Presur-Pak II/IIA and other SCBA and combination units noted above will operate safely.

To obtain information or to have the modification made, contact your Scott distributor or Scott Aviation directly at this toll free number: 800-828-1577.

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Anthony Robbins
Anthony Robbins, M.D.
Director

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URGENT--READ IMMEDIATELY

October 12, 1979

Dear Customer,

Scott Aviation is pleased to advise of a change in our program to modify and upgrade Scott Air Pak II's and related products in accordance with NIOSH requirements.

In recognition of budget limitations faced by many cities and towns, Scott will waive charges for the required Modification and Upgrade Kits until January 31, 1980. All Kits ordered by that date will be supplied on a No Charge basis.

If you haven't done so already, complete the attached Modification Information Card as soon as possible and return it to your Scott Distributor or Scott Aviation.

Customer requirements received by Scott after January 31, 1980 will be subject to a charge for the Kits.

Installation of Modification and Upgrade Kits is considered Field Level Maintenance, easily done by experienced personnel. If you lack the capability to install Kits, contact your distributor for training on the installation procedures, or have him do the work for you for a fee.

We believe this change in our program will accelerate its completion. If you have any questions, please feel free to contact the writer at any time.

Cordially,

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Lincoln C. Bailey
Director of Sales & Marketing
Health/Safety Products

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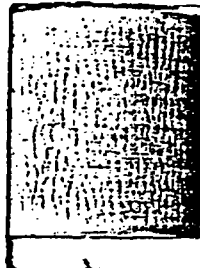
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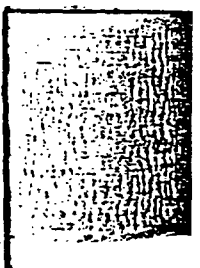
BUSINESS REPLY MAIL
FIRST CLASS PERMIT NO. 55 LANCASTER, N.Y.
POSTAGE WILL BE PAID BY ADDRESSEE

**SCOTT AVIATION
ATTN: DEPT. SRP
225 ERIE STREET
LANCASTER, NY 14086**



PLEASE FORWARD THE FOLLOWING INFORMATION TO EXPEDITE THE SCOTT MODIFICATION KIT PROGRAM. FULL DETAILS WILL FOLLOW RECEIPT OF THIS INFORMATION.

OWNER:
COMPANY/FIRE DEPARTMENT: _____
ADDRESS: _____
CITY, STATE, ZIP CODE: _____
TEL. NO.: _____ DATE: _____ NAME: _____
NUMBER OF APPARATUS:
_____ DEMAND (30 MIN.) _____ PRESSURE-DEMAND (30 MIN.) _____ HOSELINE (DEMAND)
_____ DEMAND (15 MIN.) _____ PRESSURE-DEMAND (15 MIN.) _____ HOSELINE (PRESSURE-DEMAND)
SCOTT DISTRIBUTOR: _____
REQUESTING COMPANY, IF DIFFERENT THAN "OWNER": _____
COMPANY/FIRE DEPARTMENT: _____
ADDRESS: _____
CITY, STATE, ZIP CODE: _____
TEL. NO.: _____ DATE: _____ NAME: _____



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APPENDIX D
MARCH, 1979

AUTHORIZED SCOTT SERVICE CENTERS

ALABAMA

Safety Engineering & Supply Co.
P.O. Box 1626
617 N. 13th Street
Birmingham, Alabama 35203
TEL: 205 322-5652

CALIFORNIA

Av-Ox Incorporated
15748 Stagg Street
Van Nuys, California 91406
TEL: 213 787-3852

E.D. Bullard Co.
27185 East Fifth Street
Highland, California 92346
TEL: 714-862-6550

E.D. Bullard Co.
2680 Bridgeway
Sausalito, California 94965
TEL: 415 332-0410

CANADA

Safety Supply Company
6120 99th Street
Edmonton, Alberta
Canada T6E 3P2
TEL: 403 436-1310

Safety Supply Company
214 King Street, East
Toronto, Ontario
Canada M5A 1J8
TEL: 416 364-3234

Safety Supply Company
5545 St. Jacques, West
Montreal, Quebec
Canada H4A 2E4
TEL: 514 487-1610

CONNECTICUT

Shipman's Fire Equipment Co.
122 Cross Road
Waterford, Connecticut 06385
TEL: 203 442-0678

FLORIDA

Barfield Instrument Corp.
4101 N.W. 29th Street
Miami, Florida 33142
TEL: 305 871-3900

National Safety Supply, Inc.
913 North Andrews Avenue
Fort Lauderdale, Florida 33311
TEL: 305 763-1248

ILLINOIS

Fredriksen & Sons Fire Equipment Co.
760 Thomas Drive
Bensenville, Illinois 60106
TEL: 312 595-9500

Glazebrook Fire Equipment Co.
401 Peoria Street/Rt. 24
Washington, Illinois 61571
TEL: 309 283-8417

IOWA

Syflo Company
1213 Locust Street
Des Moines, Iowa 50309
TEL: 515 288-6414

KANSAS

American Fire Equipment Co.
808 North Tenth
P.O. Box 1586
Salina, Kansas 67401
TEL: 913 823-2275

KENTUCKY

Orr Safety Equipment Co.
2360 Millers Lane
Louisville, Kentucky 40216
TEL: 502 774-5791

MAINE

Blanchard Associates, Inc.
Western Avenue
Winthrop, Maine 04364
TEL: 207 377-8304

MARYLAND

Maryland Fire Equip. & Supply Corp.
12284 Wilkins Avenue
Rockville, Maryland 20852
TEL: 301 881-2713

MASSACHUSETTS

David G. Deane
33 Amity Court
Springfield, Massachusetts 01108
TEL: 413 732-5185

MICHIGAN

Great Lakes Instrument Service Inc.
Willow Run Airport
Ypsilanti, Michigan 48197
TEL: 313 483-7733

MINNESOTA

Fire Safety & Communications Co.
P.O. Box 660
533 6th Avenue, N.W.
Rochester, Minnesota 55901
TEL: 507 288-4975

NEW JERSEY

Fire Fighters Equipment Co.
P.O. Box 640, Rt. 10
Dover, New Jersey 07801
TEL: 201 366-4466

Guardian Safety Equipment Co.
37 East 21st Street
Linden, New Jersey 07037
TEL: 201 925-0520

Northern Fire & Safety Inc.
P.O. Box 833
1235 U.S. Rt. 23
Butler, New Jersey 07405
TEL: 201 838-6260

NEW YORK

B-Lann Equipment Co.
2299 5th Avenue
Troy, New York 12180
TEL: 518 274-7888

Firematic Supply Co., Inc.
Mill Road and Main Street
Yaphank, New York 11980
TEL: 516 924-3181

Nichols Oxygen Service
Route 9-G
Hyde Park, New York 12538
TEL: 914 229-8181

South Shore Fire Equipment
579 Newbridge Avenue
East Meadow, New York 11554
TEL: 516 794-4000

State Fire Control
1243 Military Road
Buffalo, New York 14217
TEL: 716 874-4700

Tech Supply Company
18 Avis Drive
Latham, New York 12110
TEL: 518 785-7122

NORTH CAROLINA

Air Products & Chemicals
115 Southern Oxygen Road
Greensboro, North Carolina 27407
TEL: 919 299-1361

OHIO

S.R. Smith Co., Inc.
8551 Brookpark Road
Cleveland, Ohio 44129
TEL: 216 661-9900

PENNSYLVANIA

Guardian Safety Equipment Co.
214 South 45th Street
Philadelphia, Pennsylvania 19104
TEL: 215 382-2350

Safety First Supply Company
526 Island Avenue
McKees Rocks, Pennsylvania 15136
TEL: 412 331-3200

Smith's Fire Service
R.D. No. 1, Haymaker Road
Eldred, Pennsylvania 16731
TEL: 814 225-4441

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SOUTH CAROLINA

Anderson Fire & Safety Equipment Co.
West Standridge Road
Anderson, South Carolina 29621
TEL: 803 225-1128

TENNESSEE

Industrial Rubber Products Inc.
1600 E. 27th Street
Chattanooga, Tennessee 37401
TEL: 615 698-8041

TEXAS

Industrial Safety Division
Vallen Corporation
13333 N.W. Freeway
Houston, Texas 77040
TEL: 713 482-8700

WASHINGTON

Safety & Supply Company
5510 East Marginal Way, So.
Seattle, Washington 98134
TEL: 206 762-8500

WISCONSIN

Interstate Welding Sales Corp.
1801 Marinette Avenue
Marinette, Wisconsin 54143
TEL: 715 732-0176

WYOMING

Becker Fire Equipment Co.
1717 East Yellowstone
Casper, Wyoming 82601
TEL: 307 265-1083

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