



U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire

To Report Vehicle Safety Defects

1-888-DASH-2-DOT

(1-888-327-4236)

INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 1367

Date Received

29 PM 5:22
23-SEP-2004

Repository ☐

Reference No.

10084149

OWNER INFORMATION (Type or Print)

Name [REDACTED]
Address [REDACTED]
City LOUISVILLE State KY Zip Code [REDACTED]

Daytime Telephone Number

E-mail Address

Evening Telephone Number

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☒ NO

In the absence of an authorized signature, please print your name and address to the vehicle manufacturer.

Signature of Owner

Date 10-5-04

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

4JEBE181141

Make

EAGLE TRAILER

Model

E18-2088MF

Model Year

2004

Date Purchased

JAN 04

Dealer's Name and Telephone Number

BOAT WORKS 1502 477-2628

Engine

No: Cylinders

Fuel Type:

Original Owner

☒

Dealer's City

LAUREL, KY

State

KY

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

☐ Cruise Control

Vehicle Component Code

200000 WHEELS

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

18-SEP-2004

Failure Mileage

2900

Failure Speed

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/B5R15)

DOT No. (Example: DOTM18ABC036)

☐ Original Equipment

☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)

Crash

☐ Yes ☒ No

Fire

☐ Yes ☒ No

Number of Persons Injured

Number of Deaths

Reported to Police

Narrative Description of Incident(s), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).

WHILE DRIVING ON THE HIGHWAY, THE LEFT DRIVER'S SIDE WHEEL OF THE BOAT TRAILER SEPARATED AND ROLLED DOWN THE HIGHWAY. THE TRAILER WAS TOWED TO A DEALERSHIP. THE LEFT WHEEL LUG BOLTS HAD SHREDDED OFF. THIS OCCURRED BECAUSE THE HOLE IN THE CENTER OF THE WHEEL WAS LARGER IN DIAMETER THAN THE HUB. THE WRONG WHEEL WAS ON THE TRAILER. *JB

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your responses may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

Louisville, KY

Dear Sir/Madam,

I purchased the boat motor & trailer from Boatworks, Taylorsville Ky in Jan of 2004. The trailer manual said to tighten the lug nuts for the first couple of trips and that Eagle would not be liable for loose lug nuts. I tightened the lug nuts after putting some graphite grease on them so they would not become corroded or otherwise stuck on. They seemed to remain tight after the first trip or 2.

Neither the manufacturer (eagle) nor the dealership stated that there was any exceptional tendency or predisposition for them to loosen or come off.

I am not convinced that they did actually loosen thereby causing the wheel to come off because two of the lug holes in the wheel show no wear or damage that would have come from wobbling on the lug bolts. The other 3 holes and the pilot hole show such damage. I believe that 2 of the bolts sheared off without the nuts loosening thereby putting an excessive load on the other 3 causing them to loosen and wobble on the other 3 bolts until they also failed.

I have discussed this incident with Mr. Tom Bowman and he has contacted the company which suggests that I may be to blame for not having kept the lug nuts tightened. Mr. Bowman also has pictures via email.

I feel completely "blind-sided" by this incident because I was not informed of a possible failure that I believe the company was well aware of since they went to such lengths to absolve themselves of any responsibility. Why did they not simply say "Check the lug nuts and wheels continually BECAUSE they have an atypical tendency to fail compared with other vehicles."

All boat trailers have wheels with over-sized pilot holes, presumably to, simplify manufacturing. Should all boat trailer owners be required to carry torque wrenches to tighten the lug nuts at every roadside rest stop?

I believe a better idea would be to redesign the wheel and hub assemblies to alleviate this problem. Simply put, make the pilot hole fit the hub so that the hub provides support and shares the load with the lug bolts

Thank you

☐ No Brake ☒ Mod. 7K Tie Down Low Pro ☐ Mod. 8K Tie Down ☐ Mod. Brake
☐ Mod. 10 ☐ Mod. 20 ☐ Other _____ ☐ Order # 14



Louisville, KY

Owner's Packet

Important information that must reach end user!



www.eagletrailer.com

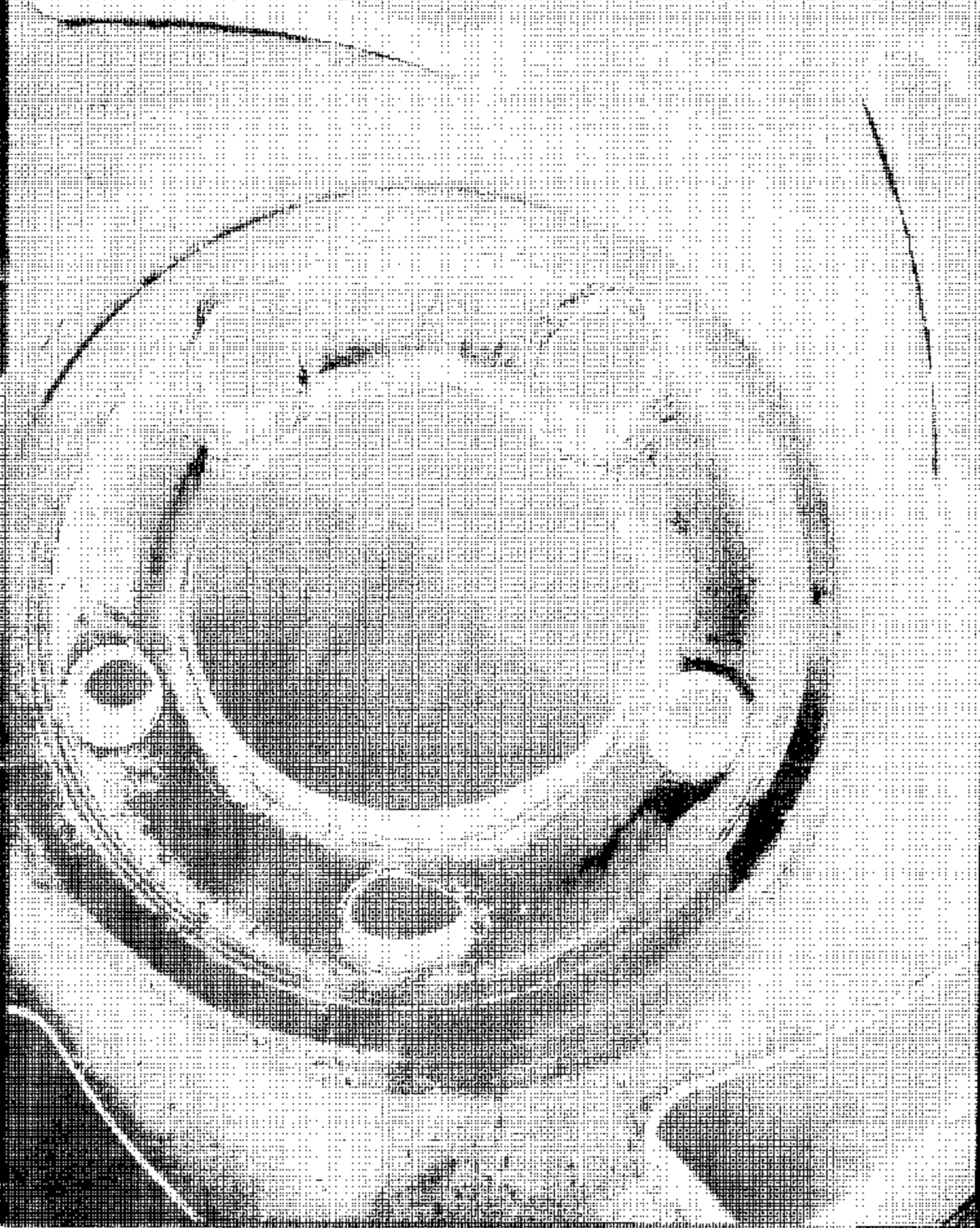
⇒ **Caution** ⇐

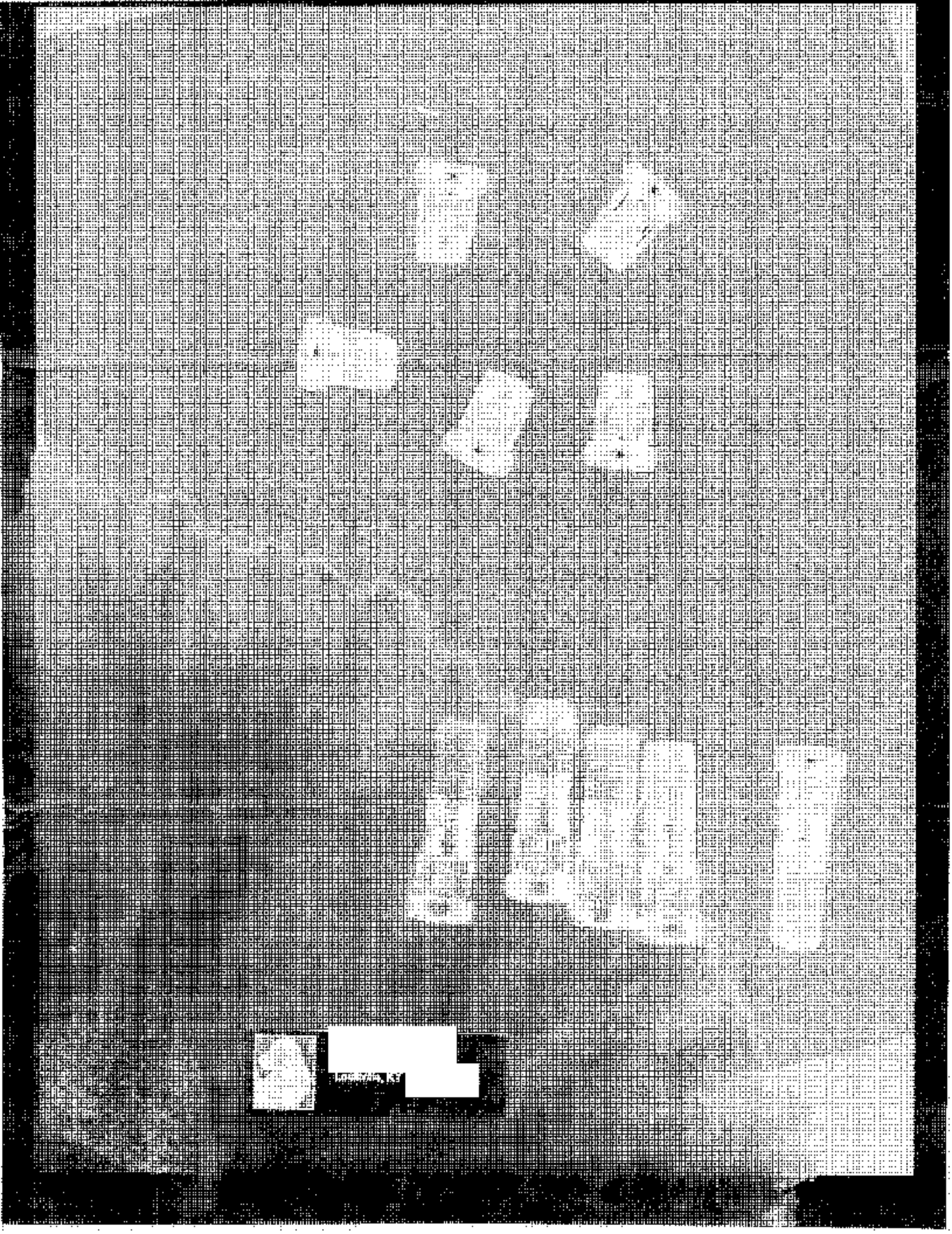
Dealer/Customer Responsibility

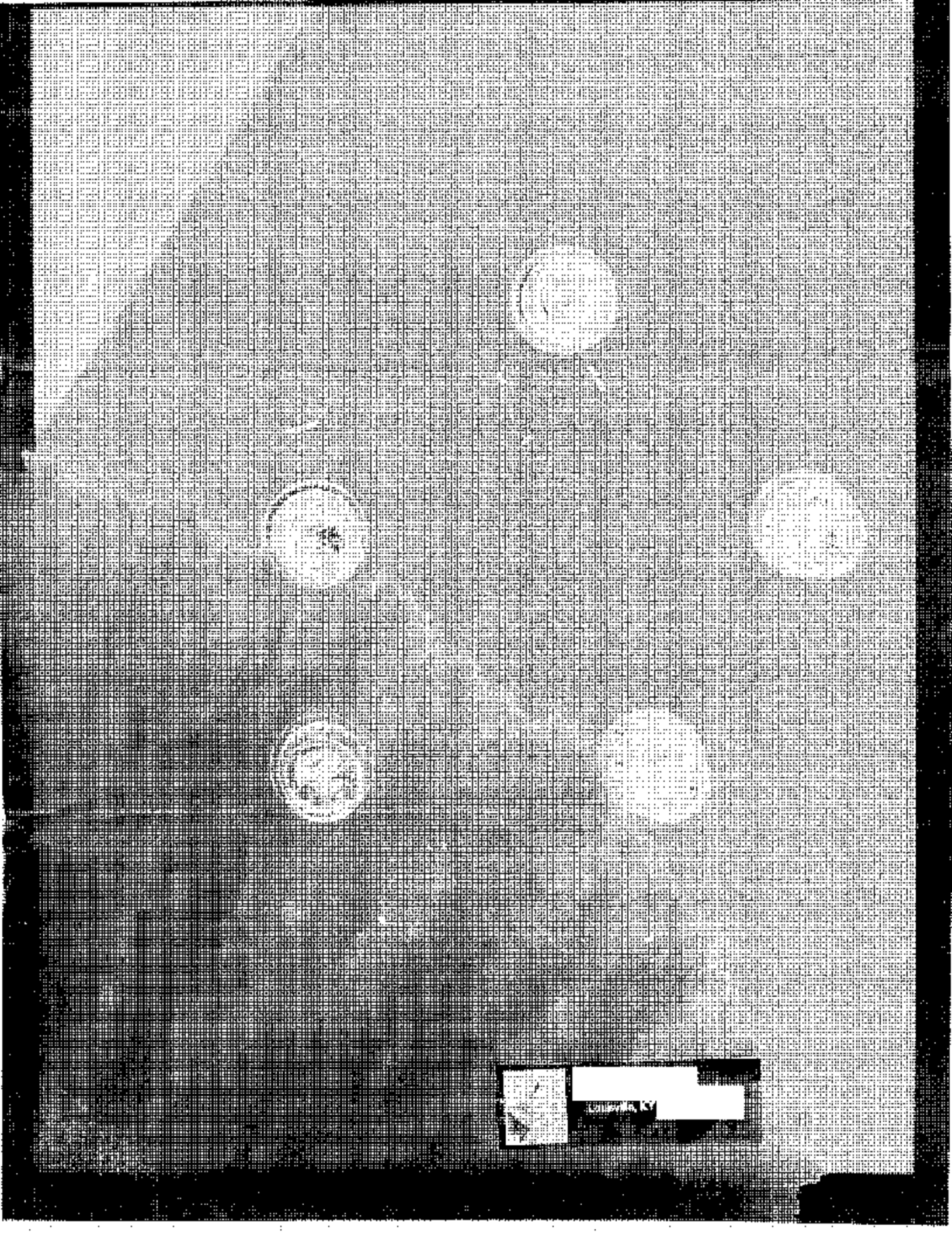
- ADJUST BRAKES AFTER 1ST 200 MILES
- TORQUE ALL LUG NUTS TO 110-120 FT. LBS.
BEFORE USING TRAILER
- RETORQUE ALL LUG NUTS TO 110-120 FT. LBS.
AFTER FIRST 25 MILES, THEN EVERY 100
MILES UNTIL TORQUE REMAINS
CONSTANT

EAGLE TRAILERS, INC. WILL NOT BE RESPONSIBLE FOR LOSS OR
DAMAGE DUE TO LOOSE WHEELS

Louisville, KY







THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).