



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 241

Date Received

28-SEP-2004

Repository ☐

Reference No.
10094464

OWNER INFORMATION (Type or Print)

Name

Address

City

WARMINSTER

State

PA

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

NONE

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of a signature, please print the name or address to the vehicle manufacturer. ☒ YES ☒ NO
Signature of Owner _____ Date 10/27/04

VEHICLE INFORMATION

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

Make

JAYCO

Model

DESIGNER

Model Year

2000

Date Purchased

15-DEC-01

Dealer's Name and Telephone Number

KRETZ ENTERPRISE 1-800-723-8119

Engine:

No: Cylinders

Fuel Type:

Original Owner

☐ 2ND

Dealer's City

SOUDERTON

State

PA

Zip Code

18964

N/A

N/A

Transmission Type

☐ Antilock Brakes

Powertrain

Vehicle Component Code

161100 STRUCTURE: FRAME AND MEMBERS; UNDERBODY SHIELDS

☐ Cruise Control

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

05-JUN-2004

Failure Mileage

27,000

Failure Speed

N/A

TRAILER WAS TOWED A TOTAL OF 27,000 MILES
AT TIME OF FAILURE IN ALASKA. TOTAL MILEAGE
ON TRAILER 35,000 MILES

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ 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

0

Number of Deaths

0

Reported to Police

N

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).

WELD DISCONNECTED FROM THE FRAME OF THE TRAILER WHILE DRIVING. MANUFACTURER WAS CONTACTED. *AK

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 response 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.

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

While towing the Jayco 5th wheel trailer, the trailer came in contact and bent the side rails of our GMC pickup truck box in North Pole, Alaska, we checked for a Jayco service center at that time, the nearest one was 300 miles away, the trailer was unsafe to tow at that time. An inspection was performed by Austin Enterprise, and found a upward buckled main support beam, broken and fractured welds and welds with no penetration attaching the Leland pinbox to the trailer frame. Poor manufacturing and quality control, and perhaps under design in this area caused this failure. This is a very serious failure and could lead to the trailer breaking away causing a serious accident, property damage and serious injury and possible loss of life. The Leland pinbox has never been changed or adjusted in any way as Jayco claims may have happened to cause or attribute to this failure. To this day Jayco has never inspected our trailer like they stated they did in there letter.

See attached sketch and 6 photos with our letters dated Aug. 23, 2004 to Jayco and Jayco's return response.

The metal and removed frame structure with defective welds are available for inspection.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-216
400 7th Street, SW
Washington, DC 20590

**NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES**



**VEHICLE
OWNER'S**

QUESTIONNAIRE

DOT AUTO SAFETY HOTLINE

**TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
OR**

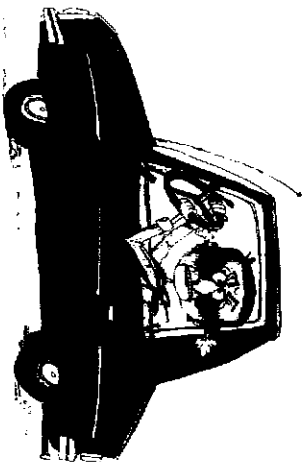
DASH2DOT

and dial toll free at

1-888-DASH-2-DOT

1-888-327-4236

DOT Auto Safety Hotline
(DASH) 2 DOT



U.S. Department of Transportation
National Highway Traffic Safety
Administration
www.nhtsa.dot.gov/hotline

August 23, 2004

[REDACTED]
[REDACTED]
Warminster, PA [REDACTED]
[REDACTED]

Jayco, Inc.
903 Main Street
P.O. Box 460
Middlebury, IN 46540
Attention: Mr. Derald Bontrager, President and COO

I am a proud owner of a Jayco Designer 5th wheel, year 2000, model 3230, serial number 1UJCJ02R3Y1[REDACTED]. I am the second owner and purchased the 2+3 year warranty when I bought the 5th wheel from Fretz Enterprises, Souderton, PA in December of 2001. The 5th wheel has been towed approximately 35,000 miles.

In June 2004 my husband and I traveled from Philadelphia, PA to Fairbanks, AK, a distance of approximately 5,500 miles. In North Pole, AK the front of the trailer was laying on the side rails of the pickup box. In an attempt to locate a Jayco service center it was discovered the closest service center was in Anchorage, AK, approximately 375 miles from North Pole, AK. Because of further damage to the truck and trailer it was deemed not safe to tow this distance.

On June 19, 2004 the 5th wheel trailer was taken to Austin Enterprises in North Pole, AK. Austin Enterprises was recommended by the North Pole RV Park for service as they perform service and repair on trucks, motor homes, buses and trailers. Mr. Austin inspected the Jayco trailer's Leland pin box supporting structure and found broken and fractured welds and a bent "C" channel main cross beam along with damaged and broken wood and bent sheet metal under structure of the bent pinbox area. Damage to the wood framing and sheet metal was caused by the trailer coming in contact with the pickup box side rails.

Mr. Austin then sent an E-mail to Jayco engineering in Middlebury, IN requesting information on this failure and how and what the factory approach would be for a repair of this failure. Mr. Austin did not receive a response to his E-mail. On June 21, 2004 my husband telephoned Fretz Enterprises and discussed the failures with Dick in service, i.e. the bent "C" channel beam and fractured welds and welds that were not penetrated into structural metal.

Dick's oral response to him was "that the problem should have been caught before it went this far." Dick then discussed the failure with Rick Austin and since Jayco hadn't responded to his E-mail, to go ahead and use his judgment for this repair. The bent "C" channel beam was removed and a closed beam installed along with and added "C" channel beam over an existing beam to the rear of the pinbox. Additional triangular support structures were also added at the corners where the main front beams meet the side rail structures along with good welds that penetrate the metal.

In July 2002 my husband and I were at a K.O.A. RV park in Fiesta Key, FL parked adjacent to a Jayco Designer. In our discussions with the owner, he said he loved his Jayco RV, however he had one major problem, his pinbox hitch broke out from under his trailer and he had to have it repaired and rewelded. At the time not much attention was given to this discussion, but I now question was his and my pinbox structural problems isolated incidents or does Jayco have a structure design, manufacturing and quality control problem with this vintage of 5th wheels?

On August 10, 2004 on our return from Alaska my husband and I stopped at your factory customer service and spoke to Mr. Chad Ramsey. Mr. Ramsey was polite and cordial but did not want to discuss any of the safety issues and property damage and perhaps injury or loss of life if the pinbox would have completely broken out. He would not address any design or manufacturing defects. When shown the poor and fractured welds and bent metal he was not interested. His response was that there was more than two owners, and that someone may have installed a longer pinbox on the Jayco mounting structure, (this did upset my husband very much), and that it is out of warranty. Only the latter is true. Indeed it is out of Jayco's 2+3 year warranty by approximately 6 months, (remember the trailer is not used 6 months out of the year due to the winter weather in PA). Realizing the Jayco structural warranty has expired, I believe the metal structure holding the Leland pinbox should without question, be strong enough with quality welds that penetrate into metal so as not to fail at the time or shortly after the structural warranty expired. In fact, this part of the 5th wheel should be the LAST to fail. The pinbox and supporting structure should hold together until the wheels fall off and/or the cows come home.

Because of the serious nature of this structural failure, if the pinbox would have completely broken out far more damage would have resulted. The truck and trailer insurance companies and Jayco would have far more expense than repair of the trailer and truck, not to mention perhaps the loss of someone's life.

I believe this problem is serious enough for Jayco to institute a factory recall for this vintage 5th wheel for inspection and repair of bad welds, broken welds and bent beams. All owners of these 5th wheels should be notified whether by Jayco or through their dealer/service centers or through R.V. publications such as Trailer Life or Highways and Others. Other owners must know of this problem. Also insurance companies that insure these 5th wheels should be notified of the existing bad welds, bent beams and possible loss of the trailer due to pinbox structural failure. Additionally in states as in Pennsylvania, which require annual trailer inspections, the hitch assembly should be included as is the tires, wheels, suspensions, brakes, and lights. Fretz Enterprises has performed the state inspections of my Jayco Designer each year. I know all Jayco owners of this vintage would sleep well if they knew when towing their Jayco trailer their lives or someone else's life was not in danger.

In closing my husband and I love our Jayco Designer, when we get the chance at R.V. parks, gas stations, restaurants and any where you can think of we are constantly boasting and showing it to other people. We even take the time on the road to open the slides to show it off. In our opinion it is truly the top of the line. I think Jayco should stand behind the unwarranted trailer and truck repair.

Photographs and the removed structural beam and support bracing with defective welds are available for inspections.

Mr. Ramsey told us that he would get back to us no later than the second week in August. It is now the 4th week and we have heard nothing.

Due to all the problems we not only had to put money up front we did not count on for trailer repairs, but our trip was on hold for a week plus we couldn't use our R.V. as planned which caused additional expenses for motel and food.

Sincerely,

[Redacted signature block]

CC: Mr. Henry Miller, Warranty Supervisor
Mr. Chad Ramsey, Customer Service Rep.
Mr. Steven Fretz, Fretz Enterprises, Inc.
Mr. Rick Austin, Austin Enterprises

Enclosure:

1. Bill for trailer repairs, paid by owner
2. Estimate of truck repair

Estimate for truck repair

CD LOG NO 2811-1 DATE 08/24/04

SHOP: O'NEIL BUICK GMC INC.
ADDRESS: 869 W. STREET RD.
CITY STATE: WARMINSTER, PA
ZIP: 18974-

INSP DATE: 08/24/04
CONTACT: HUGH FERRY
PHONE 1: (215) 672-0900 EXT 326
FAX: (215) 672-1871

OWNER: [REDACTED]
ADDRESS: [REDACTED]
CITY STATE: WARMINSTER, PA
ZIP: [REDACTED]

HOME PHONE: [REDACTED]
WORK PHONE: [REDACTED]

TYPE OF LOSS: /DRV

LIC#: [REDACTED] STATE: PA
BODY COLOR: WHITE
CONDITION:

VIN: 1GTHC29G92E [REDACTED]
MILEAGE:
ACCTNG CTL#:

*=USER-ENTERED VALUE
EC=REPLACE ECONOMY
EU=REPLACE SALVAGE
PM=PXN REMAN/REBUILT
IT=PARTIAL REPAIR
BR=BLEND REFINISH
SB=SUBLET
P=CHECK
UP=UNRELATED PRIOR

E=REPLACE OEM
UC=RECONDITIONED PRT
EP=REPLACE PXN
TE=PARTL REPL PRICE
I=REPAIR
TT=TWO-TONE
N=ADDITIONAL LABOR
AA=APPEAR ALLOWANCE

NG=REPLACE NAGS
UM=REMAN/REBUILT PRT
PC=PXN RECONDITIONED
ET=PARTL REPL LABOR
L=REFINISH
CG=CHIPGUARD
RI=R&I ASSEMBLY
RP=RELATED PRIOR

OPEN FOR HIDDEN DAMAGE
ESTIMATE WRITTEN WITH OEM PARTS

2002 GMC SIERRA C2500 HD SLE 4DOOR EXT CAB 8CYL GASOLINE 8.1
CODE: U8714C/B OPTNS G/24HJKLMTUXY

OPTIONS:

TWO-STAGE - EXTERIOR SURFACES
ELEC REMOTE CONTROL MIRRORS
POWER WINDOWS
PRIVACY GLASS
AUTOMATIC TRANS
OVERHEAD CONSOLE

TWO-STAGE - INTERIOR SURFACES
POWER DOOR LOCKS
REMOTE KEYLESS ENTRY SYSTEM
AIR CONDITIONING
CRUISE CONTROL

OP	GDE	MC	DESCRIPTION	MFG. PART NO.	PRICE	AJ%	B%	HOURS	R
--	---	---	-----	-----	-----	---	---	-----	-
E	0497		PANEL, BEDSIDE	LT 15120159 GM PART	754.31			12.5	1
L	0497	13	PANEL, BEDSIDE	LT REFINISH				7.1	4
E	0498		PANEL, BEDSIDE	RT 15073656 GM PART	656.48			11.6	1
L	0498		PANEL, BEDSIDE	RT REFINISH				5.6	4

2002 GMC SIERRA C2500 HD SLE 4DOOR EXT CAB
CD LOG NO 2811-1

RI 0401	FLARE,WHEEL OPENING LT R&I ASSEMBLY		INC 1
RI 0402	FLARE,WHEEL OPENING RT R&I ASSEMBLY		INC 1
RI 0381	COMPL BED ASSY R & I R&I ASSEMBLY		2.5 1
L M15	COLOR TINT REFINISH		0.6*4*
N M58	CLEAN FOR DELIVERY ADDNL LABOR OPERA	25.00*	*1*
L M60	HAZARD. WSTE. REM. REFINISH	3.00*	*4*
EC M68	CAULK ECONOMY PART	3.00*	*1*
L	EDGE IN PART REFINISH		0.5*4*
L	PAINT UNDERSIDE REFINISH		2.0*4*
N	FIFTH WHEEL R&I ADDNL LABOR OPERA	*	2.0*1*
EC	SHOP MATERIALS ECONOMY PART	10.00*	*4*

15 ITEMS

MC MESSAGE(S)

13 INCLUDES 0.6 HOURS FIRST PANEL TWO-STAGE ALLOWANCE

FINAL CALCULATIONS & ENTRIES

GROSS PARTS				1,410.79
OTHER PARTS				41.00
PAINT MATERIAL				300.20
PARTS & MATERIAL TOTAL				1,751.99
TAX ON PARTS & MATERIAL @			6.000%	105.12
LABOR	RATE	REPLACE HRS	REPAIR HRS	
1-SHEET METAL	42.00	26.6	2.0	1,201.20
2-MECH/ELEC	52.00			
3-FRAME	52.00			
4-REFINISH	42.00	15.8		663.60
5-PAINT MATERIAL	19.00			
LABOR TOTAL				1,864.80
TAX ON LABOR		@	6.000%	111.89
SUBLET REPAIRS				
TOWING				
STORAGE				
GROSS TOTAL				3,833.80
NET TOTAL				3,833.80

ADP SHOPLINK U3729 ES CD LOG 2811-1 DATE 08/24/04 10:06:11AM R6.35 CD 08/04
HOST LOG

(C) 1998 - 2004 ADP CLAIMS SOLUTIONS GROUP, INC.

2.6 HRS WERE ADDED TO THIS EST. BASED ON ADP TWO-STAGE REFINISH FORMULA.

2002 GMC SIERRA C2500 HD SLE 4DOOR EXT CAB
CD LOG NO 2811-1

ANY PERSON WHO KNOWINGLY AND WITH INTENT TO DEFRAUD ANY INSURANCE OR OTHER PERSON FILES AN APPLICATION FOR INSURANCE OR STATEMENT OF CLAIM CONTAINING AN MATERIALLY FALSE INFORMATION OR CONCEALS FOR THE PURPOSE OF MISLEADING INFORMATION CONCERNING ANY MATERIAL THERTO COMMITS A FRAUDULENT INSURANCE ACT, WHICH IS A CRIME AND SUBJECTS THE PERSON TO CRIMINAL AND CIVIL PENALTIES.

OPEN FOR HIDDEN DAMAGE; THIS IS AN ESTIMATE BASED ON OUR INSPECTION AND MAY BE SUBJECT TO ANY ADDITIONAL PARTS AND LABOR AFTER THE WORK HAS BEEN OPENED UP.



903 South Main Street • P.O. Box 460 • Middlebury, IN 46540 • (574) 825-0608 • Fax (574) 825-0572

September 1, 2004

██████████
██████████
Warminster, PA ██████████

Dear ██████████

Thank you for your letter of August 23, 2004 copied to Mr. Bontrager. Mr. Bontrager has asked me to respond on his behalf as your concern falls into my direct area of responsibility.

We regret learning of the problems you have experienced. To ensure we are working collectively with you and your dealer to resolve your concerns in an efficient manner, I have also asked one of our Customer Service Representatives, Chad, to contact you at the telephone number you have provided. He will be able to assist in coordinating any repairs you may need and work with the dealer to help obtain any necessary parts.

Thank you for taking the time to write. We sincerely appreciate your patience and look forward to working with you to restore your faith in your Jayco product.

Sincerely,

Janae' Kurtz
Director, After Market Services

CC: Derald Bontrager / President

*at the time of our letter
to Jayco repair of the trailer
was already done by
Austin Exel. Only reimbursement
of our expenses was required
and reimbursement for
repair on truck also
paid*



903 South Main Street • P.O. Box 460 • Middlebury, IN 46540 • (574) 825-0608 • Fax (574) 825-0572

September 24, 2004

[REDACTED]
Warminster, PA [REDACTED]

Dear [REDACTED],

Unit serial no. Y1K20051

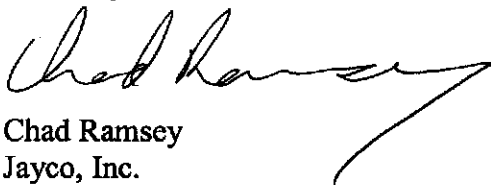
Thank you for allowing us the opportunity to respond to your letter received August 30, 2004. Your questions and concerns are important to us.

We understand and appreciate your point of view and try to be flexible in matters such as these. However, the failures you describe did not occur until approximately 4 years after the original owner's date of purchase, which would not be applicable to the terms of our Towable Limited Warranty. In addition, Jayco, Inc. has no way to determine that prior owner's actions toward the trailer.

Furthermore, upon visual inspection of your trailer at Jayco, Inc., the unit does not appear to have the proper hitch and pin height for proper travel, which can affect the load in the pin area. Consequently, after careful review and consideration, we must respectfully decline your request for reimbursement.

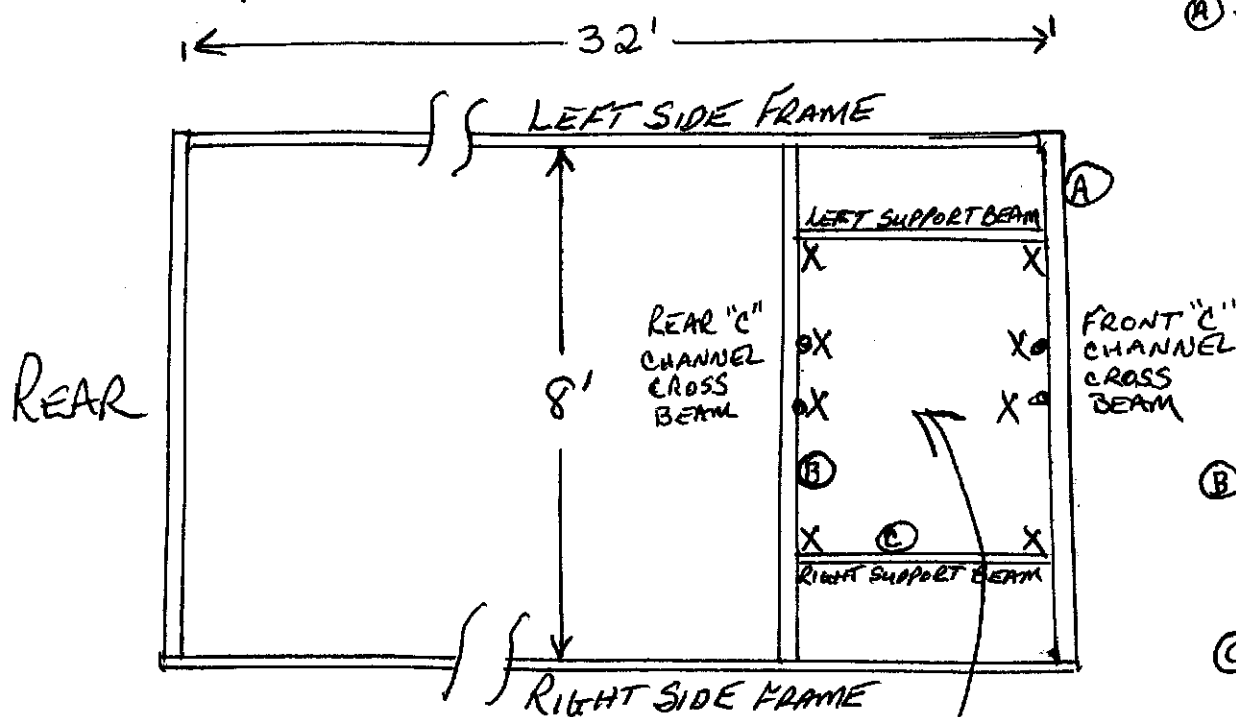
Your enjoyment of your camper is our satisfaction and we want you to have many years of trouble-free camping. Thank you for the opportunity to assist you on this matter.

Sincerely,



Chad Ramsey
Jayco, Inc.
Customer Service

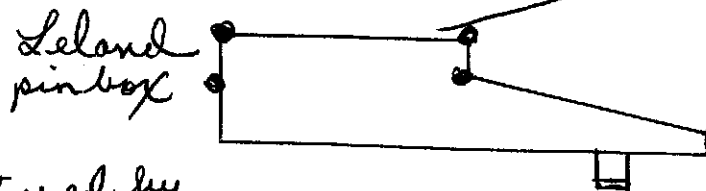
Sketch of Jayco Designer model 3230, year 2000
5th wheel trailer front frame structure where
pinbox is welded.



A - This "C" channel beam bent upwards and was replaced with a stronger closed beam by Austin Enterprises

B - This "C" channel beam was re-inforced by Austin Enterprises

C - Right and Left support beams were replaced by Austin Enterprises



manufactured by
Leland Engineering
501 South Miller Drive
White Pigeon, Michigan 49099
Phone 616-483-7681

P/N AF 7910 CSA 18,000 GVWR

NOTE

This front hitch area is enclosed on all sides and sheet metal must be removed from the bottom for inspection or to view for damage and broken welds.

Pinbox is welded to Jayco front and rear "C" channel cross beam structure.

• - the dot indicates weld area, pinbox to Jayco structure

X - This indicates Broken, fractured, and defective factory welds.

COMMONWEALTH OF PENNSYLVANIA REGISTRATION CREDENTIAL

EXPIRY: PERMANENT VALID: 09/22/03

PLATE: [REDACTED]
TITLE: [REDACTED]
VIN: 1UJJCJ02R3Y1 [REDACTED]
VR/MAKE: 2000 JAYCO
TYPE: TRL
WID: 03260 0016 002370-001

REG. GROSS WT: 11500

UNLADEN WEIGHT: 04510

SIGNATURE

I hereby acknowledge this day that I have received
notice of the provisions of Section 3709 of the Vehicle
Code.

[REDACTED]
WARMINSTER PA
[REDACTED]Change your address online at: www.state.pa.us Pa Keyword "DMV"

Get the vehicle built to last through all of your adventures

Designer & Designer Legacy by *Designer*

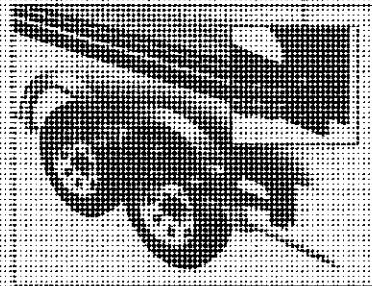
Flint® Plus® Benlate® side walls (Standard Designer)

High-pile foam seating® Get-Lose® flooring
Interiorly Separated Designer standard Legacy

Strong 3/4" plywood flooring is tongue and
grooved so beams stay firmly attached

Puncture resistant PolyFlex®
has the underside of the floor.
All flooring is made of rubber
and heated, and beams are
wrapped to create a fully
enclosed structure.

We don't worry about the
height of your car while
Designer® and Designer Legacy® fifth wheels
feature standard Jale-Fate® adjustable and
hanger frame. Like or heavy as traditional
single spring hangers, they allow you to adjust
the axle height to accommodate low vehicles
of different heights. And the upper deck and
post are high enough to compensate for
today's tall axles and spacers.



Our rugged double
recoiled 12" tubular steel
frame is stronger and
won't flex or crack as
the Expert® tubular
frame does. They are built
on a Designer and
Designer Legacy are
more rigid and stable.

The seamless seamless rubber
seal strips off the hardest wear
surface heat and reduces noise.

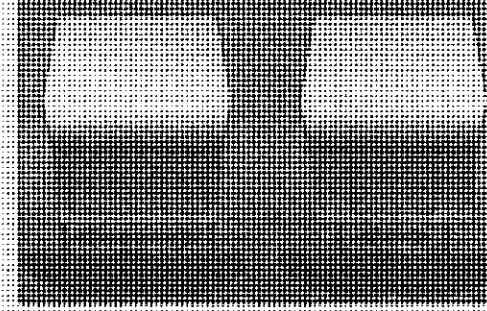
17" 100"
Sealing

12" TuffShel®
seamless bonded reinforced roof
is stronger than those used
by other manufacturers.

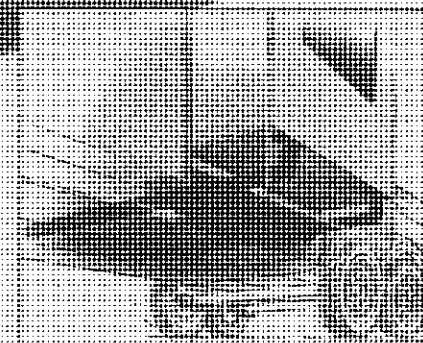
Extra-strong TuffShel®
seamless bonded sidewalls are
constructed with aluminum framing.
Each joint is anchored to the floor so the
floor supports the weight of the walls.

Distorted 200°C testing

Front and rear end caps
are one piece molded
Aluminum They find a
steel design. They're
200°C resistant, non-
burning, if required.
(100-200)



Low Friction® floor landing
gives you the extra room,
storage and extra floor
space and room for a convenient
LP gas tank compartment, as
well as more interior floor space.
The tank position also makes a
great work and storage area
and makes them easy to work
for inspection and maintenance.



Simply push a button and the SuperSlide® slide-out
expands the living space of your fifth wheel. The
super strong system uses a 12" reinforced tubular steel
frame. This allows you to utilize the SuperSlide®
slide-out system. Our SuperSlide® mechanical system
of a high-strength drive, low friction gearing and
high-torque electric motor that we rely on to keep it
it won't wear down your battery.

3710 with tow
vehicle

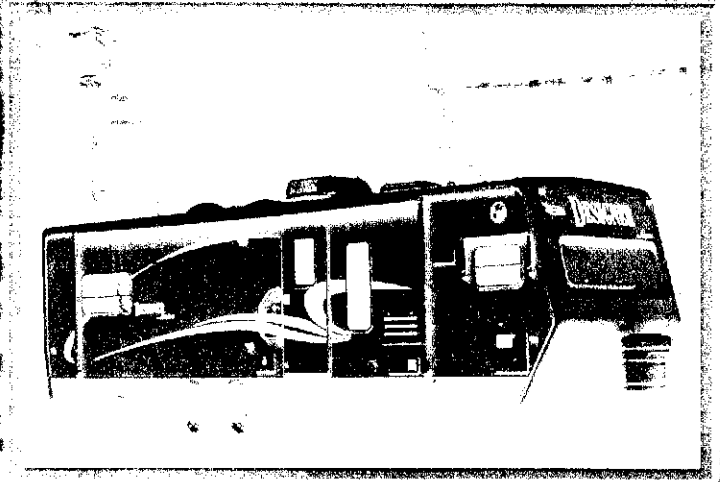
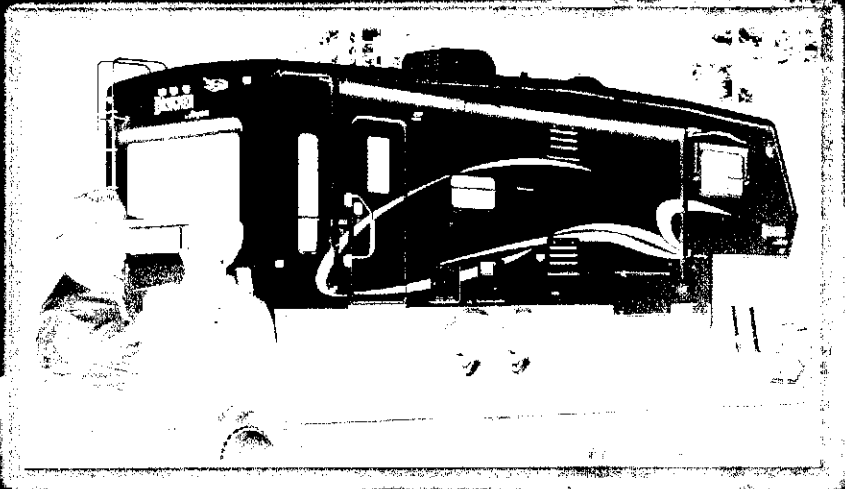
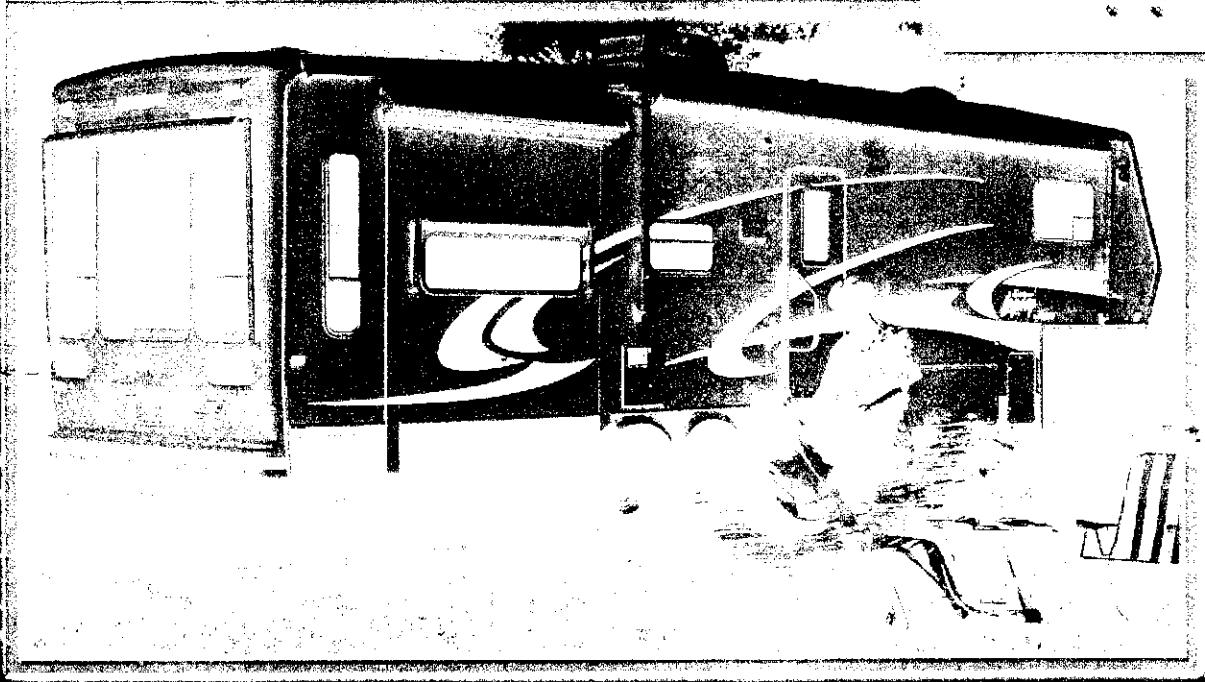
All Designer Legacy models
feature roomy slideouts.

*The optional entrance door
exterior grab handle makes
stepping in easier, and folds
down and out of the way when
not in use. (Shown in photo
to the left.)*

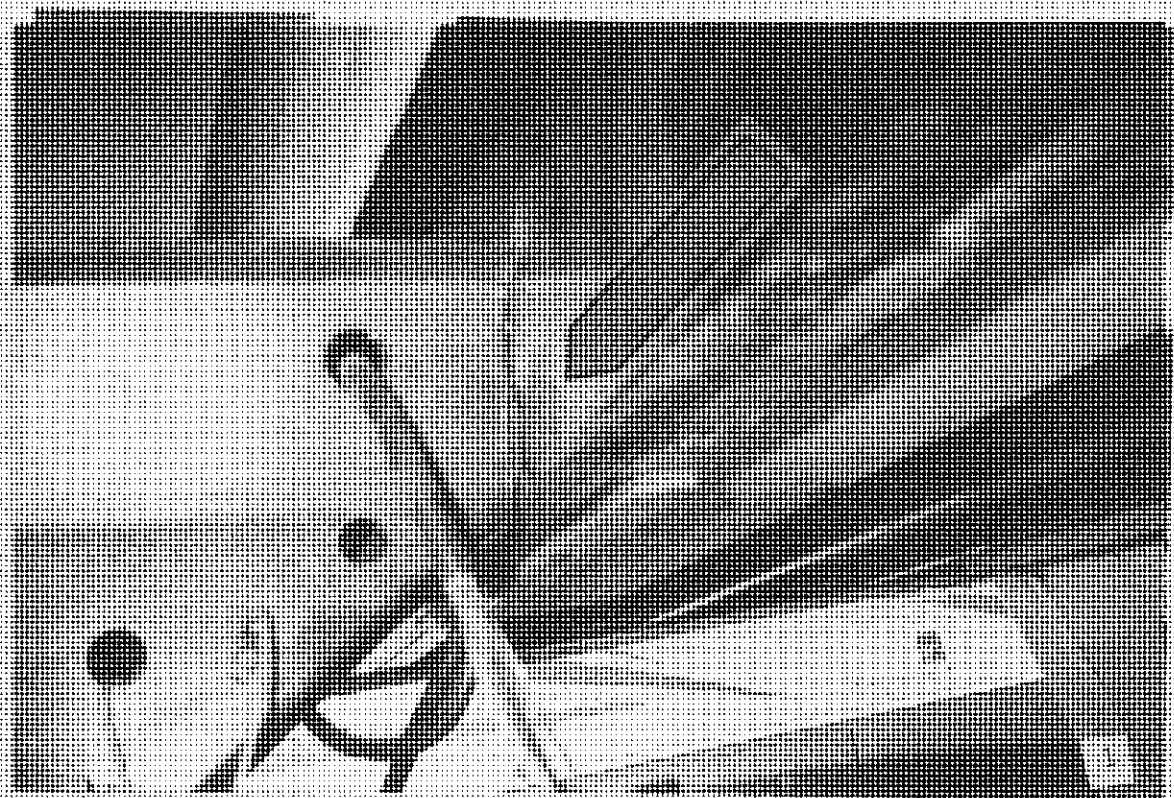
In the morning, step
out and enjoy the sun and
warm, pine-scented breezes
by climbing down with the
help of the optional folding
grab handle and retractable,
extra-tall triple entrance
step. Once outside, you'll
see how Designer Legacy®
comforts you, with an
optional bay window
awning and dark-tinted
safety glass that make it
easier to view the scenery.
At night, feel safer with
patio light with inside
switch, a street-side utility
light and a deadbolt lock on
the entrance door.



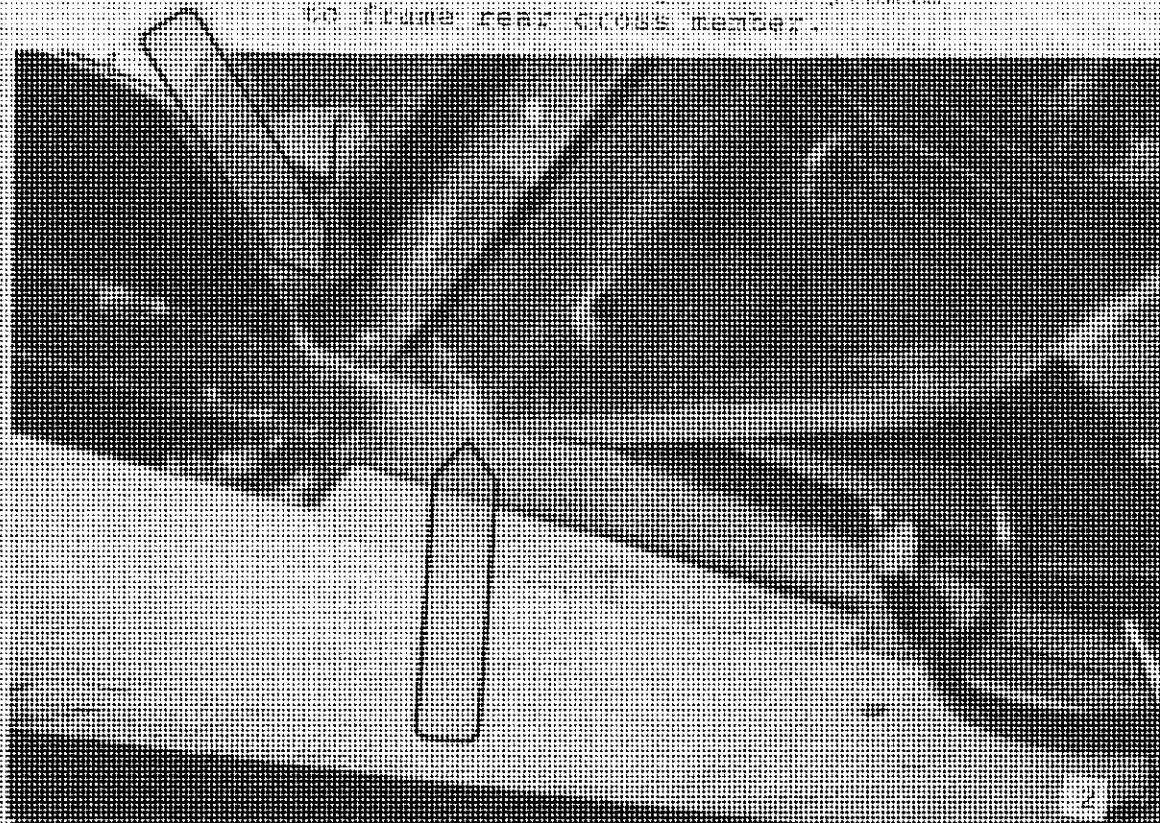
2003 DESIGNER & DESIGNER LEGACY TOWABLES BY JAYCO



Broken, (accurred), poor weld with no penetration to rear main support cross beam, left side, rear of pinbox.

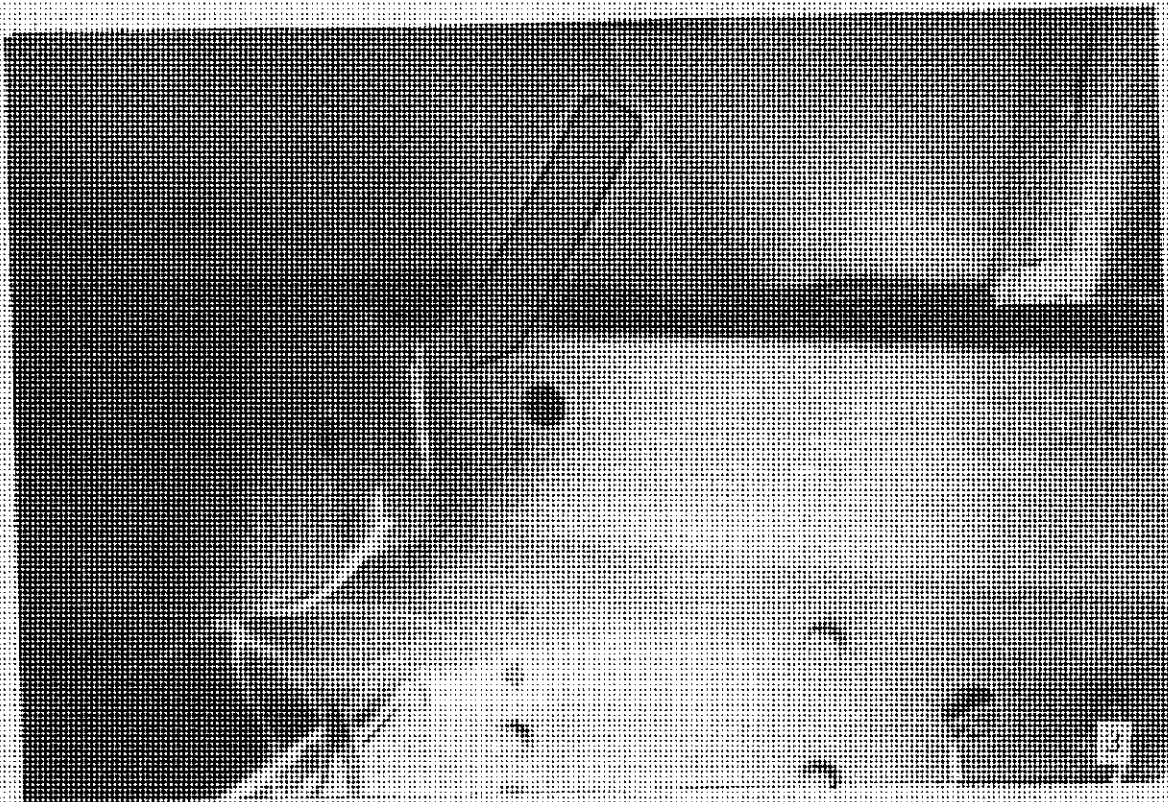


2. Poor, fractured, cracked and welds with no penetration, right side pinbox to frame rear cross member.

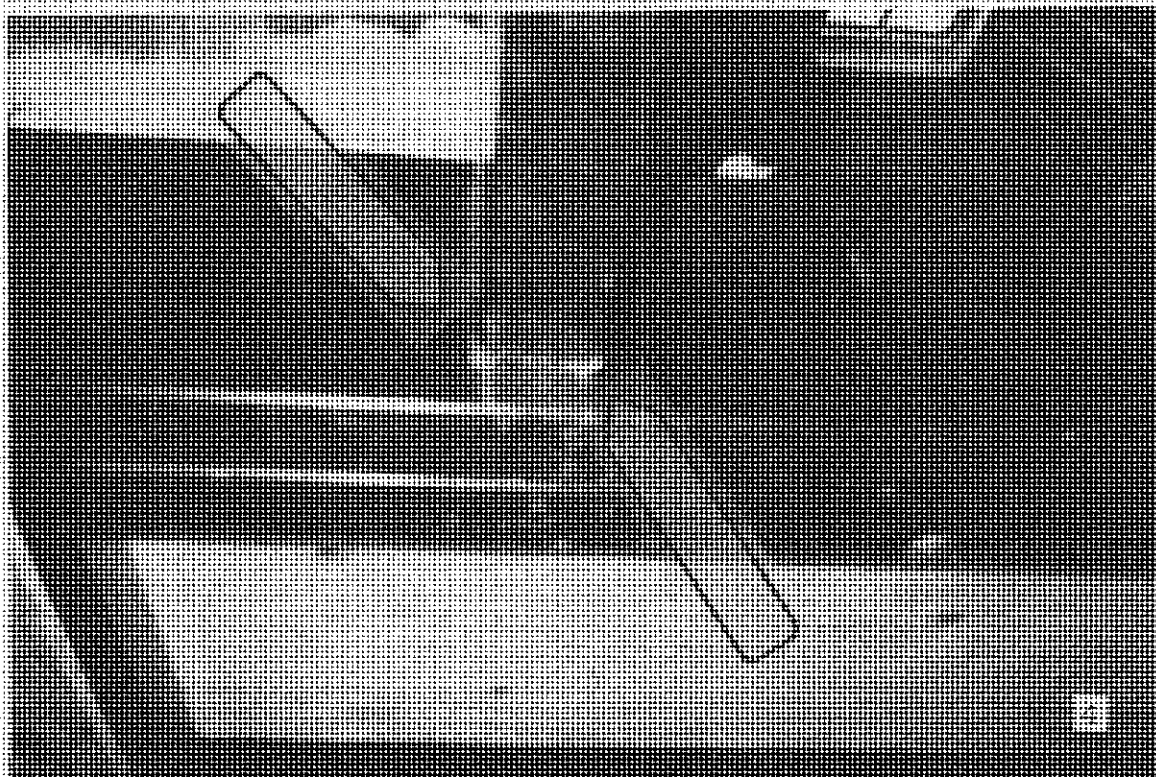


Defective weld on trailer frame main support cross member, to rear of pin box, right side.

3. Cracked and broken weld, pin box
attaching structure left side, front.

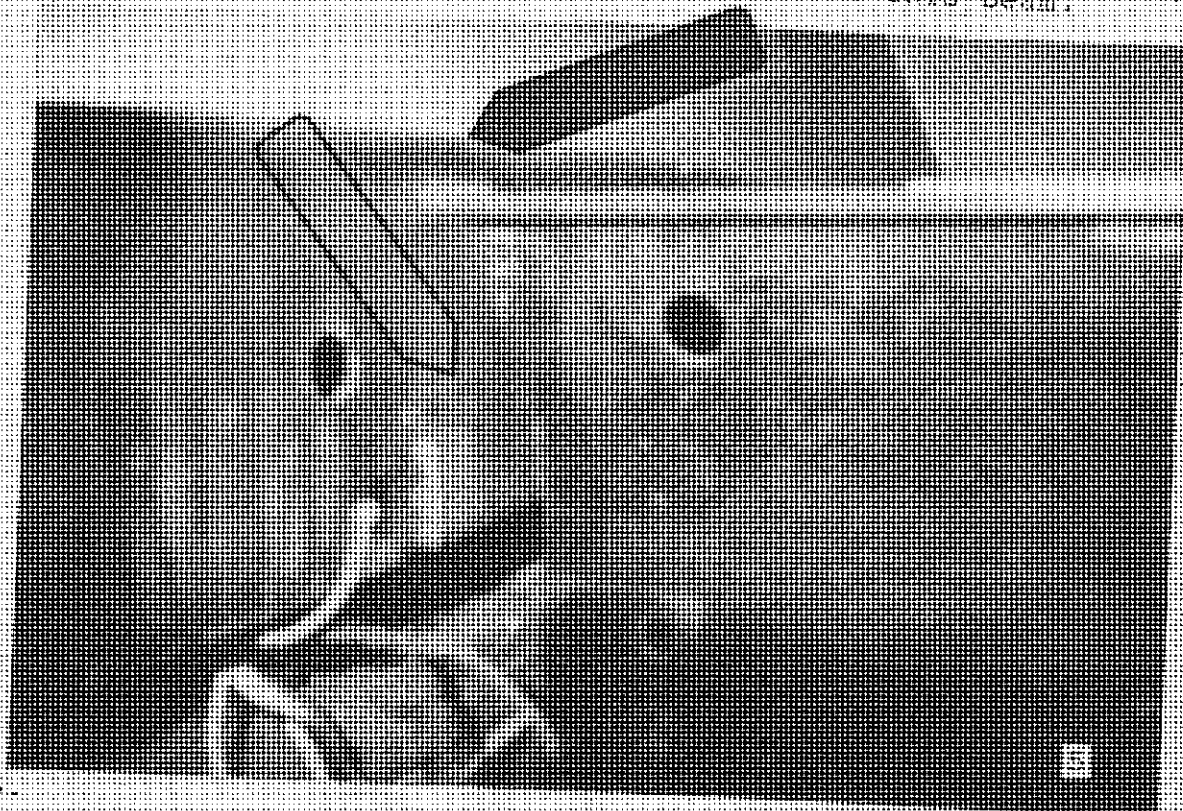


4. Cracked weld, poor weld, no penetration
on frame structure support brace, rear
brace.



4. Fractured poor weld, no penetration,
support brace of rear main beam, right
side.

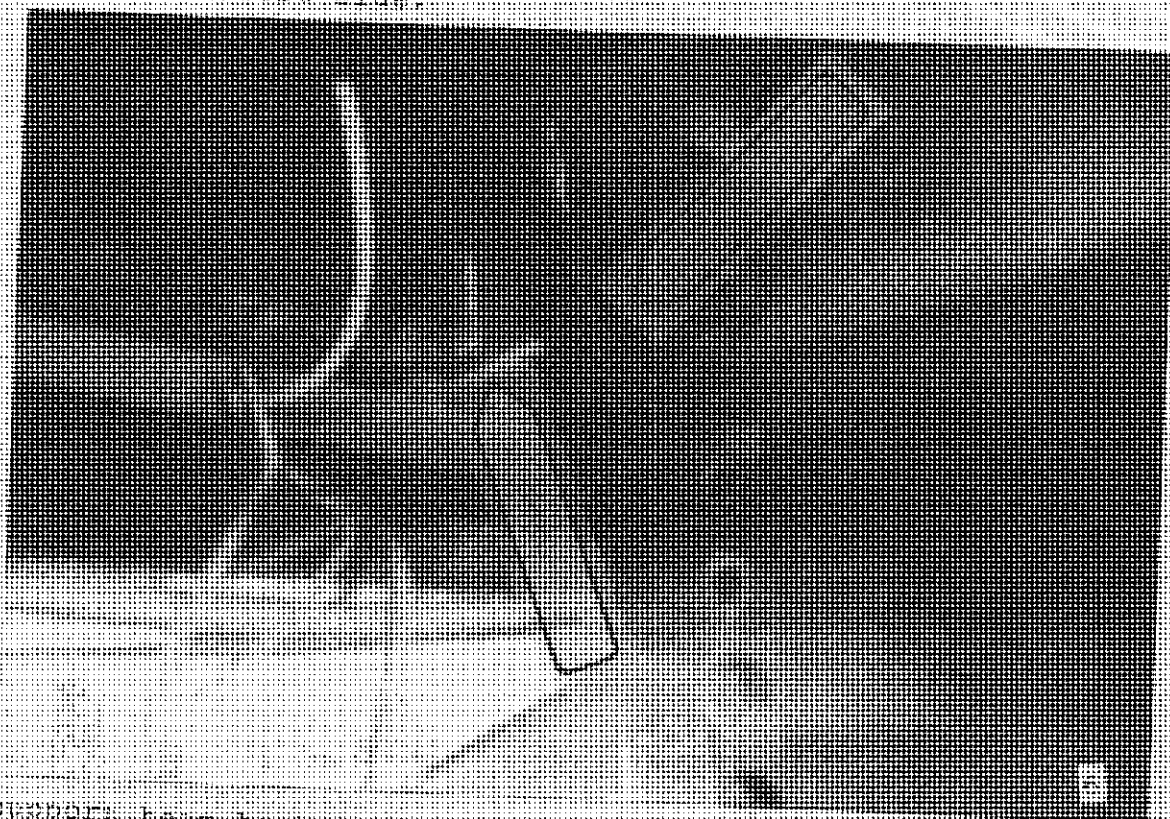
5. POOR WELD, NO PENETRATION



5. Buckled main support "C" channel beam running across front of trailer, pin box is welded to this beam.

6.

Broken cracked weld on trailer frame main support cross member to front of pin box, left side.



6.

Support beam broken away from main "C" channel beam.

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PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).