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

Form Approved: O.M.B. No. 2127-0008

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 100148	
Date Received: 01-APR-2017 MAY 16 2017	Repository ☐
	Reference No. 10969863

OWNER INFORMATION (Type or Print)

Name [redacted]		Daytime Telephone Number [redacted]	E-mail Address [redacted]
Address [redacted]		Evening Telephone Number	
City OREM	State UT	Zip Code [redacted]	

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
4C9B51913HR [redacted]	~~TBD~~ CH Camper	~~TBD~~ 19' Enclosed	~~9999~~ 2017

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
3/5/2017	CH Camper Co. Jerry Labron Ragon			No: Cylinders	
Original Owner ☒	Dealer's City Rossville	State GA	Zip Code 30741	N/A	N/A

Transmission Type		Powertrain	Multiple Failure:	Incident Date(s)
N/A	☐ Antilock Brakes ☐ Cruise Control	N/A		06-MAR-2017

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Codes: 020000 SUSPENSION, 162000 STRUCTURE: BODY	Failure Mileage	Failure Speed
Axle placement too far forward for safe towing Severe bounce on hitch and swaying	1	35

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: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No			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).

THE BUMPER PULL TRAILER FRAME IS STRUCTURALLY FLAWED CAUSING CONTROL ISSUES (E.G., BOUNCING AND SWAYING WHILE PULLING.) THE AXLES SHOULD HAVE BEEN PLACED FURTHER BACK TO ACHIEVE A SAFE TONGUE WEIGHT OF MINIMUM 9% OF THE TOTAL WEIGHT. EMPTY WEIGHT OF TRAILER IS 3,560 LBS (COMMERCIAL WEIGH STATION). THE DISTANCE FROM THE AXLE TO THE REAR OF THE CAMPER BODY IS 205 INCHES. LENGTH FROM CENTER AXLE TO THE BACK OF THE TRAILER IS 107 INCHES. THE RESULT IS A NEGATIVE 2% TONGUE WEIGHT. ON CITY STREETS ANY BUMP IN THE ROAD RESULTS IN SEVERE 'PORPOISING' WHICH LIFTS THE REAR OF MY TOW VEHICLE (SILVERADO 2500 HD) AND BOUNCES VIOLENTLY. ON THE HIGHWAY, SPEEDS ABOVE 55 MPH RESULTS IN A SEVERE SWAYING WHICH HAS THE POTENTIAL TO FLIP BOTH THE TRAILER AND THE TOW VEHICLE. IN UTAH, THE INTERSTATE SPEED LIMIT IS 70. ANY PASSING 18 WHEEL TRUCK COULD PUSH THE TRAILER OFF THE ROAD. THERE ARE SWAY CONTROL AND WEIGHT DISTRIBUTION TOOLS (EXPENSIVE) THAT CAN COMPENSATE TO A CERTAIN DEGREE. HOWEVER, A NEGATIVE TONGUE WEIGHT IS A FUNDAMENTALLY FLAWED DESIGN AND A SAFETY ISSUE. NOTE THE ATTACHED SIDE VIEW PHOTO. EVEN WITH A WEIGHT DISTRIBUTION HITCH, THE BACK IS TOO LOW. NOTICE THE AXLE PLACEMENT APPEARS TO BE AT ABOUT 50/50 INSTEAD OF THE SAFE 60/40 INDUSTRY STANDARD. ALSO ATTACHED IS THE COMMERCIAL WEIGH SLIP FROM MC RECYCLING IN OREM UTAH. FIRST VALUE IS MY SILVERADO 2500 HD TRUCK WITH THE TRAILER ATTACHED. SECOND, I

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 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)

Afraid to tow because of severe bounce on any bump in the road and severe swaying Starting a 55 mph with no wind, or 18 wheeler trucks passing. Pulling at 55 is only possible in PERFECT road, weather, and traffic conditions.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Official Business
Penalty for Private Use $300

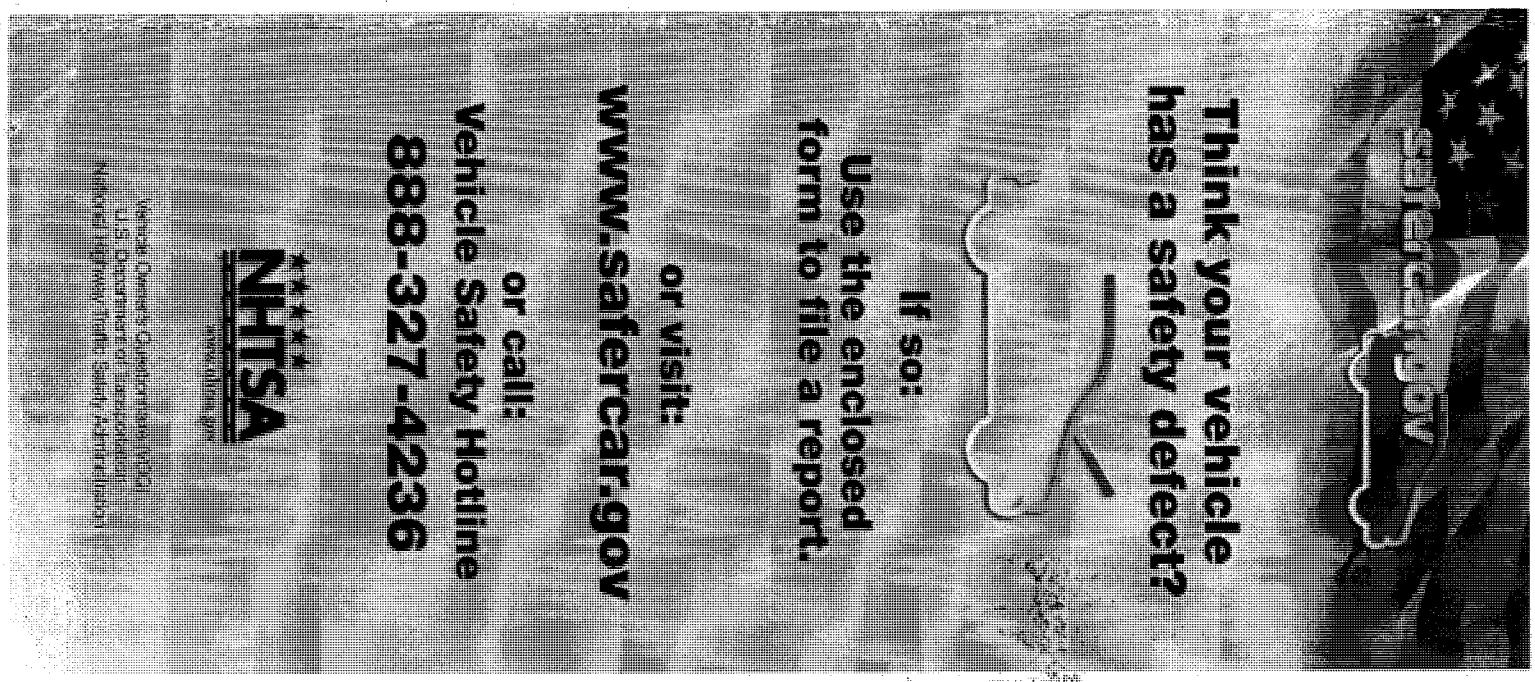
SALT LAKE CITY
UT 840
27 APR '17
PM 2 L

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC

POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NEF-100
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



Tongue weight on bump

doubledtrailers.com/scripts/bumper-pull-weight-calculator.html

Calculate tongue weight on a bumper pull

Trailer Weight (lbs or kg)	3560	
Length of body [?]	205	Inches
Distance from the center of the axles to the back of the trailer [?]	107	Inches

Calculate

Tongue weight: -78 (-2.19%)

Double D Trailers

Add this widget to your site

over →

What Is Proper Tongue Weight?

For conventional trailers with ball-mounted hitches, proper tongue weight is roughly 10 to 15 percent of the total loaded trailer weight.

For instance, if a 2,000-pound conventional trailer is loaded with 1,000 pounds of cargo, the proper tongue weight of the loaded trailer should be between 300 and 450 pounds, or 10-15 percent of the loaded 3,000 pound total.

Additionally, some restrictions may apply to the design of the hitch itself – for instance, Sierra 1500 pickup truck models towing trailers with tongue weights greater than 700-800 pounds should move from a weight-carrying hitch to a weight-distributing hitch. Consult your owner's manual or dealership for more detailed information.

For gooseneck and fifth wheel trailers, which are designed to handle larger loads, proper tongue weight is between 15 and 30 percent of the loaded trailer weight.

Load Placement

A correctly placed load is key to ensuring both a proper tongue weight and a safe trailering experience. An improper load condition can make for a dangerous trailering situation. According to the GMC Trailering Guide, to get the proper trailer tongue weight, you should put about 60 percent of the load centered evenly over the front half of the trailer. For instance, if that 2000-pound trailer is still carrying 1000 pounds, roughly 600 pounds should be in the front half of the trailer.

Check and Balance

Ensuring your trailer is properly balanced is key, and can easily be verified by visiting a public scale and weighing your vehicle and trailer a few times. In order to check your tongue weight, follow these steps:

- Load your vehicle and trailer as they would be for your trip, and hitch the trailer to the tow vehicle
- Drive the tow vehicle onto the scale platform so its wheels are on the scale, but do not pull the trailer tires onto the scale. The resulting figure is will be known as the "combined" weight.
- After pulling off the scale, disconnect the trailer, and re-weigh only your tow vehicle on the scale. The resulting figure will be known as the "solo" weight.
- Subtract the second figure (solo weight) from the first (combined weight) in order to determine your current tongue weight.

If the result of that calculation is within the proper tongue weight range for your loaded trailer, congratulations – you're properly balanced. If not, don't fret. If your tongue weight is too low, move the load forward a bit. If you need to reduce tongue weight, move the weight further back on the trailer. Once you have your proper balance, ensure the load is also evenly distributed on the left and right sides of the trailer, and secure it to prevent it from sliding while in motion.