



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

# ODI RESUME

INVESTIGATION: RQ99-014  
SUBJECT: Trailer Instability  
PROMPTED BY: Bob Young  
PRINCIPAL ENGINEER: Nha Nguyen

DATE OPENED: 6/16/99  
DATE CLOSED: 11/19/99

MANUFACTURER: Holiday Rambler  
MODEL(S): 31CFS Aluma-Lite Trailers  
MODEL YEAR(S): 1995 and 1996  
VEHICLE POPULATION: 706

**PROBLEM DESCRIPTION:** These trailers have a fresh water tank and a storage compartment at the rear of the unit that can potentially be overloaded. As a result, these trailers can exhibit reduced stability while being towed.

## FAILURE REPORT SUMMARY

	ODI	MANUFACTURER	TOTAL
COMPLAINTS:	2	Unk	2
CRASHES:	0	0	0
INJ CRASHES:	0	0	0
# INJURIES:	0	0	0
FAT CRASHES:	0	0	0
# FATALS:	0	0	0
OTHER:			

DESCRIPTION OF OTHER: None

ACTION: Close this Recall Query.

ENGINEER: NJ

DIV CHF: [Signature]

OFC DIR: [Signature]

11/17/99  
DATE

11-17-99  
DATE

11/19/99  
DATE

**SUMMARY:** On August 16, 1995, Holiday Rambler conducted a safety recall, 95V-154, on 783 1994-95 35-foot and 1995 31-foot Aluma-Lite trailers. These trailers have a fresh water tank and a storage compartment at the rear of the unit that can potentially be overloaded. As a result, these trailers can exhibit reduced stability while being towed. The remedy involved (1) placement of a label on the storage compartment at the rear of all travel trailer models indicating the maximum storage weight capacity, (2) relocating the fresh water tank from the rear of the travel trailer to an area above the suspension on the 1995 31CFS and 1994 35CSSO; and (3) installation of a Hensley Arrow hitch on the 1994 35CSSO and 1995 35WCS travel trailers. Holiday Rambler began owner notification on September 20, 1995.

ODI has received 2 complaints from owners of 1996 model 31-foot Aluma-Lite trailers alleging the trailer lost stability while being towed. The purpose of the RQ was to investigate the scope and the effectiveness of the recall.

Holiday Rambler (HR) provided a partial response to the RQIR. HR's rationale for installing a Hensley hitch on 1994 model year 35CSSO and 1995 model year 35WCS trailers, but not on 1995 model year 31CFS trailers, is due to the extra four feet located rear of the axles of the 35-foot trailers. The instability potentially induced by the rear fresh water tank or rear overloaded storage compartment on the recalled 35-foot trailers, was more pronounced than on the 1995 31 foot trailers. The following relevant information were obtained:

- **Population:** The population of 1995 and 1996 model year trailers are 453 and 253, respectively.
- **Problem Experience:** As of August 2, 1999, HR reported a total of 31 complaints, including 2 ODI complaints, from owners of 1995 and 1996 model year 31CFS Aluma-Lite trailers alleging trailer stability or "difficult" towing. All 24 incidents involving the recalled 1995 model year trailers occurred prior to the owner notification date, September 20, 1995. Four of the 7 reported incidents involving 1996 model year trailers resulted in crashes. The seven incidents involving the 1996 model trailers all occurred in 1996 or earlier. There have been no other subsequent occurrences.
- **Correspondent:** HR has not sent any other service bulletin or messages in addition to the safety recall 95V-154 material to dealers or distributors regarding the trailer's instability, "sway" or "yaw" condition.
- HR incorporated the recall fix in the manufacture of the 1996 model year 31CFS Aluma-Lite trailers

**Conclusion:** As of November 10, 1999, no incident involving 1995 model year 31CFS trailers occurred after the owner notification date of September 20, 1995. There is no indication of a recall remedy failure issue in safety recall 95V-154. In addition, based on the available information, a safety-related defect trend for 1996 model year 31CFS trailers has not been identified at this time and further use of agency resources does not appear to be warranted. The closing of this investigation does not constitute a finding by NHTSA that a safety-related defect does not exist. The agency reserves the right to take further action if warranted by future circumstances.

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