



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

# ODI RESUME

**Investigation:** PE24029  
**Prompted By:** VOQ Review  
**Date Opened:** 10/09/2024  
**Investigator:** Robert Nguyen      **Reviewer:** Joshua Neff  
**Approver:** Tanya Topka  
**Subject:** Frame Flex on Grand Design Fifth Wheel Recreational Trailers

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Grand Design RV, LLC  
**Affected Manufacturers:** Lippert  
**Products:** 2017 - 2023 Grand Design Momentum 2017 - 2023 Grand Design Solitude  
**Population:** 55,887

**Problem Description:** Excessive frame flex may lead to entry and cargo doors opening and slideouts extending while in transit.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	EWR D&I	Other	Total	EWR Field Reports
<b>All Incidents:</b>	23	0	0	0	23	0
<b>Crashes/Fires:</b>	0	0	0	0	0	0
<b>Injury Incidents:</b>	1	0	0	0	0	0
<b>Number of Injuries:</b>	1	0	0	0	0	0
<b>Fatality Incidents:</b>	0	0	0	0	0	0
<b>Number of Fatalities:</b>	0	0	0	0	0	0

## ACTION/SUMMARY INFORMATION

**Action:** Open this Preliminary Evaluation (PE)

**Summary:**

The Office of Defects Investigation (ODI) has received twenty-three complaints alleging excessive frame flex on model year 2017-2023 Grand Design fifth wheel recreational trailers, models Momentum and Solitude. Twenty-two of the complaints allege that excessive frame flex resulted

in a cargo or entry door opening while in transit, some with objects lost on roadways, while six complaints also state that slideouts extended out partially.

ODI has been in contact with both Grand Design and Lippert, the frame manufacturer. Grand Design believes that some frame flex, generally considered to be vertical movement in the upper deck area of the fifth wheel, is normal. However, Grand Design has developed a technical service bulletin (TSB), to evaluate concerns of excessive frame flex, defined as vertical movement greater than 3/8 inch. Per Grand Design, the frame flex is only occurring in the upper deck area of the fifth wheel and is resulting in cosmetic defects such as moving sidewalls, damage to cabinets, binding doors, etc. However, Lippert believes that the effects of frame flex may also extend back to the front axle of the trailer. While Lippert provides frames for multiple trailer manufacturers, the majority of complaints are for these Grand Design products.

Cargo and entry doors that open and slideouts that extend while in transit increase the risk of injury or a crash. ODI is opening this Preliminary Evaluation (PE) to evaluate the severity of the potential problem and to determine whether an unreasonable risk to motor vehicle safety exists. To review the ODI reports cited in the Opening Resume ODI Report Identification Number document, go to [NHTSA.gov](https://www.nhtsa.gov).