



KENTUCKY
TRAILER

04V-501
(3 pages)

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street S.W.
Washington, DC. 20590

October 6, 2004

Dear Administrator,

Kentucky Trailer (previously know as Kentucky Manufacturing Company) has determined that a defect which relates to motor vehicle safety exists and is furnishing notification in accordance with 49 CFR part 573.

573.5c#1

Kentucky Trailer (previously known as Kentucky Manufacturing Company)
PO Box 17185
2601 South Third Street
Louisville, KY. 40217

573.5c#2

Van type truck trailers 45 feet long, sold to one customer, United Parcel Service, and manufactured by Kentucky Trailer from Nov. 2002 thru Jun. 2003. This is the first group of trailers for UPS where we changed the mounting of the Bendix brake valve from the frame to directly to the air reservoir. This is an option brake valve and not standard on Kentucky trailers.

573.5c#3

There were 800 trailers produced for UPS in this group with the modified location of the brake valve

573.5c#4

Of the 800 trailers involved approximately 10 have experienced air leaks at the brake valve pipe nipple. We were unable to determine how many trailers have the standard duty pipe nipples and how many have the heavy duty type. Both were used during this timeframe.

Kentucky Trailer
2601 South Third Street Louisville, KY 40208
P.O. Box 17185 Louisville, KY 40217
(p) 1.888.598.7245 (f) 502.635.1314
www.kytrailer.com

573.5c#5

The customer, United Parcel Service, had found an air leak at the pipe nipple connecting the Bendix brake valve to the air reservoir. The pipe nipple starts to crack creating an air leak.

The air reservoir has a 3/4" port and the Bendix brake valve has a 1/2" port. We used a 3/4" to 1/2" reducer for the air reservoir and a 1/2" pipe nipple from the reducer to the brake valve. The standard duty pipe nipple started to crack and caused an air leak that alerted the driver. (See attachment "A")

If the air leaks off faster then the tractor compressor can keep up, the emergency spring brake chambers will activate and stop the trailer.

573.5c#6

Thursday, Sept. 30, 2004 United Parcel Service, reported finding several trailers with air leaks. During their investigation they found approximately 10 trailers with air leaks at the brake valve pipe nipple. Kentucky Trailer initiated a review of the pipe fittings used at this time

573.5c#7

Kentucky Trailer records were not very clear as to whether the pipe nipple used on this group of UPS trailers were standard or heavy duty wall thickness. The Bendix valve that requires this pipe nipple is specially requested by UPS and not the Kentucky Trailer standard. The trailers were built from Nov. 2002 thru Jun. 2003. There were 800 UPS trailers built during this timeframe.

573.5c#8

In order to inspect for the type of pipe nipple used, the brake valve must be removed. While having the connection apart, it was just as easy to replace the fitting with a heavy duty fitting even if the attachment has the correct fitting. Therefore, all pipe nipples will be replaced on all 800 trailers.

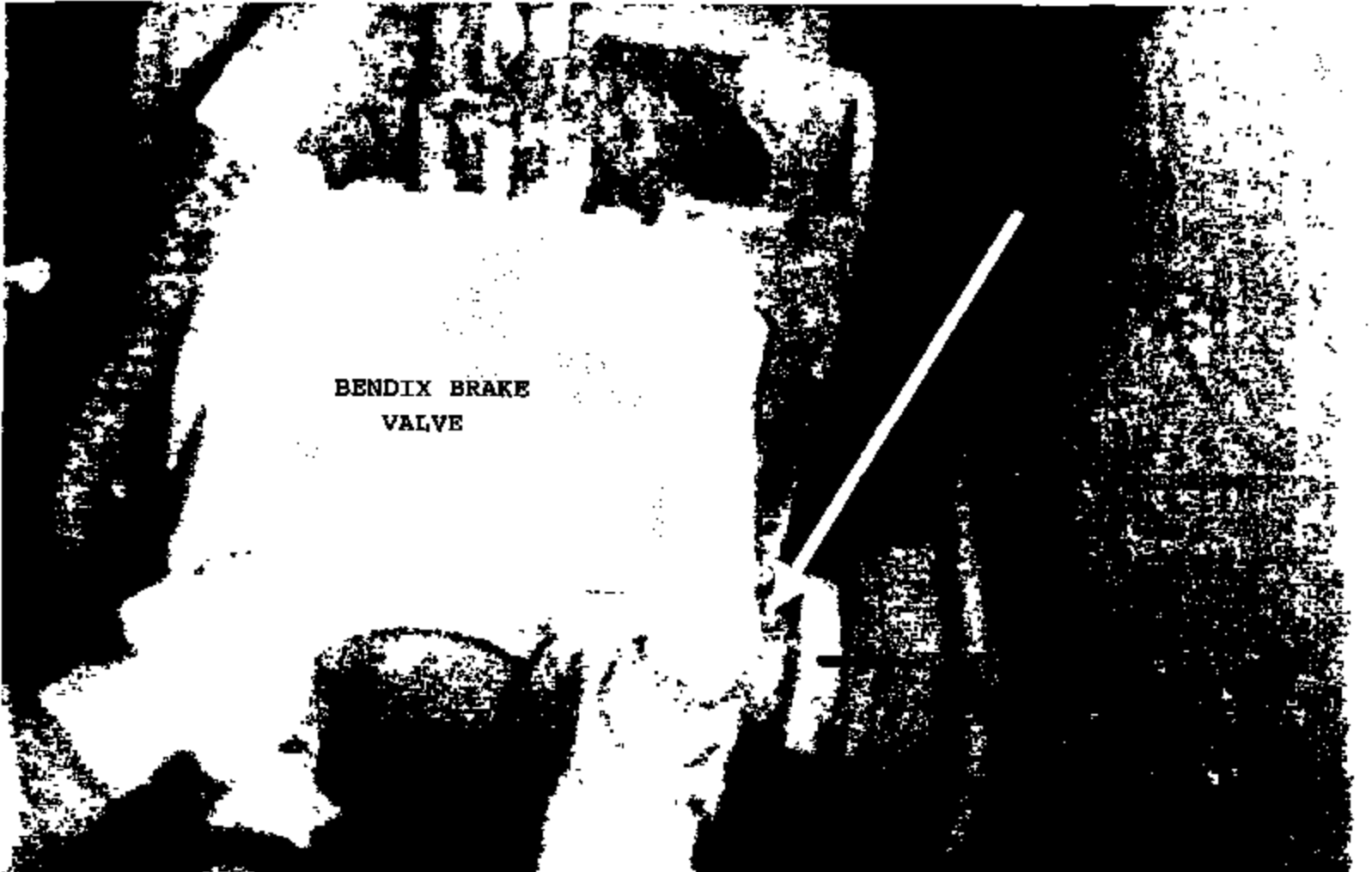
The customer has already started the replacement and all 800 trailers should be completed by the end of the year.

Sincerely,



Bill Schlaupitz
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Fax (502) 635-1314
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ATTACHMENT A



BENDIX BRAKE
VALVE

PIPE NIPPLE
(SHOWN WITH ARROW)