

05V-545
(16 pages)
EQ05-027

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Responsibility and Reports¹

On _____, 2005, _____ [MFR] decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No. _____) exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Responsibility and Reports.

Date this report was prepared: 11-29-05

Furnish the manufacturer's identification code for this recall (if applicable): _____

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

SAM SCHAFFER, INC. D.B.A. WELD-IT COMPANY

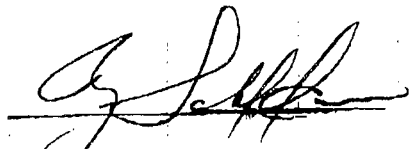
Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

R. JOE SCHAFFER - SEC. / TRES.

Telephone Number: 323-262-2000 x16 Fax No.: 323-263-2166

Name and Title of Person who prepared this report.
R. JOE SCHAFFER
SEC. / TRES.

Signed:



¹ Each manufacturer must furnish a report, to the Associate Administrator for Safety Assurance, for each defect or noncompliance condition which relates to motor vehicle safety.

This guide was developed from 49 CFR Part 573, "Defect and Noncompliance Responsibility and Reports" and also outlines information currently requested. Any questions, please consult the complete Part 573 or contact Mr. George Person at (202) 366-5210 or by FAX at (202) 366-7882.

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Make(s): WELD-IT Model Years Involved: ¹⁹⁹⁶₁₉₉₈¹⁹⁹⁹ 2000-01 Model(s): FULL TRAILER (TR)
Production Dates: Beginning: 1996 Ending: 2001
VIN Range: Beginning: 1W9T22267W6010071 Ending: 1W9T232681L010194
Vehicle Type: TRAILER Bodystyle: TANK

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

ONLY FULL TRAILERS WITH MODEL R940 20/20 AX
SUSPENSIONS - OTHER TRAILERS HAD DIFFERENT SWP. OPTIONS.

Make(s): _____ Model Years Involved: _____ Model(s): _____
Production Dates: Beginning: _____ Ending: _____
VIN Range: Beginning: _____ Ending: _____
Vehicle Type: _____ Bodystyle: _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Make(s): _____ Model Years Involved: _____ Model(s): _____
Production Dates: Beginning: _____ Ending: _____
VIN Range: Beginning: _____ Ending: _____
Vehicle Type: _____ Bodystyle: _____

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall:

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents. For example, if the recall involved Widgets equipped with certain items of equipment from January 1, 1996 through April 1, 1997, then what was the percentage of the recalled Widgets of all Widgets manufactured during that time period.

50%

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II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

<u>Vehicles Model</u>	<u>Year</u>	<u>Number of Potentially Involved</u>
<u>FULL TRAILER (TANKER)</u>	<u>1996</u>	<u>10</u>
	<u>1998</u>	<u>3</u>
	<u>1999</u>	<u>20</u>
	<u>2000</u>	<u>29</u>
	<u>2001</u>	<u>27</u>
<u>* OF ABOVE NUMBER (TOTAL 89) - 56 UNITS WERE PRESUMABLY IDENTIFIED FOR A SEPARATE RECALL / REPAIR CAMPAIGN</u>		

Total Number Potentially Affected by the Recall: 89 / 56 *

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100% of the 56

Identify and describe how the recall population was determined--in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

THE AFFECTED NUMBER OF UNITS - 56 - WAS IDENTIFIED BY VIN NO. AND NOTATION FROM A PREVIOUS RECALL FOR A DIFFERENT SUSPENSION PROBLEM.

THE AFFECTED SUSPENSIONS ARE REPURPOSED SUSPENSIONS.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

REFER TO TUTHILL TRANSPORT TECHNOLOGIES
RECALL NOTICE NO. 0509 DATE 10/5/05.

✓ Describe the cause(s) of the defect or noncompliance condition.

REFER TO TUTHILL TRANSPORT TECHNOLOGIES
RECALL NOTICE NO. 0509 - DATE 10/5/05

✓ Describe the consequences(s) of the defect or noncompliance condition.

REFER TO ABOVE - WE WERE UNAWARE OF
ANY PROBLEM UNTIL NOTIFIED BY TUTHILL.

Identify any warning which can (a) precede or (b) occur.

NONE

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

TUTHILL TRANSPORT TECHNOLOGIES
1205 INDUSTRIAL PARK DRIVE
MT. VERNON, MISSOURI 65712

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

KENNY HUGHES

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

REFER TO TUTTILL RECALL NOTICE

V. Identify the Remedy

8. A description of the manufacturer's program for remedying the defect or noncompliance. This program shall include a plan for reimbursing an owner or purchaser who incurred costs to obtain a remedy for the problem addressed by the recall within a reasonable time in advance of the manufacturer's notification of owners, purchasers and dealers, in accordance with §573.13 of this part. A manufacturer's plan may incorporate by reference a general reimbursement plan it previously submitted to NHTSA, together with information specific to the individual recall. Information required by §573.13 that is not in a general reimbursement plan shall be submitted in the manufacturer's report to NHTSA under this section. If a manufacturer submits one or more general reimbursement plans, the manufacturer shall update each plan every two years, in accordance with §573.13. The manufacturer's remedy program and reimbursement plans will be available for inspection by the public at NHTSA headquarters.

REFER TO TUTTILL RECALL NOTICE

9. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

WILL REPLACE PARTS WITH ICIT SUPPLIED BY TUTHILL - WILL FOLLOW THEIR SUGGESTED REMEDY AND PROTOCOL FORMAT FOR REPAIR

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

REFER TO TUTHILL

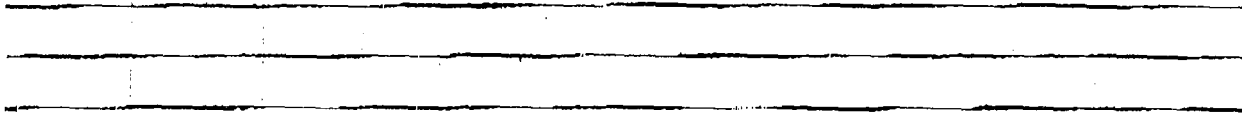
Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

REFER TO TUTHILL

VI. Identify the Recall Schedule

10. Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

HANDLED BY TUTHILL



VII. Furnish Recall Communications

11. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

Note that these documents are to be submitted separately from those provided in accordance with Part 579.5 requirements.



TUTHILL
Transport Technologies

1206 Industrial Park Drive
Mt. Vernon, Missouri USA 65712
Tel 417 466-2178 Fax 417 466-3884
www.tuthill.com

Christopher P. Batz, VP Engineering
Tuthill Transport Technologies

OSE-067 (9/25)
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NVS-215

2005 OCT 12 P 4: 30

OFFICE OF
DEFECTS INVESTIGATION

October 5, 2005

Via Facsimile (202) 366-7882

Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington D.C. 20890

Subject: Tuthill Transport Technologies Recall No. 0509 - Certain Models 20/22 AR and RS3162 Trailer Suspensions - Beam/Axle Pivot Connection Joint

Summary

- Tuthill Transport Technologies Action - Tuthill Transport Technologies providing notification of a potential safety issue involving trailer suspensions, Models 20/22 and RS3162, shipped from February 16, 2004 through September 22, 2005. Even though we have identified only a handful of field issues out of thousands, we will retrofit all suspensions.
- Number of Units Involved: 2641
- Affect on Unit Operation: A mis-assembled beam/axle pivot connection joint will result in excessive play, which may be evident upon a visual inspection at any beam/axle pivot connection (Exhibit A). Also, this will especially be apparent during braking and acceleration. A truck driver will notice wandering of the trailer caused by mis-alignment of one axle to the other. Any driver experiencing this should pull over as soon as possible and have a service technician check the integrity of the pivot joints.
- Service Procedure: Tuthill Transport Technologies will dispatch trained personnel to dis-assemble and then re-assemble the beam/axle pivot connection. We will use a chamfer on the Key-Align washers and Key-Align Assemblies to retrofit the assembly of the beam/axle pivot connection joint. All units will be "reworked," (Exhibit B) and those needing further work will be "repaired," (Exhibit C). A separate remedy will be utilized for Great Dane trailers. (Exhibit D).

Attached is the detailed information required by the applicable portions of 49 CFR Part 573 - Defect and Non-Compliance Information Report.

Sincerely,

Christopher P. Batz
Attachment

cc: Mr. Jon White (via fax - 202-366-7882)
Chief, Defects and Recall Information Analysis Division

49 CFR PART 573 - DEFECT INFORMATION REPORT
TUTHILL TRANSPORT TECHNOLOGIES RECALL NO. 0509 - CERTAIN MODELS 20/22 AR AND RS3162
TRAILER SUSPENSIONS - BEAM/AXLE PIVOT CONNECTION JOINT

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Tuthill Transport Technologies submits the following Defect and Non-Compliance Information Report:

573.6(c)(1) - Item Manufacturer's Name

Tuthill Transport Technologies
2715 Industrial Park Drive
Mt. Vernon, Missouri 65712
Brand Name or Trademark: ReycoGranning

573.6(c)(2) - Potentially Affected Items

The items affected are trailer suspension Models 20/22 AR and RS3162, shipped from February 18, 2004 through September 22, 2005. The beam/axle pivot connection joint is an integrated part of the suspension system and is comprised of multiple parts and multiple part numbers (see attached Exhibits). The recall population has been determined through evaluation of the assembly process of the beam/axle pivot connection and evaluation of an engineering change.

573.6(c)(2)(v) - Manufacturers that Purchase this component

Aurora Parts
500 South Enterprise Boulevard
Lebanon, IN 46052
(765) 483-8600 - 4183-5691

Bluegrass Tank
207 Peterson Drive
Elizabethtown, KY 42701
(270) 737-1008

CL Bryant Inc.
297 Whitmore
Modesto, CA 95358
(209) 847-0281
(209) 874-1310
(209) 467-7800

Fleet Pride
2913 Third Avenue North
Birmingham, AL 35203

Fleet Pride Southwest
P.O. Box 9156
Corpus Christi, TX 78469
(361) 883-4368

Great Dane Limited Partnership
2565 South Blue Island Avenue
Chicago, IL 60608
(773) 254-5533

Great Dane Trailers
290 West Mallory Avenue
Memphis, TN 38109
(901) 261-5411

Hyundai Translead
8880 Rio San Diego Drive #600
San Diego, CA 92108
(619) 574-1500

Lufkin Industries
601 South Raguet
Lufkin, TX 75902
(836) 634-2211

Polar Custom Trailer
4825 East Kearney
Springfield, MO 65803
(417) 862-5526

Seneca Corporation
5585 NE 18th Street
Des Moines, IA 50313
(800) 382-2910

Sloughton Trailers Inc.
416 South Academy Street
Sloughton, WI 53589
(608) 873-2500

Strick Corporation
301 North Polk
Monroe, IN 46772
(260) 692-6121

Tuthill Transport Technologies
241 South Service Road
Grimsby, ON L3M 1Y7 Canada
(900) 811-4011

Wabash National Corporation
1000 Sagamore Parkway South
Lafayette, IN 47905
(765) 771-5300

Weld-It Company
4477 Shella
Los Angeles, CA 90023
(323) 283-7524

579.0(c)(3) – Total Number of Items

Approximately 2641 trailer suspensions were shipped during the relevant time period.

573.6(c)(4) – Estimated Percentage of Affected Items with the Defect Condition

The estimated percentage of affected items with the defect condition is unknown.

573.6(c)(5) – Description of the Defect

A mis-assembled beam/axle pivot connection joint will result in excessive play, which may be evident upon a visual inspection at any beam/axle pivot connection (Exhibit A). Also, this will especially be apparent during braking and acceleration. A truck driver will notice wandering of the trailer caused by mis-alignment of one axle to the other. The trailer suspensions shipped before and after those in the recall population do not suffer this potential condition.

573.6(c)(6) – Chronology of Events

Tuthill Transport Technologies has received reports of trailer axle mis-alignment on trailers recently put into service. Investigations and inspections regarding reported trailers revealed loose beam/axle pivot connection joints and mis-assembly of the components of which these joints are comprised. Two warranty claims have been received relating to the beam axle pivot connection joint. As a result, we feel it is in the best interest of customer safety that we take this action.

573.6(c)(7)(I) – Service Program

To remedy this issue, Tuthill Transport Technologies will:

- Rework each unit with the new chamfered washer, a chamfered Rey-Align[®] Assembly and Rey-Align[®] washer, with the goal to retrofit, as possible, every beam/axle pivot bolt connection joint (4 per unit) by March 31, 2006;
- Repair all parts associated with the beam/axle pivot bolt connection joint that show signs of wear by March 31, 2006; and,
- Align all units immediately subsequent to the rework or repair.

All units will be "reworked," (Exhibit B) and those needing further work will be "repaired," (Exhibit C). A separate remedy will be utilized for Great Dane trailers. (Exhibit D). To achieve this, Tuthill Transport Technologies is deploying sixteen teams equipped with parts and tools to rework or repair as required all units at:

- Each of the listed trailer manufacturers (OEs) by November 14, 2005;
- Each of the OE's fleet customers who has a concentration of units on-site by December 4, 2005
 - To rework or repair all installed units that can be contained; and
 - Train the maintenance staff on how to perform the rework or repair on units that could not be serviced while our teams were present. We expect that all remaining units will be addressed by March 31, 2006.
- Each of the OE's dealers and distributors with inventory on-site by December 4, 2005
 - To rework or repair all installed that can be contained; and
 - Train the maintenance staff on how to perform the rework or repair on units that could not be serviced while our teams were present. We expect that all remaining units will be addressed by March 31, 2006.

Tuthill Transport Technologies will use its own resources to rework or repair every affected trailer that is available at the OEs, dealers, distributors and fleets. For those affected trailers that are unable to be repaired by Tuthill personnel, Tuthill Transport Technologies will provide kits free of charge and will reimburse pre-authorized labor expenses performed by OEs, dealers, distributors, fleets and service centers as follows:

<u>Item</u>	<u>Labor Allowance</u>	<u>Duration</u>
Rework Kit	Free	2012
Labor Effort for Rework Kit	\$100.00	3/31/2006
Labor Effort for Repair Kit	\$100.00	3/31/2006

If required, and after pre-approval by Tuthill Transport Technologies, parts required to replace other suspension components damaged by the loosened pivot bolt connection joints will be provided free of charge and labor expenses required to perform this work will be reimbursed through March 31, 2006. Those who incurred costs prior to notification of this recall shall be reimbursed under Tuthill Transport Technologies' product warranty.

573.8(c)(8)(ii) – Service Program

Tuthill Transport Technologies anticipates sending notifications to owners beginning October 10, 2005. The mailing effort should be completed by October 21, 2005.

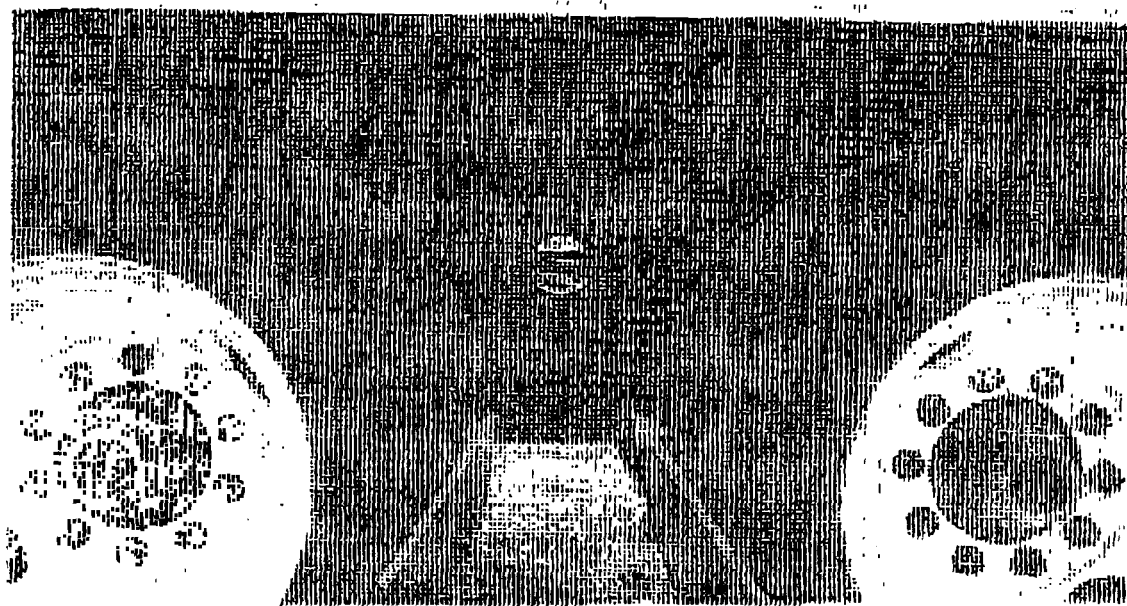
573.8(c)(9) – Notice Letters

Copies of the notification letters to the affected OEs, dealers, distributors and fleet owners will be provided to the Agency as soon as those notices are available.

573.8(a)(11) – Campaign Number

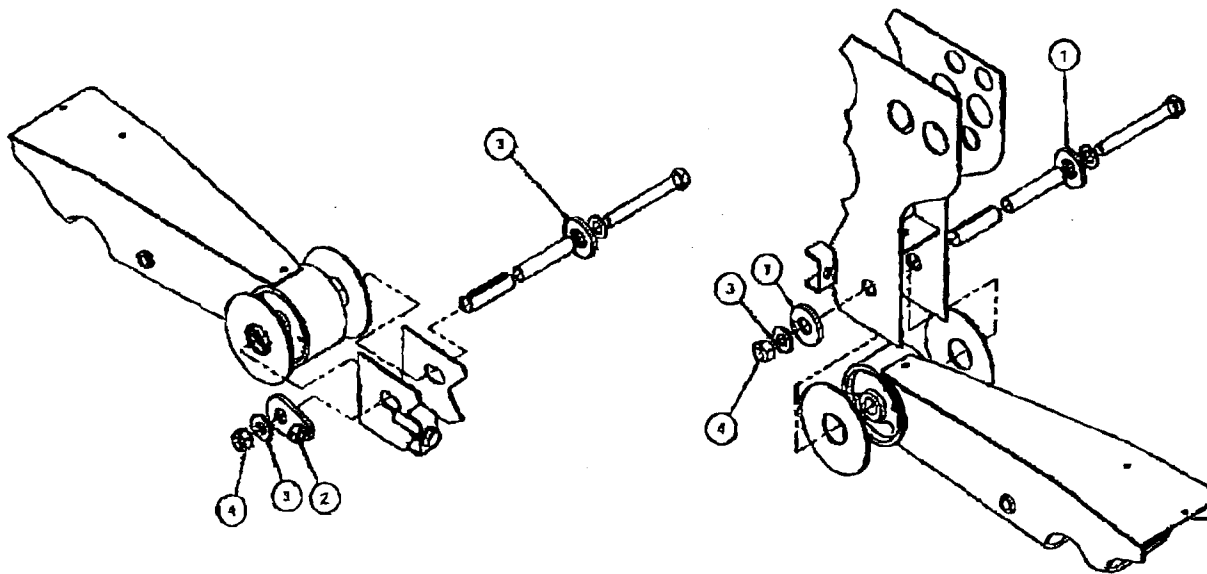
Tuthill Transport Technologies has assigned campaign number 0509 to this action.

EXHIBIT A



REWORK KIT # K705971					
ITEM NO.	PART NUMBER	DESCRIPTION	QTY. PER PMOT CONNECTION		QTY. PER KIT
			ADJUSTABLE	NON-ADJUSTABLE	
1	23556-02	REY-ALIGN FLANGE WASHER	1	2	6
2	23573-02	REY-ALIGN ASSEMBLY	1	0	2
3	23952-01	DISC SPRING WASHER (7/8 ID)	1	1	4
4	14345-01	LOCK NUT - 7/8-14UNF-2B, CLASS C	1	1	4

NOTE: ONE KIT REQUIRED PER SUSPENSION

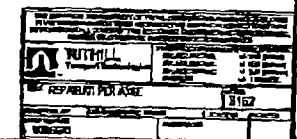
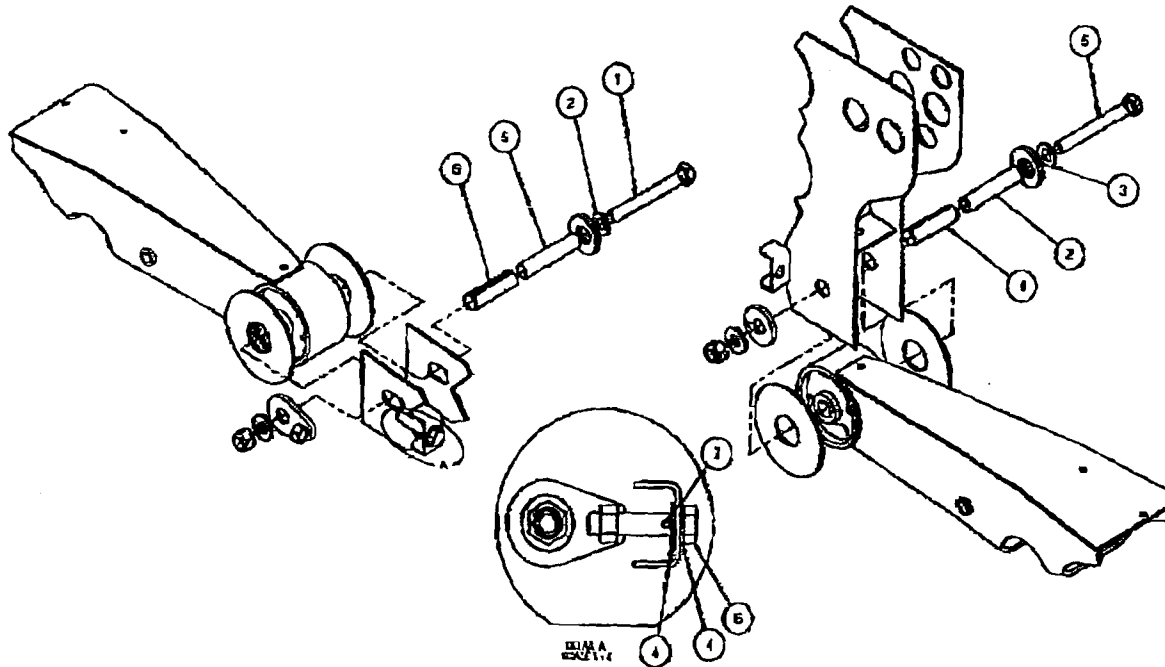


PART NUMBER: K705971 QUANTITY: 1 DATE: 11/11/01 DRAWN BY: JMS CHECKED BY: JMS APPROVED BY: JMS	REVISION: 1 DATE: 11/11/01 BY: JMS

EXHIBIT B

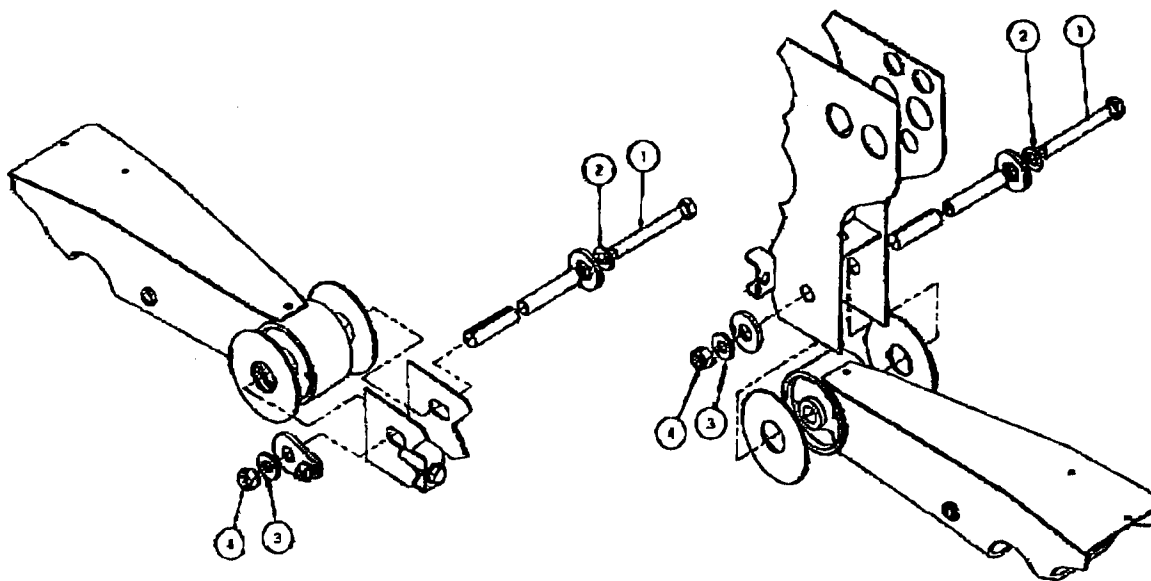
REPAIR KIT # K705970			
ITEM NO.	PART NUMBER	DESCRIPTION	QTY. PER KIT
1	23674-02	PMOT SHAFT TUBE	2
2	23432-02	SLEEVE COVER (4.975)	2
3	T-7282	WASHER (7/8)	2
4	20852-01	WASHER (3/4)	2
5	23286-02	BOLT - 7/8-14UNF-2A x 7.5 LONG, GRADE 8	2
6	24398-01	REY-ALIGN ADJUSTMENT SHAFT	1
7	24453-01	COILED SPRING PIN	1

NOTES: 1) FOR REPAIR, REWORK KIT K705971 IS ALSO REQUIRED
 2) ONE REPAIR KIT REQUIRED PER AXLE



GREAT DANE UPDATE KIT # K705979				
ITEM NO.	PART NUMBER	DESCRIPTION	QTY. PER PIVOT CONNECTION	QTY. PER KIT
1	23286-02	BOLT, 7/8-14UNF-2A x 7.5 LONG, GRADE 8	1	4
2	T-7292	WASHER (7/8)	1	4
3	23952-01	DISC SPRING WASHER (7/8 ID)	1	4
4	14345-01	LOCK NUT - 7/8-14UNF-2B, CLASS C	1	4

NOTE: ONE UPDATE KIT REQUIRED PER SUSPENSION



		PART NO. K705979 REV. 10/87	
GREAT DANE TRUCKS, INC. 2887		QUANTITY 4 PRICE \$1.00	
KUDSON		DATE	