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NVS-215

**Travel Supreme, Inc.**

Recreational Vehicles

2006 MAY -3 P 1:51

May 1, 2006

OFFICE OF  
DEFECTS INVESTIGATION

06V-152  
(19 pages)

National Highway Traffic Safety Administration  
Att: Kelly Shuller  
400 Seventh St. S.W.  
Washington, DC 20590

Dear Ms. Shuller:

We have been informed from Dexter Axle that there is a voluntary recall on some of the disc brake axles that they put on some of our vehicles.

Enclosed is all the paperwork that they have given us on this and a list of affected coaches. There are 6 affected coaches.

Please assign us a recall campaign number.

Sincerely,

Debra Dodge  
Warranty



**Travel Supreme, Inc.**  
Recreational Vehicles

**573 DEFECT & NON COMPLIANCE REPORT**

Description: Mounting nut that attaches brake caliper to the yoke

Internal Code: Date of Report: 5/3/6

Submitted to: Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, SW  
Washington, DC 20590

Att: Mrs. Pat Wallace, Office of Defects Investigation  
Fax: (202) 366-7882

Manufacturer: Travel Supreme  
66149 St. Rd 19  
Wakarusa IN 46573

574-862-1960

**Corporate contacts for recall information:**

Customer Notification and Customer Service:

Report prepared by:

Debbie Dodge  
Warranty/Service  
574-862-1960

fax: 574-862-2625

Debbie Dodge  
Warranty/Service  
574-862-1960

fax: 574-862-2625

Preparer's Signature

Safety Defect and Noncompliance Report Guide for Equipment  
**Part 573 Defect and Noncompliance Responsibility and Reports**

On March 31, 2006, Dexter Axle decided that (a defect which relates to motor vehicle safety)(a noncompliance with Federal Motor Vehicle Safety Standard No.       ) exists in items of motor vehicle equipment 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 5/3/6

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

1. Identify the full corporate name of the fabricating manufacturer/brand name/trademark owner of the recalled item of equipment. If the recalled item of equipment is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. § 30164.

Travel Supreme, 66149 St. Rd 19, Wakarusa IN 46573

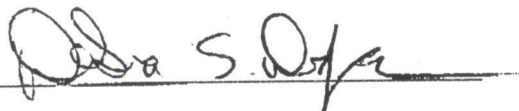
Identify the corporate official, by name and title, whom the agency should contact With respect to this recall.

Debra Dodge, Warranty

Telephone Number: 574-862-1960 Fax No: 574-862-2625

Name and Title of Person who prepared this report.  
Debra Dodge, Warranty

Signed:



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

### I. Identify the Recalled Items of Equipment

2. Identify the Items of equipment Involved in the Recall, for each make and model or applicable item of equipment product line (provide illustrations for photographs as necessary to describe the item of equipment), provide:

Generic name of the item:

Make: NA Model: N/A

Part Number \_\_\_\_\_ Size: \_\_\_\_\_

Function: Mounting nut that attaches brake caliper to the yoke

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. Fore 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.

Dexter Axle is recalling the entire population of D60, D70, and D80 disc brake axles produced during the period of February 1<sup>st</sup>, 2006 to March 16<sup>th</sup>, 2006 at Their Elkhart, Indiana manufacturing facility, 6 axles total.

### I. Identify the Recall Population

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

| <u>Model</u> | <u>Year</u> | <u>Number of Vehicles<br/>Potentially Involved</u> |
|--------------|-------------|----------------------------------------------------|
| <u>D70</u>   | <u>2006</u> | <u>5</u>                                           |

Model Years included in this recall are 2006

Total Number Potentially Affected by the Recall: 5

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

100%

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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 items of equipment.

Dexter Axle was notified by three OEM customers that they were experiencing stripping of the caliper mounting bolts during their brake bleeding operations. The axles that failed had been manufactured after February 1<sup>st</sup>.

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### **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.

Answer:

Three OEM customers have experienced the caliper mounting nut separating from its bolt during the brake bleeding operation. The brake bleeding is done prior to shipping unit to dealerships and retail customers.

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

We have found that the caliper mounting locknut can yield during the installation process at higher torque levels.

**Describe the consequences of the defect or noncompliance condition.**

The Yielded mounting caliper nut does not properly engage onto the bolt and allows the caliper to come apart and create a loss of braking

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

Based on OEM experience, the failure occurs at the OEM during the brake bleeding operation.

SP-9-02-09- 03:33 ST-HE2-24-25 SUPRM SERV DEPT PAGE 05/14

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

N/A

**IV. Provide the Chronology in Determining the Defect/Noncompliance**

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

6. If defect, furnish a chronological summary with dates of all the principle events that were the basis for the determination of the defect. Include number of reports, accidents, injuries, fatalities, and warranty claims.

In late February we were informed by a customer that they needed replacement parts for a caliper system due to stripped nuts. The first week of march we were contacted by a different customer describing that they had three units that had failed during the bleeding operation. A few days later a third customer called stating that they had approximately 14 units that had stripped nuts during bleeding.

None of the failures resulted in any type of accident and we have no reports of failures at the retail level.

7. If noncompliance, identify and provide the test results or other data in chronological order with dates on which the noncompliance was determined.

We were able to test caliper nuts in the lab at higher torque levels and duplicate the problem with yielding of the mounting nuts

**V. Identify the Remedy**

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

Dexter Axle has redesigned the caliper mounting nut so that it is more robust by increasing the thread engagement. Replacement parts along with instructions on how to replace hardware has been sent to the affected OEM's. Dexter Axle will reimburse the OEM's for the costs associated with replacing the caliper mounting hardware.

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

The new caliper mounting nut is larger and provides additional thread engagement, this feature makes the fastener system more robust and more resistant to yielding.

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

All product manufactured after March 16<sup>th</sup>, 2006 was made using the new designed caliper mounting nut. This remedy is identical to the field remedy.

**VI. Identify the Recall Schedule**

**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.**

Notification to affected customers was sent on 5/1/6

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**I. Identify the Recalled Items of Equipment**

**2. Identify the Items of equipment Involved in the Recall, for each make and model or applicable item of equipment product line (provide illustrations for photographs as necessary to describe the item of equipment), provide:**

Generic name of the item:

Make: NA Model: N/A

Part Number \_\_\_\_\_ Size: \_\_\_\_\_

Function: Mounting nut that attaches brake caliper to the yoke

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. Fore 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.

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Model Years included in this recall are 2006

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

We have found that the caliper mounting locknut can yield during the installation process at higher torque levels.

**Describe the consequences of the defect or noncompliance condition.**

The Yielded mounting caliper nut does not properly engage onto the bolt and allows the caliper to come apart and create a loss of braking

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

Based on OEM experience, the failure occurs at the OEM during the brake bleeding operation.

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

N/A

#### **IV. Provide the Chronology in Determining the Defect/Noncompliance**

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

6. If defect, furnish a chronological summary with dates of all the principle events that were the basis for the determination of the defect. Include number of reports, accidents, injuries, fatalities, and warranty claims.

In late February we were informed by a customer that they needed replacement parts for a caliper system due to stripped nuts. The first week of March we were contacted by a different customer describing that they had three units that had failed during the bleeding operation. A few days later a third customer called stating that they had approximately 14 units that had stripped nuts during bleeding.

None of the failures resulted in any type of accident and we have no reports of failures at the retail level.

7. If noncompliance, identify and provide the test results or other data in chronological order with dates on which the noncompliance was determined.

We were able to test caliper nuts in the lab at higher torque levels and duplicate the problem with yielding of the mounting nuts

#### **V. Identify the Remedy**

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

The new caliper mounting nut is larger and provides additional thread engagement, this feature makes the fastener system more robust and more resistant to yielding.

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Notification to affected customers was sent on 5/1/6



*Travel Supreme, Inc.*  
*Recreational Vehicles*

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Date:

Customer name  
Address  
State

Dear Travel Supreme Customer:

This notice is being sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

We have determined that a defect involving motor vehicle safety may exist in certain trailers produced between February and March 2006. Our records indicate that you own one or more of these trailers identified with the following vin:

Vin #

The nature of the defect relates to stripped disc brake mounting hardware. Some of the axles supplied to us from February through March 2006 may have a caliper mounting bolts that are stripped. Insufficient clamp load between caliper and yoke can cause the caliper to disassemble and adversely affect the trailer's braking system.

Accordingly, we are entering into a voluntary recall campaign. The recall campaign will involve the replacement of the caliper mounting hardware.

Most authorized Travel Supreme dealers can provide that service. The repairs will take approximately three hours (for tandem axle trailer). If the dealer nearest you is not equipped to perform the repairs or if you prefer to have the work done by any other local trailer repair facility, ask them to contact our Service Department for instructions. Their number is 866-808-9032. Repairs will be made at no cost to you.

If you no longer own the affected vehicle or, for any other reason cannot have the recall service work performed, please notify us in writing. If the vehicle has been sold, give the name and address of the subsequent purchaser if it is known and/or the disposition of the trailer.

If you believe that Travel Supreme has failed to remedy this defect or that there has been unreasonable delay in securing the repair, you may submit a complaint to:

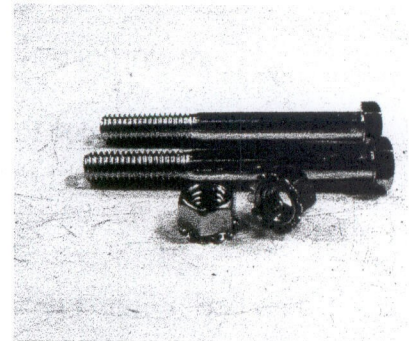
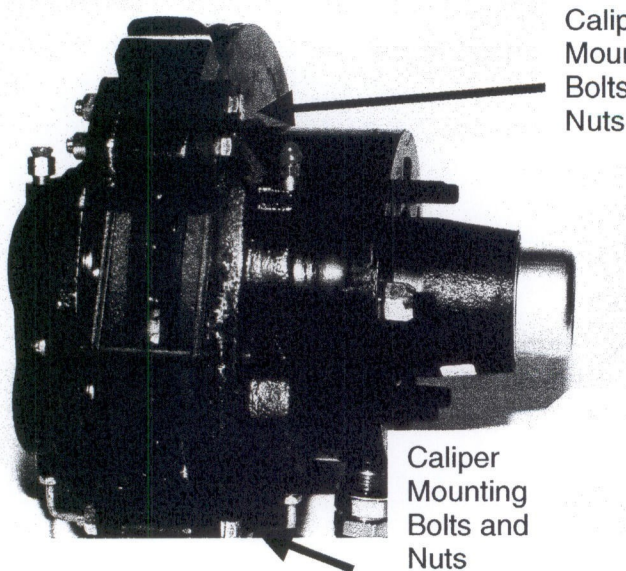
Administrator, National Highway Traffic Safety Administration  
400 Seventh St. S.W.  
Washington, D.C. 20590

Or call their hotline @ 1-800-424-9393 and 1-202-366-0123 for Washington DC area residents.

## Caliper Mounting Bolt Repair Instructions

1. Jack up trailer and secure on adequate capacity jack stands. Follow trailer manufactures recommendations for lifting and supporting the unit.
2. Remove the wheel from the hub, leaving the brake exposed.
3. Make sure hydraulic system is not pressurized during the hardware replacement.
4. Replace the four caliper mounting bolts and nuts with new supplied bolts and "Keps" nuts

**NOTE:** The bleeder fitting must be removed in order to replace one of the bolts. Carefully remove the fitting and cover the hole to prevent dirt from entering. After inserting the new bolt, re-install the bleeder fitting. **The system will not need to be re-bled if care is taken to prevent loss of fluid.** If excessive brake fluid is lost, the system should be re-bled according to the attached instructions.



Keps Nuts and Bolts

5. Torque all four Keps nuts to 30 lb ft.
6. Remount the wheel. Start wheel nuts by hand to prevent cross threading.
7. Tighten wheel nuts in a "cross pattern" following the manufacturers recommendations for proper torque setting.
8. Spin wheel to ensure proper clearance between the wheel, crossover brake line and the rotor.

### **Bleeding and Brake Adjustment**

1. It typically is much easier to bleed the brakes with two people working together or use of a power-bleeding device.
2. Special care must be taken to insure that the Dexter E/H unit does not run out of brake fluid. Check the fluid level frequently during the bleeding process.
3. Block the wheels on the trailer and towing vehicle.
4. Loosen the bleed screw on the Dexter E/H unit and install plastic tubing onto the bleeder.
5. Immerse the free end of the plastic tubing in a clean container partially filled with brake fluid.
6. With eye protection on, open the bleeder screw one half turn on the Dexter E/H unit. Take care to protect you and the trailer from brake fluid expelled from the bleeder.
7. Activate the Dexter E/H unit by turning on the ignition switch and pressing on the brake pedal or the manual control on the in-cab controller.
8. Watch the free end of the bleeder hose for air bubbles escaping into the container.
9. Continue to bleed until the fluid becomes clear and free of bubbles.
10. Tighten the bleeder screw, turn off the Dexter E/H unit, and remove the plastic tubing from the bleeder screw. Bleeding of the actuator is now complete.
11. Install plastic tubing onto the bleeder screw of the wheel cylinder/caliper.
12. Immerse the free end of the plastic tube in a clean container partially filled with brake fluid.
13. Open the bleeder screw one half turn on the wheel cylinder/caliper farthest from the Dexter E/H unit. If towed vehicle has multiple axles, always start with the rear axle first.
14. To activate the Dexter E/H unit, turn the ignition switch on and press on the brake pedal.
15. Watch the free end of the bleeder hose for air bubbles escaping into the clear container. Continue to bleed the wheel cylinder/caliper until the fluid becomes clear and free of bubbles.

### **CAUTION**

**Do not run the Dexter E/H actuator without adequate brake fluid in the reservoir as it will damage the unit and void the warranty. Check all bleeder screws to ensure that they are securely closed and do not leak.**

16. Tighten the bleeder screw, turn off the Dexter E/H unit, and remove plastic tubing from the bleeder screw. Bleeding of the wheel cylinder/caliper is now complete.
17. Refill the Dexter E/H unit with brake fluid.
18. Continue the above process (steps 11 through 17) on the next farthest brake away from the actuator.
19. Repeat these steps until all the brakes have been bled.
20. New trailers with disc brakes should be bled at least twice and then a third time after a few hundred miles use. Any air in the brake system will cause brake delay with an E/H system.



*Travel Supreme, Inc.*  
Recreational Vehicles

May 1, 2006

Dealer name  
Address  
State

Dear Travel Supreme Dealer:

It has determined that a condition involving motor vehicle safety may exist in certain trailers produced between February 2006 and March 2006.

The condition relates to trailers fitted with disc brakes. Some of the axles supplied to us from February 2006 through March 16, 2006 may have caliper mounting bolts that are stripped. Insufficient clamp load between caliper and yoke can cause the caliper to disassemble and adversely affect the trailer's braking system.

Attached is a list of trailers that are affected at your location. If any of these listed vehicles have already been delivered to the retail customer, please advise us immediately. Provide us with the name and address of the owner so that we may send proper notification of the recall. We will provide replacement parts and reimburse you for reasonable repair costs.

Please service any vehicles still in your inventory, before delivery to your retail customer. Repair should be done in accordance with the attached instructions.

A flat rate of .5 hour rack, .5 hour/caliper, .25 hour/axle bleed will be allowed for replacing the hardware of the disc brake axles.

Sincerely,

Debbie Dodge  
Warranty

Attachment: Vehicle listing  
Repair Instructions