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June 9, 2006

National Highway Traffic Safety Administration
Office of Defects Investigation
400 7th Street, SW NSA-11
Washington, DC 20590
FAX - 202/366-7882

06V-274
(13 pages)

Re: 06E-029 - Dexter Axle Defect Notice

The following report showing axle number, invoice number, Name/address/phone number of the current owners of the recalled axles.

This report was compiled on April 4th, and faxed to Dexter on April 5th.

The repairs on the one affected trailer were completed on June 5th, 2006 according to Dexter specifications and with Dexter replacement parts. The completed paperwork is included with this letter, as well as the first notification from Dexter Axle and our responding fax to Dexter with the information of the purchaser of the tandem axle trailer.

Please contact us again if you need more information.

MO Trailer Corp.

A handwritten signature in black ink, appearing to read 'Phillip Vail'.

Phillip Vail
Vice President
Service Manager

RECEIVED
JUN 26 10 12 AM '06
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Specialized Trailers for Industry
See Our Trailers at www.motrailers.com

Safety Defect and Noncompliance Report Guide for Vehicles

On 4/31, 2006, DEXTER [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:

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.

Mo TRAILER CORP
PO Box 486 GOSHEN, IN 46527

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

to this recall,
PHILLIP VAIL - VP

Telephone Number: 574 5330824 Fax No.: 574 5342702

Name and Title of Person who prepared this report.

who prepared this report.
Phillip VAIL
VP

Signed:

Philly Va

Each manufacturer must furnish a report, to the Associate Administrator for Enforcement, 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): MO Model Years Involved: 06 Model(s): SP
Production Dates: Beginning: 2/06 Ending: 3/06
VIN Range: Beginning: 004490 Ending: 004490
Vehicle Type: TRAILER Bodystyle: TRUCK CAP RACK

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

2 5/16 BALL COUPLER, 2 AXLE, 2 AXLE DISC BRK.
TRUCK CAP RACK, 3#160, 6 LONG

Make(s): MO Model Years Involved: 06 Model(s): SP
Production Dates: Beginning: 2/06 Ending: 3/06
VIN Range: Beginning: 004490 Ending: 004490
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.

II. Identify the Recall Population

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

Vehicles			Number of
Model	SP	Year	Potentially
Involved	ONE		

Total Number Potentially Affected by the Recall:

ONE

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

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:

MFG DATE, INVOICE DATE, DATE AXLE
SHIP TO CL FROM DEXTER, AXLE LOT#,
AXLE USE OR VIN#

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.

CALIPER MOUNTING BOLT ASSEMBLY
HARDWARE

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

CALIPER MOUNTING BOLT THREADS
STRIPPED

Describe the consequence(s) of the defect or noncompliance condition.

BRAKE FAILURE

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

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

DEXTER AXLE

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

CHARLES VAUGHN, JR., VP

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.

*NOTICE OF PRODUCT RECALL FROM
DEXTER - COPY ATTACHED*

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.

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.

INSTALL NEW HARDWARE CALIPER
MOUNTING BOLTS - PROVIDED BY
DEXTER

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

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.

REPAIRS COMPLETED 6-5/06

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.

REPAIRS COMPLETED 6/5/06

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.

We only had one Custom
with a trailer built using
the Dexter disc brake Axle
that were purchased between
Feb 1st to March 16, 2006 -
see attached Dexter notice



2900 Industrial Parkway East • P.O. Box 250
Elkhart, Indiana 46515
Fax: 574/295-8666 • Phone: 574/295-7888

March 31, 2006

Jeff
Mo Trailers
2211 West Wilden Ave.
Goshen, IN 46528

NOTICE OF PRODUCT RECALL

Dear Customer:

Dexter Axle is entering into a voluntary recall of disc brake axles produced during a period from February, 2006 through March, 2006. Attached are the serial lot numbers of the suspect axles.

A few customers have experienced stripping of the caliper mounting fasteners while bleeding their disc brakes. While we have not experienced any failures in the field, we deemed it prudent to replace the hardware of the axles in question. Dexter Axle believes axles that were built starting in February of 2006 may have been built with nuts that strip at higher torque levels. As a remedy, Dexter Axle has quarantined all product in house, redesigned the fastener system to be more robust and has added additional torque monitoring controls in the manufacturing process.

We are requesting that you provide a list of the affected vehicles, their serial numbers and locations. We will also need dealer names and addresses, and if already retailed, the name and address of each retail owner in order for us to administer this recall campaign.

Please contact the writer if you have any questions or pertinent information to offer. If your company wishes to administrate the recall as it affects you, please note that in your comments.

Sincerely,

Charles M. Vaughn, Jr.
VP of Technology
Dexter Axle Company

CMV:mkp

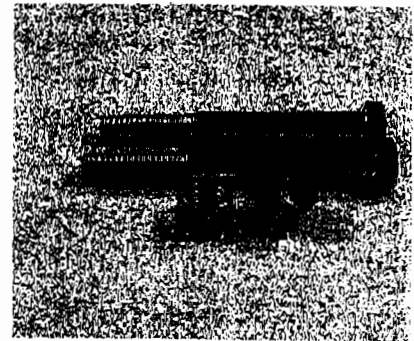
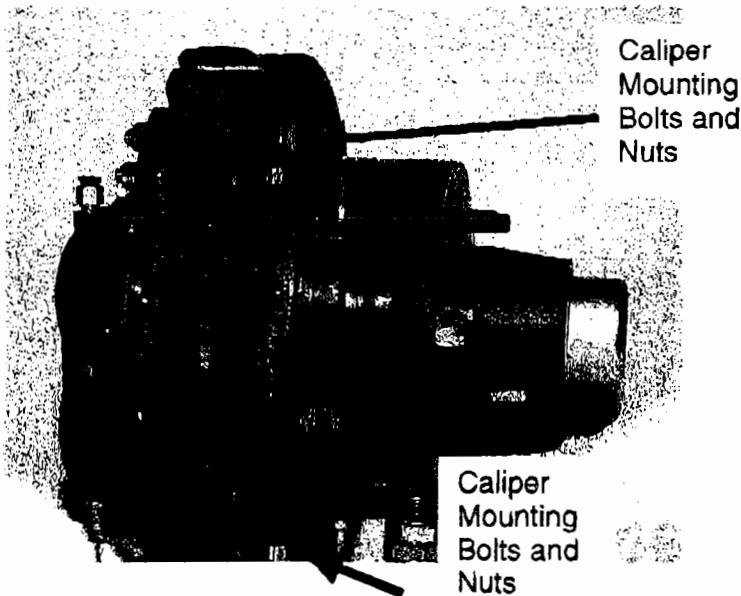
Attachment

Mo Trailers

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.



P.O. Box 486
Goshen, IN 46527

Phone (574) 533-0824
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E-Mail: motrailr@bnln.net

May 22, 2006

RE: Dexter Recall - Caliper Mounting Fasteners #06E-029

Dear MO Trailer 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 of these trailers identified with the following VIN: 101CCKJB06G004490

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 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 replacement of the caliper mounting hardware.

Most authorized MO Trailer dealers can provide that service. The repairs will take approximately 3 hours (for a 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 574/533-0824. Repairs will be made at no cost to you.

Per our discussion with shipping, your trailer will be available on Mondays, with notice beforehand, for repairs. We are planning on scheduling this repair for Monday June 5th.

If you believe that MO Trailer 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 SW
Washington, DC 20590

or call their Hotline @ 1/800/424-9393.

Specialized Trailers for Industry
See Our Trailers at www.motrailers.com