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March 31, 2010

Mr. Daniel C. Smith  
Associate Administrator for Safety Assurance (NSA-01)  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590Subject: Notice of Recall Due to Bracket Failure on Trailer Axels  
Mirage Enterprises, Inc., Nampa, Idaho

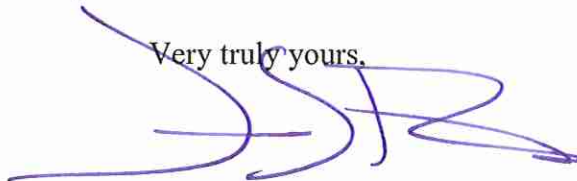
Dear Administrator Smith:

On March 29, 2010, my client, Mirage Enterprises, Inc., determined that a defect, which relates to motor vehicle safety, may exist in approximately 815 of its trailers. These trailers were manufactured between January 1, 2007 and December 31, 2008, and all utilize an axel configuration supplied by Global Direct Components, LLC. Complete details are listed in the report attached hereto.

Based upon the telephone conference with your department, Mirage feels it has no choice but to initiate a recall of the trailers in question. Based upon Mirage's analysis of the defect, it appears appropriate to recall all of the trailers which utilize this particular axel in a bolt-on configuration. Therefore, please accept this correspondence as a notification of recall to the National Highway Traffic Safety Administration in accordance with 49 CFR § 573.

As indicated above, further information, as required by statute and rule, is included in the report attached to this letter. Drafts of the notification documents are included for your review and comment. Mirage takes this matter very seriously and anticipates an expeditious and thorough recall to remedy the situation and ensure the continued safety of Mirage customers. We anticipate working closely with NHTSA to make certain this recall is handled appropriately and in accordance with applicable federal law. Once you have reviewed this material, I would appreciate the opportunity to discuss this further with you or your staff.

Very truly yours,



JASON S. RISCH

JSR/lr

Enclosure

Cc. Enid Rubenstein, Office of Chief Counsel, Office of Defects Investigation  
(via fax to (202) 366-7882)

## Recall of Mirage Xtreme Snowmobile Trailers

### I. Identify the vehicle Models Involved in the Recall

1. The corporate name and contact of the fabricating manufacturer of the vehicles recalled is:

Rob Swikert, President  
Mirage Enterprises, Inc.  
2212 Industrial Road  
Nampa, ID 83687  
Phone: (208) 461-7776  
Fax: (208) 461-0025  
Email: [rob@mirageinc.com](mailto:rob@mirageinc.com)

2. Identify the Vehicles Involved in the Recall; for each make and model or applicable vehicle line:

**Make:** Mirage Xtreme Snowmobile Trailers

**Model Years Involved:** 2008 & First Half of 2009 (7/1/08 – 12/1/08)  
(Our model year is 7/1/x to 6/31/x + 1.)

**Models:** MXSN8.516TA2  
MXSN8.518TA2  
MXSN8.520TA2  
MXSN8.522TA2  
MXSN8.522TRA2  
MXSN8.524TA2  
MXSN8.526TA2  
MXSN8.526TA3  
MXSN8.526TRA2  
MXSN8.528TA2  
MXSN8.528TA3  
MXSN8.528TRA2  
MXSN8.530TA3  
MXSN8.530TRA2  
MXSN8.532TRA2  
MXSN8.534TRA2  
MXSN8.534TRA3  
MXSN8.536TRA2

**Production Dates: Beginning: 7-1-07 Ending: 12-31-08**

**V.I.N. Range: Beginning: 5M3BE162571029314**  
**Ending: 5M3BE343791040762**

**Vehicle Type:** Enclosed Trailer      **Body Style:** Snowmobile

**Descriptive information which characterizes/distinguishes the recalled vehicles from those models not included in the recall.**

The model number will be found in the first block of information on the V.I.N. plate or certification label. The 10<sup>th</sup> character contained in the V.I.N. will be “8” for the 2008 model year and “9” for the 2009 model year.

**II. Identifying the Recall Population:**

**3. Number of Vehicles Potentially Involved**

model number	Model Yr	2007	2008	2009
MXSN8.516TA2 Count	55	1	34	20
MXSN8.518TA2 Count	31	0	28	3
MXSN8.520TA2 Count	173	0	125	48
MXSN8.522TA2 Count	29	0	20	9
MXSN8.524TA2 Count	21	1	14	6
MXSN8.526TA2 Count	392	1	304	87
MXSN8.526TRA2 Count	2	0	1	1
MXSN8.528TA2 Count	94	1	65	28
MXSN8.528TA3 Count	1	0	1	0
MXSN8.528TRA2 Count	5	0	4	1
MXSN8.530TRA2 Count	5	0	4	1
MXSN8.532TRA2 Count	2	0	1	1
MXSN8.534TRA2 Count	4	0	3	1
MXSN8.536TRA2 Count	1	0	1	0
<b>Grand Count</b>	<b>815</b>	<b>4</b>	<b>605</b>	<b>206</b>

815

**4. Total Number Potentially Affected by the Recall: 815**

**Estimated percentage of the total number of vehicles estimated to actually contain the defect:** We do not know the total number of vehicles estimated to contain the defect, but we are recalling and remedying 100% of the potential subject population.

**How was the recall population determined:** We are recalling all of the subject population models manufactured from July 1, 2007, through December 31, 2008. The first reported defective trailer was manufactured on December 11, 2007.

The recalled models were selected because of failures of GDC-supplied metal brackets that attached the axles to the trailer frame with bolts. Mirage suspects the supplier of the axles and brackets changed the gauge of the metal in the brackets from those used in prior production years but the supplier is not cooperating in the filing of this safety defect report. These beginning and ending dates include trailers manufactured before the first known trailer with a reported defect and after the last known trailer with a reported defect.

On or before December 1, 2008, we began welding the bracket to the axles and to the main frame of the trailer. Our end date of the recall population is on December 31, 2008, after the solution was implemented.

### III. Describe Defect or Noncompliance

**5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance.** The defect involves the failure of a steel bracket purchased from GDC and used to bolt the axle bracket and the axle to the mainframe rail of the trailer which may result in the total separation of the bracket and the axle attachment to the trailer. A photo showing the nature and potential result of the defect is attached as Photo Exhibit.

**Describe cause of defect:** The cause of the defect seems to be an inadequate gauge of metal used in the bracket supplied by GDC that attaches the axle to the mainframe rails in particular trailer models. Over time and in the specific configuration and design of the subject population, stress, torque and metal fatigue can cause the metal bracket to crack and fail, leading to the potential separation of the axle from the trailer.

**Describe consequence of defective condition:** Failure of the axle bracket attachment to the trailer frame while the trailer is being operated could result in the axle partially or completely separating from the trailer, which could result in a vehicle accident and which may result in property damage, personal injury or death to the operator or a third party.

**Identify any warning which can precede or occur:** Unless there is a very apparent crack in the bracket, we are not aware of any physical or performance sign, criteria or preceding visible condition or event that will provide prior warning to the operator that the defect may lead to an imminent failure of the bracket metal and to a separation of the axle from the trailer frame.

### IV. Chronology in Determining the Defect

**6. Furnish a chronological summary of the principal events that were the basis for determination of the defect.** In the fourth calendar quarter of 2009 and the first calendar quarter of 2010, we detected a pattern of warranty claims (8) to repair Mirage Xtreme Snowmobile trailers with failed axle brackets. Prior complaints had been considered infrequent anomalies.

We expressed concern to our axle supplier GDC regarding this claim pattern but their representative insisted this was a warranty problem and not a safety-related defect. They could not explain the failed axle brackets to our satisfaction. In January and February, 2010, we experienced additional claims from similar models with failed axle brackets. The GDC has continued to reject our suggestion that this may be a defective component that constitutes a safety-related defect. Further investigation of incidents raised a concern that metal stress and fatigue probably would increase with the aging of the trailers. We engaged assistance in examining the problems and concluded we should file a notice of recall without the cooperation of GDC.

To date, there have been no reports of injuries, property damage (other than to the trailer) or fatalities associated with this failure.

7. N/A

## V. Identify the Remedy

**8. Furnish a description of the manufacturer's remedy for the defect. Cite differences between the recall condition and the remedy.** Our remedy is to weld each axle bracket directly to the trailer frame to secure the axle to the frame and not rely on the bracket flange and bolts for attachment to the trailer frame. We are enclosing Repair Instructions, together with a drawing and photos to illustrate the repair process.

**Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.** The remedy will be visibly recognizable by the welds that attach the axle bracket to the trailer frame.

**Describe how and when the recall condition was corrected in production.** On or before December 1, 2008, we received a report of a broken axle bracket. Since we already had considered changing the attachment process by welding the axle bracket directly to the main rails of the chassis to improve production efficiency (thus, no longer using the axle bracket and bolts to secure the axle to the main frame of the chassis) we decided to implement that process change

effective on or about December 1, 2008. Our end date for the manufacturing date of the recall population is December 31, 2008, at least 30 days after the process change was implemented in production.

## **VI. Identify the Recall Schedule**

**Initial Notification to dealers:** Prior to April 21, 2010

**Shipment of replacement parts to dealers:** No replacement parts will be necessary for the remedy. We recommend a weld-only remedy.

**Initial notification to retail purchasers and registered owners.** Initial notification to purchasers will occur on or before May 12, 2010.

We see no problem in implementing this recall.

## **VII. Furnish Recall Communications.**

Copies of the notification documents to the dealers and retail customers are attached.

March 31, 2010