



EZ Loader Adjustable Boat Trailers, Inc.
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By Recall Management Division at 12:30 pm, May 21, 2010

10V-214
(2 Pages)

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue SE
Washington, DC 20590

On May 5th, 2010, EZ Loader Adjustable Boat Trailers Sales Corporation, Incorporated, determined that a defect relating to motor vehicle safety exists in some of the models listed in this report. All models affected are brand named EZ Loader. With this report we are furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR 573 Defect and Noncompliance Reports.

This report was prepared on May 6th, 2010 by Randy Stewart.

The World Manufacturer's Identification (WMI) code for EZ Loader Adjustable Boat Trailers Sales Corporation, Incorporated, is *IZE*.

The person of contact for EZ Loader Adjustable Boat Trailers Sales Corporation, Incorporated, regarding this report is as follows:

Randy Stewart
Director of Engineering
509-489-0181 Ext. 255


The vehicles involved in this report are 2010 model year EZ Loader single axle boat trailers. These include and are limited to the model designations listed below. This model population was determined by the common usage of the defective component. This component is not used in any other models. The scope of the dates of manufacture and affected Vehicle Identification Number (VIN) range is still under investigation and has not yet been determined.

Affected models:
EZB 14-17 1250
EZB 14-17 1250 13"
EZWB 12-14 1200
EZR 14-17 1250
STCB 16-17 1250
EZSCB 14-15 1250
EZSCB 16-17 1250

The defect in question is described as an inadequate weld on one or both of the axle spindles where the spindle is welded to the axle tube. EZ Loader Adjustable Boat Trailers manufactures these axles complete. The welds in question have minimal penetration of the parent material of the spindle causing a weakened state to exist. This condition can cause premature failure of the axle and is not readily visible to the naked eye.

The cause of this defect has initially been identified as an improper set up of the welding process. This process has been re-examined and revised to ensure that future occurrences of this defect are eliminated. Additional inspections have also been added to include an evaluation of the first article parts from each process setup. This inspection involves sawing in section and acid etching samples of the welds to validate proper penetration of the weld into the parent material each time the process is setup.

All future information pertaining to the fulfillment of the requirements of 49CFR573 will be submitted to the National Highway Traffic Administration's Recall Management Division as it becomes available. This information will include the scope of the defect and the details of the discovery events.



Randy Stewart
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