

Chronology of events:

12/17/2010 we received a call from Tom Bowman at NHTSA (VOQ 10369912 - Propane line interference) concerning a consumer complaint (on serial # 222303) which he states that when he purchased the new trailer, during the delivery inspection they found that the LP pipe had been hit by the suspensions equalizer. This was caused because the pipe was mounted too close to the frame rail and the travel of the equalizer allowed it to come in contact with the main frame rail. At this time we pulled a warranty report for all related suspension and LP claims for our NTTT and found that there had been only 3 related claims concerning the equalizer possibly hitting the LP pipe. (212100 – 32BUDS - BUILT October 2009, 216185 – 32QBSS – BUILT February 2010 and 222303 – 31BDSS – BUILT June 2010.)

In January of 2011 we contacted several dealers in multiple areas of the US that would have sufficient inventory and asked them to perform a quick inspection of several units on the lots and the results were inconclusive for any concerns of equalizer contact to the LP pipe, and there was no damage to the LP pipe on any of the trailers inspected.

The frame rail is manufactured with steel tabs spaced along the rail so that the pipe can be mounted away from the frame. We found no evidence of any failures of product manufactured before October 2009 or after July 2010, we also believe that there are only a few such units built that the pipe was incorrectly mounted and is most likely caused by production line personnel changes or absences. The frame rail is manufactured with steel tabs spaced along the rail so that the pipe can be mounted away from the frame. In November 2010 we also changed the length of the spring hanger brackets for the suspension and equalizer from 3” to 4” in length which allows for additional travel of the equalizer without contacting the frame.