

Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: August 7, 2013

This report serves as Kaufman Trailer’s notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a “defect related to motor vehicle safety” exists in certain Kaufman Trailer Models. Kaufman Trailers, decided that this “defect” existed in these vehicles on August 7, 2013.

I. Manufacturer, Designated Agent, and Other Chain of Distribution Information

Manufacturer’s corporate name: Kaufman Trailers

Vehicle brand or trademark name owner(s) (where applicable): Kaufman

Designated Agent (imported vehicles):

N/A

If this notification concerns a defective or noncompliant component that the above identified manufacturer did not manufacture, identify that component and provide the name, address, and phone number of the manufacturer of the component (if this manufacturer is unknown, provide this information as to the supplier of the component):

N/A

Name, address, email, and phone and fax numbers for the person(s) to whom inquiries about this report should be directed:

Tim Carter – trcarter@kaufmantrailers.com 336.790.6817

Chad Blackmon – cblackmon@kaufmantrailers.com 336.790.6873

Tom Lilly – tlilly@ipgnc.net 336.790.6820

Address for all: 702 N. Silver St. Lexington, NC 27292 Main Phone: 336.790.6800

Manufacturer’s assigned campaign number (where applicable):

II. Identification of the Recall Population and Its Size

Complete the tables below for each group of vehicles subject to this notification. Additional tables may be necessary where there are more than three groups subject to a notification.

Make: Kaufman
Model: Gooseneck/Auto Transport Trailers – Various models equipped with King-pin Coupler
Model Year(s):2012-2013
Inclusive dates of invoice (month and year): 6/26/2012 – 8/6/2013
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses): Gooseneck/Auto Transport Trailers – Various models equipped with King-pin Coupler
Total number of these vehicles: 269

Make: N/A
Model:
Model Year(s):
Inclusive dates of manufacture (month and year):
Body Style/Type (for non-passenger cars):
Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for

trucks, displacement for motorcycles, and number of passengers for buses):

Total number of these vehicles:

Make: N/A

Model:

Model Year(s):

Inclusive dates of manufacture (month and year):

Body Style/Type (for non-passenger cars):

Other information necessary to describe these vehicles (e.g., VIN range, GVWR or class for trucks, displacement for motorcycles, and number of passengers for buses):

Total number of these vehicles:

Provide the following information as to all the groups of vehicles:

Grand total number of vehicles: 269

The percentage of the recall population you estimate actually contain the defect or noncompliance: 3.8 %

Identify and describe how the recall population was determined (e.g., on what basis the recalled models were selected and how the inclusive dates of manufacture were determined):
Recent occurrence of two different models of trailers equipped with referenced King-pin coupler broke within the same period of time. Even though King-pin was rated properly for the GVWR of the trailer, Kaufman Trailers felt for the safety of our customers that a voluntary recall should be done in order to correct the problems detailed in the attachment.

The inclusive dates of MFG were determined by models that were ordered with referenced King-pin within the range of dates that referenced King-pin was used.

Describe how the recall population is different from any similar vehicles not subject to this notification:

The recall is only specific to any Kaufman model that is equipped with the referenced King-pin coupler.

III. Description of the Defect or Noncompliance and Chronology of Events

Describe the defect or noncompliance, including a summary and detailed description of the nature and physical location (if appropriate) of the defect or noncompliance. Graphic aids should be provided where necessary.

Attached Picture details that the "button" on bottom of King-pin can become separated from the coupler.

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

N/A

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

The King-pin in question should be replaced with a new redesigned King-pin. (shown in attachment). Customer should stop using trailer immediately and contact one of the (3) person listed. Failure to stop using trailer with referenced King-pin (square bottom plate) could result in catastrophe if the King-pin "button" breaks, when would allow the trailer to come detached from the towing vehicle.

Identify any warning(s) that may precede the defect or noncompliance condition.

Visible "cracking" or any "movement" of the King-pin "button".

For defects, provide a dated, chronological summary of all the principle events that were the basis for the determination that the defect is related to motor vehicle safety, including a summary of all warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities.

Attached Spreadsheet

For noncompliances, identify the test results and other information considered in determining the existence of the noncompliance, and provide the date of each test and observation indicative of that noncompliance.

N/A

IV. The Remedy Program and Its Schedule

Describe the program for remedying the defect or noncompliance, including the plan for reimbursing those owners and purchasers who may have incurred costs to remedy the defect or noncompliance before receiving the manufacturer's notification concerning that defect or noncompliance. Also include, where applicable, details with dates concerning any production remedy that was conducted or will be conducted.

One of the (3) listed company representatives will receive calls from customers. A company representative will also be contacting every potential customer that received a trailer with the potentially defective King-pin. If the customer through discovery has one of the defective King-pins (square bottom plate), it will be replaced immediately with a redesigned King-pin. There will be no labor involved, other than switching these to King-pins out of the coupler sleeve. This is a very simple process. Customer's will also have the option to bring their trailer to either the Lexington, North Carolina or Beaver City, Nebraska facilities in order to have the King-pins changed.

Provide the estimated date(s) on which owner and purchaser notifications will be issued and the estimated date(s) for completion of those notifications.

Phone calls to customers will begin on August 7, 2013.

Recall notice letters will be mailed no later than August 12, 2013.

Estimated completion of all recalls to be satisfied will be completed by Sept. 30, 2013.

Provide the estimated date(s) on which dealer and distributor notifications will be issued and the estimated date(s) for completion of those notifications.

N/A

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

The replacement King-pin will have a 12" round bottom plate. The defective one, has a square bottom plate.

******* IMPORTANT REMINDERS *******

A DRAFT version of the letter that the manufacturer intends to mail to owners and purchasers notifying them of the defect and/or noncompliance must be submitted to NHTSA at least five Federal Government business days before those letters are issued. In addition, it is recommended that the draft version of the letter that the manufacturer intends to send to its dealers and distributors concerning the defect and/or noncompliance also be submitted for review. For prompt receipt and review, drafts may be submitted to the attention of the Recall Management Division (NVS-215) via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov.

A representative 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, dealer, or purchaser, must be submitted to NHTSA no later than five days after they are initially sent. This requirement applies both to the final version of the notification letter that is sent to owners and purchasers, as well as the final version that is sent to dealers and distributors. It also includes any follow-up notifications issued concerning a recall. The representative copies of the letters sent to owners and purchasers, and dealers and distributors, must be submitted via certified mail. It is strongly recommended, however, that additional representative copies be submitted via facsimile on (202) 366-7882, or email to RMD.ODI@dot.gov, so that the submission can be more promptly reviewed. All submissions should be conspicuously labeled with the appropriate NHTSA-assigned recall number.





