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Safety Defect and Noncompliance Report Guide for Vehicles

PART 573 Defect and Noncompliance Report

Date: November 20, 2013

This report serves as Jet Company, Inc. notification to the U.S. Department of Transportation, National Highway Traffic Safety Administration that a “defect related to motor vehicle safety” exists in certain 2011 and 2012 trailers. Jet Co decided that this “defect” existed in these vehicles on 11/20/2013.

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

Manufacturer’s corporate name: Jet Company, Inc.

Vehicle brand or trademark name owner(s): Jet or Jet Co

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):

The component is an extrusion 2x5 aluminum tube 6061-T6.

Postle Aluminum Co.
511 Pine Creek Ct.
Elkhart, IN 46516
574-389-0800

Manufacturer’s assigned campaign number (where applicable):384042ATR

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: Jet Co
Model: Aluminum Grain Trailer
Model Year(s): 2011 & 2012
Inclusive dates of manufacture (month and year): May 2010 to July 2011
Body Style/Type (for non-passenger cars): Grain Trailer – Hopper Bottom
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): Length affected 38', 40', 42'
Total number of these vehicles: 400

Make:
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:
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: 400

The percentage of the recall population you estimate actually contain the defect or noncompliance: 2%

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

Building this model since about 1996. In that time period to first failure there would have been approximately 5000 of these built and from the last failure to now another 350 have been built.

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.

I think the defect is in the top rail of the sides. The top rail became wavy and then buckles under failure

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

Aluminum alloy of top rail is 6061-T6. This group of material may not be heated properly and does not have adequate strength.

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

If top rail material is weak it will cause the top of the trailer to buckle and then the trailer will bend down in the middle

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

Top rail should show some waviness before failure occurs.

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.

Events leading up to making decision leading up to a safety defect.

- January 2011: 5JNGA402 6 BH000673 built August 2010. Dealer using trailer and top rail became wavy. Trailer was unloaded and returned back to factory. Reinforcement aluminum part was added to top rail.
- October 2011: 5JNGA422 6 BH000427 built May 2010. Hit a rut on a gravel road under construction. Toad was closed to traffic. Trailer buckled in the middle. Replaced his trailer.
- June 2012: 5JNGA422 6 BH000959 built December 2010. Dropped passenger side of trailer off a driveway while turning into the ditch. Trailer Twisted and buckled. Insurance company totaled trailer and bought new.
- August 2012: 5JNGA422 7 CH000308 built April 2011 Dropped passenger side of trailer into ditch while turning. Trailer Twisted and buckled. Insurance company totaled trailer and bought new.
- September 2012: 5JNGA382 6 BH000669 built August 2010. Going down gravel lane and trailer buckled. Update customer to new steel trailer.
- October 2012: 5JNGA422 5 CH000534 built July 2011. Driver stated on washboard gravel road and did a hard stop at a stop sign and side buckled. Replaced Trailer.
- October 2013: 5JNGA422 6 BH000735 built September 2010. Turning left on gravel road. Driver said may have turned too short the side buckled. Replaced Trailer.

There were no crashes, injuries or fatalities. Only damage was to the trailer itself.

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.

In December of 2012 had a sample of failed top rail tube tested for strength¹ and it came back testing weak. I followed this up with another piece of failed aluminum to Postle Aluminum Co. our current supplier and it came back passing the minimum requirements.

Since we had a failure in October 2013 I'm having an independent lab test this latest tube for me.

¹ by a competing aluminum company.

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.

In mid 2013 I purchased a test instrument to check the hardness of our top rail when it comes in from our supplier.

For those customers where the insurance company believed that there was no fault of the driver I replaced the trailer. In addition to testing material here I went to a thicker wall tubing.

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

Plan to notify all end users and be done by December 20, 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.

Plan to notify all dealers and be done by December 20, 2013.

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

Since the top rail is buckling. An added aluminum extrusion to bring the existing piece up to strength will be added to any of these trailers that will fail a hardness test.