

Part 573 Safety Recall Report**15V-506****Manufacturer Name :** Strick Trailers, LLC**Submission Date :** AUG 07,2015**NHTSA Recall No. :** 15V-506**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Strick Trailers, LLC

Address : 301 North Polk Street

Monroe IN 46772

Company phone : 260-692-1300

Population :

Number of potentially involved : 1,000

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2013 Strick S4280E99NFWOP

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : 28 ft. dry freight van trailers with single axle fixed suspension

Production Dates : OCT 01, 2012 - JUL 15, 2013

VIN (Vehicle Identification Number) Range

Begin : 1S11e9283DE527269

End : 1S11e9286DE528268

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : The trailers were intended to be built as "wheels back" trailers with the axle set at 32 inches from the rear. The tires ultimately furnished by the customer had a diameter such that the rear face of the tires were approximately 12.16 inches to 12.46 inches forward of the rear of the trailer at the time of manufacture, instead of the 12 inch maximum specified by Federal Motor Vehicle Safety Standard 224.

FMVSS 1 : 224 - Rear impact protection

FMVSS 2 : NR

Description of the Safety Risk : Strick Trailers has no basis on which to determine whether the small increase in distance between the rear face of the tires and the rear of the trailer has an impact on motor vehicle safety.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

- (a) On or about December 17, 2014, Strick Trailers determined that there was a potential design discrepancy in tire diameter relative to the axle location on a group of Estes dry freight van trailers, whereas, the tires ultimately furnished by the customer had a slightly different diameter than the tires used by Strick Trailers in its design calculations and, as a result, the trailers may not qualify as "wheels back."
- (b) Between December 18, 2014, and December 31, 2014, Strick Trailers analyzed the design and determined that a sampling of approximately 100 trailers would be reviewed to check actual measurements.
- (c) Between January 5, 2015, and January 15, 2015, Strick Trailers contacted various Estes locations for the purpose of visiting those locations to inspect trailers.
- (d) Between January 20, 2015, and August 3, 2015, Strick Trailers inspected trailers and gathered data in order to confirm the existence of a discrepancy and to determine a course of action.

Description of Remedy :

Description of Remedy Program : Currently the trailers have one adjustable torque arm and one fixed torque arm on the suspension. Strick Trailers intends to supply and pay for the installation of an adjustable torque arm to replace the fixed torque arm on the suspension. With two adjustable torque arms, the axle can be adjusted rearward a short distance to bring the trailer into compliance as a "wheels back" trailer, and then realigned. The remedy plan will be set forth in greater detail in the proposed customer notification letter to be provided to NHTSA within 45 days from the date hereof. Strick Trailers will notify Estes within 5 days of NHTSA's approval of the proposed customer notification letter.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

Recall Schedule :

Description of Recall Schedule : Strick Trailers will notify Estes within 5 days of NHTSA's approval of the proposed customer notification letter. The proposed form of customer notification letter will be provided to NHTSA for approval within 45 days from the date hereof.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported