

Part 573 Safety Recall Report**15V-506****Manufacturer Name :** Strick Trailers, LLC**Submission Date :** SEP 22,2015**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 : 1,006

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

Vehicle : 2015-2015 Strick S4330E99NFOPWW

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : Single axle 33 foot van trailer with pintle hook

Production Dates : JUN 23, 2014 - JUN 23, 2014

VIN (Vehicle Identification Number) Range

Begin : 1S11E9337FE531198

End : 1S11E9337FE531203

 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 : 223 - Rear impact guards

FMVSS 2 : 224 - Rear impact protection

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.
- (e) On August 11, 2015 Strick Trailers determined that the rear impact guard on the trailers would be tested.
- (f) On August 13, 2015 Strick Trailers determined that the rear impact guard gussets would be replaced to make the rear impact guard compliant with FMVSS223, rather than adjusting the axle location to make the trailers compliant with the "wheels back" configuration as originally intended.
- (g) Between August 13, 2015 and September 17, 2015 Strick Trailers identified six additional trailers that should be added to the noncompliance report. The trailers are: 1S11E9337FE531198, 1S11E9339FE531199, 1S11E9331FE531200, 1S11E9333FE531201, 1S11E9335FE531202, 1S11E9337FE531203.
- (h) Between August 12, 2015 and September 17, 2015 Strick Trailers designed and tested the remedy for compliance.

Description of Remedy :

Description of Remedy Program : To remedy the noncompliance Strick Trailers intends to supply and pay for the replacement of the curbside and roadside rear impact guard gussets. Strick Trailers will manufacture and supply the replacement gussets without cost to Estes Express Lines. The replacement gussets are expected to be available for delivery beginning on November 25, 2015. Strick Trailers will

reimburse Estes Express Lines for the reasonable direct labor costs required to effect the repair. The work to replace the rear impact guard gussets will take approximately two hours to perform. The remedy plan is set forth in greater detail in the proposed customer notification letter being submitted for your approval.

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