

**Part 573 Safety Recall Report****16V-072****Manufacturer Name :** Stoughton Trailers, LLC**Submission Date :** FEB 05, 2016**NHTSA Recall No. :** 16V-072**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Stoughton Trailers, LLC

Address : 416 South Academy Street

Stoughton WI 53589-0606

Company phone : 608-873-2500

**Population :**

Number of potentially involved : 10

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2015-2016 Barrett P

Vehicle Type : TRAILERS

Body Style : OTHER

Power Train : NR

Descriptive Information : Make: Barrett

Model: P

Model Year(s): 2015 - 2016

Inclusive dates of manufacture July 2014 – December 2015

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

Production Dates : JUL 01, 2014 - DEC 31, 2015

**VIN (Vehicle Identification Number) Range**

Begin : 1B9P40306F1014042

End : 1B9P32208G1014061

 Not sequential VINs**Description of Defect :**

Description of the Defect : Through a yearend internal audit we discovered an engineering process that allowed P-model gooseneck trailers to be installed with a max 25,000 lb GTWR upper coupler and assigned a GVWR in excess of 25,000 lbs. A complete audit of internal records relating to all P units manufactured by the company revealed 11 units that need to be included in the recall. The recall population has an Upper Coupler Section of the trailer installed with a max GTWR of 25,000 LBS. and were assigned a GVWR of over 25,000 LBS. This upper coupler is located in the front of the trailer and is the key connection point between the trailer and the towing vehicle. See Picture below:

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If an end user were to load the trailer over 25,000 LBS. there could be a failure in the upper coupler resulting in separation of the trailer from the tow vehicle. That could lead to serious bodily injury, death and property damage.

Description of the Cause : The defect condition was caused by an engineering oversight. A new procedure has been implemented in the engineering department to prevent such oversight in the future. The oversight allowed trailers built with a lower rated upper coupler to be assigned a GVWR rating higher than the upper coupler rating. The new procedure requires calculation of GVWR on each trailer at time of design. Engineering management then reviews and signs off on each trailer's upper coupler application.

Identification of Any Warning that can Occur : This issue may cause fatigues in the welds at the upper coupler or the upper coupler attachment points from load stress. The issue may result in bending of the upper coupler. There also may be no warning of the defect preceding part failure.

#### Supplier Identification :

##### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

#### Chronology :

No warranty claims, field or service reports, and other information such as numbers of crashes, injuries and fatalities have occurred or been reported. An Internal audit completed on 2/1/16 revealed a possible safety issue that led to this recall event.

#### Description of Remedy :

Description of Remedy Program : 1. GVWR less than 30,000 LBS (6 units total) – The upper coupler rating is based on the inner tube wall thickness. The manufacturer of the upper coupler designs their 25,000 LB and 30,000 LB rated couplers with the same outer tube and changes the wall thickness of the inner tube to increase the GTWR rating from 25,000lb to 30,000lb. The proposed correction for these 6 units is to replace each 25,000lb slide-in inner tube with a 30,000lb slide- in inner tube. This will change the upper coupler rating to 30,000lb GTWR. 30,000lb slide-in inner tubes will be supplied to the customer's closest dealer or service center for installation.

- a. Send the recall notice with explanation of the recall and the proposed correction with instructions to the customer and/or dealer. ( Complete within 10 days of filing)
- b. After obtaining a correct shipping address to the customer's closest dealer or service center, ship the replacement slide-in inner tube using UPS and signature required service. Barrett Trailers LLC will then pay the dealer or service center to install the new Upper Coupler Inner Tube (Shipment of

parts to begin within 5 weeks due to part availability. of confirming shipment addresses)

2. GVWR between 30,000 and 41,000 LBS (5 4 Units) – The upper coupler on these units cannot be corrected with a slide in coupler. These units will need to be brought back to Barrett Trailers LLC at 1831 Hardcastle Blvd., Purcell, OK 73080 for installation of a new upper coupler section rated at 40,000 GTWR. This process will require removing the upper section of the gooseneck trailer and replacing it with an engineered upper section to support a 40,000 GTWR.

a. Send the recall notice with explanation of the proposed correction to customer and/or dealer. ( Complete within 10 days of filing)

b. Schedule return of the 4 units back to Barrett Trailers LLC at 1831 Hardcastle Blvd., Purcell, OK 73080 for replacement of upper coupler section. ( Complete withi

**How Remedy Component Differs from Recalled Component :** Remedy 1 – The distinguishing characteristics is wall thickness. Detail coming from the coupler manufacturer.

Remedy 2 – The distinguishing characteristics is moving from round to square tube and an increase in wall thickness. Detail coming from the coupler manufacturer; also de-rating the unit if currently rated over 40,000lbs.

**Identify How/When Recall Condition was Corrected in Production :** The new internal procedure at Barrett Trailers, LLC requires engineering to calculate GVWR on each trailer at time of design. Head of Engineering then reviews and signs off on each trailer's specific upper coupler selection.

**Recall Schedule :**

Description of Recall Schedule : Remedy 1

- a. Send the recall notice with explanation of the recall and the proposed correction with instructions to the customer and/or dealer. ( Complete within 10 days of filing)
- b. After obtaining a correct shipping address to the customer's closest dealer or service center, ship the replacement slide-in inner tube using UPS and signature required service. Barrett Trailers LLC will then pay the dealer or service center to install the new Upper Coupler Inner Tube (Shipment of parts to begin within 5 weeks due to part availability. of confirming shipment addresses)

Remedy 2

- a. Send the recall notice with explanation of the proposed correction to customer and/or dealer. ( Complete within 10 days of filing)
- b. Schedule return of the 4 units back to Barrett Trailers LLC at 1831 Hardcastle Blvd., Purcell, OK 73080 for replacement of upper coupler section. ( Complete within 30 days of filing)
- c. Repairs to begin within 6 weeks of filing and completed with 26 weeks of filing.
- d. Any One trailers rated over 40,000 LBS. will be de-rated below 40,000 LBS. GVWR after new upper coupler installation.

Planned Dealer Notification Date : FEB 15, 2016 - MAR 15, 2016

Planned Owner Notification Date : FEB 15, 2016 - MAR 15, 2016

\* NR - Not Reported