

Part 573 Safety Recall Report**16V-286****Manufacturer Name :** Great Lakes Manufacturing Inc.**Submission Date :** MAY 06, 2016**NHTSA Recall No. :** 16V-286**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Great Lakes Manufacturing Inc.

Address : 8450 County R

Suring WI 54174

Company phone : 920-842-2012

Population :

Number of potentially involved : 500

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 1998-2016 Great Lakes Wallboard Pup

Vehicle Type : TRAILERS

Body Style : OTHER

Power Train : NR

Descriptive Information : Flatbed pup trailer with pintle hitch tandem axles configuration design for hauling building materials; pulled with straight trucks with material handling cranes

Production Dates : JAN 01, 1998 - APR 29, 2016

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : The rear impact guard installed on the trailers does not meet the minimum requirements of FMVSS No. 224. We discovered that the outermost surfaces of the horizontal member of the guard does not extend to within 4" of the side extremities of the vehicle. The rear impact guard installed by Great Lakes extends to within 15" of the side extremities of the vehicle. We also discovered that the horizontal member of the rear impact guard does not have a cross-sectional vertical height of at least 3.94" at any point across the guard width; our guard has a cross-sectional vertical height of 3".

FMVSS 1 : 224 - Rear impact protection

FMVSS 2 : NR

Description of the Safety Risk : The horizontal member of the rear impact guard does not extend a sufficient distance across the rear extremities of the vehicle and does not have sufficient cross-sectional vertical height. As a result, we suspect that the rear impact guard would not absorb a sufficient amount of the impact during a collision

wherein a vehicle crashed into the rear of the trailer. This may result in more damage to the vehicle that strikes the rear of the trailer than the standard is intended to prevent against.

Description of the Cause : Great Lakes Manufacturing was unaware of the specifications set forth in FMVSS No. 224 at time of designing and constructing the rear impact guards it installed on its wallboard pup trailers.

Identification of Any Warning that can Occur : None.

Supplier Identification :**Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

Chronology :

On April 29, 2016, a purchaser of the subject wallboard pup trailer received a citation from the Idaho Transportation Department; they were cited because the rear impact guard did not extend to within 4" of the side extremities of the vehicle. The customer forwarded a copy of the citation to Great Lakes. Great Lakes received the communication on Monday May 2nd. Great Lakes immediately looked into the situation, including reviewing the standards for rear impact guards and protection, FMVSS Nos. 223 and 224. We discovered that the rear impact guard does not comply with all of the standards set forth in FMVSS No. 224 and hence immediately started looking for a solution that would correct the non-compliance on existing trailers. On May 2nd, we also contacted our trade association for assistance in locating experts to assist with corrective action and remedy of the non-compliant rear impact guards. Great Lakes retained the services of an engineering firm to design and test a retrofit for existing trailer frames and underride protection structure.

Description of Remedy :

Description of Remedy Program : Great Lakes intends to remedy the non-compliance but has not yet fully developed a program for remedying the non-compliance. We are in the preliminary stages of developing such a program. Great Lakes is working with an engineer firm, Wartech, to design a retrofit. Wartech will generate a conceptual underride guard retrofit design based on the requirements of FMVSS Nos. 223 and 224, advancing and maturing the design to meet strength, manufacturability and regulation compliance criteria. The assembly shall be analyzed against load cases specified by FMVSS No. 223. Analysis in this quotation includes static strength and energy absorption analysis to simulate performance in response to the loads and displacements imposed at Points P1, P2 and P3. Wartech will create manufacturing drawings that describe the retrofit underride protection structure in adequate detail to allow the construction of both retrofit production and a test article. Great Lakes will then manufacture and ship a completed test article manufactured in accordance with those drawings to the test facility in the Detroit Area, where it will be mounted in preparation for testing in

accordance with FMVSS223. The Detroit-area testing resource will perform certification testing on the underride test article in accordance with the loads specified by FMVSS223. Wartech will pass the final testing report on to Great Lakes directly when complete, along with a certification letter stating that Wartech has reviewed and endorsed the testing methodology and certifies the test results in accordance with FMVSS223. Once Great Lakes has the certification letter, Great Lakes will begin manufacturing the retrofit. Great Lakes will also work with the dealers who purchase its trailers to notify customers of the non-compliance and initiate a recall of the subject trailers.

How Remedy Component Differs from Recalled Component : Great Lakes intends to develop and install a retrofit to the existing rear impact guard.

Identify How/When Recall Condition was Corrected in Production : Upon discovery of the non-compliant conditions on May 2, 2016, Great Lakes located and ordered several compliant rear bumper guards that can be installed on trailers Great Lakes is in the process of manufacturing. This is a temporary solution until Great Lakes, with the assistance of Wartech, can design a rear impact guard that complies fully with FMVSS Nos. 223 and 224.

Recall Schedule :

Description of Recall Schedule : Great Lakes has one dealer that has ordered significantly all (more than 95%) of the subject trailers over the years. Great Lakes has already been in communication with such dealer this week to notify them of the recently discovered non-compliant conditions and is keeping the dealer abreast of its efforts to develop a remedy program. The engineering firm estimates it will take them 3-4 weeks to fully design and test the necessary retrofit. After we determine the appropriate retrofit, we will be able to develop a program to recall and repair the existing trailers and to reimburse purchasers who may have incurred costs to obtain a remedy for the non-compliant condition.

Planned Dealer Notification Date : MAY 06, 2016 - JUN 03, 2016

Planned Owner Notification Date : JUN 06, 2016 - JUL 05, 2016

* NR - Not Reported