

Part 573 Safety Recall Report

16V-587

Manufacturer Name : Outdoors RV Manufacturing

Submission Date : AUG 05, 2016

NHTSA Recall No. : 16V-587

Manufacturer Recall No. : 2016-001



Manufacturer Information :

Manufacturer Name : Outdoors RV Manufacturing

Address : 62582 Pierce Road
La Grande OR 97850

Company phone : 99999

Population :

Number of potentially involved : 140

Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2015-2016 Glacier Peak F26RLS

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : Glacier Peak is a fifth-wheel travel trailer manufactured by Outdoors RV Manufacturing

Production Dates : APR 14, 2014 - MAY 01, 2016

VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 2 : 2015-2015 Glacier Peak F27BHS

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : Glacier Peak is a fifth-wheel travel trailer manufactured by Outdoors RV Manufacturing

Production Dates : FEB 06, 2014 - MAY 25, 2014

VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Vehicle 3 : 2015-2017 Glacier Peak F28RKS

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : Glacier Peak is a fifth-wheel travel trailer manufactured by Outdoors RV Manufacturing

Production Dates : MAY 11, 2014 - JUL 10, 2016

VIN Range 1 : Begin : NR End : NR ☐ Not sequential

Description of Defect :

Description of the Defect : Outdoors RV Manufacturing (ORV) has decided that a defect which relates to Motor Vehicles Safety exists in certain 2015, 2016 and 2017 Glacier Peak fifth wheel trailers. On the vehicles subject to this recall, the pin box is flexing, causing metal fatigue which may cause the pin box to lose contact between the fifth-wheel and the tow vehicle.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Loss of contact between the pin box ie the fifth-wheel and the tow vehicle.

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 :

The defect was discovered by a customer, bringing their trailer into a repair center for inspection. The repair center discovered the issue and made ORV aware of the issue and provided pictures as support information on July 26, 2016. A review of the supplied pictures by ORV led to a determination that there was an issue with the pin box flexing as well as potential damage to the upper chassis frame structure.

Description of Remedy :

Description of Remedy Program : The remedy is to have the retail customer contact the ORV Service Department and make arrangements to have their unit brought to the ORV plant in La Grande, Oregon to have the pin box inspected and if necessary, have the pin box properly secured and the chassis reinforced as to no longer be at risk of losing contact with the tow vehicle. Any labor incurred or materials used will solely be ORV's expense.

How Remedy Component Differs from Recalled Component : The remedy parts to be added for reinforcement if the pin box is flexing and causing metal fatigue will be of an increased steel gauge. The procedure and components that will be replaced and/or bolstered include:

Identify How/When Recall Condition was Corrected in Production :	Adding additional 2 x 6 7 gauge tube steel while replacing the 11 gauge tube steel between the pin box and chassis structural frame; Welding gusset plates to both the outside and inside front chassis frame channel. When ORV Production and Warranty/Service Departments received word from the dealership service center on July 26, 2016, ORV immediately reviewed production chassis prints and tube steel gauges with their engineer. In the current production process, ORV has made the change to now installing 7 gauge tube steel to strengthen the chassis pin box frame. ORV also has added additional gussets that are to be welded at key structural joints on the upper fifth-wheel chassis frame. All future fifth-wheel builds beginning August 1, 2016 will be produced with the changes to increase the tube steel to 7 gauge, as well as adding the support gussets to the upper chassis frame.
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Recall Schedule :

Description of Recall Schedule : Planned Dealer Notification Date : Planned Owner Notification Date :	All potentially affected units in inventory on ORV dealership lots have been identified and said dealerships are to be notified starting August 8, 2016 All dealer inventory units are being/will be inspected and repaired by the ORV Inspection-Repair Crew before being retailed. Per NHTSA regulations, these units will not be subject to this recall as they will be inspected and/or repaired prior to retail sale. Owner notification will begin immediately following NHTSA's acceptance of this Recall Report. It is ORV's understanding, that currently it is taking two weeks to get approval. That being the case, ORV is tentatively scheduling to send out owner notifications on August 22, 2016. One month later, after carefully tracking the responses, ORV will send out a second notification to those owners who have not yet responded. All of ORV's progress will be reported to NHTSA quarterly for 6 quarters per NHTSA requirement. NR - NR AUG 22, 2016 - SEP 19, 2016
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* NR - Not Reported