#### OMB Control No.: 2127-0004

# Part 573 Safety Recall Report

# Manufacturer Name :Dexter Axle CompanySubmission Date :SEP 17, 2018NHTSA Recall No. :18E-090Manufacturer Recall No. :NR

### Manufacturer Information :

Manufacturer Name :Dexter Axle CompanyAddress :2900 INDUSTRIAL PARKWAY EASTPO BOX 250 ELKHART IN 46516Company phone :574-295-7888

### **Population :**

Number of potentially involved : 3,463Estimated percentage with defect : 90%

### **Equipment Information :**

Part No. : Size :	Dexter #10, #10F, and #11 Torsion Trailer Axle 3,500;4,000;5,200 lb capacity Trailer Axles
	<ul> <li>Many axles in this population have brake mounting flanges that are oriented (clocked) incorrectly. This causes the brake to be mounted on the axle in the wrong orientation.</li> <li>The recalled population was determined starting with the first day of production of these three axle models in the plant that produced the defect and ending after the corrective action was implemented and verified to be implemented and working correctly.</li> <li>There are 932, #10 axles; 710, #10F axles, and 1817. #11 axles. All were made between 6/28/18 and 8/30/18. These are all trailer torsion axles with the torsion arms oriented at 22.5 degrees down.</li> </ul>
Production Dates :	JUN 28, 2018 - AUG 30, 2018

### **Description of Defect :**

Description of the Defect :	The brake mounting flange in incorrectly oriented (clocked) on the axles in question. The brake (mounted on the flange) is therefore also incorrectly oriented.
FMVSS 1 :	NR
FMVSS 2 :	NR
Description of the Safety Risk :	The brake is not designed to be incorrectly oriented. This can occasionally lead to the brake failing prematurely. Brake failures due to this incorrect orientation only occur on a small percentage.



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Description of the Cause :	The brake flanges were oriented incorrectly during the axle assembly and welding process.
Identification of Any Warning that can Occur :	There is often no warning which proceeds the brake failure.

### **Supplier Identification :**

#### **Component Manufacturer**

Name : NR Address : NR NR Country : NR

### **Chronology**:

An increased number of brake failures were occurring at one customer. An investigation took place. It was determined that the cause was brakes being mounted in an improper orientation, due to the brake mounting flanges being welded to the axles in improper orientation. They are incorrectly "clocked".

### **Description of Remedy :**

Description of Remedy Program	<ul> <li>If the defect is found on a axle. The entire axle must be replaced. If the hubs and / or brakes are in proper working condition, it is possible that they may be reused on the re-installation.</li> <li>All of this will be done at no cost to the trailer manufacturers and / or customers.</li> </ul>
5 1	<ul> <li>The correct #10, #10f, and #11 axles, with the torsion arm oriented at 22.5</li> <li>degrees down, have the brake mounting flanges attached (welded) to the axles such that when the brake is mount on these flanges, and the trailer is loaded, the brake magnets with be located within approximately 10 degrees of bottom dead center.</li> </ul>
Identify How/When Recall Condition was Corrected in Production	

### **Recall Schedule :**

Description of Recall Schedule : We will submit the recall letter for NHTSA review by Wednesday, 9/12/18. Contact has already been made with the trailer plant affected

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	by this recall. Trailers have been remedied. We will notify the manufacturers and work with them as the notify dealers and owners.
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	NR - NR

### **Purchaser Information :**

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name :Forest RiverAddress :66135 SR 13<br/>Millersburg IN 46543Country :USCompany Phone :5746423036USImpact TrailersAddress :4607 Wyland Drive<br/>Elkhart IN 46516Country :USCompany Phone :5748485900

\* NR - Not Reported

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The information contained in this report was submitted pursuant to 49 CFR \$573