

## Chronology – Reading Truck Body

In May 2016, in the course of developing a new concept body for some of its aluminum and steel panel body and service body trucks, Reading made a production change. For 132” vehicles, the rear cross-member of the truck bodies was shortened several inches and in some cases metal gussets were removed. For 108” truck bodies, metal gussets were removed from the inside rear cross-member and in some cases the rear cross-member was shortened several inches.

In April – May 2017, Reading first began to receive warranty claims involving cracking with a growing number of claims reported from June to November 2017. All of these claims involved Reading’s service body truck (an open truck body design) and involved reports of superficial cracking that did not affect the operation of the vehicle.

In July 2017, Reading made a change to its production processes to reinstall the full length of the rear cross-member in its 132” trucks.

In October 2017, Reading received an initial warranty claim involving cracking in a 132” panel body truck. The panel body truck is an enclosed truck body that is substantially heavier than the open service body. Reading received additional claims with reports of cracking in panel body trucks into early 2018.

In late February 2018, Reading, through its counsel, discussed the issue of cracks in the truck bodies with the agency and confirmed the agency’s view that superficial cracking may not be a safety concern, depending on the consequences.

Thereafter Reading reviewed its data. Reading reviewed its warranty data related to this issue and uncovered that it had received four warranty claims (3 claims on 132” and 1 claim on 108”) where the customer reported that the side packs of the vehicle had dropped and had severed the wiring to the rear tail lights. These warranty claims were received between late November 2017 - February 2018. Reading’s review revealed that each of these claims involved Reading’s enclosed panel body trucks which involve a different failure mode than the service body trucks.

On March 26, 2018, Reading began to install a full rear cross member in its 108” designs as a precaution. On March 29, 2018, Reading decided to conduct a safety recall to address the concern as it pertains to the panel body trucks.

Reading continued to monitor the issue in the field. Reading observed that in the third quarter 2017, Reading had begun to receive warranty claims involving cracking in the bodies on its 132” service bodies, an open body design. Similar to the warranty claims it received on the panel body vehicles, these warranty claims also related to superficial cracking that did not affect the operation of the vehicle. In June 2018, Reading became aware of a claim alleging that the side packs of the truck body severed the wiring to the rear tail lights and began to conduct an investigation into the failure and whether a similar issue could impact the service bodies. Reading became aware of another similar claim later in June 2018. Reading’s evaluation revealed that depending on the distribution of weight and loading on the truck body, the rear cross-member weld could fail and lead to superficial cracking, and over time and without the

support of the rear cross-member, the truck body could shift and eventually sever the tail lamp wiring. In August , 2018, Reading decided to expand the recall to include 132” service bodies. Reading has also initiated testing on service bodies with shorter overall length to evaluate whether the potential exists for a similar consequence in those other vehicles.