

# Part 573 Safety Recall Report

# 20V-370

**Manufacturer Name :** Triple E Recreational Vehicles

**Submission Date :** JUN 24, 2020

**NHTSA Recall No. :** 20V-370

**Manufacturer Recall No. :** CA#9711-1



## Manufacturer Information :

## Population :

**Manufacturer Name :** Triple E Recreational Vehicles

**Number of potentially involved :** 10

**Address :** PO Box 1230 Winkler MB

**Estimated percentage with defect :** 100 %

Canada 00 R6W 4C4

**Company phone :** 204-325-4361

## Vehicle Alterer Information :

**Vehicle 1 :** 2020-2020 WONDER W24RTB

**Descriptive Information :** DURING THE FINAL CHECK IT WAS NOTICED THAT THERE WAS A COMMUNICATION ISSUE WITH THE CCP1 CONNECTION, WHICH IS LOCATED ON THE DRIVER SEAT BASE, ON THE 2020 FORD TRANSIT CHASSIS. THIS WAS CAUSED BY THE WIRE CONNECTION NOT BEING TORQUED TO THE CORRECT TORQUE VALUE OF 35 IN-LB VALUE. THIS ONLY AFFECTS THE 2020 FORD TRANSIT CHASSIS'.  
2020 WONDER W24RTB - 2

**Production Dates :** MAY 04, 2020 - MAY 22, 2020

**Vehicle 2 :** 2020-2020 WONDER W24MB

**Descriptive Information :** DURING THE FINAL CHECK IT WAS NOTICED THAT THERE WAS A COMMUNICATION ISSUE WITH THE CCP1 CONNECTION, WHICH IS LOCATED ON THE DRIVER SEAT BASE, ON THE 2020 FORD TRANSIT CHASSIS. THIS WAS CAUSED BY THE WIRE CONNECTION NOT BEING TORQUED TO THE CORRECT TORQUE VALUE OF 35 IN-LB VALUE. THIS ONLY AFFECTS THE 2020 FORD TRANSIT CHASSIS'.  
2020 WONDER W24MB - 1

**Production Dates :** MAY 04, 2020 - MAY 22, 2020

**Vehicle 3 :** 2020-2020 WONDER W24FTB

**Descriptive Information :** DURING THE FINAL CHECK IT WAS NOTICED THAT THERE WAS A COMMUNICATION ISSUE WITH THE CCP1 CONNECTION, WHICH IS LOCATED AT THE DRIVER SEAT BASE, ON THE 2020 FORD TRANSIT CHASSIS. THIS WAS CAUSED BY THE WIRE CONNECTION NOT BEING TORQUED TO THE CORRECT TORQUE VALUE OF 35 IN-LB VALUE. THIS ONLY AFFECTS THE 2020 FORD TRANSIT CHASSIS'.  
2020 WONDER W24FTB - 7

**Production Dates :** MAY 04, 2020 - MAY 22, 2020

**Description of Noncompliance :**

Description of the Noncompliance : THE CCP1 CONNECTION LOCATED ON THE DRIVER SEAT BASE WAS NOT TORQUED TO THE CORRECT VALUE OF 35 IN-LBS.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : IF THE CCP1 CONNECTION IS NOT TORQUED THERE IS A POSSIBILITY OF THE NUT COMING LOOSE AND CAUSING A SHORT IN THE ELECTRICAL WHICH COULD CAUSE A FIRE AND CAUSE BODILY INJURY.

Description of the Cause : DURING THE MANUFACTURING PROCESS THE TECHNICAL DATA FOR ELECTRICAL FASTENER TORQUE REQUIREMENTS WAS NOT UPDATED FOR THE 2020 FORD TRANSIT CHASSIS. THE INSTALLER WAS NOT AWARE THAT THE CCP1 CONNECTION HAD TO BE TORQUED.

Identification of Any Warning that can Occur : THE NUT ON THE CONNECTION WOULD BE FINGER LOOSE AND NOT TORQUED.

**Involved Components :**

Component Name : CCP1 PORT

Component Description : NR

Component Part Number : UNKNOWN - CHASSIS COMPONENT

**Supplier Identification :****Component Manufacturer**

Name : NR

Address : NR

NR

Country : NR

**Chronology :**

ON JUNE 10/2020 AN IN-HOUSE INSPECTION WAS PERFORMED AND ON THE TECHNICAL DATA INFORMATION TO FOLLOW BY THE INSTALLER, IT WAS NOT LISTED THAT THIS CONNECTION WAS REQUIRED TO BE TORQUED.

**Description of Remedy :**

Description of Remedy Program : DEALERS WITH INVENTORY WILL BE SENT AN SOP (STANDARD OPERATING PROCEDURE) TO TORQUE THE CCP1 CONNECTION TO 35 IN-LBS. DEALERS WILL SUBMIT A WARRANTY CLAIM FOR REIMBURSEMENT. RETAIL OWNERS WILL SENT AN SOP (STANDARD OPERATING PROCEDURE) TO TORQUE THE CCP1 CONNECTION THEMSELVES OR THEY MAY CONTACT THEIR SELLING DEALER OR AN RV SERVICE CENTER TO HAVE THIS CONCERN CORRECTED. THE RETAIL OWNERS WILL BE REIMBURSED OR THE SERVICING CENTER WILL BE PAID DIRECTLY BY TRIPLE E RV. A RETAIL OWNER OR SERVICING CENTER WILL BE REIMBURSED FOR COSTS INCURRED FOR REPAIR PRIOR TO THE RECALL NOTIFICATION.

How Remedy Component Differs from Recalled Component : THE CCP1 CONNECTION WILL HAVE BEEN TORQUED TO THE CORRECT 35 IN-LBS AND NOT FINGER TIGHTENED.

Identify How/When Recall Condition was Corrected in Production : ON JUNE 10/2020 A REVISION TO THE TECHNICAL DATA INFORMATION FOR THE 2020 FORD TRANSIT CHASSIS TORQUE APPLICATION SIGN-OFF DOCUMENT WAS UPDATED TO REFLECT THE ADDITION TO TORQUE THE CCP1 CONNECTION.

**Recall Schedule :**

Description of Recall Schedule : NOTIFICATION TO THE DEALERS IS EXPECTED TO BEGIN LATE JUNE. NOTIFICATION TO THE RETAIL OWNERS IS EXPECTED TO BEGIN LATE JUNE.

Planned Dealer Notification Date : JUN 30, 2020 - JUN 30, 2020

Planned Owner Notification Date : JUN 30, 2020 - JUN 30, 2020

**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 :

Address :

Country :

Company Phone :

\* NR - Not Reported