Part 573 Safety Recall Report 23V-767

Manufacturer Name : Pratt Intermodal Chassis
Submission Date : FEB 27, 2024
NHTSA Recall No. : 23V-767
Manufacturer Recall No. : 2023-00001

Manufacturer Information :

Manufacturer Name : Pratt Intermodal Chassis
Address : 2070 S 3rd Street
Niles MI 49120
Company phone : 2620933

Population :

Number of potentially involved : 320
Estimated percentage with defect : 100 %

Vehicle Information :

Vehicle 1 : 2022-2023 Pratt Intermodal Chassis GN30402-EC-6P
Vehicle Type : TRAILERS
Body Style : OTHER
Power Train : NR
Descriptive Information : The units were selected by the production dates from when Pratt Intermodal Chassis started production and then until production of this model was stopped.
The design of this particular model only created a condition where the potential for a structural failure exists between the front gooseneck section and the mid-rail under certain load conditions and when the chassis is in the 20-foot configuration. This can result in bending or cracking of the mid beam of the chassis when a fully loaded or overloaded 20-foot container is mounted to the trailer. The issue is not present when the chassis is used in the 40-foot configuration because the load is spread across the entire chassis and does not result in the potential bending condition.
There are 320 Units involved of model GN30402-EC-6P
Production Dates : DEC 06, 2021 - JUN 30, 2022
VIN Range 1 : Begin : 1P9CC4024MN343440 End : 1P9CC4028PN343445 ☑ Not sequential

Description of Defect :

Description of the Defect : The design of this model created a condition where the potential for a structural failure exists between the front gooseneck section and the mid-rail under certain load conditions and when the chassis is in the 20-foot configuration.
FMVSS 1 : NR
FMVSS 2 : NR
Description of the Safety Risk : The defect can result in bending or cracking of the mid beam of the chassis when a fully loaded or overloaded 20-foot container is mounted to the trailer. Bending of the chassis makes it difficult to remove the container, and it is a precursor to future cracking if not remedied. If cracking occurs during

Description of the Cause :	operation, the retracted landing gears will contact the road and the gooseneck portion of the trailer will be at a severe upward angle. Continued travel under this condition could result in complete failure of the trailer, and if the twist locks connecting the trailer to the container fail or are not engaged the load could be separated from the tractor and/or the trailer, resulting in an increased risk of a crash. The result can be in the bending or cracking of the mid beam of the chassis when a fully loaded or overloaded 20-foot container is mounted to the trailer. The issue is not present when the chassis is used in the 40-foot configuration because the load is spread across the entire chassis and does not result in the potential bending condition.
Identification of Any Warning that can Occur :	a) – The bending of the frame is visibly evident prior to any other failure as shown in the attached document b) – As with the bending of the frame, the crack that can result is also very evident.

Involved Components :

Component Name 1 :	Inner Beam
Component Description :	Front Frame Assembly Inner Beam
Component Part Number :	61029

Supplier Identification :

Component Manufacturer

Name :	Pratt Intermodal Chassis
Address :	2070 S 3rd Street Niles Michigan 49120
Country :	United States

Chronology :

- The trailers in question were manufactured between December 2021, through June 2022.

o Production of this model was halted in June 2022 when a single unit was observed to be bent. The unit was carrying an overweight 20 ft container at the time.

- Pratt Intermodal Chassis was notified by National Chassis, Inc. in September 2022 that one of their units also suffered a bent midbeam after being used to transport an overweight 20 ft container. No action was

taken at this time due to the failure occurring while the chassis was being operated outside its approved operating limits.

- Pratt Intermodal Chassis was notified by DCLI (Direct Chassis Link Inc) in early October 2023 that similar units of the same design but produced by prior ownership had similar failures while carrying 20 ft containers that were within weight limits at the time of failure.
  - These two chassis were requested to be shipped to PIC for internal investigation as to cause.
  - This investigation led Pratt Intermodal Chassis to reassess the sufficiency of the design of this model to carry containers at the approved ratings.
- On November 3, 2023, a decision was made to begin the recall process of GN30402-EC-6P chassis produced by Pratt Intermodal Chassis.
  - To date no other reports of bent or cracked trailers manufactured by Pratt Intermodal Chassis have occurred.

Description of Remedy :

Description of Remedy Program :	We have prepared an outline of the procedure to remedy the defect. Below is an outline of that remedy. There is included in the document a complete VIN Listing and diagrams. Step 3 below includes welding the trailer in the 40 ft position and allowing use in that configuration only. The chassis VIN's identified in the attached bulletin are covered by the structural warranty. 1. All PIC GN304302-EC-6P chassis with the following VIN's are required to have an inspection for failure as shown following. See below steps and diagrams for specifics of the inspection and repair procedure. 2. If cracks exist in the area shown in diagram 2 then the unit may NOT be used and must NOT remain on the road. Please contact PIC via email at warranty@prattchassis.com for arrangements to have the chassis returned to the factory for a complete frame replacement. 3. If no deformation exists in the area of concern shown in diagrams 1 and 2, you may continue to use the chassis in the 40 ft position only, with the modifications shown in diagrams 3, 4, and 5. Owners or purchasers are to submit receipts for work accomplished for remedy to PIC for reimbursement at a labor rate of $95.00 per hour. 4. Contact PIC at warranty@prattchassis.com with any questions about performing this inspection and repair procedure. Beginning on January 1, 2022, if an owner or purchaser incurred costs on VIN numbers identified in the recall to obtain a remedy for the problem addressed by the recall prior to notification of the recall, PIC will reimburse these costs upon submission of paid invoices or receipts at a labor rate of $95.00 per hour with an upper limit of $6,000 USD per unit. Receipts for work accomplished and components purchased for remedy and applicable VIN number must be provided for reimbursement. Owners or purchasers have until March 15, 2024, to submit for reimbursement costs incurred prior to issuance of the Recall notice 23V-767.
How Remedy Component Differs from Recalled Component :	The notification document outlines the procedure to allow the units that are found to be bent (but not cracked) to be modified and used as a 40 ft container trailer only. If cracking of the mid-beam has occurred, the unit is not to be used.
Identify How/When Recall Condition was Corrected in Production :	The product was discontinued. The remedy for units in the field is to adapt the trailer to transport a 40 Ft container only. The loading for a 40 Ft container re-distributes the load to the front and rear of the trailer in lieu of the center. The center mounts for the 20 ft container are to be eliminated to no longer allow the transport of a 20 Ft container. The existing design has not been manufactured since the end of June 2022

Recall Schedule :

Description of Recall Schedule :	A draft of the recall safety bulletin has been prepared and is ready for distribution to the customers upon approval by NHTSA The Safety Bulletin with full outline and instructions will be distributed to dealers and owners of the trailers immediately upon approval by NHTSA. We will be employing a third party to locate the trailers in question.
Planned Dealer Notification Date :	DEC 04, 2023 - JAN 12, 2024
Planned Owner Notification Date :	DEC 04, 2023 - JAN 12, 2024

* NR - Not Reported