

IMPORTANT SAFETY RECALL

Pratt Intermodal Chassis Recall 2023 -00001



Pratt Intermodal Chassis Model GN30402-EC-6P Owner/Purchaser Letter NHTSA Recall ID 23V-767

November 30th, 2023

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED],

This notice is sent to you in accordance with the National Traffic and Motor Vehicle Safety Act. Pratt Intermodal Chassis (PIC) has decided that a defect which relates to motor vehicle safety exists in certain Pratt Intermodal Chassis (PIC) chassis model GN30402-EC-6P trailers. The potential for a structural failure exists between the front gooseneck section and the mid-rail under certain load conditions. 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. Bending the chassis makes it difficult to remove the container, and it is a precursor to future cracking if not remedied. If cracking occurs during 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 fully engaged the load could be separated from the tractor and/or the trailer, resulting in an increased risk of a crash. This notice provides an inspection and repair procedure as outlined below. This inspection and repair procedure is required to be performed on all GN30402-EC-6P trailers built during the months of December 2021 through June 2022. The inspection process is expected to take 20 minutes. The repair procedure is expected to take 1.5 hours. The involved VIN listing also appears below. Reimbursement for the repairs and inspection will be issued upon submission of your receipts and repair records. See page two for more detailed information on the reimbursement process.

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SUBJECT

Structural issue when carrying 20 ft containers.

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 complete frame replacement remedy at PIC's expense.
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.

Per National Highway Traffic Safety Administration ("NHTSA") regulations, you may submit a complaint to the Administrator, NHTSA, 1200 New Jersey Ave., SE., Washington, DC 20590; or call the tollfree Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>, if you believe that: (A) The manufacturer, distributor, or dealer has failed or is unable to remedy the defect or noncompliance without charge; or (B) The manufacturer has failed or is unable to remedy the defect or noncompliance without charge within a reasonable time, which is not longer than 60 days in the case of repair after the owner's first tender to obtain repair following the earliest repair date specified in the notification, unless the period is extended by Administrator.

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Federal law requires that you forward a copy of this safety recall notice to the lessee within 10 days.

If you no longer own the vehicle, complete the Change of Ownership on page 12, and mail it or contact Customer Assistance at 269-262-0933.

Inspection and Repair Procedure:

Step 1: Extend the chassis to the 40 FT position or at least far enough to expose the area shown below and highlighted in Diagram 1 and 2.

- If this area has little or slight deformation but does not show signs of fatigue cracking, then proceed to Step 2 for repair procedure.
- If fatigue cracks or significant deformation exist, do not use the chassis and contact PIC via email at warranty@prattchassis.com for arrangements to have the chassis returned to the factory for complete frame replacement remedy at PIC's expense.

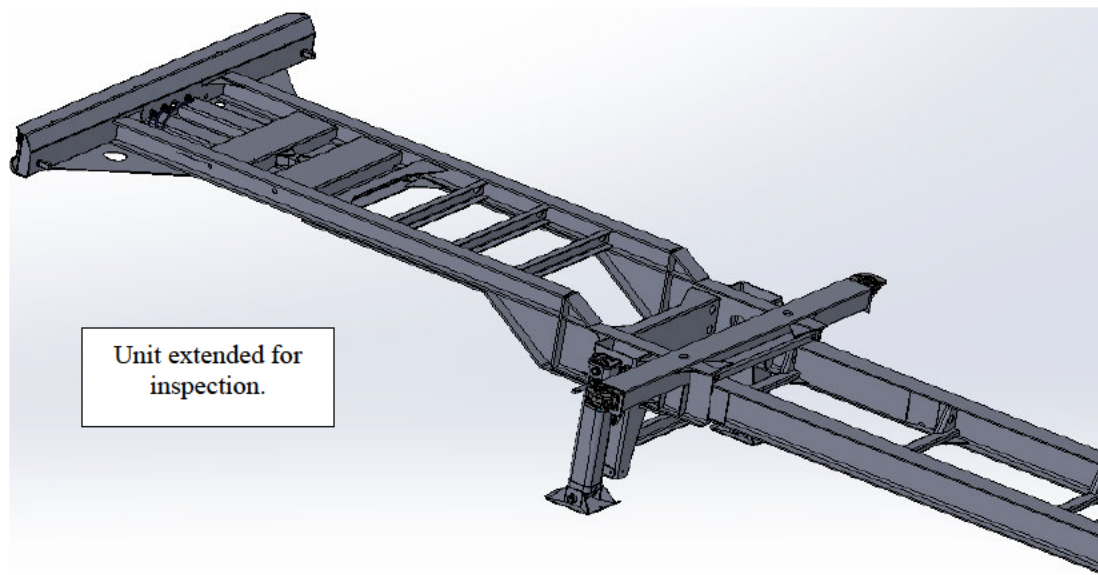
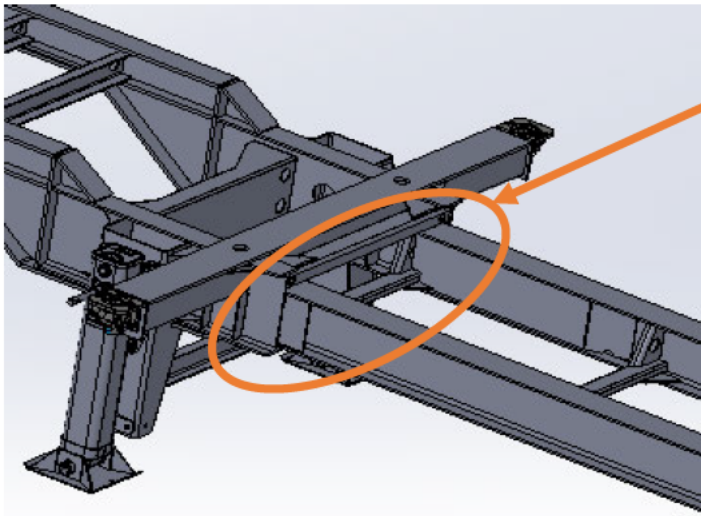


Diagram 1

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Area of concern:

- Potential deformation
 - Mid beam will be bent upward as shown in picture 1.
- Potential crack of beam

Diagram 2



Minimal tapered gap (no more than 1 inch) between beams as shown are the signs of deformation of the middle beam.

Picture 1

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Excessive Gap between beams as shown are the signs of possible cracks in the middle beam.

Picture 2

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Step 2: Diagram 3, fully expand the chassis as shown to the 40 ft position (unit with little or no deformation only) and verify locking pins are engaged.

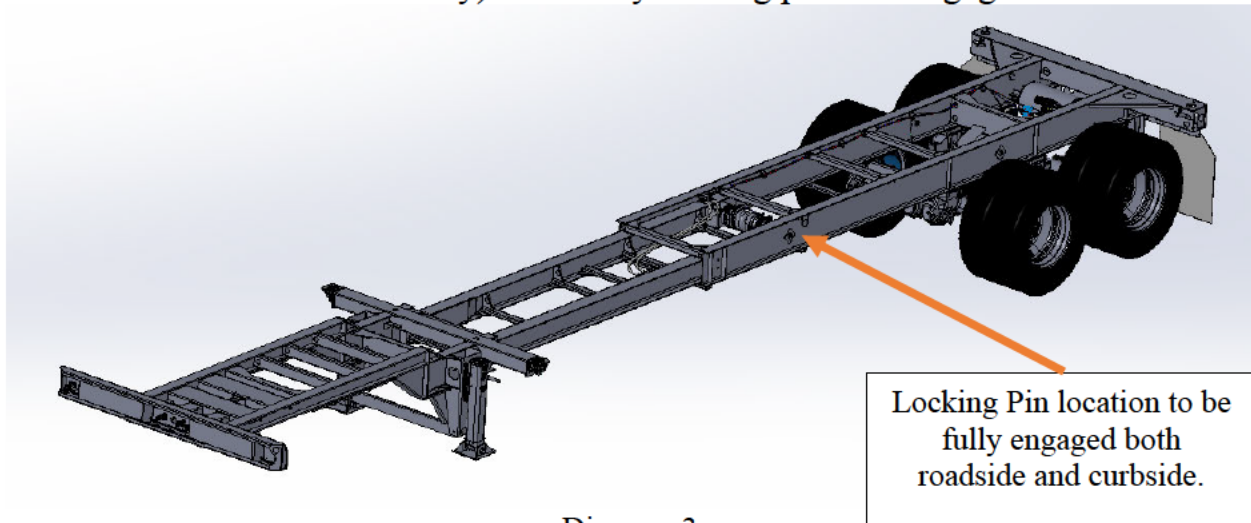


Diagram 3

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Step 3: Diagram 4, welding Process.

- With the chassis fully extended to the 40 FT position as shown:
- Verify locking pins are fully engaged.
- Weld chassis in the position shown in diagram 4.
- Fully weld completely around the protruding locking pins both roadside and curbside, inside the rail and outside
- Disconnect the airlines from the locking chambers and cap off airline.

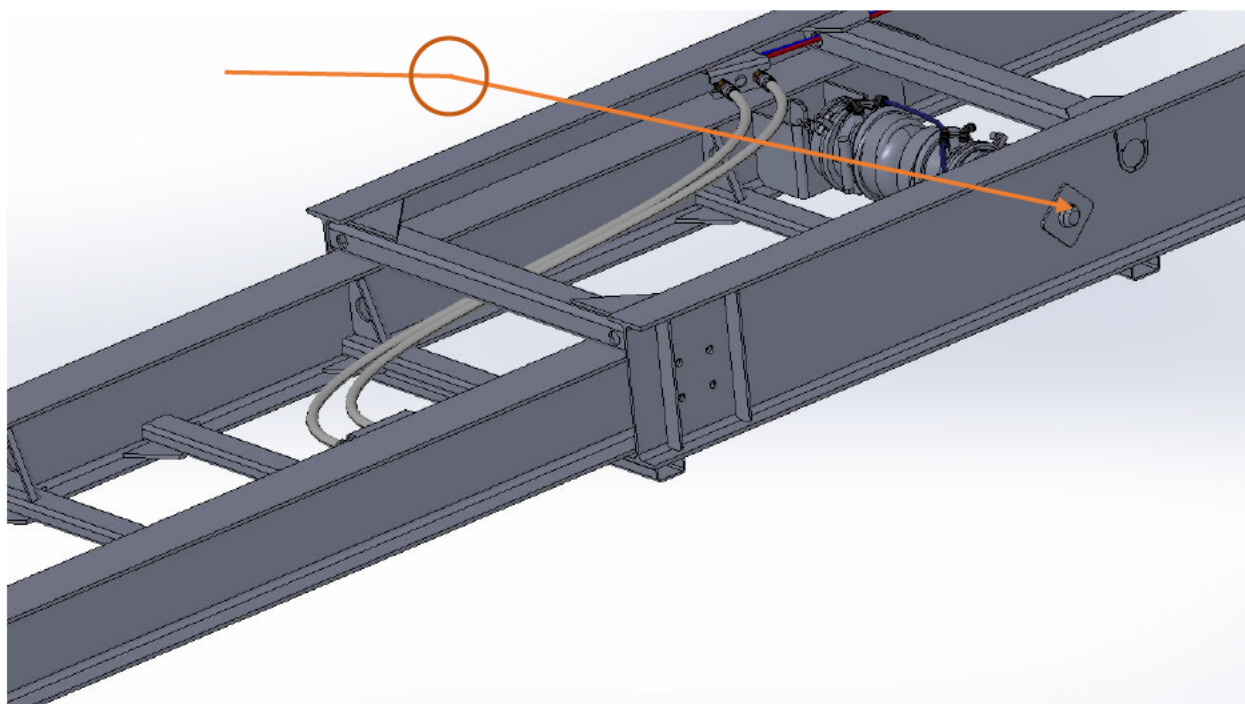


Diagram 4

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Step 4: Removal of Middle Twistlocks.

- Using plasma torch or cutting wheel, remove twistlock castings from the middle bolster as shown in Diagram 5.

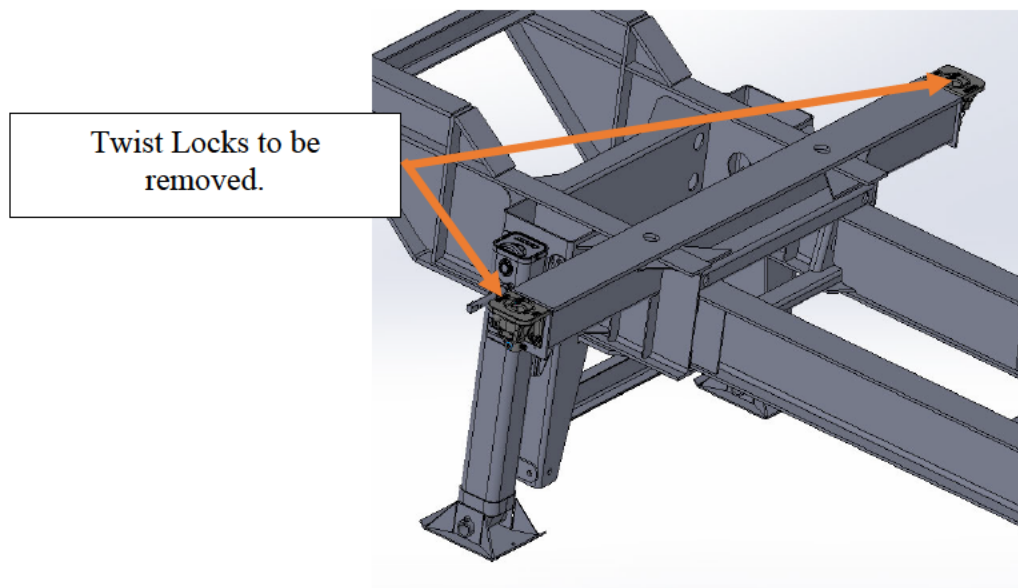


Diagram 5

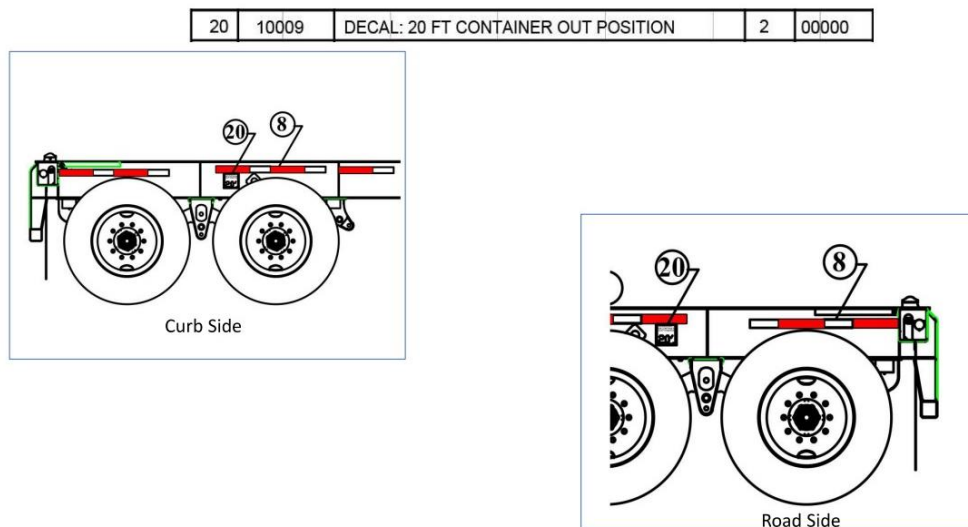
Step 5: Document repairs and submit photographs with warranty claim to PIC using this warranty number: WC20232417.

- Upon completion of these steps, chassis can continue to be used to transport 40 ft containers ONLY.

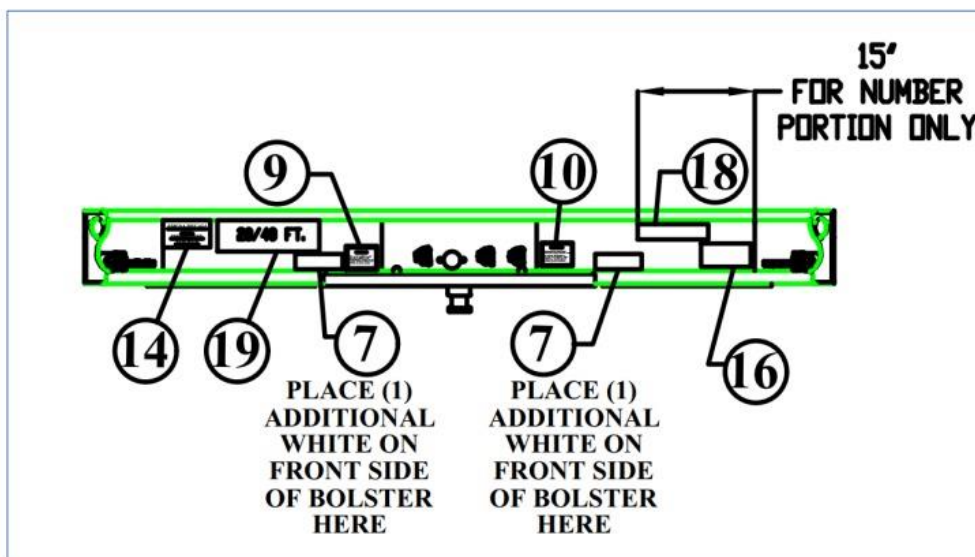
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Step 6: Remove any decals identifying the ability of the trailer to carry a 20 ft container, and any other decals that may have been added after delivery referring to carrying a 20 ft container. Items 19 and 20 in Diagram 6



19	10050	20/40 FT. DECAL	1	00000
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Chassis Front

Diagram 6

