


RECALL 24V531 / 2024-407 REMEDY INSTRUCTIONS

	Make(s): MANY, SEE BELOW Model(s): MANY, SEE BELOW Model Year(s): MANY, SEE BELOW	Repair Code: RC-062-01-00-004584 Allotted Time: 1.50 HRS. Inspection Code: RC-062-05-00-004583 Allotted Time: .20 HRS.
	Concern: The 14K Coupler may not meet the 14K lbs. rating.	Photo(s) Required: NO Prior Authorization Required: YES Part(s) Kit Number: SEE BELOW Part(s) Return: DESTROY

Turn off LP Gas at LPG Tank(s). Disconnect the vehicles' battery Positive and Negative, disconnect any House battery(s) Positive and Negative, if equipped with a generator ensure it is off and lastly, ensure the vehicle is disconnected from shore power. Block any tires/wheels to prevent the vehicle from rolling. Failure to do so may result in electrocution, fire or other personal injury, property damage and/or death.

CERTAIN: 2024 – PUMA: PUT402LFT
 CERTAIN: 2024 – SALEM: SMT42FK, SMT42FLDL, SMT42QBQ-8 & SMT44VIEW
 CERTAIN: 2024 – WILDWOOD: WDT42DL & WDT42QBQ-8
 CERTAIN: 2025 – SANDPIPER: SAT403RD
 CERTAIN: 2025 – CHEROKEE: CKT39NA

PLEASE SEE THE INCLUDED REMEDY INSTRUCTIONS FROM LIPPERT COMPONENTS;

IF THE VEHICLE FAILS INSPECTION, PLEASE CONTACT LIPPERT COMPONENTS TO ORDER THE BELOW PARTS KIT:

135430 2 5/16" 14000# 50-DEGREE COUPLER

Lippert Components Contact Phone Number: (432) 547-7378

Recall Number:	24V-531		
Product:	Coupler	Labor	0.2 Hour (inspection per trailer)
Date:	July 17, 2024	Rate:	1.5 Hours (coupler replacement)

Purpose

Certain vehicles are equipped with Pacific Rim couplers with a weight rating of 14,000 pounds. However, when tested, the couplers only passed at 13,000 pounds using the SAE J684 testing with a 1.3 safety standard. Under certain conditions during travel, the latching mechanism could deform leading to an increased risk of vehicular crash. These vehicles should be inspected for an affected date code of 24-05 on the coupler. If the suspect vehicles have a coupler with the date code 24-05, the coupler should be replaced.

Safety

This document provides general instructions. Many variables can change the circumstances of any procedure, i.e. the degree of difficulty involved in the service operation and the ability level of the individual performing the operation. This document cannot begin to plot out procedures for every possibility, but will provide the general instructions for effectively installing, removing or servicing the system. In the event the skill level required is too advanced or the procedure too difficult, a certified technician should be consulted before performing the necessary operation. Failure to correctly install, remove or service the system may result in voiding the warranty, inflicting injury or even death.

WARNING

The "WARNING" symbol above is a sign that a procedure has a safety risk involved and may cause death, serious personal injury, severe product and/or property damage if not performed safely and within the parameters set forth in this document.

CAUTION

The "CAUTION" symbol above is a sign that a procedure has a safety risk involved and may cause personal injury, product and/or property damage if not performed safely and within the parameters set forth in this document.

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Inspection

Inspect units over 13,000-pound GVWR (gross vehicle weight rating) potentially built with the involved (or suspect) coupler and look for a date code of 24-05 (Fig. 1). If the coupler has date code of 24-05, the remedy is to replace the coupler.

Fig. 1



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Replacement Procedure

If replacement is required based on the date code of 24-05, use the following procedure.

Resources Required

- Personal protective equipment
- Fire extinguisher
- Welder
- Cutter/grinder
- Black spray paint
- Floor jack
- Jack stands
- 135430 2 5/16" 14000# 50-Degree Coupler

⚠ WARNING

Support chassis according to manufacturer's recommendations. Failure to properly support chassis, could result in personal injury or product damage.

1. Support the trailer according to manufacturer's recommendations.
2. Remove the footpad from the tongue jack.
3. Release the tongue jack from the coupler plate by unfastening the three 3/8" bolts with a 9/16" socket.
4. Red lines with black borders indicate where welding is to occur. Orange lines indicate where material is being removed, either by cutting, grinding or some other method.

Fig. 2

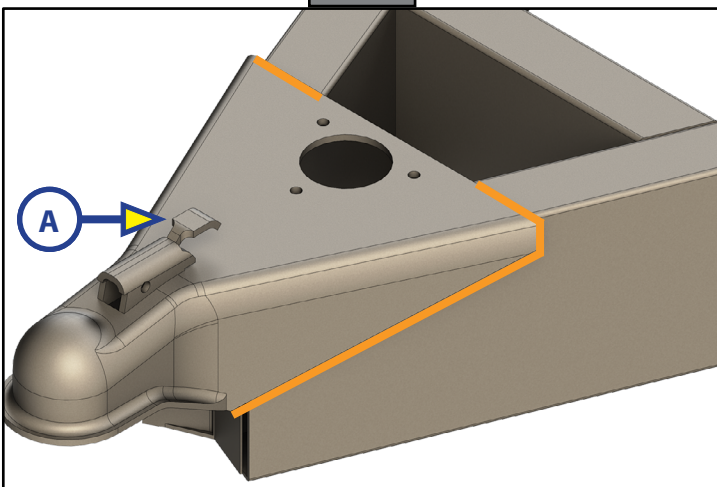
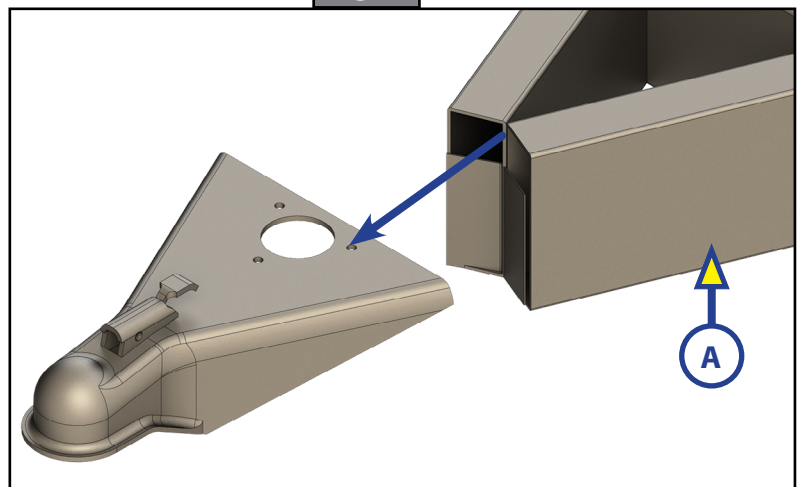


Fig. 3



5. Remove the coupler (Fig. 2A) from the A-frame (Fig. 3A) by cutting the existing welds.
6. Grind down any rough edges after removing the components. All areas should be smooth before continuing.

NOTE: When cutting off the coupler, do not cut into the A-frame. Make sure to leave enough material to be ground down.

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7. Weld the new coupler (Fig. 4A) back onto the A-frame (Fig. 5A).

Fig. 4

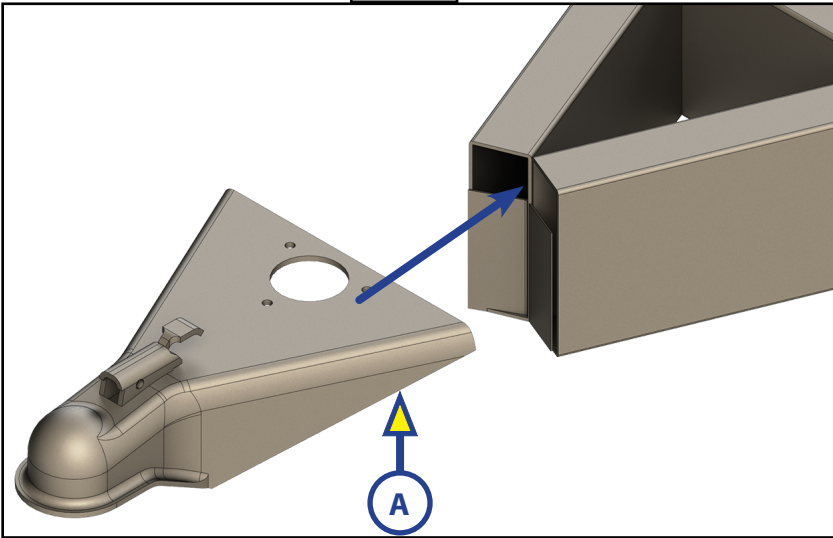
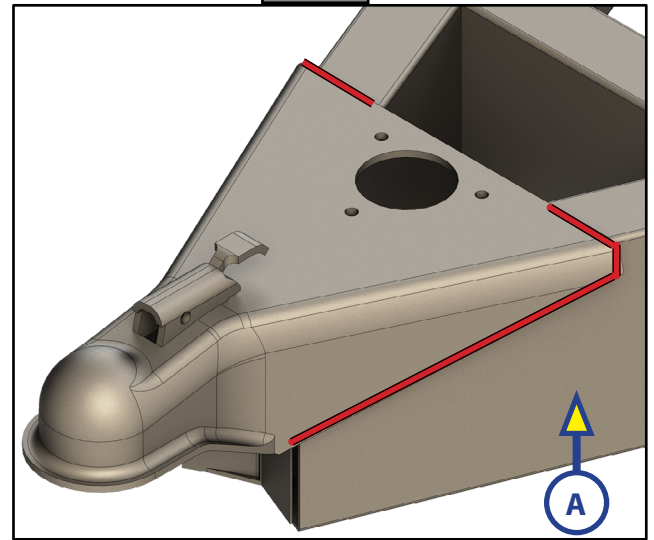


Fig. 5



Cleanup

1. Inspect all welds once they have cooled. Make sure weld surfaces are smooth. Clean up any that are necessary.
2. Verify the functionality of the new coupler after installation is complete.
3. Touch up any blemished areas with black spray paint.
4. Re-install the tongue jack and footpad per the manufacturer's instructions.