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prestigetrailers.com

18 January, 2024

Recall Division
U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
1200 New Jersey Avenue SE., Washington, DC 20590

Submitted Via: NHTSA Web site portal

Re: Notice of Non-Compliance and Recall Campaign

Dear NHTSA;

Pursuant to 49 CFR 573.6 please accept this letter as our notification to you that we are initiating a campaign to recall and correct a deficiency found with the ABS brake sensor wiring on 6 semi-trailers manufactured by Prestige Trailers and sold to customers in the United States. In parallel we have initiated a Transport Canada Recall Campaign # 2024-011 to recall 286 of these trailers sold in Canada.

Details are as follows:

- a. The name of the company giving notice is:
Triple E Canada Ltd.
D.B.A. Prestige Trailers
Box 1146
135 Canada Street
Winkler, MB R6W 4B2
Canada
Phone (204) 325-4345
- b. We have been assigned Manufacturer's Identification # 2310 in the NHTSA Manufacturer's Information Database.
- c. These trailers are built in tridem-axle configuration. Five of the six trailers are Make: Lode King and Model: AHV45-3. The sixth trailers is Make: Prestige Trailers;

Model AHV50-3. They are all class 8 semi-trailers in a two hopper bottom configuration for hauling grain. These six (6) trailers were built in the timeframe from December 2018 through November, 2023.

- d. We expect all of these units will exhibit the deficiency being recalled.
- e. The vehicle system that is affected is the ABS brake function, and in particular, trailers that employ a 2S2M or 4S2M ABS system. The nature of this issue is that the ABS sensors may be plugged into the wrong connections on the ABS computer module. In other words, the ABS sensors may be connected backwards to the ABS computer.
- f. During a recent quality system audit it was detected that a particular trailer had failed the end of line test for the ABS system. Upon further investigation we learned that the ABS sensors had been plugged into the wrong ports on the ABS computer. After a more in depth review it was determined that following a design change to the air tank location and ABS valve orientation the particular shop building this model of trailer were not given the necessary information about how the change affected the installation and testing of the system.
- g. The potential safety risk is that if wheel lock up is sensed at one wheel end during a braking event, the ABS computer may modulate the air brakes on the opposite side of the trailer. This would reduce the braking effectiveness of the service brake system.
- h. The corrective action for this deficiency is to simply inspect for correct sensor cable attachment to the ABS computer. If these connections are found to be backward, they can simply be unplugged and re-plugged into the correct ports on the computer. Our recall program will request that end user customers take their trailer to a dealer location to have the corrective action carried out at no cost to the customer. Alternatively, if the end user customer prefers to do the recall himself/herself, we will reimburse them for one hour of their time. We will provide a Field Service Bulletin to our dealers and customers outlining the specific details of this corrective action.

- i. Other than checking/inspecting for this error in ABS sensor connection, it seems there is little else that can be done to minimize the risk in advance. Simply being aware of this potential risk will, hopefully, prompt customer to address this need quickly.
- j. We anticipate sending out the customer notification letters within the next two weeks, as soon as you assign the Recall Campaign number.

Our point of contact here at Prestige Trailers will be the undersigned, Director of Engineering. We look forward to working with you to swiftly address this issue and get this corrective action in place.

Yours truly,
Prestige Trailers



D. Roy MacLean, P. Eng.
Director of Engineering