



U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

Part 573 Safety Recall Report

26V542

Manufacturer Name: T.A. Pelsue

Submission Date: Aug 13, 2026

NHTSA Recall No.: 26V542

Manufacturer Recall No.:

Manufacturer Information

Population

Manufacturer Name: T.A. Pelsue

Address: 22100 E. 26th Ave.
Suite 140
Aurora CO, 80019

Total number of potentially involved: 348

Estimated percentage with defect: 100%

Vehicle Information

Vehicle 1: 2024-2025 Pelsue FOST XL

Product Category: Trailers

Product Type: Other

Fuel / Propulsion:

Production Dates: Jan 01, 2024 - Dec 31, 2025

Number of potentially involved: 53

Descriptive Information:

Pelsue has identified a condition involving the axle mounting bracket on the torsion bar axles installed on steel frame trailers manufactured in 2024 and 2025. After approximately one and a half years of service, cracks may originate in the axle bracket at a mounting slot and run outward to the end of the bracket. This condition has been confirmed on units in the field.

Vehicle 2: 2025-2025 Pelsue MPCCT

Product Category: Trailers

Product Type: Other

Fuel / Propulsion:

Production Dates: Jan 01, 2025 - Dec 31, 2025

Number of potentially involved: 1

Descriptive Information:

Pelsue has identified a condition involving the axle mounting bracket on the torsion bar axles installed on steel frame trailers manufactured in 2024 and 2025. After approximately one and a half years of

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service, cracks may originate in the axle bracket at a mounting slot and run outward to the end of the bracket. This condition has been confirmed on units in the field.

Vehicle 3: 2024-2025 Pelsue FiberLite Pod Tradesman

Product Category: Trailers

Product Type: Other

Fuel / Propulsion:

Production Dates: Jan 01, 2024 - Dec 31, 2025

Number of potentially involved: 32

Descriptive Information:

Pelsue has identified a condition involving the axle mounting bracket on the torsion bar axles installed on steel frame trailers manufactured in 2024 and 2025. After approximately one and a half years of service, cracks may originate in the axle bracket at a mounting slot and run outward to the end of the bracket. This condition has been confirmed on units in the field.

Vehicle 4: 2024-2025 Pelsue FiberLite XL Tradesman

Product Category: Trailers

Product Type: Other

Fuel / Propulsion:

Production Dates: Jan 01, 2024 - Dec 31, 2025

Number of potentially involved: 262

Descriptive Information:

Pelsue has identified a condition involving the axle mounting bracket on the torsion bar axles installed on steel frame trailers manufactured in 2024 and 2025. After approximately one and a half years of service, cracks may originate in the axle bracket at a mounting slot and run outward to the end of the bracket. This condition has been confirmed on units in the field.

Defect / Noncompliance Description

Description of the defect or noncompliance:

The vertical leg of the axle bracket is not aligned with the frame. It overhangs into open space rather than being directly supported by the frame, so it is not supported per the axle manufacturer's application guidance. This lack of support is the primary driver of the elevated cyclic stress at the bracket-to-frame connection, resulting in high-cycle fatigue cracking of the axle brackets over time.

FMVSS1:

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A cracked or failed axle mounting bracket cracked between the holes of the mounting bracket may cause the bracket to fail, increasing the risk of a crash, and axle separation while the unit is in transit. This may cause sudden loss of vehicle control, trailer detachment, collision, fire, serious injury, or death.

Description of the cause:

Axle brackets on the 2024–2025 Steel Frame XL, FOST, and POD Trailers developed cracks, attributed to improper mounting position of the axle bracket relative to the frame member. The bracket was not positioned under the most rigid section of the frame, causing flexing and stress concentration that led to bracket failure. The issue has been contained within these trailer models.

Identification of any warning that can occur:

Operators should watch for the following signs of axle mounting bracket cracking:
Visible cracks around the axle bracket area.

Component Manufacturer

Tier of Supplier: Tier 1**Supplier Type:** Other**Name:** T. A. Pelsue**Address:** 22100 E 26th Ave
Suite 140
Aurora CO, 80019**Country:** United States

Involved Components

Component Name 1: Trailer Frame**Component Description:** MPCCT Steel Frame**Component Part Number:** 128752-FW2**Component Name 2:** Trailer Frame**Component Description:** POD Steel Frame**Component Part Number:** 128215-001

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Component Name 3: Trailer Frame
Component Description: XL Steel Frame
Component Part Number: 128212-001

Component Name 4: Trailer Frame
Component Description: FOST XL Steel Frame
Component Part Number: 128212-001

Chronology

June / July 2026 — Pelsue receives reports of 8 initial FOST XL units with confirmed axle mounting bracket cracking. These findings prompt Pelsue to develop and implement a formal field inspection data collection process. At this stage, investigation was fully focused on the FOST XL model line. A unit tracking list was created and distributed covering all 53 FOST XL units, which represented the full extent of the identified population at that time. Pelsue also engages an independent third-party engineering group to investigate root cause findings with Pelsue's team.

July 9, 2026 — Pelsue issues a formal Advisory Notice directed at owners of the 53 identified FOST XL units. The notice requests inspection of the axle mounting brackets and submission of results to Pelsue. At this stage, any cracking observed required immediate removal from service.

July 17, 2026 — Pelsue provides a customer with the identified list of FOST XL units requiring axle mounting bracket inspection and assessment.

July 29, 2026 — Pelsue begins receiving reports from customers indicating axle mounting bracket cracking on additional steel frame models beyond the FOST XL. This expanded scope of field reports directly prompts the issuance of the Mandatory Service Bulletin.

July 30, 2026 — Pelsue issues Mandatory Service Bulletin Rev. 0 — Steel Trailer Frames. Inspection of axle mounting brackets declared mandatory for all owners of potentially affected trailers. Results required within 10 business days. Under Rev. 0, any cracking observed required immediate removal from service.

August 5, 2026 — Pelsue issues Mandatory Service Bulletin Rev. 1, superseding Rev. 0 and the July 9 Advisory Notice. Inspection criteria updated based on completed engineering investigation. Cracking from a mounting slot outward to the end of the bracket is now classified as acceptable. The trailer may remain in service if bolt heads and nuts are flush and tight. Cracking between the two mounting slots remains unacceptable. Remove from service immediately. Root cause confirmed. Corrective action under development. No axle detachments reported to date. All repairs covered no cost to the customer.

Related NHTSA Recall Number:

Description of Remedy

Remedy Type: Repair

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Consumer Advisories: ☐ Do Not Drive ☐ Park Outside

Description of remedy program:

Pelsue has established a full remedy program to address the axle mounting bracket cracking condition on affected 2024–2025 Steel Frame trailers. All owners of potentially affected units are required to complete a mandatory inspection of their axle mounting brackets and submit results to Pelsue. Units with cracking between the two mounting slots or any loose or non-flush bolt hardware must be removed from service immediately and must not return to service until authorized by Pelsue. Units with cracking confined to the region between a mounting slot and the end of the bracket may remain in service provided all bolt heads and nuts are flush and tight. For any units requiring axle replacement, Pelsue will provide replacement axle kits at no cost to the customer. Pelsue is actively working with its engineering team and an independent third-party engineering group to finalize a permanent corrective action, details of which will be communicated in a future bulletin revision. All repair costs are covered under Pelsue warranty at no cost to the customer.

How remedy component differs from recalled component:

Corrective Action is under development

Identify how/when recall condition was corrected in production:

Production has been halted until corrective action is validated

Reimbursement Plan

Recall Schedule

Description of recall schedule:

- 1) Dealer Notification — Not applicable. Pelsue sells direct to customers. All notifications issued directly from Pelsue to the end customer.
- 2) Pending — Future bulletin revision to confirm permanent corrective action, updated production specifications, and final remedy details.

Planned Dealer Notification Date:

☒ No Dealers

Planned Interim Owner Notification Date:

☒ No Owners

Planned Remedy Owner Notification Date:

☒ Phased Recall

Date when VIN will be searchable: