

**Safety Defect and Noncompliance Report Guide for Vehicles**

**PART 573 Defect and Noncompliance Report**

On June 4, 2004, Trailmobile Canada, Ltd. Decided that a defect which relates to motor vehicle safety exists in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: June 10, 2004.

*04V-288  
(6 pages)*

There is no manufacturer identification code.

1. The full corporate name of the fabricating manufacturer of the vehicle being recalled is:

Trailmobile Canada Limited

The corporate official whom the agency should contact in respect to this recall is:

Donald Brown  
Director of Engineering

Telephone Number (870) 802 – 3990, Fax (870) 802 – 3940

This Report was prepared by:

Donald Brown  
Director of Engineering

Signed

*Donald Brown*

Date

*6/10/04*

**I. Identify the Vehicles involved in the Recall**

**1. Identification of the Vehicles Involved in the Recall is as Follows:**

**Make:** TRAILMOBILE

**Model Years Involved:** 2004 and 2005

**Model:** Vans

**Production Dates: Beginning:** 10/28/03

**Ending:** 06/04/04

**Vin Range: Beginning:** 2MN01AAH541004660

**Ending:** 2MN01JAH651005383

**Vehicle Type:** Trailer

**Body style:** Van

**The Descriptive information, which distinguishes the recalled vehicles from those model vehicles not included in the recall, is:**

All recalled vehicles were assembled with brake chamber P/N 6017-37-103, vehicles using different chambers are not being recalled.

The approximate percentage of the production of all recalled vehicles manufactured by Trailmobile Canada between the inclusive dates of manufacture provided above, that the recalled model population represents, is 35%.

## **II. Identify the Recall Population**

**The total number of vehicles recalled, potentially containing the defect, is:**

**Model: Vans      Year: 2004    Number of Vehicles Involved: 614**

**Model: Vans      Year: 2005    Number of Vehicles Involved: 610**

**Total Number Affected by the Recall: 1224**

**4. The approximate percentage of the total number of vehicles estimated to actually contain the defect is 100%.**

### **Identification and description of how the recall population was determined:**

**The recalled vehicles selected were those manufactured with the P/N 6017-37 -103 brake chamber. The beginning date was the initial use of this chamber in production, the final date listed was when the defect was discovered, installation of the chamber discontinued, and shipment of trailers with this defect stopped.**

### **III. Description of the Defect**

#### **Description of the defect:**

The mechanical components of the trailer braking system are located on the trailer axle(s) located under the actual cargo carrying van body. The brakes are operated when an air actuated brake chamber extends a push rod to rotate the lever arm of a slack adjuster, which is coupled to a brake camshaft. This camshaft turns a cam to press brake shoes against the brake drum to create the resistance to tire rotation and consequent braking force. There are two brake chambers per trailer axle.

The brake chambers involved in this recall have a push rod length 2.5" shorter than that normally specified.

#### **Cause of the defect:**

The brake chambers identified by Trailmobile P/N 6017-37-103 were specified with a push rod length in the extended position rather than in a retracted position, which would have been correct. The result is that the push rods are 2.5" short of the normal length.

#### **Consequences of the defect:**

The short push rod may affect the maximum braking force available under certain conditions.

Warning that can occur would be a reduced braking effect.

#### **The defect is in a component purchased from:**

Ranger Brake Products Inc.  
451 Gassaway Main Street  
Liberty, TN 37095

The name and title of their knowledgeable representative is:

Mark Prichard, Operations Manager

#### **IV. Provide the Chronology in Determining the Defect**

##### **6. Chronological summary:**

On May 25, 2004, Trailmobile received a verbal report from a customer indicating weak brakes on their new Trailmobile Trailers.

On June 3, 2004, a different customer reported a problem adjusting brakes to proper specifications.

On June 4, 2004, an investigation by Trailmobile and a major brake component supplier ultimately determined that the brake chamber push rods on Trailmobile P/N 6017/37/103 were 2.5" too short.

No reports of accidents, injuries, fatalities or warranty claims.

7. NA

#### **V. Identification of the Remedy**

##### **Description of the Trailmobile remedy.**

8. The remedy is the addition of a push rod connector extension P/N RB-PRC that will thread on the existing chamber push rod, which will lengthen the push rod 2.5". The necessary parts and installation instructions will be made available to service facilities.

The remedy component will be clearly distinguishable from the recalled component. The added push rod connector extension will be clearly visible and serve to distinguish the two parts.

##### **Correction of the recall condition in production.**

Upon discovery of the defect on June 4, 2004, use of brake chamber Trailmobile P/N 6017/37/103 was immediately discontinued and remaining stock quarantined for return to the vendor.

A new chamber with a different part number and 2.5" longer push rod is now being used in production. The production remedy using a longer push

rod is different than the recall remedy, which uses a push rod connector extension.

#### **VI. Identification of the Recall Schedule**

- A. The remedy was developed on June 8, 2004.**
- B. Sufficient parts will be available to begin the campaign by no later than June 21, 2004**
- C. The owner notification list of names and addresses will be ready by June 18, 2004.**
- D. The dealer notice will be sent out by June 18, 2004.**
- E. The owner notification letter will be sent out by June 21, 2004.**
- F. No media notification is planned as this recall is to a very limited group.**
- G. Follow up notification is planned by August 31, 2004.**
- H. The notification and implementation will be done nationally.**
- I. Implementation will be done at Trailmobile authorized service facilities, the owners service shops, and independent facilities used by the customers for their vehicle service work.**