

# Part 573 Safety Recall Report

# 19V-055

**Manufacturer Name :** Stoughton Trailers, LLC**Submission Date :** JAN 28, 2019**NHTSA Recall No. :** 19V-055**Manufacturer Recall No. :** NR**Manufacturer Information :**

**Manufacturer Name :** Stoughton Trailers, LLC  
**Address :** 416 South Academy Street  
 Stoughton WI 53589-0606  
**Company phone :** 608-873-2500

**Population :**

**Number of potentially involved :** 2,384  
**Estimated percentage with defect :** 100 %

**Vehicle Information :****Vehicle 1 :** 2016-2019 STOUGHTON TRAILERS DVW**Vehicle Type :** TRAILERS**Body Style :** OTHER**Power Train :** NR

**Descriptive Information :** Certain model DVW trailers were built with a specific rear pintle hook mounting assembly that is bolted into the rear frame sill and the rear of the suspension body rails. The forward attachment of this specific design were found to be susceptible to cracking. All trailers with this specific forward attachment design were included in the recall. Model DVW trailers not included in the recall had pintle mounting assemblies of different designs which were either welded into place or bolted with a different attachment.

**Production Dates :** APR 16, 2015 - AUG 06, 2018

<b>VIN Range 1 :</b> Begin : 1DW1A2812GS644800	<b>End :</b> 1DW1A2816GS645996	<input type="checkbox"/> Not sequential
<b>VIN Range 2 :</b> Begin : 1DW1A331XGS684801	<b>End :</b> 1DW1A3313GS684803	<input type="checkbox"/> Not sequential
<b>VIN Range 3 :</b> Begin : 1DW1A2813JS759400	<b>End :</b> 1DW1A2818JS759649	<input type="checkbox"/> Not sequential
<b>VIN Range 4 :</b> Begin : 1DW1A281XKSA18956	<b>End :</b> 1DW1A281XKSA19055	<input type="checkbox"/> Not sequential
<b>VIN Range 5 :</b> Begin : 1DW1A2817KSA19711	<b>End :</b> 1DW1A2818KSA20544	<input type="checkbox"/> Not sequential

**Description of Defect :**

**Description of the Defect :** The pintle hook mounting assembly consist of the pintle mounting tube welded to plates on each side that are part of the vertical rear impact guard legs. This assembly is bolted to vertical plates on the bottom side of the rear frame sill and to the rear attachment plates of the suspension body rails. Fatigue cracks were found between the sill plates and the sill as well as the forward flanges on the rear impact guard legs where they bolt to the suspension body rails. The design in question was only used on a limited number of trailers built for two customers.

FMVSS 1 : NR

FMVSS 2 : NR

**Description of the Safety Risk :** If not corrected the forward attachment points for the pintle mounting assembly could develop fatigue cracks that will lead to the detachment of the pintle assembly from the trailer and therefore the detachment of the trailer in tow, which may cause personal injury or death.

**Description of the Cause :** Inadequate design.

**Identification of Any Warning that can Occur :** Fatigue cracks could gradually occur in the forward attachment area of the pintle mounting assembly. If cracks occur, they would likely initiate at the forward vertical weld of the vertical sill mounting plate and at the front flange of the rear impact guard leg just below the bottom bolts that attaches it to the suspension body rails.

## Supplier Identification :

### Component Manufacturer

**Name :** Stoughton Trailers, LLC

**Address :** 416 S. Academy Street  
Stoughton WISCONSIN 53589

**Country :** United States

## Chronology :

11/28/18: Customer #1 shop manager reported to a fleet manager a trailer with cracks at the pintle mounting assembly front attachment.

12/04/18: Customer #1 reported to Stoughton Trailers the first trailer with cracks at the pintle mounting assembly front attachment.

12/07/18: Customer #1 reported that they inspected other trailers from the same group (MY2016) as the first unit found with cracks and found 19 of 20 also had cracks in the same area. Stoughton Trailers determined that 1200 trailers with the same pintle mounting assembly were built for Customer #1.

12/10/18: Engineering analysis began.

12/10/18: Another group of 1184 trailers built for Customer #2 were identified with a similar pintle mounting assembly design.

12/12/18: First sample trailer from Customer #1 with pintle mounting assembly cracks arrived at Stoughton Trailers for review.

12/13/18: Customer #1 notified that all units from this group of trailers must be inspected and taken out

of service if cracks are found at the pintle mounting assembly front attachment.

12/17/18: Inspected two trailers in Customer #2's fleet which had been in service for less time than the ones in Customer #1's fleet. One of the two trailers showed inconclusive signs that cracking may have initiated.

12/27/18: Testing of pintle mounting assembly version 1, as used on Customer #1's trailers, confirmed high strain readings in areas cracks were forming when loaded to 115% of towed load rating.

01/02/19: Validation testing of a repaired pintle mounting assembly version 1 confirmed reduction in strain readings to a level that would prevent fatigue cracks from forming.

01/15/19: Draft repair documents and instructional video for version 1 repair complete.

01/15/19: Testing of pintle mounting assembly version 2, as used on Customer #2's trailers, confirmed high strain readings in the same areas as found on version 1. Decision made to initiate a recall.

## Description of Remedy :

Description of Remedy Program :	Repair procedure calls for fixing existing fatigue cracks, adding reinforcements to forward flange of rear impact bumper leg, and adding deeper suspension body rail gussets that are also welded to the forward face of the rear impact guard leg forward flange.
How Remedy Component Differs from Recalled Component :	Attachment points are extended down and are welded in place to reduce stress in attachment components.
Identify How/When Recall Condition was Corrected in Production :	Currently not producing trailers with the suspect pintle mounting assembly design. Stoughton Trailers Engineering is working on a new design for a bolt in place pintle mounting assembly that will eliminate high strain areas that can cause fatigue cracking.

## Recall Schedule :

Description of Recall Schedule :	Only two fleet customers are affected by this recall and they are already aware of the issue. Stoughton Trailers Engineering is developing repair procedures which will be issued to the customers when finalized. A team from Stoughton Trailers will begin training Customer repair personnel how to complete repairs properly at Customer shops by 2/11/19. Dealer notification will not be necessary as the customers are already identified, they bought their vehicles directly from the factory and all work will be in either Customer shops or shops the Customers designate.
Planned Dealer Notification Date :	NR - NR
Planned Owner Notification Date :	MAR 05, 2019 - MAR 05, 2019

\* NR - Not Reported