

Part 573 Safety Recall Report

24E-089

Manufacturer Name : Silver Eagle Manufacturing Company**Submission Date :** OCT 23, 2024**NHTSA Recall No. :** 24E-089**Manufacturer Recall No. :** None, will use NHTSA**Manufacturer Information :****Population :****Manufacturer Name :** Silver Eagle Manufacturing Company**Number of potentially involved :** 2,186**Address :** 5825 NE Skyport Way
Portland OR 97218-1249**Estimated percentage with defect :** 100 %**Company phone :** 800-547-6792**Equipment Information :****Brand / Trade 1 :** Silver Eagle**Model :** VAST20W, CTL40W, CTA40W**Part No. :** See Attached**Size :** See Attached**Function :** NR

Descriptive Information : The population of affected parts was set by reviewing when non-stress relieved Eye and Shank assemblies were received January 29 2024 by secondary supplier and comparing to transaction of installation on new Trailer Converter Dollies and parts orders for eyes and shanks.

Suspect parts can be identified based on the heat number cast into the eye of each weldment.

Of the 2186 suspect Eye and Shank weldments 298 were installed on new converter dollies February to September 10 2024. The remaining 1888 were sold as aftermarket parts. The majority of the parts were sold to end users and the balance to distributors, repair shops and parts resellers.

See attachment for more details.

Production Dates : JAN 29, 2024 - SEP 10, 2024**Description of Defect :**

Description of the Defect : The welds of the Eye & Shank were not stress relieved which could lead to fatigue cracking in the weld affected zone and the eye becoming disconnected from the trailer converter dolly.

FMVSS 1 : NR**FMVSS 2 :** NR

Description of the Safety Risk : If the weld completely failed, and the eye became disconnected from the trailer converter dolly, the dolly would only be towed by its safety chains.

Safety chains do not provide stable steering direction and could allow the trailer to oscillate in yaw.

It is also possible that the supply or control air brake line(s) may become disconnected or fail. If the control line is no longer connected, the following dolly(ies) and rear trailer(s) will not be signaled to apply the brakes when requested by the driver affecting stopping distance and steering alignment during braking of the lead vehicle(s). If the supply line is no longer connected the following dolly(ies) and rear trailer(s) will be signaled to apply their brakes in the "emergency" mode.

There have been no reported failures and there is a low likelihood that it will occur during the recall/replacement period.

Description of the Cause : A secondary supplier of heat treating to the Eye & Shank weldment was not adequately informed of the need for stress relieving. They were only provided induction hardening of the eye's wear area per our drawing.

Identification of Any Warning that can Occur : If fatigue cracking started, as it progressed the orientation/angle of the eye may appear to be unusual or non-normal.

Involved Components :

Component Name : Eye & Shank, 3/8 wall

Component Description : 2-3/8" I.D. Pintle Eye welded to a 2-1/2" threaded Shank. It is used in a Shock Housing with either rubber or polyurethane bushings.

Component Part Number : 1171

Component Name : Eye & Shank, Solid

Component Description : 2-3/8" I.D. Pintle Eye welded to a 2-1/2" threaded Shank. It is used in a Shock Housing with either rubber or polyurethane bushings.

Component Part Number : 1448

Component Name : Eye & Shank, Air Jam

Component Description : 2-3/8" I.D. Pintle Eye welded to a 2-1/2" threaded Shank. It is used in a Shock Housing with either rubber or polyurethane bushings.

Component Part Number : 4529

Component Name : Eye & Shank, 4" Extended

Component Description : 2-3/8" I.D. Pintle Eye welded to a 2-1/2" threaded Shank. It is used in a Shock Housing with either rubber or polyurethane bushings.

Component Part Number : 8187

Supplier Identification :

Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

Chronology :

- Issue suspected on Sept 10, 2024 and parts from new heat treating supplier were quarantined.
- Research began to verify if the practice had changed and what our drawing specifications were. Stress relieving was not shown on our drawing as a requirement.
- September 23, 2024 meeting with primary supplier of heat treating services. During the meeting they confirmed that it has been their practice to stress relieve the Eye & Shank and induction harden the wear area in the front of the eye.
- September 24, 2024 group meeting with Administration, Sales, Engineering, Quality and Manufacturing. There were varying views on the necessity of stress relief, and it was decided to seek an outside professional opinion on the subject.
- Search for a third party begins and parts sent out to 3rd party metallurgical company for review, confirmation of availability, and ability to perform the work. Parts with and without stress relief are to be compared.
- October 1, 2024 contract was awarded for analysis and risk assessment to metallurgical company and work begins.
- October 16, 2024 received metallurgical report. The report acknowledges differences in the parts and brings up the potential for fatigue in the non-stress relieved parts. The decision is made to proceed with official recall and to notify NHTSA of the issue and begin preparation for a formal recall. Silver Eagle begins working on how to specifically identify customers and how suspect parts can be identified in the field.
- October 17, 2024 largest user of the eye and shanks was notified of the pending recall. Follow on meeting with Silver Eagle team and findings and processes to use during recall.

Description of Remedy :

Description of Remedy Program :	Silver Eagle will ship a replacement Eye and Shank, and any necessary additional parts such as the nut that threads onto the shank no charge to the destination requested by the customer with the suspect product. Silver Eagle will also supply a prepaid shipping tag for the return of the suspect product. For labor reimbursement, Silver Eagle will offer a labor allowance of \$XXX per replaced Eye and Shank. In certain cases, there may be a bulk settlement negotiated between the parties. A “cash” payment will be made for labor unless the customer requests a credit to their account. In all cases it is the Company’s goal to cover out of pocket expenses for the recall activity.
How Remedy Component Differs from Recalled Component :	The suspect components will have one of these seven heat codes on the flange of the drawbar eye: 3123, 3126, 4015, 4023, 4032, 4042, 4056. It will not have a letter “O” or “T” stamped into it. The remedy component will have either the letter “O” or “T” stamped into the side of the eye in an area that will not wear off.
Identify How/When Recall Condition was Corrected in Production :	Production was corrected on Sept 10th 2024. We stopped using the secondary supplier and quarantined all product within the facility and also at the secondary supplier’s facility. Consulted with original supplier and confirmed that correct stress relieving process was being utilized. Started and continue to stamp all new weldments after Sept 10th with either a letter “O” or “T” on the side of the cast eye for quick identification that weldment was fabricated after 10 Sept. 2024.

Recall Schedule :

Description of Recall Schedule :	Notifications will begin within five business days from the formal approval by NHTSA of our official notification letter. Estimated to be around November 5th.
Planned Dealer Notification Date :	NOV 05, 2024 - NOV 08, 2024
Planned Owner Notification Date :	NOV 05, 2024 - NOV 08, 2024

Purchaser Information :

The following manufacturers purchased this defective/noncompliant equipment for possible use or installation in new motor vehicles or new items of motor vehicle equipment:

Name : NR

Address : NR

NR

Country : NR

Company Phone : NR

* NR - Not Reported