

August 18, 2022

Pete Buttigieg, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590-0001

Stephen Ridella, Director NHTSA Office of Defects Investigation  
1200 New Jersey Avenue SE  
Washington, DC 20590-0001

Steven Cliff, NHTSA Administrator  
1200 New Jersey Avenue SE  
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1200 New Jersey Avenue SE  
Washington, DC 20590-0001

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1200 New Jersey Avenue SE  
Washington, DC 20590-0001

Dear Secretary Buttigieg:

In accordance with 49 U.S.C. 30162 and 49 C.F.R. § 552.1, we hereby petition the National Highway Traffic Safety Administration (NHTSA) Office of Defects Investigation (ODI) to promptly initiate a safety defect investigation into van-type or box semitrailers when being operated as intended because of a known safety hazard and defect from collisions with passenger vehicles and other vulnerable road users (pedestrians, bicyclists, or motorcyclists) resulting in death and significant injuries due to the lack of effective Rear Impact Guards. This investigation will clearly demonstrate that NHTSA should issue a recall order pursuant to 49 U.S.C. §§ 30118(b), 30119, and 30120 for all van-type and box semitrailers that lack effective Rear Impact Guards.

An “underride” collision occurs when a semitrailer collides with a passenger vehicle causing the passenger vehicle to slide under the body of a semitrailer, often crushing the vehicle and passengers within, or dragging the vehicle causing it to burn with passengers inside. Due to the height difference between passenger vehicles and semitrailers (in addition to single unit trucks; see NHTSA 2013), a collision bypasses the car’s safety features because the point of impact is the passenger compartment, not the front bumper of the car (Kiefer as cited by Zasky 2018a). The bottom edge of a semitrailer is between forty-two and forty-five inches high, which is about eye height for passengers of a motor vehicle. Effective Rear Impact Guards work by engaging safety accessories like airbags, crash avoidance sensors, and other features of cars as well as preventing vehicles from going under the truck and encountering the semitrailer body, increasing

the chance of survival with these types of collisions, many of which would be minor collisions if not for the “underride” ([Zasky 2018](#)). Without engaging a car’s safety features which would otherwise absorb the force of the collision, the passenger compartment can be crushed when it contacts the semitrailer, resulting in death or severe injuries for the occupants.

The National Highway Traffic Safety Administration is directed by Congress to protect the safety of the driving public against unreasonable risk of death or injury that may occur because of the design, construction, or performance of a motor vehicle or motor vehicle equipment and, is charged with reducing deaths, injuries, and economic losses resulting from motor vehicle crashes (49 U.S.C. § 30102). The concerns raised in this petition are well exemplified by the May 4, 2013, crash into a Great Dane semitrailer involving the [REDACTED] Crown Victoria in Georgia, in which the Rear Impact Guard failed leading to the deaths of [REDACTED] and [REDACTED]. This semitrailer lacked an effective Rear Impact Guard. ([Rear underride accidents explained](#)) This case represents 2 tragic deaths; however, there are similarly hundreds of underride deaths and serious injuries annually from collisions with semitrailers according to NHTSA [Fatality Analysis Reporting System \(FARS\)](#), which is known to underreport these deaths. In fact, the [FARS Georgia Report for 2013](#) only showed 1 underride death. For 1994 - 2015, FARS documents [1,803 rear underride deaths](#).

These known deaths indicate that semitrailers without effective Rear Impact Guards contain a defect that presents an unreasonable risk to the public from “...a “significant number of failures” in “normal operation” that is “reasonably foreseeable” (United States v. General Motors Corporation (“Wheels”), 518 F.2d 420 (D.C. Cir. 1975)). As NHTSA recognizes, a “significant number of failures” is merely a “non-de minimus” quantity; it need not be a “substantial percentage of the total” (Wheels, 518 F.2d at 438). In fact, [hundreds of deaths](#) and thousands of injuries occurring annually from vehicles colliding with semitrailers that lack effective Rear Impact Guards demonstrates a defect because there is no dispute that this hazard “...can definitely be expected to occur in the future” (United States v. Gen. Motors Corp., 565 F.2d 754, 758 (D.C. Cir. 1977)).

Similarly, where a defect “is systematic and prevalent in a particular class [of motor vehicles or equipment], . . . this is prima facie an unreasonable risk” (United States v. General Motors Corp., 561 F.2d 923, 928–29 (D.C. Cir. 1977) (“Pitman Arms”). In the context of the National Traffic and Motor Vehicle Safety Act of 1966, (Safety Act), “motor vehicle safety” refers to an “unreasonable risk of accidents” and an “unreasonable risk of death or injury in an accident” (49 U.S.C. § 30102(a)(8)). Thus, while defect analysis has generally entailed a retrospective look at how many failures have occurred (see, e.g., Wheels), the safety-relatedness question is forward looking, and concerns hazards that may arise in the future from, for example, rear underride collisions resulting in death and serious injury to the traveling public (e.g., see United States v. Gen. Motors Corp., 565 F.2d at 758).

NHTSA has the authority to recall vehicles or equipment that pose an “unreasonable risk” to safety. Under the Safety Act, a safety “defect” includes “any defect in performance, construction, a component, or material of a motor vehicle or motor vehicle equipment” 49 U.S.C. § 30102(a)(2). Importantly, this includes a defect in design of a safety part missing from the

vehicle (i.e., lacking effective Rear Impact Guards; see *Wheels*, 518 F.2d at 436; see for example Safety Research and Strategies 2021).

As the Insurance Institute for Highway Safety has demonstrated with their [crash testing research](#), Rear Impact Guards (RIGs) produced by the eight largest trailer manufacturers to meet the 1996 federal standard are not effective at preventing offset underride crashes. Subsequently, the manufacturers developed stronger, more effective RIGs, which the majority of them are installing as Standard on new trailers -- earning them recognition by the IIHS for meeting a TOUGHGuard level of strength at 100%, 50%, and 30% offset. Congress recognized the importance of this improved level of protection in the [2022 THUD Appropriations Bill](#):

***Truck underrides.**—The Committee highlights that DOT has been researching underrides for more than 50 years and that NHTSA’s proposed rulemaking in December 2015 to update truck rear impact guard requirements cited 362 annual fatalities associated with light vehicle crashes into the rear of trucks. The Committee directs NHTSA to prioritize working with relevant experts and stakeholders, including researchers, engineers, safety advocates, and the trucking industry, to facilitate the deployment and adoption of rear and side underride protection devices. Last year, the Committee directed NHTSA to implement GAO recommendations on underrides and to complete a rulemaking to improve rear guards to meet the Insurance Institute for Highway Safety standards for Toughguard awards. The Committee repeats such direction, and requires NHTSA to brief the Committee within 30 days of enactment of this Act on the agency’s progress on such requirements.*

Although the NHTSA [declined](#) to follow this Congressional directive in the release of the July 15, 2022, [Rear Impact Guard Rule](#), they acknowledge that it is a *minimum* standard as indicated here:

*However, while NHTSA cannot conclude that the data and science currently available for agency decision-making support mandating installation of a rear impact guard that prevents PCI in all three overlap conditions (full, 50 percent, and 30 percent overlap) on all vehicles, the Federal standards act as a floor, not a ceiling, to establish the minimum level of performance that meet the safety needs presented by the data. FMVSS are written in terms of minimum performance requirements for motor vehicles or motor vehicle equipment to protect the public against unreasonable risk of injury and death in crashes. Manufacturers have flexibility in design as long as their products comply with applicable FMVSS.*

*There are rear impact guard designs in the current trailer and semitrailer market that prevent PCI in all three crash conditions described in Section 23011(b)(1)(A) of BIL: (1) full overlap crash, (2) 50 percent overlap crash, and (3) 30 percent overlap crash at 56km/h impact speed. This final rule does not preclude these designs from the trailer and semitrailer market, as long as they meet all requirements of the FMVSS to ensure adequate protection in (1) and (2), above. [Federal Motor Vehicle Safety Standards; Rear Impact Guards, Rear Impact Protection](#)*

In fact, at least some of the manufacturers have the improved guards available as retrofit kits, which can be installed to provide more effective rear underride protection. Likewise, there is at least one aftermarket option available, the [RIG Retrofit](#), which can be installed on virtually any semitrailer. Effective rear impact guards should also provide underride protection on existing semitrailers that meets the Insurance Institute for Highway Safety Toughguard standards (e.g., see [Retrofit Solutions for Rear Impact Guards to Prevent Deadly Underride](#)).

Congress intended the Safety Act to represent a “commonsense” approach to safety and Courts have followed that approach in determining what constitutes a “defect” (Wheels, 518 F.2d at 3436). For this reason, a defect determination for semitrailers lacking effective Rear Impact Guards does not require an engineering explanation or root cause, but instead “may be based exclusively on the performance record of the component” (Wheels, 518 F.2d at 432). The substantial amount of crash testing research and [FARS data](#) on the number of deaths and serious injuries from collisions with semitrailers without effective Rear Impact Guards is clear; failure to install an effective Rear Impact Guard amounts to a defect in the semitrailer’s design, construction, and performance.

We also note the following facts to consider:

1. An effective Rear Impact Guard helps avoid windshield-first crashes and improves the chances that a car’s air bags, and other lifesaving built-in occupant protection systems can function as intended, earning endorsement of a similar safety technology -- side underride guards -- by Consumer Reports (2019).
2. [Without a government recall](#) in the United States, truck and trailer manufacturers and owners will not voluntarily stop the known unreasonable risk to public safety by designing and implementing safer trucks and trailers with effective rear underride prevention guards (Bloch and Schmutzler 1998; GAO 2019, Transportation Research Circular 2007). Crash tests demonstrate that more effective rear underride guard technology is available, has been well-studied, and would be an easy and inexpensive solution to the known hazard of rear underride collisions to the traveling public. For example, one semitrailer manufacturer has published the success of its improved Rear Impact Guard in a real-life crash in March 2017, when ██████ survived in a collision with a Stoughton trailer which had an improved Rear Impact Guard -- a collision which otherwise would likely have been fatal. [N.Y. Man Saved By Stoughton Rear Underride Guard Featured In TV News Story](#)
3. Manufacturers have a continuing obligation to proactively identify and mitigate such safety risks (Wheels, 518 F.2d 420, 427 (D.C. Cir. 1975). Under the Transportation Recall Enhancement, Accountability, and Documentation Act ([TREAD Act, 2000](#)), manufacturers were supposedly required to report information to NHTSA related to defects, especially in cases of injury or death related to their semitrailers (also referred to as Early Warning Reports; e.g., see Safety Research Strategy (2021) detailing NHTSA fines to vehicle manufacturers for untimely recalls and failing to submit Early Warning Reports). However, early warning reporting has been abysmal compared to known occurrences of underride collisions (██████). This system, mandated by Congress,

should have identified rear underride deaths and catalyzed research into ways to prevent them in the future. The truck crash, which killed [REDACTED] on May 4, 2013, was [reported in this system](#) but not identified as an underride and did not lead to any analysis by the manufacturer or NHTSA to determine what allowed underride or what could be done to improve the Rear Impact Guard to prevent future occurrences. This is clearly another indication that it is past time for getting this unreasonable risk off the road: [What's the intent of Early Warning Reporting & what's it done to end underride?](#)

For the reasons discussed above, we urge NHTSA to grant this *Petition for a Defect Investigation* into van-type or box semitrailers due to a lack of effective and available Rear Impact Guard technology. Rear [underride deaths](#) and serious injuries [continue to occur every day](#) across our country. Pursuant to 49 U.S.C. § 30162(d), we formally request NHTSA respond to this petition within 120 days. The DOT can no longer feign ignorance to the danger of rear underride collisions. NHTSA must conduct an analysis, in which they will certainly find that this known defect poses an unreasonable risk to motor vehicle safety and is therefore a “safety defect,” and subsequently order manufacturers to conduct a recall to mitigate the dangers of death and serious injury from semitrailers lacking effective Rear Impact Guards (49 U.S.C. § 30118(b)).

Finally, if you conclude that the issues presented in this petition will be examined in work undertaken pursuant to congressional direction under section 23011 of the Bipartisan Infrastructure Law (November 15, 2021), then accordingly, you should grant the petition in order to provide formal notice to the public that this known safety hazard will be addressed by NHTSA.

Please fix this defect now.

Respectfully submitted,

Jerry and Marianne Karth

Eric Hein

Lois Durso-Hawkins

### Literature Cited

Bloch, B., and L.O.F. Schmutzler. 1998. [Improved crashworthy designs for truck underride guards](#). Paper Number 98-S4-O-07, 14 pp.

Consumer Reports. 2019. Press release: [Consumer Reports urges Congress to pass the Stop Underrides Act](#). 2 pp.

Government Accounting Office. 2019. [Truck underride guards: Improved data collection, inspections, and research needed](#). GAO-19-264.

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NHTSA. 2013. [Single-Unit straight trucks in traffic crashes](#). Traffic Safety Facts: Research Note, #811740. National Center for Statistics and Analyses, Washington, DC.

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Transportation Research Circular. 2007. [The Domain of Truck and Bus Safety Research](#), Number E-C117, May 2007, pp. 134-135

Zasky, J. April 26, 2018 (2018a). [Making Underride Accidents Less Deadly: New technology aims to reduce the number of deaths caused by side and rear underride accidents](#). Failure Magazine

**MAIN MENU**

## Defective Rear Impact Guards Prompt Strick Trailer Recall

***MARCH 29, 2016***

Strick has announced a recall for trailers with unsafe safety guards.

The company is recalling certain model year 2001, 2003, 2005, and 2008 2012 Single axle van trailers equipped with rear impact guards that use gussets with part number 50185 and 50186. These rear impact guard gussets may have been manufactured improperly. These defective pieces put the vehicles in

violation of the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 223, "Rear Impact Guards."

If the rear impact guards do not meet the safety standards, it can increase the risk of injury in the event of a crash.

Strick believes that about 230 trailers are equipped with the faulty parts

The company will notify owners, and service centers will install reinforcements free of charge. The recall is expected to begin April 29, 2016.

Owners with questions about this recall can contact Strick customer service at (704) 436 2590

## MONEY-SAVING & POPULAR

**L** **HOT TOPIC** **NORTH CAROLINA TENANT RIGHTS: RELATIONSHIPS BETWEEN LANDLORDS AND TENANTS CAN BE COMPLEX**

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Laws governing relationships between a landlord and a tenant are complex. While most problems that arise are caused by simple misunderstandings, some are caused intentionally and may require a legal strategy. One of the simplest ways to protect yourself is to thoroughly read and understand your lease before you sign it. If problems do happen down the road, the lease becomes critically important.

**H** **HOT TOPIC** **YOU CAN SAVE SERIOUS MONEY ON YOUR HOME INSURANCE QUOTE WITH HIDDEN HOME INSURANCE CREDITS**

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If you had a way to save money on your next home insurance quote, would you take advantage of it or let it go to waste? You would use it, of course, to save as



**Part 573 Safety Recall Report****15V-506****Manufacturer Name :** Strick Trailers, LLC**Submission Date :** SEP 22,2015**NHTSA Recall No. :** 15V-506**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Strick Trailers, LLC

Address : 301 North Polk Street  
Monroe IN 46772

Company phone : 260-692-1300

**Population :**

Number of potentially involved : 1,006

Estimated percentage with defect : 100

**Vehicle Information :**

Vehicle : 2013-2013 Strick S4280E99NFWOP

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : 28 ft. dry freight van trailers with single axle fixed suspension

Production Dates : OCT 01, 2012 - JUL 15, 2013

**VIN (Vehicle Identification Number) Range**

Begin : 1S11e9283DE527269

End : 1S11e9286DE528268

 Not sequential VINs

Vehicle : 2015-2015 Strick S4330E99NFOPWW

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

Descriptive Information : Single axle 33 foot van trailer with pintle hook

Production Dates : JUN 23, 2014 - JUN 23, 2014

**VIN (Vehicle Identification Number) Range**

Begin : 1S11E9337FE531198

End : 1S11E9337FE531203

 Not sequential VINs**Description of Noncompliance :**

Description of the Noncompliance : The trailers were intended to be built as "wheels back" trailers with the axle set at 32 inches from the rear. The tires ultimately furnished by the customer had a diameter such that the rear face of the tires were approximately 12.16 inches to 12.46 inches forward of the rear of the

trailer at the time of manufacture, instead of the 12 inch maximum specified by Federal Motor Vehicle Safety Standard 224.

FMVSS 1 : 223 - Rear impact guards

FMVSS 2 : 224 - Rear impact protection

Description of the Safety Risk : Strick Trailers has no basis on which to determine whether the small increase in distance between the rear face of the tires and the rear of the trailer has an impact on motor vehicle safety.

Description of the Cause : NR

Identification of Any Warning that can Occur : NR

### Supplier Identification :

#### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

### Chronology :

- (a) On or about December 17, 2014, Strick Trailers determined that there was a potential design discrepancy in tire diameter relative to the axle location on a group of Estes dry freight van trailers, whereas, the tires ultimately furnished by the customer had a slightly different diameter than the tires used by Strick Trailers in its design calculations and, as a result, the trailers may not qualify as "wheels back."
- (b) Between December 18, 2014, and December 31, 2014, Strick Trailers analyzed the design and determined that a sampling of approximately 100 trailers would be reviewed to check actual measurements.
- (c) Between January 5, 2015, and January 15, 2015, Strick Trailers contacted various Estes locations for the purpose of visiting those locations to inspect trailers.
- (d) Between January 20, 2015, and August 3, 2015, Strick Trailers inspected trailers and gathered data in order to confirm the existence of a discrepancy and to determine a course of action.
- (e) On August 11, 2015 Strick Trailers determined that the rear impact guard on the trailers would be tested.
- (f) On August 13, 2015 Strick Trailers determined that the rear impact guard gussets would be replaced to make the rear impact guard compliant with FMVSS223, rather than adjusting the axle location to make the trailers compliant with the "wheels back" configuration as originally intended.
- (g) Between August 13, 2015 and September 17, 2015 Strick Trailers identified six additional trailers that should be added to the noncompliance report. The trailers are: 1S11E9337FE531198, 1S11E9339FE531199, 1S11E9331FE531200, 1S11E9333FE531201, 1S11E9335FE531202, 1S11E9337FE531203.
- (h) Between August 12, 2015 and September 17, 2015 Strick Trailers designed and tested the remedy for compliance.

### Description of Remedy :

Description of Remedy Program : To remedy the noncompliance Strick Trailers intends to supply and pay for the replacement of the curbside and roadside rear impact guard gussets. Strick Trailers will manufacture and supply the replacement gussets without cost to Estes Express Lines. The replacement gussets are expected to be available for delivery beginning on November 25, 2015. Strick Trailers will

reimburse Estes Express Lines for the reasonable direct labor costs required to effect the repair. The work to replace the rear impact guard gussets will take approximately two hours to perform. The remedy plan is set forth in greater detail in the proposed customer notification letter being submitted for your approval.

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : Strick Trailers will notify Estes within 5 days of NHTSA's approval of the proposed customer notification letter. The proposed form of customer notification letter will be provided to NHTSA for approval within 45 days from the date hereof.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported

# Part 573 Safety Recall Report

# 20V-744

**Manufacturer Name :** Vac-Tron Equipment, LLC**Submission Date :** DEC 09, 2020**NHTSA Recall No. :** 20V-744**Manufacturer Recall No. :** VVK0016**Manufacturer Information :**

Manufacturer Name : Vac-Tron Equipment, LLC

Address : 27137 South Hwy 33

Okahumpka FL 34762

Company phone : 352-728-2222

**Population :**

Number of potentially involved : 38

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2015-2020 Vac-Tron LP873SGT

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

**Descriptive Information :** Using various manufacturing documents and drawings for the models identified above, research identified non-compliance to 49 CFR 571.224. The machines are not compliant due to no extended lower chassis. Four models have been identified as having the non-compliant design for a total of 37 excavator trailers.

**Production Dates :** JUL 10, 2015 - JUN 24, 2018VIN Range 1 : Begin : 5HZBF1929FLGF2138 End : 5HZBF1924JLFJ2219  Not sequential

Vehicle 2 : 2016-2020 Vac-Tron LP873XDT

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

**Descriptive Information :** Using various manufacturing documents and drawings for the models identified above, research identified non-compliance to 49 CFR 571.224. The machines are not compliant due to no extended lower chassis. Four models have been identified as having the non-compliant design for a total of 37 excavator trailers.

**Production Dates :** JAN 15, 2016 - OCT 08, 2019VIN Range 1 : Begin : 5HZBF1929GLAG2104 End : 5HZJ1923XLK002085  Not sequential

Vehicle 3 : 2019-2020 Vac-Tron LPSGT

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

**Descriptive Information :** Using various manufacturing documents and drawings for the models identified above, research identified non-compliance to 49 CFR 571.224. The machines are not compliant due to no extended lower chassis. Four models have been identified as having the non-compliant design for a total of 37 excavator trailers.

**Production Dates :** MAR 03, 2019 - DEC 23, 2019

**VIN Range 1 :** Begin : 5HZH19224KK002006 End : 5HZH19221LK002045  Not sequential

Vehicle 4 : 2019-2020 Vac-Tron LPXDT

Vehicle Type : TRAILERS

Body Style :

Power Train : NR

**Descriptive Information :** Using various manufacturing documents and drawings for the models identified above, research identified non-compliance to 49 CFR 571.224. The machines are not compliant due to no extended lower chassis. Four models have been identified as having the non-compliant design for a total of 37 excavator trailers.

**Production Dates :** JAN 22, 2019 - DEC 01, 2019

**VIN Range 1 :** Begin : 5HZJ19239LK002143 End : 5HZJ19233LK002137  Not sequential

## Description of Noncompliance :

**Description of the Noncompliance :** There is not a rear impact guard.

FMVSS 1 : 224 - Rear impact protection

FMVSS 2 : NR

**Description of the Safety Risk :** If the other vehicle strikes the rear of the vacuum excavator causing the other vehicle to travel under the rear of the vacuum excavator, death or serious injury may occur.

**Description of the Cause :** NR

**Identification of Any Warning that can Occur :** NR

## Involved Components :

Component Name 1 : NR

Component Description : NR

Component Part Number : NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

November 16, 2020 Dealer notified via email they thought there LP873XDT Heavy unit was a bit tall. And asked if it should get a rear extension. Pictures were sent later that day for Vac-Tron engineering to research.

November 20, 2020 Meeting with Product Safety and Engineering to lay out the concern.

November 24, 2020 Product Safety Corporate declared Safety campaign.

## Description of Remedy :

Description of Remedy Program : Vac-Tron will prepare field remedy kits which will include the necessary parts and instructions to resolve noncompliance issues. These field remedy kits will be provided to authorized Vermeer dealers to install. Upon installation and receipt of field remedy kit warranty claim, dealers will be reimbursed for the parts and labor. Owners will be notified of the potential safety risk and available field remedy kit by letter according to the product database records maintained by Vermeer Corporation on behalf of its subsidiary, Vac-Tron. Vermeer Corporation will assist Vac-Tron in the administration of this field remedy kit.

How Remedy Component Differs from Recalled Component : The identified field machine population was manufactured with no extended lower chassis.

Identify How/When Recall Condition was Corrected in Production : Through the Engineering Change Notification process, the bill of materials for affected Models will be updated to install adequate and properly positioned components to meet FMVSS 571.224.

**Recall Schedule :**

Description of Recall Schedule : Dealer notification will begin 07 January 2021 by email with list of affected machines in their area of responsibility. Owner notification letters will be sent 21 January 2021 with translated letters where necessary for their affected units.

Planned Dealer Notification Date : JAN 07, 2021 - JAN 07, 2021

Planned Owner Notification Date : JAN 21, 2021 - JAN 21, 2021

\* NR - Not Reported



U.S. Department of Transportation  
**National Highway Traffic Safety  
Administration**

1200 New Jersey Avenue SE  
Washington, DC 20590

December 10, 2020

NEF-150MR  
20V-744

[REDACTED]  
Pella, IA [REDACTED]

**Subject:** Rear Impact Guard Missing

Dear [REDACTED]

This letter serves to acknowledge Vac-Tron Equipment, LLC's notification to the National Highway Traffic Safety Administration (NHTSA) of a safety recall which will be conducted pursuant to Federal law for the product(s) listed below. Please review the following information to ensure that it conforms to your records as this information is being made available to the public. If the information does not agree with your records, please contact us immediately to discuss your concerns.

**Makes/Models/Model Years:**

VAC-TRON/LP 873 SGT/2015-2020  
VAC-TRON/LP 873 XDT/2016-2020  
VAC-TRON/LPSGT/2019-2020  
VAC-TRON/LPXDT/2019-2020

**Mfr's Report Date:** December 1, 2020

**NHTSA Campaign Number:** 20V-744

**Components:**

STRUCTURE  
STRUCTURE:BODY:BUMPERS

**Potential Number of Units Affected:** 38

**Problem Description:**

Vac-Tron Equipment, LLC is recalling certain 2016-2020 LP873XDT, 2015-2020 LP873SGT, 2019-2020 LPSGT and LPXDT excavator trailers. The trailers are not equipped with a rear impact guard. As such, these trailers fail to comply with the requirements of Federal Motor Vehicle Safety Standard number 224, "Rear Impact Protection."

**Consequence:**

If a vehicle strikes the rear of the vacuum excavator, the vehicle may travel under the rear of the vacuum excavator, increasing the risk of injury and/or death.

**Remedy:**

Vac-Tron will notify owners, and dealers will install a field remedy kit, free of charge. The recall is expected to begin January 21, 2021. Owners may contact Vac-Tron customer service at 1-877-342-5374. Vac-Tron's number for this recall is VVK0016.

**Notes:**

Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to [www.safercar.gov](http://www.safercar.gov).



Under 49 U.S.C. § 30112(a), it is illegal for anyone, including a manufacturer, distributor, dealer, or retailer to sell an item of equipment or vehicle that fails to comply with all applicable Federal motor vehicle safety standards.

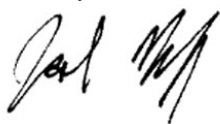
Please be reminded of the following requirements:

You are required to submit a draft owner notification letter to this office no less than five days prior to mailing it to the customers. Also, copies of all notices, bulletins, dealer notifications, and other communications that relate to this recall, including a copy of the final owner notification letter and any subsequent owner follow-up notification letter(s), are required to be submitted to this office no later than 5 days after they are originally sent (if they are sent to more than one manufacturer, distributor, dealer, or purchaser/owner).

As stated in Part 573.7, submission of the first of six consecutive quarterly status reports is required within one month after the close of the calendar quarter in which notification to purchasers occurs. Therefore, the first quarterly report will be due on, or before, 30 days after the close of the calendar quarter.

Your contact for this recall will be Michelle Rice who may be reached by phone at (202) 366-1060, or by email at michelle.rice@dot.gov. We look forward to working with you.

Sincerely,



Joshua Neff  
Chief, Recall Management Division  
Office of Defects Investigations  
Enforcement



ThePressReleaseEngine.com

**Recalls**



# ☰ Recall: Rear Impact Guard Missing - vehicle VAC - TRON LPSGT 2020



National Highway Traffic Safety Administration (Releases)

Dec 01, 2020 | 0 | 1

## **Recall: Rear Impact Guard Missing - vehicle VAC-TRON LPSGT 2020**

### **Manufacturer :**

Vac-Tron Equipment, LLC

### **Subject :**

Rear Impact Guard Missing

### **Summary :**

Vac-Tron Equipment, LLC is recalling certain 2016-2020 LP873XDT, 2015-2020 LP873SGT, 2019-2020 LPSGT and LPXDT excavator trailers. The trailers are not equipped with a rear impact guard. As such, these trailers fail to comply with the requirements of Federal Motor Vehicle Safety Standard number 224,

### **Consequence :**

If a vehicle strikes the rear of the vacuum excavator, the vehicle may travel under the r



of the vacuum excavator, increasing the risk of injury and/or death.

**Corrective Action :**

Vac-Tron will notify owners, and dealers will install a field remedy kit, free of charge. The recall began January 22, 2021. Owners may contact Vac Tron customer service at 1 877 342-5374. Vac-Tron's number for this recall is VVK0016.

**Affected Vehicle :**

2020 VAC-TRON LPSGT Vac-Tron Equipment, LLC  
2020 VAC TRON LPXDT Vac Tron Equipment, LLC  
2018 VAC-TRON LP 873 XDT Vac-Tron Equipment, LLC  
2019 VAC-TRON LP 873 XDT Vac-Tron Equipment, LLC  
2019 VAC-TRON LPSGT Vac-Tron Equipment, LLC  
2016 VAC TRON LP 873 SGT Vac Tron Equipment, LLC  
2020 VAC-TRON LP 873 SGT Vac-Tron Equipment, LLC  
2015 VAC-TRON LP 873 SGT Vac-Tron Equipment, LLC  
2019 VAC-TRON LPXDT Vac-Tron Equipment, LLC  
2016 VAC TRON LP 873 XDT Vac Tron Equipment, LLC  
2020 VAC-TRON LP 873 XDT Vac-Tron Equipment, LLC  
2019 VAC-TRON LP 873 SGT Vac-Tron Equipment, LLC  
2017 VAC-TRON LP 873 XDT Vac-Tron Equipment, LLC  
2017 VAC TRON LP 873 SGT Vac Tron Equipment, LLC  
2018 VAC-TRON LP 873 SGT Vac-Tron Equipment, LLC

**Potential Number Of Units Affected :**

38

**Notes :**

Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to [www.safercar.gov](http://www.safercar.gov).

**MRF Campaign Number :**

VMV001

**NHTSA Campaign Number :**

20V744000

**Report Receive Date :**

2020-12-01T00:00:00Z

**Affected Components :**

STRUCTURE ( 160000 STRUCTURE )

**Documents :**[RCLRPT-20V744-5434.PDF](#)

( Recall 573 Report- Amendment 1 )

[RCLRPT-20V744-6613.PDF](#)

( Noncompliance Notice 573 Report )

[RCAK-20V744-9270.pdf](#)

( Recall Acknowledgement )

[RCLQRT-20V744-5035.PDF](#)

( Recall Quarterly Report #2, 2021-2 )

[RCRIT-20V744-0770.pdf](#)

( Remedy Instructions and TSB )

[RMISC-20V744-4421.pdf](#)

( Miscellaneous Document- Before and After )

[RCLQRT-20V744-7138.PDF](#)

( Recall Quarterly Report #1, 2021-1 )

[RCSB-20V744-9791.pdf](#)

( Safety Bulletin )

[RCLRPT-20V744-8239.PDF](#)

( Recall 573 Report- Amendment 2 )

[RCLQRT-20V744-3755.PDF](#)

( Recall Quarterly Report #4, 2021-4 )

[RCLQRT-20V744-3267.PDF](#)

( Recall Quarterly Report #3, 2021-3 )

[RCLQRT-20V744-3515.PDF](#)

( Recall Quarterly Report #5, 2022-1 )

**ℹ Recall information:****> Direct link : - [click here](#) .**

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## Safety Issue Type: Recalls

July 20 2017 NHTSA Campaign Number: 17V464000

### Rear Impact Guard Failure/FMVSS 223

These rear impact guards may not adequately reduce the possibility of a car traveling under the trailer in the event of a crash, increasing the risk of injury to the car driver.

NHTSA Campaign Number 17V464000

Manufacturer Tremcar

Components STRUCTURE

Potential Number of Units Affected 3

#### Summary

Tremcar is recalling the rear impact guards used on certain 2008 Tremcar 1350 cubic ft B-train pup, 2008-2017 Tremcar 2800 cubic ft Dry Bulk Quad, 2014 Tremcar 1625 cubic ft Vac tandem, and 2016 Tremcar 2300 cubic ft Quad trailers. When impacted at the outer portions, the guards did not adequately resist sufficient force. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 223, "Rear Impact Guards."

#### Remedy

The purchaser of the affected guards is aware of the recall, therefore owner notification letters will not be sent. The remedy for this recall is still under development. The recall began on July 20, 2017. Owners may contact Tremcar customer service at 1-800-363-2158.

#### Notes

Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to [www.safercar.gov](http://www.safercar.gov).

### Affected Products (13)

#### Vehicle

MAKE	MODEL	YEAR
TREMCAR	1350FT3 B-TRAIN PUP	2008
TREMCAR	1625FT3 VAC TANDEM	2014
TREMCAR	2300FT3 QUAD	2016
TREMCAR	2800FT3 DRY BULK QUAD	2008-2017

### Associated Documents (5)

Non-Compliance 573 Report/FMVSS 223

RCLRPT-17V464-6871.PDF 215.497KB

<https://static.nhtsa.gov/odi/rcl/2017/RCLRPT-17V464-6871.PDF>

Recall 573 Report-Amendment 1

RCLRPT-17V464-3091.PDF 215.581KB

<https://static.nhtsa.gov/odi/rcl/2017/RCLRPT-17V464-3091.PDF>

Recall Acknowledgement

**RCAK-17V464-1243.pdf** 246.29KB

<https://static.nhtsa.gov/odi/rcl/2017/RCAK-17V464-1243.pdf>

Recall Quarterly Report #1, 2017-3

**RCLQRT-17V464-6449.PDF** 214.478KB

<https://static.nhtsa.gov/odi/rcl/2017/RCLQRT-17V464-6449.PDF>

Recall Quarterly Report #1, 2017-3

**RCLQRT-17V464-8022.PDF** 214.473KB

<https://static.nhtsa.gov/odi/rcl/2017/RCLQRT-17V464-8022.PDF>



## LODE KING issued a recall on FLAT DECK TRAILER, STEP DECK TRAILER models

Vehicles

Mar 25th, 2021 @ 08 00 PM



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### Basic Details

**System:** Structure

**Category:** Heavy Trailer

**Notification type:** Compliance Mfr

**Department:** Transport Canada

**Units affected:** 330

**Alert type:** Recall

### Products

Model	Model year(s) affected	Make
STEP DECK TRAILER	2021	LODE KING
FLAT DECK TRAILER	2012	LODE KING
STEP DECK TRAILER	2015	LODE KING
FLAT DECK TRAILER	2019	LODE KING



FLAT DECK TRAILER	2011	LODE KING
FLAT DECK TRAILER	2015	LODE KING
FLAT DECK TRAILER	2020	LODE KING
STEP DECK TRAILER	2017	LODE KING
FLAT DECK TRAILER	2013	LODE KING
STEP DECK TRAILER	2011	LODE KING
STEP DECK TRAILER	2020	LODE KING
FLAT DECK TRAILER	2018	LODE KING
FLAT DECK TRAILER	2017	LODE KING
FLAT DECK TRAILER	2007	LODE KING
STEP DECK TRAILER	2007	LODE KING
STEP DECK TRAILER	2019	LODE KING
FLAT DECK TRAILER	2008	LODE KING
FLAT DECK TRAILER	2016	LODE KING
STEP DECK TRAILER	2016	LODE KING
FLAT DECK TRAILER	2010	LODE KING
STEP DECK TRAILER	2014	LODE KING
STEP DECK TRAILER	2013	LODE KING
STEP DECK TRAILER	2008	LODE KING
STEP DECK TRAILER	2012	LODE KING
STEP DECK TRAILER	2010	LODE KING





STEP DECK TRAILER	2018	LODE KING
FLAT DECK TRAILER	2014	LODE KING
FLAT DECK TRAILER	2009	LODE KING
FLAT DECK TRAILER	2021	LODE KING
STEP DECK TRAILER	2009	LODE KING

## Issue

On certain trailers, the wrong bolts may have been used to attach the rear impact guard to the trailer frame. As a result, the rear impact guard could fail in a crash.

## Safety Risk

A rear impact guard that fails in a crash could increase the risk of injury.

## Corrective Actions

Lode King will notify owners by mail and provide you with instructions for how to inspect and replace the bolts that attach the rear impact guard, as necessary.

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## Recall Monitor

Information presented from Recalls and Safety Alerts dataset, provided by the Government of Canada through the Open Government Initiative and is subject to the Open Government License.

You can access this data free of charge via Recall Monitor, or through the [Healthy Canadians](#) website.

Get personalized SMS or Email notifications about recall alerts that matter by subscribing to Recall Monitor.

# Part 573 Safety Recall Report

# 17V-464

**Manufacturer Name :** Tremcar**Submission Date :** JUL 20, 2017**NHTSA Recall No. :** 17V-464**Manufacturer Recall No. :** NR**Manufacturer Information :**

Manufacturer Name : Tremcar

Address : 790 Montrichard

St. Jean-sur-Richelieu 00 J2X5G4

Company phone : 3477822

**Population :**

Number of potentially involved : 31

Estimated percentage with defect : 100 %

**Vehicle Information :**

Vehicle 1 : 2008-2017 Tremcar 2800ft3 Dry Bulk Quad

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : All of the vehicles of this type are included

Production Dates : JUN 01, 2008 - JUN 13, 2017

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 2 : 2008-2008 Tremcar 1350ft3 B-train pup

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Only unit 6525 makes use of the rear impact guard in question

Production Dates : JUN 01, 2008 - AUG 01, 2008

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 3 : 2014-2014 Tremcar 1625ft3 Vac tandem

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Only unit 14071 makes use of the rear impact guard in question

Production Dates : OCT 01, 2014 - NOV 30, 2014

VIN Range 1 : Begin : NR End : NR  Not sequential

Vehicle 4 : 2016-2016 Tremcar 2300ft3 Quad

Vehicle Type : BUSES, MEDIUM &amp; HEAVY VEHICLES

Body Style :

Power Train : NR

Descriptive Information : Only unit 15934 makes use of the rear impact guard in question

Production Dates : JUL 07, 2015 - SEP 01, 2015

VIN Range 1 : Begin :

NR

End : NR

Not sequential

## Description of Noncompliance :

Description of the Noncompliance : The rear impact guard has failed a compliance test at position p1

FMVSS 1 : 223 - Rear impact guards

FMVSS 2 : NR

Description of the Safety Risk : The rear impact guard does not adequately perform its duty

Description of the Cause : Not yet determined

Identification of Any Warning that can Occur : NR

## Supplier Identification :

### Component Manufacturer

Name : NR

Address : NR

NR

Country : NR

## Chronology :

Tremcar was asked to provide 3 sample Rear Impact Guards for compliance testing in January 2017.

The result of that test was provided by NHTSA in a request for information letter OA-223-170511 on June 14, 2017.

Upon analysis of the results it was determined that there is a non-compliance on July 14, 2017

## Description of Remedy :

Description of Remedy Program : Not yet been determined

How Remedy Component Differs from Recalled Component : NR

Identify How/When Recall Condition was Corrected in Production : NR

**Recall Schedule :**

Description of Recall Schedule : Not yet been determined

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

\* NR - Not Reported

## Safety Issue Type: Recalls

September 01 2011 NHTSA Campaign Number: 11V454000

### REAR BUMPER HEIGHT NONCOMPLIANCE

IN THE EVENT OF A CRASH, A PASSENGER VEHICLE'S BUMPER MAY TRAVEL UNDER THE TRAILER'S BUMPER. WITHOUT THE PROTECTION THAT THE BUMPER AFFORDS, THE INJURIES TO THE PASSENGERS IN THE VEHICLE MAY BE INCREASED. IN ADDITION, THE IMPACT LOAD DISTRIBUTION MAY BE DECREASED IN THE EVENT OF A CRASH DUE TO NONCOMPLIANT VERTICAL HEIGHT.

NHTSA Campaign Number 11V454000

Manufacturer AULICK MANUFACTURING, INC.

Components STRUCTURE

Potential Number of Units Affected 642

#### Summary

AULICK MANUFACTURING IS RECALLING CERTAIN AULTIMATE AGRICULTURAL TRAILERS MANUFACTURED FROM FEBRUARY 5, 2004, THROUGH JULY 1, 2011, FOR A REAR BUMPER THAT FAILS TO COMPLY WITH FEDERAL MOTOR VEHICLE SAFETY STANDARD NUMBER 224, "REAR IMPACT PROTECTION" AND FEDERAL MOTOR VEHICLE SAFETY STANDARD NUMBER 223 "REAR IMPACT GUARDS." THE BOTTOM OF THE BUMPER EXCEEDS THE MAXIMUM ALLOWABLE HEIGHT FROM THE GROUND, WHICH LIMITS THE UNDERRIDE PROTECTION. ADDITIONALLY, THE PROJECTED VERTICAL HEIGHT OF THE REAR BUMPER IS LESS THAN 100MM.

#### Remedy

AULICK WILL REPLACE THE REAR BUMPER WITH ONE THAT HAS THE CORRECT PLACEMENT AND IS COMPLIANT HEIGHT. THE RECALL BEGAN ON NOVEMBER 11, 2011. OWNERS MAY CONTACT AULICK AT 1-308-632-6197.

#### Notes

CUSTOMERS MAY CONTACT THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION'S VEHICLE SAFETY HOTLINE AT 1-888-327-4236 (TTY: 1-800-424-9153); OR GO TO [HTTP://WWW.SAFERCAR.GOV](http://WWW.SAFERCAR.GOV).

### Affected Products (8)

#### Equipment

BRAND	PART NO.	YEAR
AULTIMATE	REAR BUMPERS	2004-2011

### Associated Documents (11)

Noncompliance Notice(Part 573)-Amended 09/08/11

RCDNN-11V454-7510.pdf 255.936KB

<https://static.nhtsa.gov/odi/rcl/2011/RCDNN-11V454-7510.pdf>

Noncompliance Notice(Part 573)

RCDNN-11V454-4868.pdf 105.019KB

<https://static.nhtsa.gov/odi/rcl/2011/RCDNN-11V454-4868.pdf>

Recall Acknowledgement

**RCAK-11V454-7510.pdf** 30.116KB

<https://static.nhtsa.gov/odi/rcl/2011/RCAK-11V454-7510.pdf>

Owner Notification Letter(Part 577)

**RCONL-11V454-0123.pdf** 61.132KB

<https://static.nhtsa.gov/odi/rcl/2011/RCONL-11V454-0123.pdf>

Quarterly Performance Report

**RCQPR-11V454-0212.pdf** 62.741KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0212.pdf>

Quarterly Performance Report

**RCQPR-11V454-0112.pdf** 61.596KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0112.pdf>

Quarterly Performance Report

**RCQPR-11V454-0213.pdf** 62.787KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0213.pdf>

Quarterly Performance Report

**RCQPR-11V454-0113.pdf** 65.349KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0113.pdf>

Quarterly Performance Report

**RCQPR-11V454-0312.pdf** 62.818KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0312.pdf>

Quarterly Performance Report

**RCQPR-11V454-0412.pdf** 64.918KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0412.pdf>

Quarterly Performance Report

**RCQPR-11V454-0313.pdf** 64.023KB

<https://static.nhtsa.gov/odi/rcl/2011/RCQPR-11V454-0313.pdf>