



STRICKTRAILERS, LLC

225 Lincoln Highway

Fairless Hills

Pennsylvania, USA

19030.0009

215.949.3600

November 2, 2012

Commercial Trailer Leasing, Inc.
Attn: Dennis Kral
1207 Tonnelles Avenue
North Bergen, NJ 07047

Gentlemen:

This notice is sent in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Strick Trailers, LLC has determined that defects which relate to motor vehicle safety may exist in your trailers having the following Vehicle Identification Numbers: 1S11E92829E522295 – 1S11E92819E522322, January 2008 (28 units), 1S11E92899E523573 – 1S11E92839E523599, April 2008 (27 units), 1S11E928X9E523601 – 1S11E92839E523603, April 2008 (3 units), 1S11E9283AE524187 – 1S11E9285AE524210, April 2009 (24 units), 1S11E928XBE524558 – 1S11E9284BE524572, January 2010 (15 units), 1S11E9289CE525606 – 1S11E9283CE525651, June 2011 (46 units). For your reference your unit numbers are 28252 – 28279, 28280 – 28309, 28310 – 28333, 28355 – 28369 and 28383 – 28428.

Five potential items have been identified. They are: excessive bushing wear in the Meritor, Inc. air ride suspension components, bogie subframe fractures above the air bags, bogie squareness, fractures in the crossmember at the front of the bogie subframe and fractures in the PSI control box bracket. In order to remedy these problems it will be necessary to do the following:

Excessive Bushing Wear. The first thing to do is to inspect the bushings in the air ride suspension for excessive wear. Use Meritor's Maintenance Manual for the proper method to inspect the bushings. In addition, it may be necessary to check the upper control arm as part of the inspection. This should be done in accordance with Meritor's Maintenance Manual. Worn bushings and, if necessary, upper control arms should be replaced. Any and all replacements of bushings or upper control arms are to be done in accordance with Meritor's Maintenance Manual. The Meritor Maintenance Manual can be found on Meritor's website at <http://www.meritor.com/customer/northamerica/lod/default.aspx>, or you can call Meritor at 866-668-7221.

Bogie Subframe Inspection. The second thing to do is to inspect whether the subframe is fractured above the air bags. Both sides of the bogie (roadside and curbside) must be looked at. The best way to view this is to look at the underside of the channel main beam on the forward edge of the bag plate and then also look at the outboard sides of the channel main beam directly above the bag plates. If the subframe is fractured the bogie will need to be repaired, including the addition of stiffening gussets or replaced entirely. See Section 2 of the attached Inspection and Repair Procedures.



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Bogie Squareness Inspection. The third thing to do is to check squareness of the bogie. This can be done by attaching a zip tie to the end of a 25 ft. (minimum) tape, hooking the zip tie to the kingpin and then measuring the distance to the center of the suspension hangers. Measurements should be within 0.375 inches (3/8).

Example: Roadside bottom – 19' – 10.125"

 Curbside bottom – 19' – 10.25"

Difference between top and bottom dimensions is .125". This is an acceptable variation.

There is a possibility that the battery box for the lift gate could interfere with this measurement. If there is interference the trailer should be placed on level ground and the tape should be hooked to a "pogo" stick in order to take the measurement. If the difference between the two dimensions is greater than 0.375" the bogie subframe should be replaced. See Section 3 of the attached Inspection and Repair Procedures.

Front Crossmember Inspection. The fourth thing to do is to inspect the front I-beam crossmember above the bogie subframe for fractures. Usually the fractures, if present, will be at or near the outboard end(s) of the gusset at the front of the bogie main beams. The crossmember needs to be replaced if there is any evidence of fracturing. See Section 4 of the attached Inspection and Repair Procedures.

PSI Control Box Bracket Inspection. The fifth thing to do is to inspect the PSI control box bracket for fractures. Predominantly all of the brackets that are fractured are welded directly to the air tank brackets without a plate installed in between. However, ALL PSI control box brackets need to be inspected if the trailers are equipped with PSI (not all trailers have PSI). If fractures are found the bracket must be repaired and reinforced. See Section 5 of the attached Inspection and Repair Procedures.

Modification Priority. Once these inspections are completed the modifications must be performed. We recommend that all modifications be performed to units immediately after inspection if there are defects found. In any event **all units with one or more of the following MUST BE REMOVED FROM SERVICE AND MODIFIED PRIOR TO ANY FURTHER USAGE: subframe fractured over the bag plates, fractured front crossmembers and/or fractured PSI control box brackets.**

Base Modification. Regardless of the condition of the bushings, bogie subframe, squareness, front crossmember and PSI control box bracket, we would like you to have the stiffening gussets installed in accordance with the instructions contained in Section 2 of the attached Inspection and Repair Procedures.

Tracking Inspection and Repair. We know that some of the units have already been inspected and have a list of serial numbers available of those units. We need to make sure to arrange for all appropriate units to be inspected as promptly as possible but, in any event, within the next



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two weeks. We suggest that you appoint someone to keep a centralized log by serial number of the units as they are inspected and to track the repairs needed for each unit, if any. This information is necessary so that quarterly reports can be submitted to NHTSA as required by 49CFR573.6. Attached is a Customer Inspection and Repair Record form for your use.

Strick Support. We have already supplied you with all of the stiffening gussets for installation over the bag plates as well as several complete bogie subframes. In addition, we have reimbursed you for your purchase and replacement of some bushings and upper control arm assemblies for the worn bushing components. We will reimburse you for your purchase of replacement bushings and, if necessary, upper control arm assemblies, as well as for the reasonable direct labor costs required to install them to the extent such support is not provided by Meritor, Inc. We will also provide you with complete bogie subframes, crossmember assemblies and PSI bracket reinforcements without cost and will ship them to multiple locations at your request. Please let us know promptly what you expect to need to get started. We will also reimburse you for the reasonable direct labor costs involved in effecting these modifications. We will arrange to track the inspections by serial number for you if you desire. We will also make ourselves available to answer any questions that arise during the course of this modification program, and, if requested, assist you with performing inspections, help locate qualified repair facilities, and provide training or any other support you need.

We appreciate your prompt attention to this matter. Please note that we have notified NHTSA of this program. If we fail to remedy these defects without charge you may submit a complaint to:

Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Or call toll free: Auto Safety Hotline 800-424-9393.

You are a valued customer and we are sorry for any inconvenience these problems cause.

Thank you,

Jan Hoover
Strick Trailers, LLC

Attachments: Inspection and Repair Procedures
Customer Inspection and Repair Record

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

U.S. Postal Service
CERTIFIED MAIL RECEIPT
 (Domestic Mail Only; No Insurance Coverage Provided)

7000 1530 0004 3821 5757

OFFICIAL USE

Postage	\$	Postmark Here
Certified Fee		
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	

Sent To **Commercial Trailer Leasing, Inc.**
 Street, Apt. No., P.O. Box **Dennis Kral**
 City, State, ZIP+4 **1207 Tonnelle Avenue**
North Bergen, NJ 07047
 PS Form 3800, May 2000 See Reverse for Instructions.

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
 Commercial Trailer Leasing, Inc.
 Attn: Dennis Kral
 1207 Tonnelle Ave.
 North Bergen, NJ 07047

2. Article Number
 (Transfer from service label)

7000 1530 0004 3821 5757

COMPLETE THIS SECTION ON DELIVERY

A. Signature Agent
 Addressee

B. Received by (Printed Name) C. Date of Delivery
 11/17

D. Is delivery address different from item 1?
 If YES, enter delivery address below: Yes No

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes