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**SUBJECT: REAR IMPACT GUARD REPAIRS & CERTIFICATION**

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**This bulletin is in response to numerous questions from dealers and Service Managers as to how a repaired bumper gets a certification label.**

**Our Service Bulletin SB-07-004 stated that the Federal Highway Administration (FHWA) plans to impose a requirement that the original energy-absorbing ability and dimensional requirements of FMVSS 223 and 224 and the rear impact guard certification label be maintained for the life of the vehicle. This proposal is now in the hands of the rule-making committee. The final ruling is probably a year away.**

**Because of this upcoming addition to the law, we stated that when doing repairs, the bumper structure should be put back into its original condition.**

**When doing repairs we suggest the repair shop document in detail how the repair was done on the repair order, sign it and have the customer sign it.**

**At this time there is no law that requires a certification label be put on a replaced bumper, and at this time we will not sell you a replacement bumper with a O.E.M. label on it. If assistance or drawings are required for making repairs, please contact the Field Service Department.**

**Also included is the TTMA (Truck Trailer Manufacturers Association) publication, "Truck Trailer Owners Alert" which we are supplying as a public service announcement. (Originally issued as Sales Bulletin 3455 which recommended that your dealership provide a copy to your customers).**

<p><b>SUBJECT: TTMA “TRUCK TRAILER OWNERS ALERT” REAR IMPACT GUARD REQUIREMENT</b></p>
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(The TTMA (Truck Trailer Manufacturers Association) has requested that we publish this “Truck Trailer Owners Alert” as a public service announcement.)

Effective January 26, 1998, all manufacturers of heavy trailers and semi-trailers Must comply with two new Federal Motor Vehicle Safety Standards (FMVSS 223 and 224), which specify equipment and performance requirements for rear impact guards to be installed on new trailers having a gross vehicle weight rating of 10,000 pounds or more. The new standards represent the culmination of NHTSA’s effort to reduce the number of injuries and fatalities that result from the collision of passenger vehicles with the rear end of heavy trailers and semi-trailers.

Trailer rear impact guards are subjected to impacts and stress in docking and Loading operations. These impacts can damage any rear bumper or guard. A Damaged guard may not satisfy the performance requirements now mandated by NHTSA and may not be as strong as originally designed and manufactured.

Pre-trip inspections have for years included the DOT bumper. Now the integrity of rear impact guards will have to be maintained to meet the NHTSA standard, Broken welds, bent components, missing or loose fasteners, excessive corrosion or other damage to any trailer bumper will likely affect its performance in the event of a rear-end collision. For these reasons, detailed bumper inspection, service and repair records should be maintained on all bumpers for the protection of both manufacturers and motor carriers. Repairs must be made in accordance with the bumper’s original design specifications. Any question regarding the repair of a rear impact guard can be directed to the O.E.M.

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UTILITY TRAILER MANUFACTURING COMPANY  
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