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2007 APRIL 12

RECALL MANAGEMENT DIVISION

12810 COUNTY ROAD 17
HOLDINGFORD, MN 56340-9773
TELEPHONE: 320-746-2255
TOLL-FREE: 1-800-826-6589
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E-mail: polartank@polarcorp.com

April 3, 2007

07V-158
(18 Pages)

Ms. Kelly Schuler
National Highway Traffic Safety Administration
400 Seventh Street, S.W. Room 5319
Washington, DC 20590

Subject: Part 573 Defect and Noncompliance Report: Polar model APX9-1000 and APX9-1200 semi-trailers with aluminum front endframe option.

Dear Ms. Schuler:

On behalf of Polar Tank Trailer, LLC ("Polar"), the following information is submitted pursuant to 49 CFR 573.6, relating to a determination that a defect relating to motor vehicle safety exists in certain Polar trailers.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Connelly". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Rick Connelly
Vice President Engineering & Quality
Phone: 320-746-2255; Fax: 320-746-2937
E-mail: rickconnelly@polarcorp.com

Cc: Defects and Recall Information Analysis Division, NHTSA, Attn: Mr. Pat Wallace
(via fax – 202-366-7882)

Safety Defect and Noncompliance Report Guide for Vehicles
PART 573 Defect and Noncompliance Report

On , March 28th, 2007, Polar Tank Trailer, LLC decided that a defect which relates to motor vehicle safety may exist in the motor vehicles listed below, and is furnishing notification to the National Highway Traffic Safety Administration in accordance with 49 CFR Part 573 Defect and Noncompliance Reports.

Date this report was prepared: March 29, 2007

Furnish the manufacturer's identification code for this recall (if applicable):

1. Identify the full corporate name of the fabricating manufacturer of the vehicle being recalled. If the recalled vehicle is imported, provide the name and mailing address of the designated agent as prescribed by 49 U.S.C. §30164.

Polar Tank Trailer, LLC
12810 County Road 17
Holdingford, MN 56301

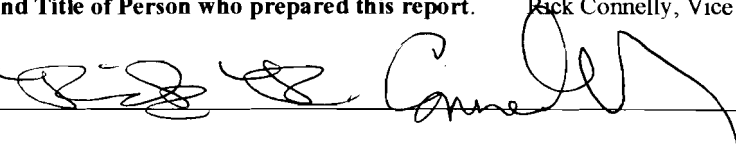
Identify the corporate official, by name and title, whom the agency should contact with respect to this recall.

Rick Connelly, Vice President Engineering & Quality

Telephone Number: 320-746-2255 Fax No.: 320-746-2937

Name and Title of Person who prepared this report. Rick Connelly, Vice President Engineering & Quality

Signed: _____

 4/3/07

I. Identify the Vehicle Models Involved in the Recall

2. Identify the Vehicles Involved in the Recall, for each make and model or applicable vehicle line (provide illustrations or photographs as necessary to describe the vehicle), provide:

Polar APX9-1000 and APX9-1200 pneumatic trailers with optional Aluminum front endframes. Only trailers with the optional Aluminum front endframes manufactured between August 2001 and June 2005 are being recalled. The VIN numbers of the trailers meeting this criteria are attached. See Attachment #1 for the list of affected units and illustrations of the vehicles.

Identify the approximate percentage of the production of all the recalled models manufactured by your company between the inclusive dates of manufacture provided above, that the recalled model population represents.

100% of units, as listed in Attachment #1, are affected (96 units total).

Note: The recall population of 96 units (see Attachment #1) represents 29% of the total population of APX9-1000 and APX9-1200 built between August 2001 and June 2005 (329 units total).

II. Identify the Recall Population

3. Furnish the total number of vehicles recalled potentially containing the defect or noncompliance.

Number of Vehicles 96
Model Year Potentially Involved 2002-2005

Total Number Potentially Affected by the Recall: 96

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 100% of listed vehicles.

Identify and describe how the recall population was determined—in particular how the recalled models were selected and the basis for the beginning and final dates of manufacture of the recalled vehicles:

Between the manufacturing dates of August 2001 and June 2005, Aluminum front end frames used a longitudinal gusset that was welded in place. A fatigue crack may occur in the front frame rail at the termination of the gusset. If the crack goes unnoticed, it may propagate, eventually cracking through one of the front frame rails. Only units with Aluminum front end frames, utilizing the welded longitudinal gusset are affected. Sales records, Engineering drawings, and Bills of Materials were used to completely identify the population of affected trailers.

III. Describe the Defect or Noncompliance

5. Describe the defect or noncompliance. The description should address the nature and physical location of the defect or noncompliance. Illustrations should be provided as appropriate.

On the inside of an aluminum front frame there is a longitudinal gusset that is welded in place. The defect only occurs on the passenger side at the tail end of this gusset. Fatigue cracks may occur at the rear of this gusset, when gone undetected the fatigue cracks can propagate and crack through one frame rail. See Attachment #2 for illustrations of the defect.

Describe the cause(s) of the defect or noncompliance condition.

A combination of gusset termination and the weld affecting the rail temper has created a notch affect, or weak point in the frame rail. Certain operating conditions fatigue this area and cause fatigue cracks to start.

Describe the consequence(s) of the defect or noncompliance condition.

If fatigue cracks develop and go undetected, the crack can propagate through one frame rail. This can eventually cause failure of the frame rail. This frame rail is one of four major structural components that carry the load imposed on the front frame structure (two longitudinal channel shaped rails and two rectangular cross-section angled braces). Complete failure (crack that has migrated through 100% of the channel cross-section) of the rail will result in an unstable structural condition, where the front frame load is now imposed on the remaining three key structural elements. This will consequently result in excessive deflection, and deformation of the entire front frame structure.

It is possible, under certain operational circumstances, that this frame rail failure as described above, could result in a front frame structure deformation that might be sufficient to create vehicle operational safety concerns. Realization of that potential consequence has therefore led Polar to submit this notice.

Identify any warning which can (a) precede or (b) occur.

The crack can be visually detected. It occurs in an area that is not precluded from visual examination.

If the defect or noncompliance is in a component or assembly purchased from a supplier, identify the supplier by corporate name and address.

N/A

Identify the name and title of the chief executive officer or knowledgeable representative of the supplier:

N/A

IV. Provide the Chronology in Determining the Defect/Noncompliance

If the recall is for a defect, complete item 6, otherwise item 7.

6. With respect to a defect, furnish a chronological summary (including dates) of all the principle events that were the basis for the determination of the defect. The summary should include, but not be limited to, the number of reports, accidents, injuries, fatalities, and warranty claims.

On March 28th, we completed internal database frequency studies of cracks in the same specific area related to our APX9 model with various available options. Based on the incidents listed below, it was decided that there is a pattern of cracking in the front frame, and that cracks in the front frame warrants a campaign of these trailers.

Number of reports:	16
Accidents:	0
Injuries:	0
Fatalities:	0

The chronological summary of the principle events is as follows:

Serial #	Model	Date	Event
25734	APX9-1000	Feb-04	Notified of Crack, frame was replaced
25498	APX9-1000	Jan-05	Notified of Crack, frame was replaced
3522	APX9-1000	Jan-05	Notified of Crack, frame was replaced
3478	APX9-1000	May-05	Notified of Crack, frame was replaced
27372	APX9-1000	Jun-05	Notified of Crack, frame was replaced
27373	APX9-1000	Jul-05	Notified of Crack, frame was replaced
3521	APX9-1000	Aug-05	Notified of Crack, frame was replaced
25812	APX9-1000	Sep-05	Notified of Crack, frame was replaced
25215	APX9-1000	Nov-05	Notified of Crack, frame was replaced
25218	APX9-1000	Nov-05	Notified of Crack, frame was replaced
25499	APX9-1000	Apr-06	Notified of Crack, frame was replaced
25813	APX9-1000	Apr-06	Notified of Crack, frame was replaced
3669	APX9-1000	Aug-06	Notified of Crack, frame was replaced
25493	APX9-1000	Sep-06	Notified of Crack, frame was replaced
3998	APX9-1000	Oct-06	Notified of Crack, frame was replaced
4117	APX9-1000	Mar-07	Notified of Crack, frame was replaced

7. With respect to a noncompliance, identify and provide the test results or other data (in chronological order and including dates) on which the noncompliance was determined.

N/A

V. Identify the Remedy

8. Furnish a description of the manufacturer's remedy for the defect or noncompliance. Clearly describe the differences between the recall condition and the remedy.

One of two remedies will be applied to all affected units. Polar Tank Trailer will reinforce uncracked frames per the remedy procedure listed in Attachment #3. Polar Tank Trailer will replace cracked frames per the remedy procedure listed in Attachment #4.

Clearly describe the distinguishing characteristics of the remedy component/assembly versus the recalled component/assembly.

Units with frames receiving reinforcements will have angle reinforcements bolted into place behind each welded longitudinal gusset and a second diagonal brace will be added (Refer to Attachment #3 for additional description and illustration).

Units with frames being replaced will receive frames constructed per our current production frame design, which utilizes an improved design. The replacement frame has no welded gusset and all welding to the main front frame rail has been eliminated. The frame rail was changed to a stronger extrusion, and a second diagonal brace was added. Attachment #5 shows the replacement frame.

Identify and describe how and when the recall condition was corrected in production. If the production remedy was identical to the recall remedy in the field, so state. If the product was discontinued, so state.

The problem frame design was discontinued in June 2005, and replaced with a design that better facilitated manufacturing. The changes to the frame eliminated the welded gusset and eliminated all welding to the main front frame rail. The frame rail was changed to a stronger extrusion, and a second diagonal brace was added. This new frame will be sent out as a replacement, when a complete replacement is required (reference Attachment #4 for replacement frame installation procedure and Attachment #5 for replacement frame design illustration).

VI. Identify the Recall Schedule

Furnish a schedule or agenda (with specific dates) for notification to other manufacturers, dealers/retailers, and purchasers. Please, identify any foreseeable problems with implementing the recall.

Polar Tank Trailer has identified all customers who have received units with the problem frames. These customers will be notified and directed to have their trailers repaired in accordance with the repair procedures at Polar's expense. Attached is a draft of the proposed owner notification letter pursuant to C.F.R. 573.6(11). Polar will begin notifying customers upon approval of the draft notice attached.

VII. Furnish Recall Communications

9. Furnish a final copy of all notices, bulletins, and other communications that relate directly to the defect or noncompliance and which are sent to more than one manufacturer, distributor, or purchaser. This includes all communications (including both original and follow-up) concerning this recall from the time your

company determines the defect or noncompliance condition on, not just the initial notification. *A DRAFT copy of the notification documents should be submitted to this office by Fax (202-366-7882) for review prior to mailing.*

See attached.

ATTACHMENT #1 - VIN AND MODEL INFORMATION

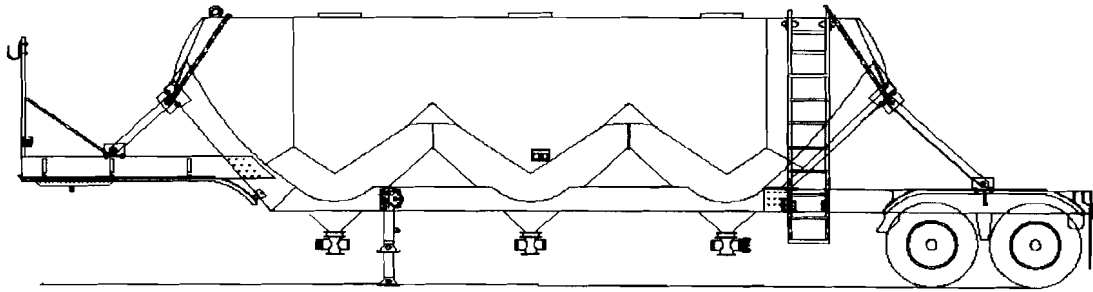
	Serial #	Model
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2	1PMB1422935003297	APX9-1000
3	1PMB1422035003298	APX9-1000
4	1PMB1422735003377	APX9-1000
5	1PMB1422335003389	APX9-1000
6	1PMB1422X35003390	APX9-1000
7	1PMB1422135003391	APX9-1000
8	1PMB1422345003670	APX9-1000
9	1PMB1422445003788	APX9-1000
10	1PMB1422645003789	APX9-1000
11	1PMB1422245003790	APX9-1000
12	1PMB1422445003791	APX9-1000
13	1PMB1422645003792	APX9-1000
14	1PMB1422845003793	APX9-1000
15	1PMB1422X45003794	APX9-1000
16	1PMB1422145003795	APX9-1000
17	1PMB1422345003796	APX9-1000
18	1PMB1422545003797	APX9-1000
19	1PMB1422745003798	APX9-1000
20	1PMB1422145003859	APX9-1000
21	1PMB1422845003860	APX9-1000
22	1PMB1422545003878	APX9-1000
23	1PMB1422745003879	APX9-1000
24	1PMB1422345003880	APX9-1000
25	1PMB1422545003881	APX9-1000
26	1PMB1442945003993	APX9-1200
27	1PMB1422745003994	APX9-1000
28	1PMB1422645003999	APX9-1000
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30	1PMB1422345004012	APX9-1000
31	1PMB1422445004018	APX9-1000
32	1PMB1422645004019	APX9-1000
33	1PMB1422245004020	APX9-1000
34	1PMB1422245004034	APX9-1000
35	1PMB1422445004035	APX9-1000
36	1PMB1422455004036	APX9-1000
37	1PMB1422655004037	APX9-1000
38	1PMB1422X55004039	APX9-1000
39	1PMB1422655004040	APX9-1000
40	1PMB1422855004041	APX9-1000
41	1PMB1422X55004042	APX9-1000
42	1PMB1422145004056	APX9-1000
43	1PMB1422155004057	APX9-1000
44	1PMB1422355004058	APX9-1000
45	1PMB1422555004059	APX9-1000
46	1PMB1422155004060	APX9-1000
47	1PMB1422655004118	APX9-1000
48	1PMB1422955004243	APX9-1000
49	1PMB1422955004307	APX9-1000
50	1PMB1422855004329	APX9-1000
51	1PMB1422455004330	APX9-1000
52	1PMB1422655004331	APX9-1000
53	1PMB1442155004332	APX9-1200

ATTACHMENT #1 - VIN AND MODEL INFORMATION

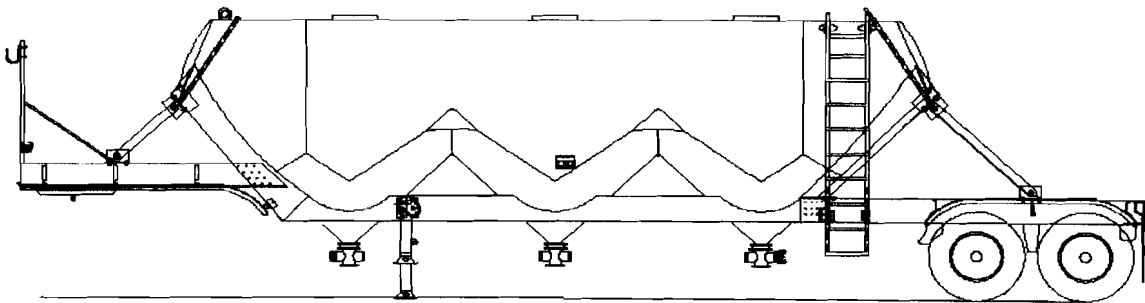
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65	1PMB1422865004719	APX9-1000
66	1PMB1412422024981	APX9-1000
67	1PMB0412622024982	APX9-1000
68	1PMB1422X22025468	APX9-1000
69	1PMB1422122025469	APX9-1000
70	1PMB1422022025494	APX9-1000
71	1PMB1422222025495	APX9-1000
72	1PMB1422422025496	APX9-1000
73	1PMB1422622025497	APX9-1000
74	1PMB1422632025811	APX9-1000
75	1PMB1412X32025926	APX9-1000
76	1PMB1422032026162	APX9-1000
77	1PMB1422232026163	APX9-1000
78	1PMB1422432026164	APX9-1000
79	1PMB1442432026517	APX9-1200
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82	1PMB1422232026616	APX9-1000
83	1PMB1422432026617	APX9-1000
84	1PMB1422632026618	APX9-1000
85	1PMB1422832026619	APX9-1000
86	1PMB1442X42026815	APX9-1200
87	1PMB1442042026872	APX9-1200
88	1PMB1442142026976	APX9-1200
89	1PMB1442642027203	APX9-1200
90	1PMB1422142027368	APX9-1000
91	1PMB1422342027369	APX9-1000
92	1PMB1422X42027370	APX9-1000
93	1PMB1442552028070	APX9-1200
94	1PMB1442752028071	APX9-1200
95	1PMB1432852028162	APX9-1200
96	1PMB1432X52028163	APX9-1200

ATTACHMENT #1 - VIN AND MODEL INFORMATION

ILLUSTRATIONS OF AFFECTED VEHICLES



APX9-1000



APX9-1200

ATTACHMENT #2 – ILLUSTRATION OF DEFECT

Problem Description:

A crack may develop in the right front frame rail of the front frame, and eventually propagate through the frame.

This occurs because a small crack may start at the termination of a welded gusset, and propagate over time. If undetected, the crack will grow to the point of failure. See Figure B for a detail of the crack location.

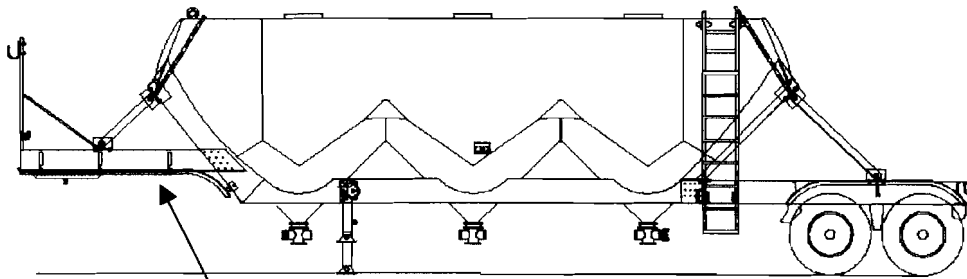


Figure A: Front Frame

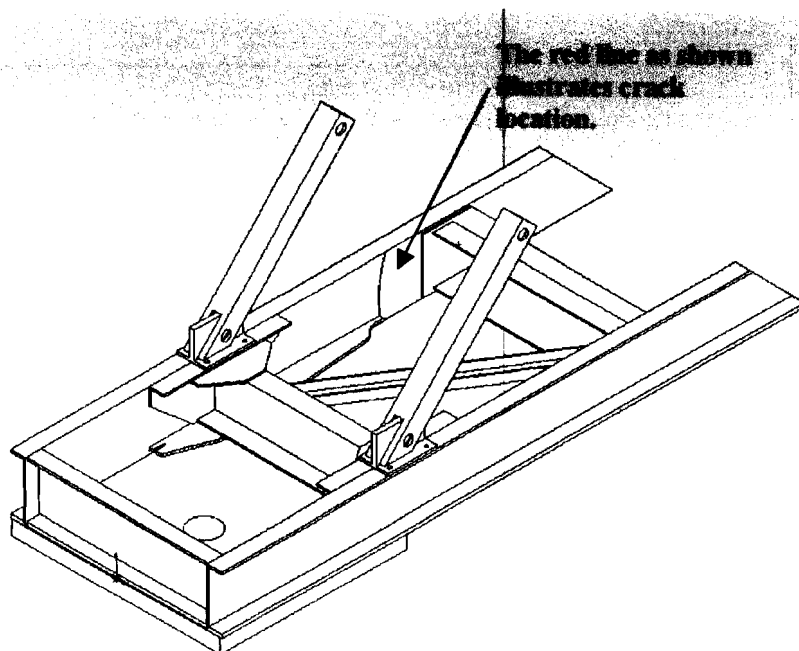
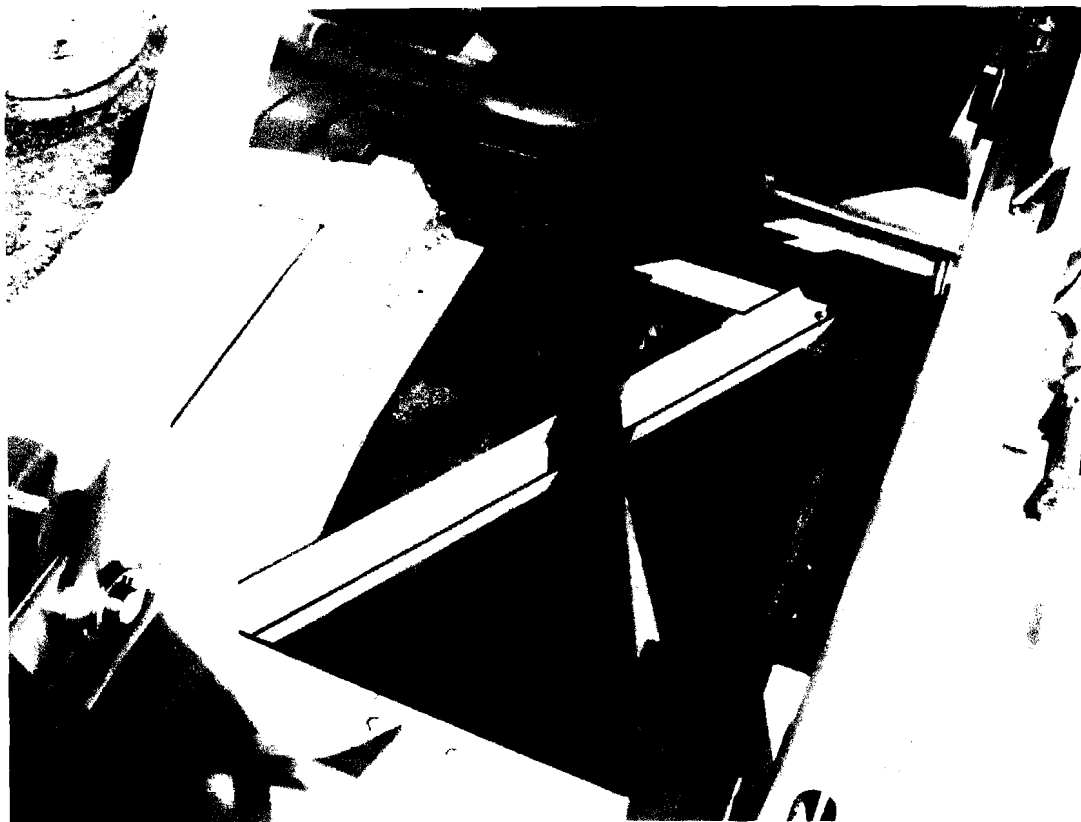


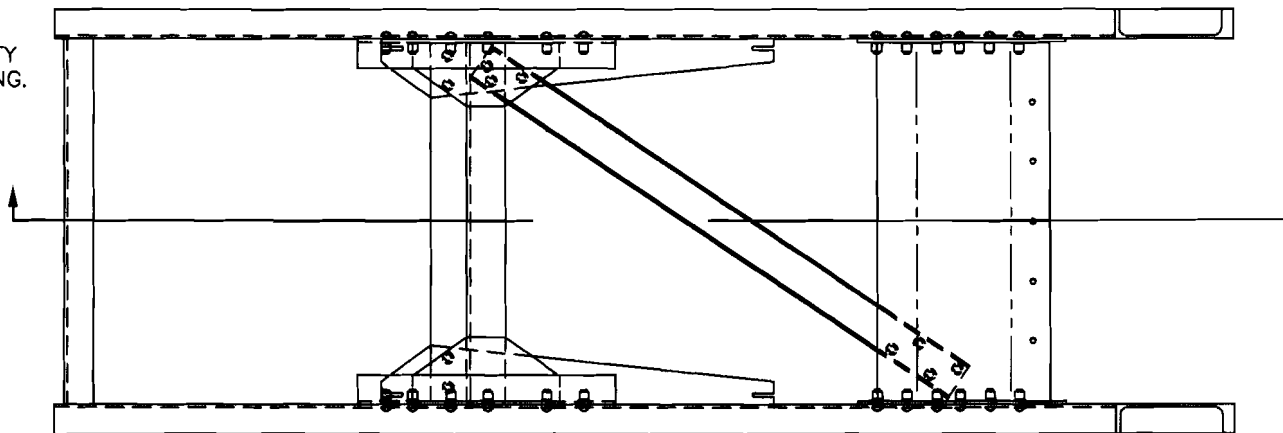
Figure B: Crack Location



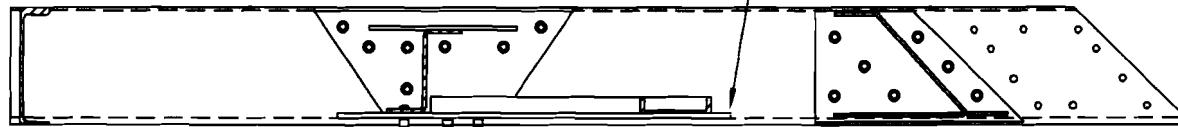
PHOTOGRAPH OF COMPLETED MODIFICATION

ATTACHMENT 3

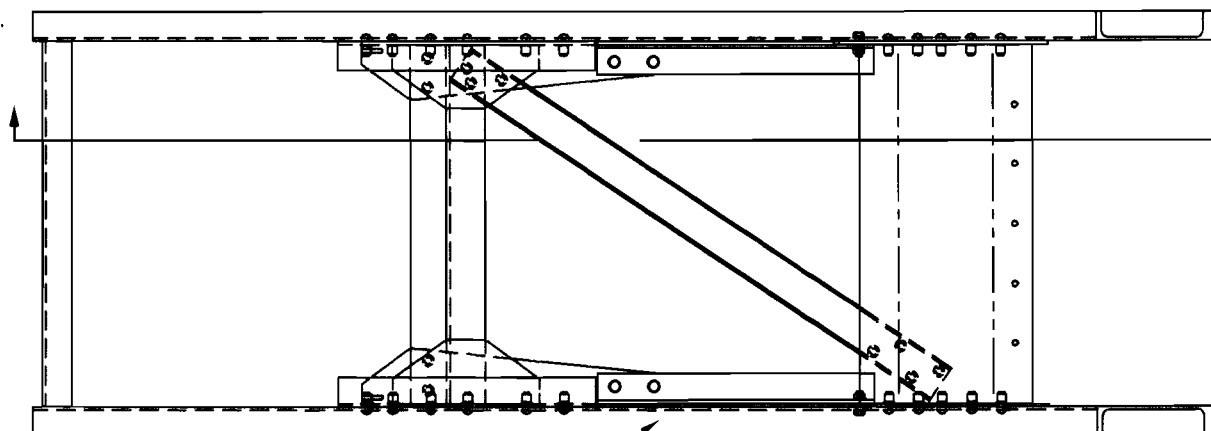
- 1.) INSPECT THE CURBSIDE MAIN FRAME RAIL FOR ANY SIGN OF CRACKING. IF ANY CRACKING IS PRESENT, CALL THE WARRANTY DEPARTMENT AT POLAR BEFORE PROCEEDING. 800-826-6589



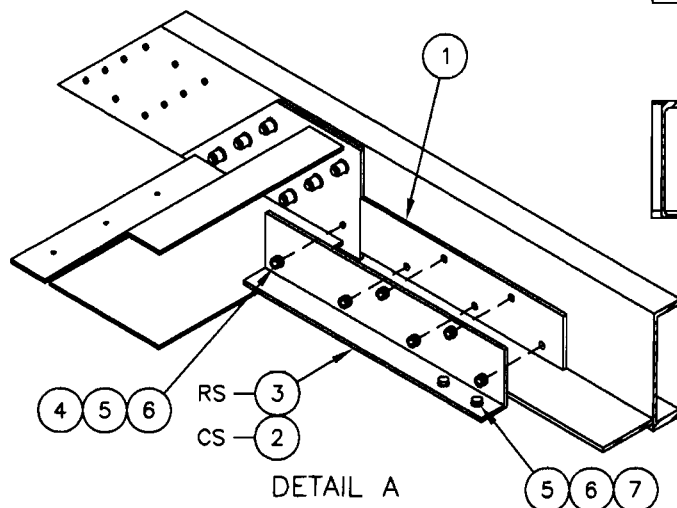
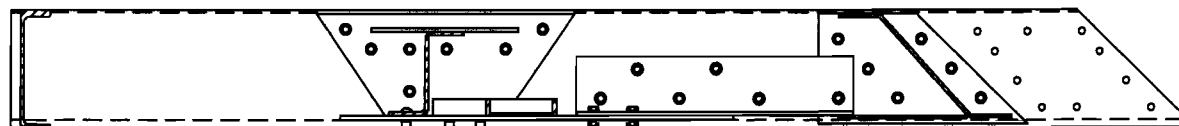
CHECK THIS AREA

[illegible]

- 2.) REMOVE FENDER BRACKET BOLTS AS NEEDED.
 -CUT OFF ANY HUCK BOLTS THAT WILL INTERFERE.
 -ADD SPACER AND ANGLES AS SHOWN TO CURBSIDE AND ROAD SIDE FRAME RAILS. THESE ARE TO SIT DIRECTLY ON TOP OF THE 1/2" GUSSET PLATES THAT ARE WELDED TO THE MAIN FRAME RAILS.
 -ALL PARTS ARE TO BE BOLTED AS SHOWN, NO WELDS.
 -DRILL 11/16" DIA. HOLES AS NEEDED.
 -TORQUE ALL BOLTS TO 159 Ft.-Lbs.



SEE DETAIL A



ITEM #	QUA.	PART #	DESCRIPTION
7	4	SP188046	CAPSCR ZP 5/8-11X2 GRADE 8
6	32	022409	WASHER FLAT ZP 5/8
5	16	021707	LOCKNUT ZP 5/8-11UNC
4	12	024042	CAPSCR ZP 5/8-11X1 3/4 GR8
3	1	KM6021	ANGLE AL REINF FRT FRM APX RS
2	1	KM6020	ANGLE AL REINF FRT FRM APX CS
1	2	KM6022	PLATE AL SPACER W/HOLES

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY

- ① "DO NOT SCALE PRINT"
 TOLERANCES AS FOLLOWS
 UNLESS OTHERWISE NOTED:
 A. MACHINING $\pm 1/32"$
 B. SHEET METAL SHEARING
 THRU 10 GA. $\pm 1/32"$
 HEAVIER THAN 10 GA. $\pm 1/16"$
 C. STRUCTURAL LENGTH $\pm 1/8"$
 D. BREAK PARTS $\pm 2"$
 E. PUNCHING LOCATION $\pm 1/8"$
 WELD SYM. PER A.W.S. STDS.

DRAWN BY
JASON

CHECKED BY

SEPA OF
SK-4013**POLAR**
Tank Trailer, Inc.12810 County Road 17
Holdingford, MN 56340
Phone: 1-320-748-2286
Fax: 1-320-748-2937TITLE FRONT FRAME MODIFICATION
CROSSBRACE & ANGLES
PAGE 2 of 4SCALE 1=12
DATE 03/30/97

DWG. NO.

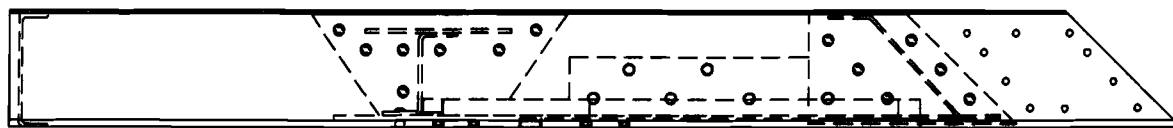
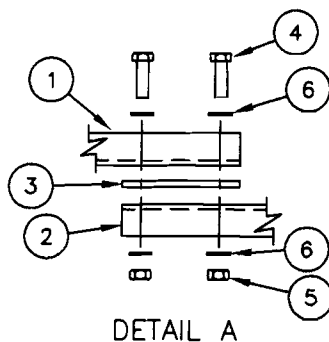
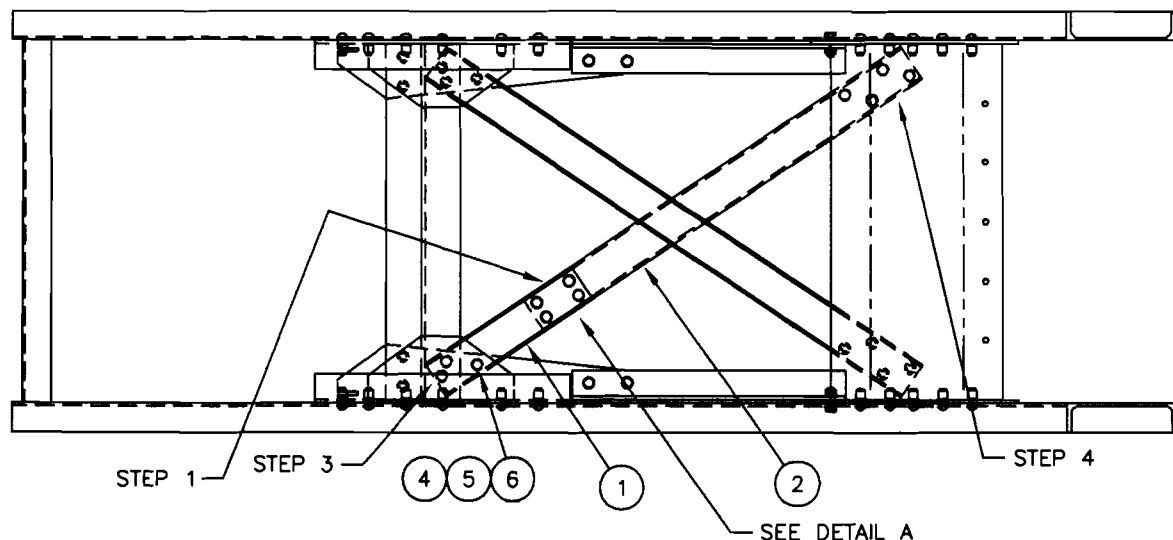
B SK-4143

REV

THIS DRAWING IS THE PROPERTY OF POLAR TANK TRAILER, INC. & IS SUBJECT
TO RETURN UPON REQUEST. IT IS NOT TO BE USED IN ANY WAY
DETREMENTAL TO THE INTERESTS OF POLAR TANK TRAILER, INC.

3.) INSTALL CROSS BRACE

- DRILL HOLES IN ENDS OF CHANNELS 1 & 2 WITH HOLE PATTERN FROM SPACER PLATE 3.
- BOLT CHANNELS 1, 2, AND SPACER 3 TOGETHER.
- BOLT END OF CHANNEL 1 DIRECTLY TO TOP OF WELDED GUSSET PLATE.
- BOLT END OF CHANNEL 2 TO BOTTOM SIDE OF REAR CROSSMEMBER PLATE.
- DRILL 11/16" DIA. HOLES AS NEEDED.
- TORQUE ALL BOLTS TO 159 Ft.-Lbs.



ITEM #	QUA.	PART #	DESCRIPTION
6	22	022409	WASHER FLAT ZP 5/8
5	11	021707	LOCKNUT ZP 5/8-11UNC
4	11	024042	CAPSCR ZP 5/8-11X1 3/4 GR8
3	1	SM9127908	PLATE SPACER AL .3125 CRS-CHL
2	1	SM9127907	CHL ALUM .247X1.65X4X47LG
1	1	SM9127906	CHL ALUM .247X1.65X4X18LG

REV		DESCRIPTION		DATE		BY		REV		DESCRIPTION		DATE		BY	

① DO NOT SCALE PRINT
TOLERANCES AS FOLLOWS
UNLESS OTHERWISE NOTED:
A. MACHINING $\pm 1/32"$
B. SHEET METAL SHEARING
THRU 10 GA. $\pm 1/32"$
HEAVIER THAN 10 GA. $\pm 1/16"$
C. STRUCTURAL LENGTH $\pm 1/8"$
D. BREAK PARTS $\pm 2"$
E. PUNCHING LOCATION $\pm 1/64"$
WELD SYM. PER A.W.S. STDS.

DRAWN BY
JASON

CHECKED BY

SEPA OF
SK-4013

POLAR
Tank Trailer, Inc.
12810 County Road 17
Holdingford, MN 56340
Phone: 1-320-748-2266
Fax: 1-320-748-2837

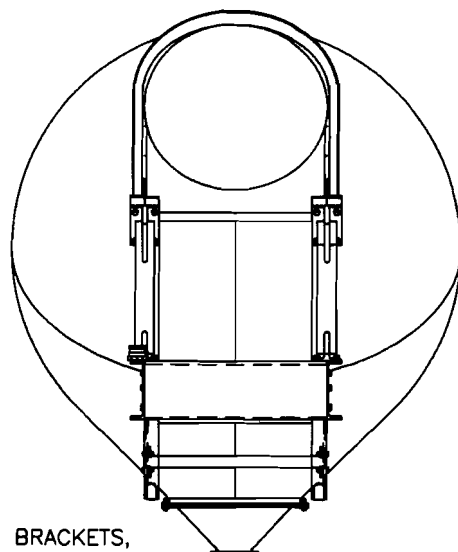
THIS DRAWING IS THE PROPERTY OF POLAR TANK TRAILER, INC. & IS SUBJECT TO RETURN UPON REQUEST. IT IS NOT TO BE USED IN ANY WAY DETRIMENTAL TO THE INTERESTS OF POLAR TANK TRAILER, INC.

TITLE FRONT FRAME MODIFICATION
CROSSBRACE & ANGLES
PAGE 3 of 4

SCALE 1=12
DATE 03/30/07

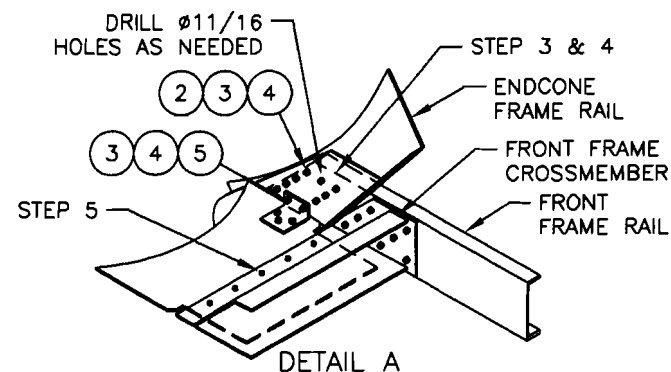
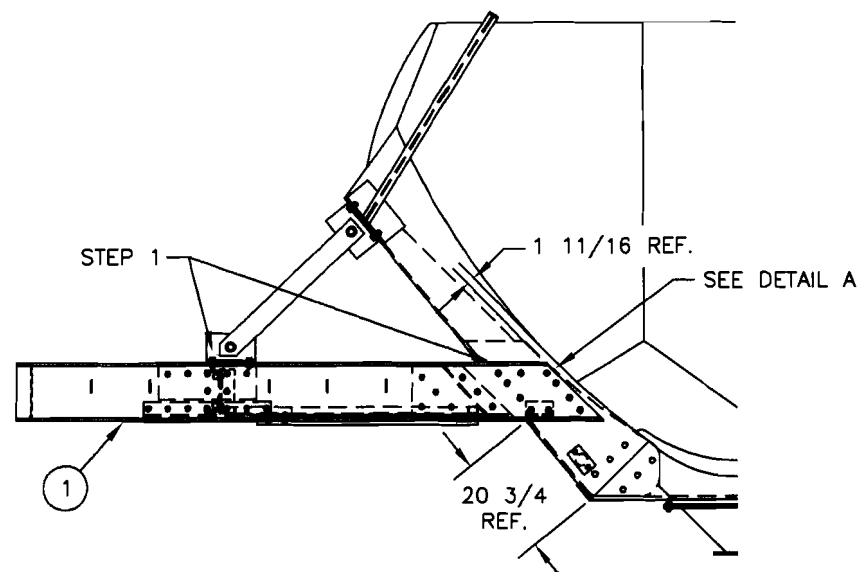
DWG. NO. B SK-4143

REV



FRAME REPLACEMENT:

1. REMOVE/CUT BOLTS FOR FENDER BRACKETS, PIPING, STRUTS, FRAME ATTACHMENT, ETC.
2. REMOVE FRAME
3. POSITION NEW FRAME IN SAME LOCATION AS THE PREVIOUS FRAME.
4. MATCH DRILL HOLES FOR FRAME, STRUT, PIPING, FENDER BRACKET ATTACHMENT.
5. RE-BOLT TOGETHER. FRAME AND STRUT BOLTS TO BE TORQUED TO 159 Ft.-Lbs.



ITEM #	QUA.	PART #	DESCRIPTION
5	4	SP188040	CAPSCR ZP 5/8-11X21/2 GRADE 8
4	40	022409	WASHER FLAT ZP 5/8
3	20	021707	LOCKNUT ZP 5/8-11UNC
2	16	SP188046	CAPSCR ZP 5/8-11X2 GRADE 8
1	1	KM6203	FRONT FRAME ASSY AL APX-10/12

REV	DESCRIPTION	DATE	BY	REV	DESCRIPTION	DATE	BY

- ① "DO NOT SCALE PRINT" TOLERANCES AS FOLLOWS UNLESS OTHERWISE NOTED:
- A. MACHINING $\pm 1/32"$
 - B. SHEET METAL SHEARING THRU 10 GA. $\pm 1/32$
 - C. HEAVIER THAN 10 GA. $\pm 1/16"$
 - D. STRUCTURAL LENGTH $\pm 1/8"$
 - E. BREAK PARTS $\pm 2"$
 - F. PUNCHING LOCATION $\pm 1/64"$
 - G. WELD SYM. PER A.W.S. STD.
- ②

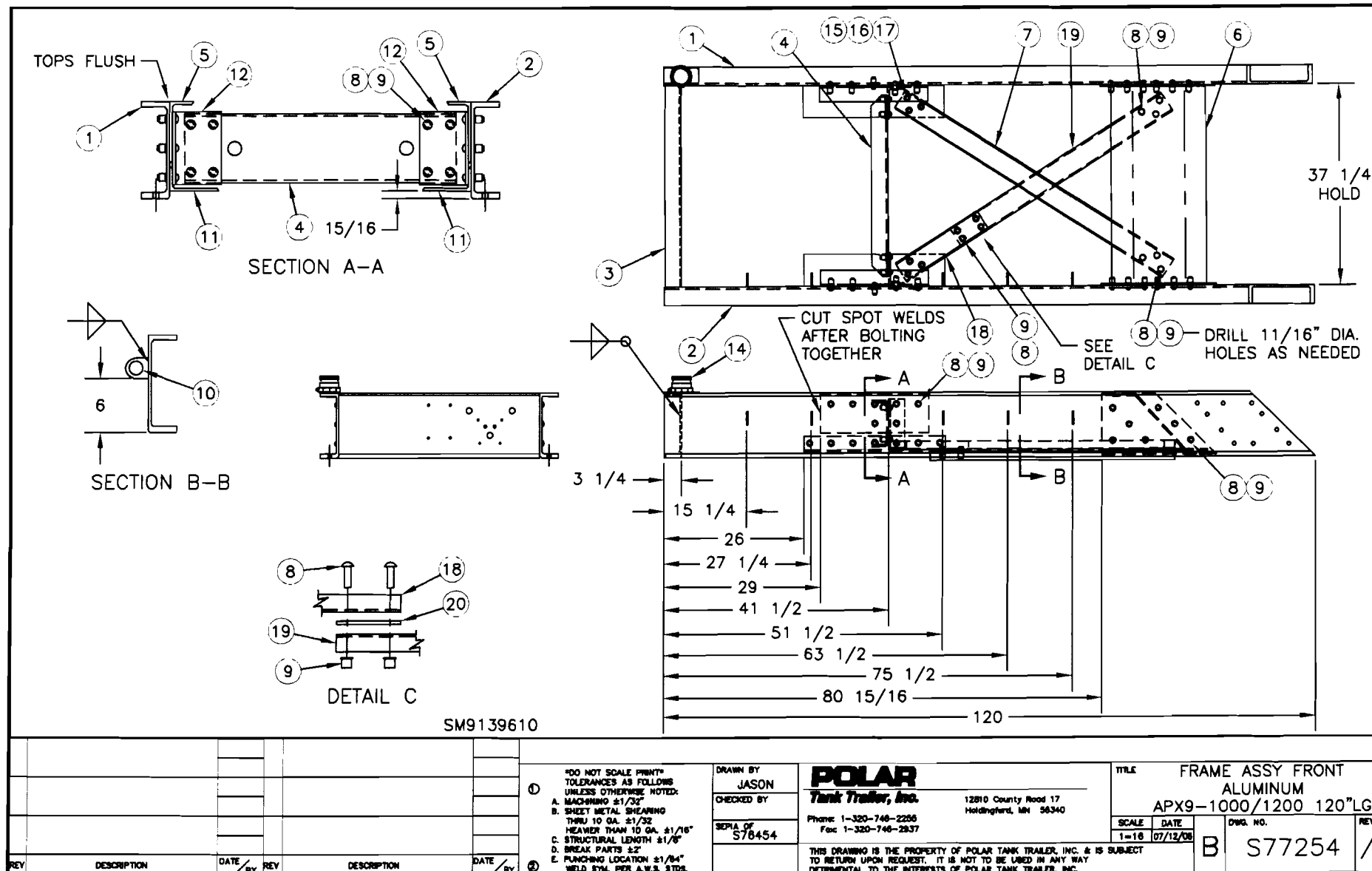
DRAWN BY
JASON
CHECKED BY
SEPIA OF
S63166

POLAR
Tank Trailer, Inc.
12810 County Road 17
Hokidingford, MN 56340
Phone: 1-320-746-2265
Fax: 1-320-746-2937

TITLE FRONT FRAME REPLACEMENT
AL FRAME, ALUM STRUTS
APX

SCALE DATE
1=24 3/30/07

DWG. NO. REV
B SK-4144 /



[SAFETY RECALL – OWNER NOTIFICATION LETTER]

RE: Model APX9-1000 and APX9-1200 Dry bulk trailers with Aluminum Endframe Option, Serial numbers [list serial numbers here as they apply to each individual customer.].

Dear Polar Tank Trailer Customer:

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

[REASON FOR THIS RECALL]

Polar Tank Trailer, LLC has decided that a defect relating to motor vehicle safety exists in the units listed above. A crack can develop near a weld in the front endframe. The location of the crack is shown in the attachment to this letter. Over time, the crack can propagate through one of the front frame rails eventually causing failure of the rail, which would result in excessive deflection of the front frame, and possibly result in a vehicle crash. Polar's records show you to be the original purchaser of the units listed above. Polar is recalling these units.

[WHAT WE WILL DO]

Polar will repair the units listed above at no charge to you.

[WHAT YOU SHOULD DO]

You should contact Customer Service at Polar immediately at 1-800-826-6589 between 8:00 A.M. and 4:30 P.M. Central time, Monday through Friday, or write to Polar Tank Trailer, LLC, Attn: Customer Service, 12810 County Road 17, Holdingford, MN 56340, to arrange the repair of these trailers. Polar will promptly provide the required parts, repair information, and assist in arranging service facilities to repair these trailers without charge to you.

If some of the trailers involved have left your control, please advise Polar promptly so that arrangements may be made to identify the current owners of these vehicles for notification of this bulletin and recall. To report on these trailers, or if you have any questions, call Customer Service at Polar at 1-800-826-6589 between 8:00 A.M. and 4:30 P.M. Central time, Monday through Friday.

Any customer who has incurred cost for repair of their vehicle due to the above described defect prior to notification may also be entitled to reimbursement.

If, after contacting Polar, you are not able to have a trailer repaired without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or go to <http://www.safercar.gov>.

Polar is sorry to cause this inconvenience, however, we have taken this action in the interest of your safety and continued satisfaction with Polar products.

OWNER NOTIFICATION – ILLUSTRATION OF DEFECT

Problem Description:

A crack may develop in the right front frame rail of the front frame, and eventually propagate through the frame.

This occurs because a small crack may start at the termination of a welded gusset, and propagate over time. If undetected, the crack will grow to the point of failure. See Figure B for a detail of the crack location.

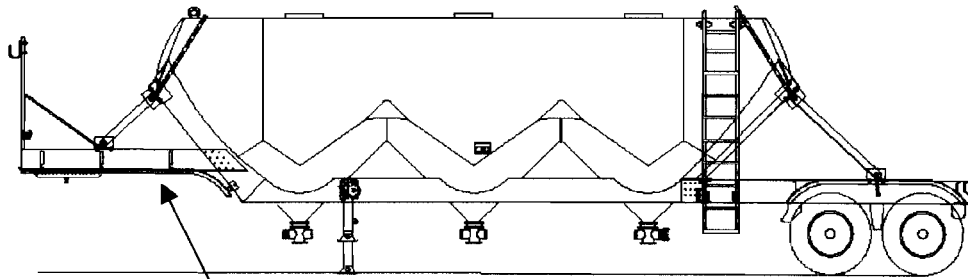


Figure A: Front Frame

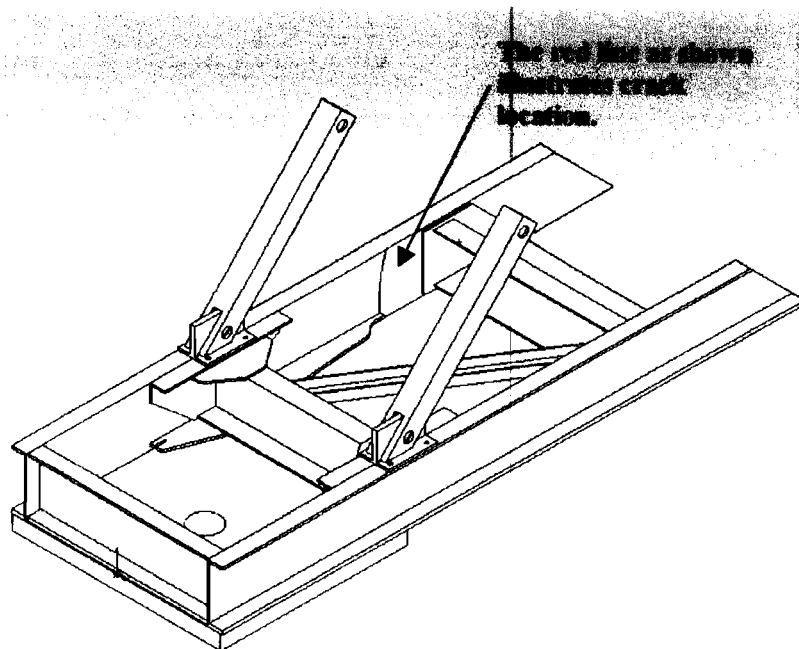


Figure B: Crack Location