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EDWARD H. TRICKER
WM. LEE MERRITT
JOSEPH H. BADAMI
KERRY L. KESTER
ROBERT B. EVNEN
JOEL D. HEUSINGER
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KENT E. ENDACOTT
KRISTA L. KESTER
JAMES A. OVERCASH
ANDREW B. KOSZEWSKI
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November 14, 2008

LINCOLN OFFICE
SUITE 500
301 SOUTH 13TH STREET
LINCOLN, NEBRASKA 68508-2578
TELEPHONE 402-437-8500
FAX 402-437-8558

WASHINGTON, D.C. OFFICE
THOMAS J. MOORMAN*
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2154 WISCONSIN AVENUE, N.W.
WASHINGTON, D.C. 20007
TELEPHONE 202-944-9500
FAX 202-944-9501

ADMITTED TO PRACTICE ONLY IN:
*THE DISTRICT OF COLUMBIA
†IOWA

OF COUNSEL
KEITH A. PRETTYMAN

08V-604
(10 pages)

VIA CERTIFIED MAIL AND ELECTRONIC MAIL

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE.
Washington, DC 20590

Re: Reinke Manufacturing Company, Inc. Part 573 Report Submission

Dear Sir or Madam:

Enclosed please find the following documents that I am submitting on behalf of my client
Reinke Manufacturing Company, Inc.:

- Part 573 Report
- Remedy Drawing and Instructions
- Proposed Owner Notification Letter

Please let me know if you have any questions or concerns regarding the attached. I look
forward to your response.

Sincerely,



Monica L. Freeman

RECEIVED

2008 NOV 24 10:35 AM

DEFECTS INVESTIGATION
RECALL MGMT DIV.

Enclosures

cc: Reinke Manufacturing Company, Inc. (w/ encl.)

PART 573 Defect and Noncompliance Report

Reinke Manufacturing Company, Inc. decided that a defect which relates to motor vehicle safety exists in items of motor vehicle equipment 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: November 14, 2008

Manufacturer's identification code for this recall:

(Leave blank to have NHTSA assign a recall code.)

1. Manufacturer's Information

Manufacturer's full corporate or individual name: Reinke Manufacturing Company, Inc.

Corporate contact: Mr. Chris Roth, President

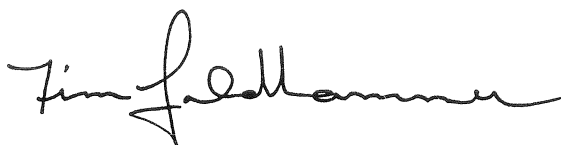
Telephone No.: (402) 365-7251

Fax No.: (402) 365-4370

Name and title of person who prepared this report:

Tim Goldhammer, VP of Marketing

Signed:



2. Identification of Recalled Items of Motor Vehicle Equipment

Generic Name: Intermodal Tank Chassis frame

Part Number: 241032 (10 sold to Agmark Foods)

Size: 43.5' overall length with 96" overall width

Function: The chassis frame is designed to transport one (1) loaded or empty 20' ISO tank container on normal road conditions.

Inclusive dates of manufacture: December 11, 2003 through March 19, 2004

During these inclusive dates, a total of 10 intermodal tank chassis frames bearing 241032 were manufactured by Reinke Manufacturing.

Other descriptive information: These frames are designed using High Strength T-130 flange material which allows us to rate them with an 80,000 lbs. M.G.V.W. rating.

Basis for determining recall population:

We have had two flange failures on one chassis which was built during the month of December 2003. This unit was originally sold to Xtra Inc. which leased the chassis to VPL. Xtra has since been purchased by Flexi-Van. The chassis with the two failed flanges was returned to our factory and we determined that there was a delamination in the steel used to make the roadside flange. Based on this finding, we feel that the flange with the delamination in the steel failed first causing the second flange to fail. Through conversations with VPL, Reinke was informed of VPL's recommended method of repair which has been done on competitive models. They suggested that doublers be added to the bottom side of the flange for reinforcement purposes. They also said that they had done this to competitive models and was successful in curing the problem.

To the best of our knowledge, Reinke did not manufacture any chassis using this flange material for at least 3 months prior to December 2003. After building these 10 units mentioned above, this type of flange material was not used again until July 2004. Given the fact that Reinke has not received reports of claims from any user other than VPL, Reinke believes that the time frame from December 2003 to March 2004 will capture all chassis that may have been manufactured with flange material with any delamination in steel used to make the flanges.

3. Description of the Defect

Brief summary of defect:

In some instances the lower flange(s) of the frame will develop a crack either in front of or behind the front suspension hanger.

Detailed description of defect addressing nature and physical location, cause, consequence and any preceding warning (including graphic aids as necessary): The failure mode is the progression of a fatigue crack within one or both of the lower flanges in front of or behind the front suspension hanger which is attached to the tank chassis frame. These small cracks can in some cases further develop based on trailer usage whereby in certain applications the lower flange(s) may fail. As stated above, due to the delamination in the one flange we have had a failure on one chassis operated by VPL.

4. Numerical Information

Total Number of items of equipment potentially containing the defect: 20 flanges (4 of these flanges have been inspected using an ultrasound device. There were no delamination characteristics found during the inspection process.)

Total Number of trailers with potentially defective equipment installed: 10 trailers (As stated directly above, 2 of these trailers are complete)

Percentage of items of equipment in the recall population estimated to actually contain the defect: We do not anticipate finding any other flanges with a delamination. So based on this there should be 0% of the 10 units with this problem.

5. Chronology

Collection of all principal events that were the basis for the determination that the defect related to motor vehicle safety, including a summary of all (with dates of receipt):

- **Warranty claims**
- **Field or service reports**
- **Other information**

Please see attached field reports generated by members of our Engineering staff.

The initial Part 573 Defect and Noncompliance Report, Identification code 06V-203, was completed in May of 2006. Since May 2006, we have been internally testing and reevaluating the remedy plan proposed in recall 06V-203 and feel we have gained more experience in regard to repair procedures of chassis frames. Considering what we have discovered and through input from the owner, we have determined that this new remedy plan is most appropriate.

The flange material used on the chassis that are the subject of this Part 573 Report, are a high strength steel. The high strength is obtained by a heat treating process. These properties are degraded by the heat generated in the welding process. Our testing indicates there can be as much as 20% loss in ultimate strength in the heat affected zone of the weld. Also, even small deficiencies in the welding operation can result in the creation of a localized stress riser. This stress riser can present the opportunity for a fatigue crack to form.

6. Description of Remedy Plan

General description:

Two of the trailers owned by Agmark Foods, Inc. have been inspected using an ultrasound device. There were no delamination characteristics found during the inspection process. The remaining eight units will need to be inspected and updated in accordance to the attached drawing.

Plan for reimbursing owner or purchaser who incurred costs to obtain remedy for the defect a reasonable time in advance of notification:

Upon arrival to the repair facility Reinke will pay for a visual inspection, the cost to add the reinforcement flange if an inclusion is found, the repair kit and the freight to ship the kit to the repair shop. Reinke will not reimburse the customer for down time and/or any transportation cost to get the unit to the repair shop.

Date the owner notification list will be ready: Complete.

Date the remedy will be developed: Complete – See attached drawing.

Estimated date to begin sending notification to owners and dealers: Immediately upon notification by NHTSA of approval of remedy plan and assignment of recall number.

Estimated date to complete sending notification to owners and dealers: Same date as above.

Date the manufacturer will have sufficient parts to begin: November 14, 2008

7. Related Documents

Submit a representative copy of all notices, bulletins, and other communications that related directly to the defect and are sent to more than one manufacturer, distributor, dealer, or purchaser.

Submit report by certified mail to:

**Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE.
Washington, DC 20590**

NOTES:
STEP 1:

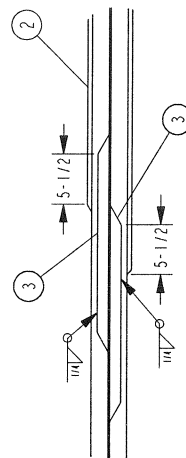
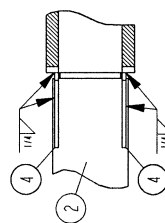
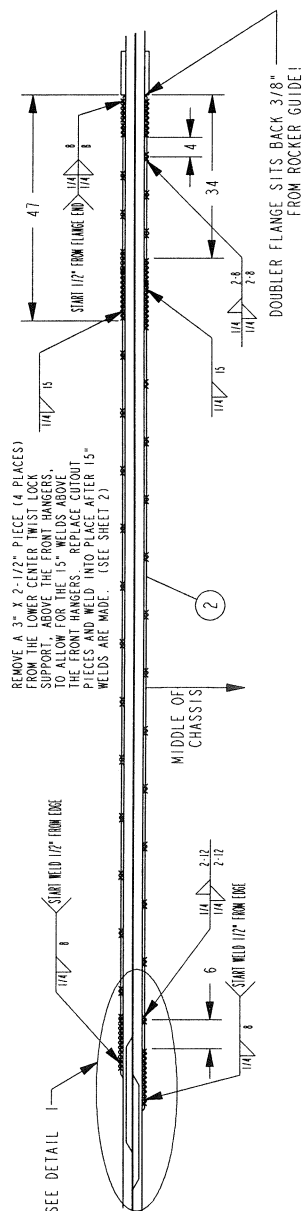
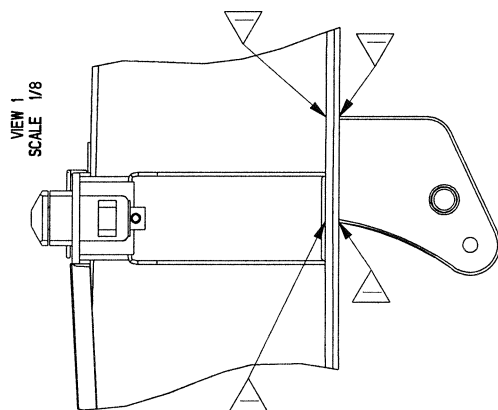
STEP 1: VISUALLY INSPECT THE BOTTOM FLANGE IN FRONT AND BEHIND THE FRONT HANGER ON BOTH TOP AND BOTTOM AS INDICATED BY NOTE 1 ON VIEW 1.

STEP 2: IF NO CRACKS ARE FOUND, NO MODIFICATION IS REQUIRED. HOWEVER THE AREA DESCRIBED IN STEP 1 SHOULD BE REINSPECTED ON A REGULAR BASIS. MAXIMUM NUMBER OF MILES BETWEEN INSPECTIONS IS 5,000 MILES, UNDER NORMAL LOAD AND ROAD CONDITIONS. MORE FREQUENT INSPECTIONS ARE RECOMMENDED IF CONDITIONS ARE SEVERE.

STEP 3: IF CRACKS ARE FOUND, INSTALL UPDATE PER DRAWING.

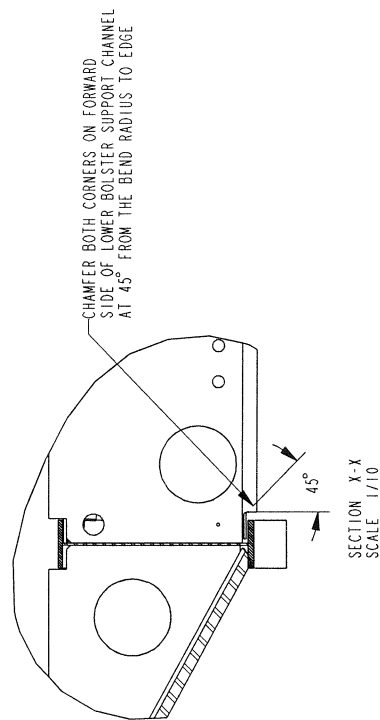
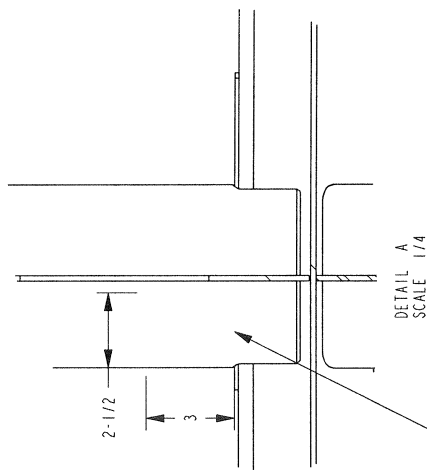
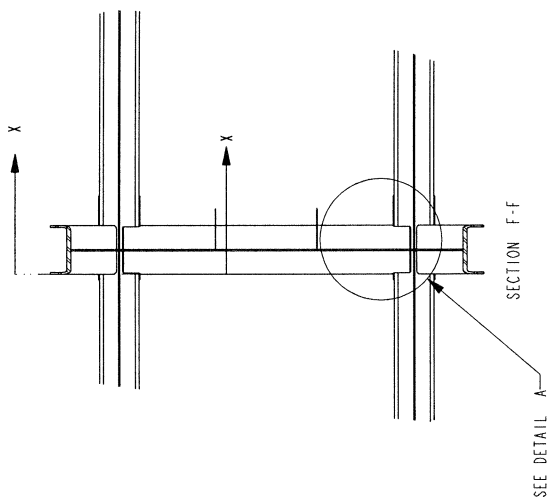
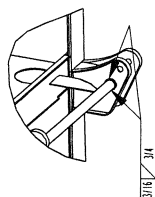
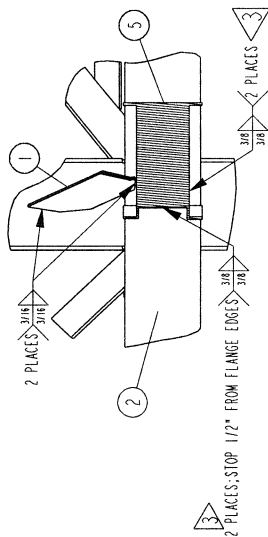
NOTES:

1. STOP ALL WELDS 1/4" FROM EDGE UDS.
2. DUE TO HIGH STRENGTH STEEL, BOTTOM FLANGE MUST BE BETWEEN 210° AND 400°, BEFORE WELDING ANY COMPONENTS TO THE FLANGES OR CUTTING AGAINST THE FLANGES.
3. WELD FROM EDGE TO CENTER AND EDGE TO CENTER



REF	QTY	DESCRIPTION	PART NO
5	83790001	HANGER, FRI-HUTCH#16481-02	
4	10590106	GUSSET, INS WILL REPAIR	
3	10420038	FLNG, STM, DBL, SHORT, TKCH	
2	10420037	FLNG, STM, DBL, TKCH	
1	221884	GUSSET-SUSP-SHORT-TN. CH	

[illegible]

[illegible]

November 14, 2008

Mr. Richard Hagemeyer
AgMark Foods, Inc.
150 Fourth Ave. North
Suite 1030
Nashville, TN 37219

RE: [Recall No.] Safety Recall Notification

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

Reinke Manufacturing Company, Inc. has decided that a defect which relates to motor vehicle safety exists in Reinke Intermodal Tank Chassis frames manufactured between December 11, 2003, and March 19, 2004. On certain chassis frames, the lower flange(s) of the frame can develop a small fatigue crack in front of or behind the front suspension hanger. These small cracks can in some cases further develop whereby in certain applications the lower flange(s) may fail, increasing the risk of a crash without prior warning.

Reinke will inspect and repair the chassis frame flange(s) free of charge beginning in November 2008 at a designated repair facility. Reinke will pay for a visual inspection and ultrasonic examination, the cost to add the reinforcement flange if an inclusion is found, the repair kit, and freight to ship the kit to the repair facility. No reimbursement will be available for down-time during inspection and repair or for the cost of transporting the chassis to the repair facility. It is estimated that the visual inspection and ultrasonic examination will require approximately one hour of labor, not including time for setup and calibration of the testing instrument.

If an inclusion is found during the visual inspection or ultrasonic examination, the attachment of the reinforcement flanges will require approximately 28 to 32 hours of labor. Please find enclosed a list of your chassis serial number(s) which is/are subject to this recall. Please contact Reinke toll free at 1-877-762-1001 for more information.

As a precautionary measure, prior to inspection and repair by Reinke, it is recommended that you perform a visual inspection of the chassis.

If you believe Reinke has failed or is unable to remedy the defect without charge and within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Ave., SE., 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>.

Mr. Richard Hagemeyer

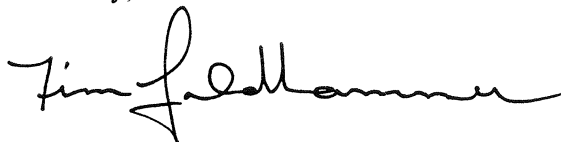
November 14, 2008

Page 2

If you have already incurred expenses to remedy this defect, you may be entitled to reimbursement for your expense. Please call toll free at 1-877-762-1001 to find out if you are eligible for reimbursement.

We are sorry to cause this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our chassis.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Goldhammer". The signature is fluid and cursive, with the first name "Tim" and last name "Goldhammer" clearly distinguishable.

Tim Goldhammer

VP Marketing

Reinke Manufacturing Co., Inc.

Enclosure