10V-515
(7 Pages)

PART 573 Defect and Noncompliance Responsibility and Reports

On October 13th, 2010, Timpte Inc. decided that a defect which relates to motor vehicle safety exists 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 Responsibility and Reports.

Date this report was prepared: 10/15/2010

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.

Timpte Inc.
1827 Industrial Drive
David City, NE. 68632

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

Jeffrey B. Thompson, V.P. of Manufacturing

Telephone Number: 402-367-3056 Fax No.: 402-367-4340

Name and Title of Person who prepared this report.
Jeff Struck, Compliance Manager

Signed: Jeff Struck

I. **Identify the Vehicle Models Involved in the Recall**
-Timpte Super Hoppers
- Timpte American Ag

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:***

Make(s): Timpte **Model Years Involved:** 2009,2010,2011 **Model(s):** TDH

Production Dates: Beginning: 3/31/2009 **Ending:** 3/16/2010

VIN Range: Beginning: 1TDH40020AB122162 **Ending:**1TDH43022BB126569

Vehicle Type: Trailer **Body style:** Dry Bulk Commodity Hopper

Descriptive information which characterizes/distinguishes the recalled vehicles from those model vehicles not included in the recall: These trailers have aluminum couplers instead of steel couplers.

II. Identify the Recall Population

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

Model	Year	Number of Vehicles Potentially Involved
TDH	2009	5
TDH	2010	262
TDH	2011	12

Total Number Potentially Affected by the Recall: 279

4. Furnish the approximate percentage of the total number of vehicles estimated to actually contain the defect or noncompliance: 5.9%

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: The recalled models are specific to aluminum couplers. The beginning date is the starting date aluminum couplers were manufactured. The ending date is the when current updates started on aluminum couplers.

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.
Premature structural failure of front support channels and main support beam.

Describe the cause(s) of the defect or noncompliance condition.
Premature structural failure of front support channels and main support beam.

Describe the consequence(s) of the defect or noncompliance condition.
Premature failure of structural components of upper coupler assembly.

Identify any warning which can (a) precede or (b) occur.
Visual appearance of stress cracks

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

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

SECTION IV

6. Provide the Chronology in Determining the Defect/Noncompliance.

There are two areas of concern: the coupler front supports and main beam.

COUPLER FRONT SUPPORTS

Chronological Summary of Principal Events

Results of ongoing structural analysis and durability testing coincided with cracking of a front support on the first prototype trailer which occurred in August of 2009. Prior to that date, product development testing had indicated the possibility of cracking. Therefore a product update campaign started on September 15, 2010.

COUPLER BEAM

Chronological Summary of Principal Events

Results of ongoing structural analysis and durability testing coincided with cracking of a production trailer on September 28, 2010. Prior to that date, product development testing had indicated the possibility of cracking. A product update campaign for this defect was combined with the front support bracket update on October 1, 2010.

SECTION V

9. Identify the Remedy.

COUPLER FRONT SUPPORTS

An update program for the front supports was in place before a recall was announced. This program will be sufficient for the recall program also.

Description of Manufacturer's Remedy

Product testing in the summer of 2009 resulted in lengthening the original bracket from seven inches to 13 inches and the addition of two new brackets connecting the sides of the front support to the beam. This remedy was incorporated into a test coupler with cracked front supports in order to evaluate its effectiveness in halting

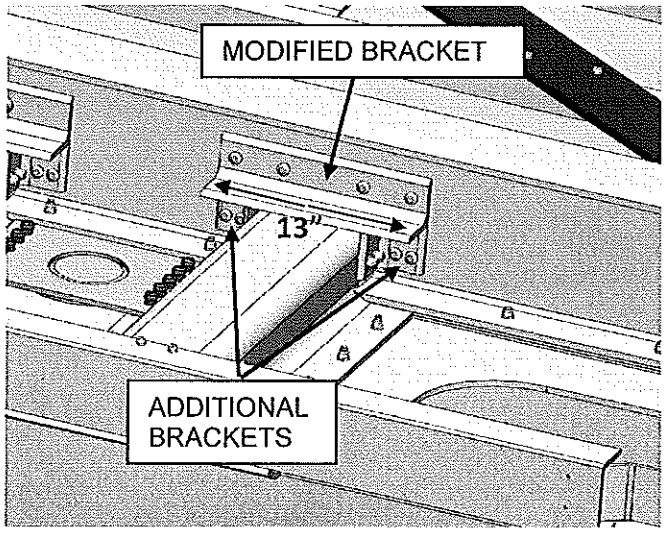
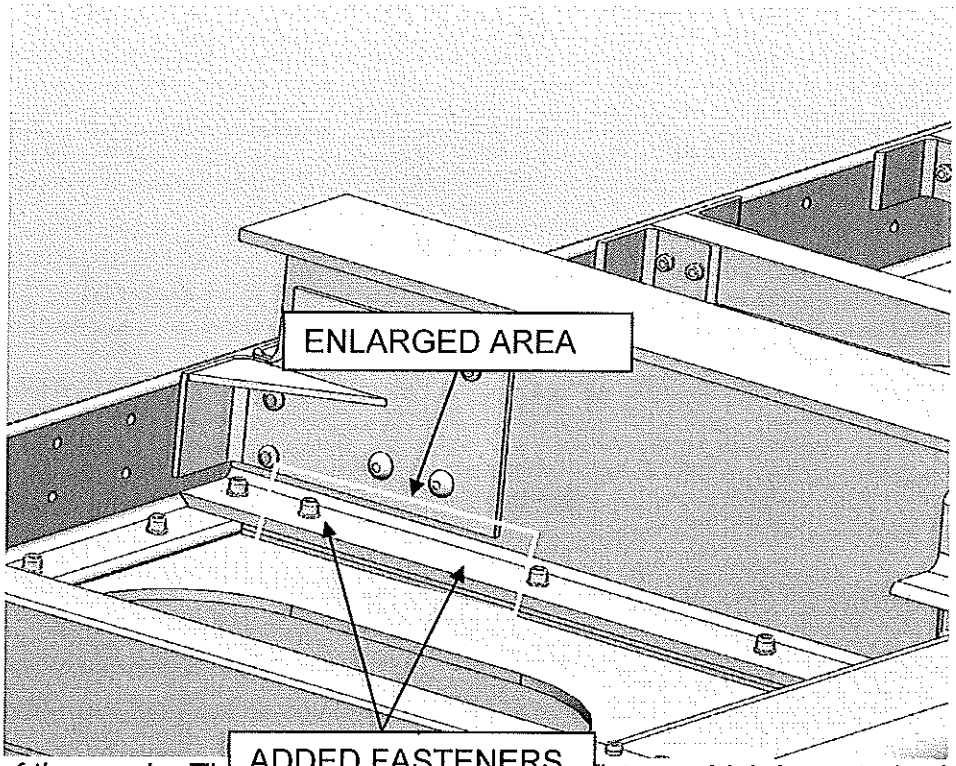


Figure 2



progression of the crack. Th fixture which imparted a force it would experience while attached to a loaded trailer. The test was halted after one million cycles, at which time the brackets were removed. No pro-gression of the crack was observed. This remedy was incorporated into trailers starting March 16, 2010 and was used for the update program starting in September of 2010.

Figure 3

COUPLER BEAM

Description of Manufacturer's Remedy

Product testing in the summer of 2009 resulted in modification of the original brackets connecting the coupler beam to the coupler side angle. The face of the bracket attached to the beam web was enlarged, and two bolts were added. See Figure 3 above. This remedy was incorporated into a test coupler with a cracked beam to evaluate its effectiveness in halting progression of the crack. The coupler was tested in a fixture which imparted a force it would experience while attached to a loaded trailer. The test was halted after approximately 80,000 cycles, at which time the brackets were removed. No progression of the crack was observed.

This remedy was incorporated into a test coupler in order to evaluate its effectiveness in keeping a crack from starting. The coupler was tested in a fixture which imparted a force it would experience while attached to a loaded trailer. The test was halted after one million cycles, and no crack was observed. This remedy was incorporated into trailers starting January 25 of 2010 and was incorporated into the front support bracket update program on October 1, 2010.

SECTION VI. Identify the Recall Schedule

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

During the week of September 26th, 2010, emails were sent to Timpte salesmen which included an attachment. The attachment mentioned that an update program for the coupler front supports would be forthcoming. It also stated that Timpte would be sending letters to customers notifying them of the update and calling them to schedule a time to update their trailer in a Timpte branch repair facility associated with the salesman. The email also included a list of the persons or companies who purchased trailers from the salesman that required the update. The salesman were asked to provide contact names and telephone numbers of the customers and also to state whether the customer had sold or traded any of the trailers.

Additional emails were sent during the week of September 26, 2010 to Timpte approved sales and repair facilities. These emails asked the same information as was asked of the Timpte salesmen and also included a front support update procedure.

Also during the week of September 26th, 2010, customers were sent letters titled 'Product Update Campaign' stating the reason for the update and mentioning that a representative from Timpte would be contacting them to schedule an appointment to have that done.

Once the Office of Defects Investigation approves the information faxed the recall shall start the same week with letters sent to customers and information/repair kits sent to Timpte Branches and Dealers.