

RIDE THE DUCKS INTERNATIONAL
Fleet Operations & Safety
2320 West Highway 76
Branson MO 65616

Bulletin No. SB-00-5-14
Release Date: 6/3/14
Effective Date: 6/3/14
Supersedes: N/A

Applicable to: Truck Ducks Frames
Total Pages: 6

SERVICE BULLETIN

REASON FOR RELEASE:

During the inspection of a newly manufactured Truck Duck chassis frame, a weld section of the primary rear suspension cross member (i.e. I-beam) failed a plate fit-up inspection. This was due to "slug" filler metal found between plates. While the welder intended to back gouge the filler metal out prior to applying final welds, the process of installing filler metals (i.e slug welding) is prohibited. Subsequently, the filler metal was removed, the use of backing plate was applied and the welder has been de-qualified pending USCG satisfactory re-training. RTD has reviewed the plates utilized in this section and are incorporating additional jigging to mitigate and control the tolerance of future plate fit-ups. This jigging will ensure the use of filler metals can no longer be a consideration. All other sections of the Truck Duck chassis assemblies are not affected, as the existing jigging and fixtures do not allow for any variances.

URGENCY: Immediate/Continuous

All previously manufactured Truck Duck chassis frames have passed USCG fit-up inspections and we have not experienced any discrepancies since their service. Therefore we have determined this incident to be isolated , specific only to the crossmember fit-up of this particular frame. However, we cannot dismiss the potential existed previously for the error to have occurred. For this purpose and as a precautionary measure we issue this bulletin. All Truck Duck owners/operators should inspect the port and starboard longitudinal welds of the rear suspension cross member / I-beam. Provided within this Bulletin are additional drawings and photos which support this inspection. Should you need assistance in this inspection please contact Fleet Operations.

INSPECTION & DISCREPANCIES:

RTDI encourages owner/operators to periodically inspect these areas during post trip inspections and to add this frame section to the USCG dry dock exams. In the unlikely event weld cracks are found you are directed to remove the vessel from service and notify RTDI immediately. RTDI will support repairs by way of procedures pre-approved by the USCG.

NOTE:

This bulletin is being forwarded to your local OCMI by USCG Sector Upper Mississippi River. It is the intention of the USCG and RTDI to provide this bulletin as guidance for inspection for the purpose of safety. Affected RTD /USCG zones are as followed:

USCG SECTOR BOSTON / RTD BOSTON
USCG SECTOR GUAM / RTD GUAM
USCG SECTOR PUGET SOUND / RTD SEATTLE
USCG SECTOR SAN FRANCISCO BAY / RTD SAN FRANCISCO

LINKS SUPPORTING REFERENCES:

[NVIC 7-68 \(SLUG WELDING\) PG. 29](#)
[RTDI WELD QUALITY CONTROL PROCEDURES \(WQCP\)](#)

NOTE: All work must be performed by qualified personnel. Use only authorized components, specified or provided by Ride The Ducks. All applicable OSHA safety standards and safe industry practices must be observed. Observe all safety information contained in the manufacturers manuals. Make available this bulletin and all related technical information to personnel using the equipment.

[CONTACT US VIA EMAIL](#)
RTDI FLEET OPS HOTLINE: 417 266 7676
RTDI PARTS: 417 266 7626

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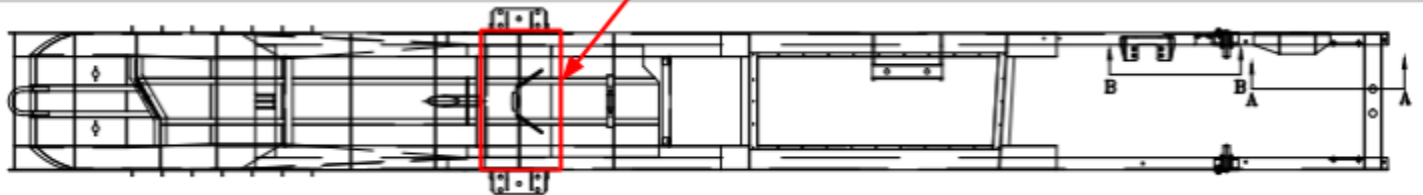
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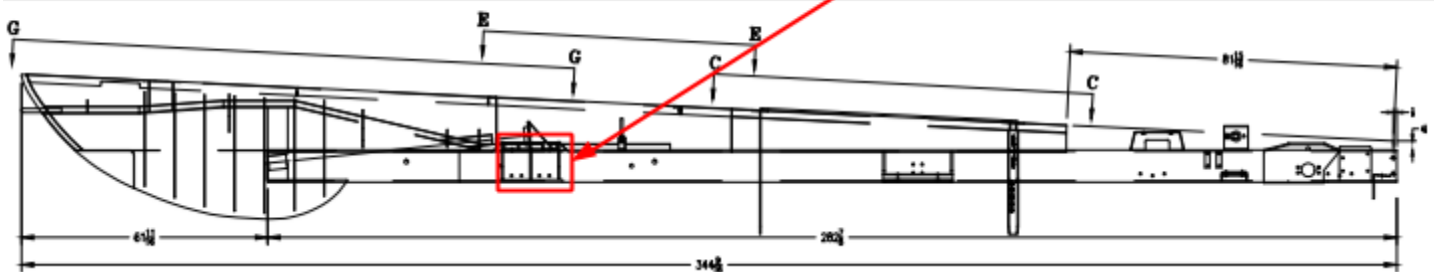
Total Pages: 6

LOCATION OF THE AREA IN QUESTION

TOP VIEW OF TRUCK DUCK CHASSIS ASSEMBLY
AREA IN QUESTION



SIDE VIEW OF TRUCK DUCK CHASSIS ASSEMBLY
AREA IN QUESTION



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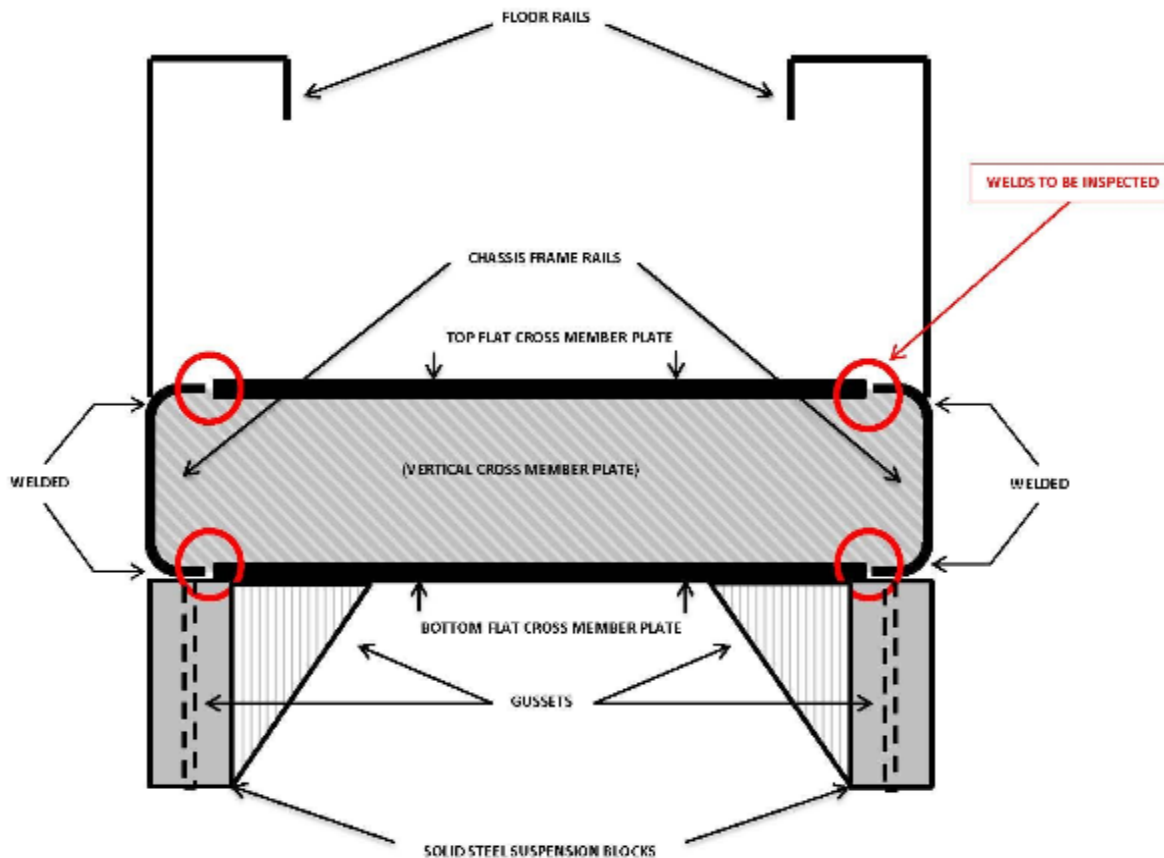
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END VIEW OF CHASSIS FRAME

SEE PHOTO PAGE 5- 6



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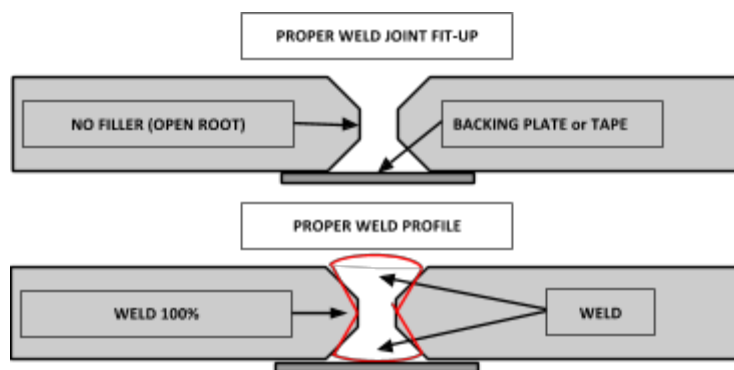
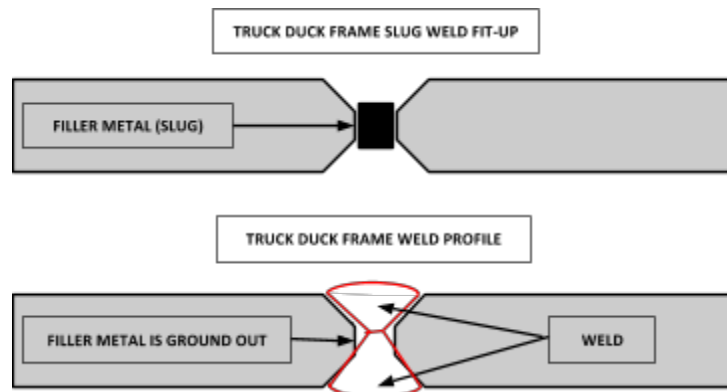
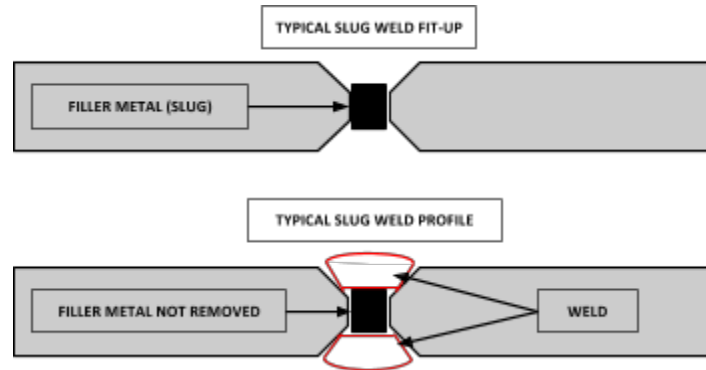
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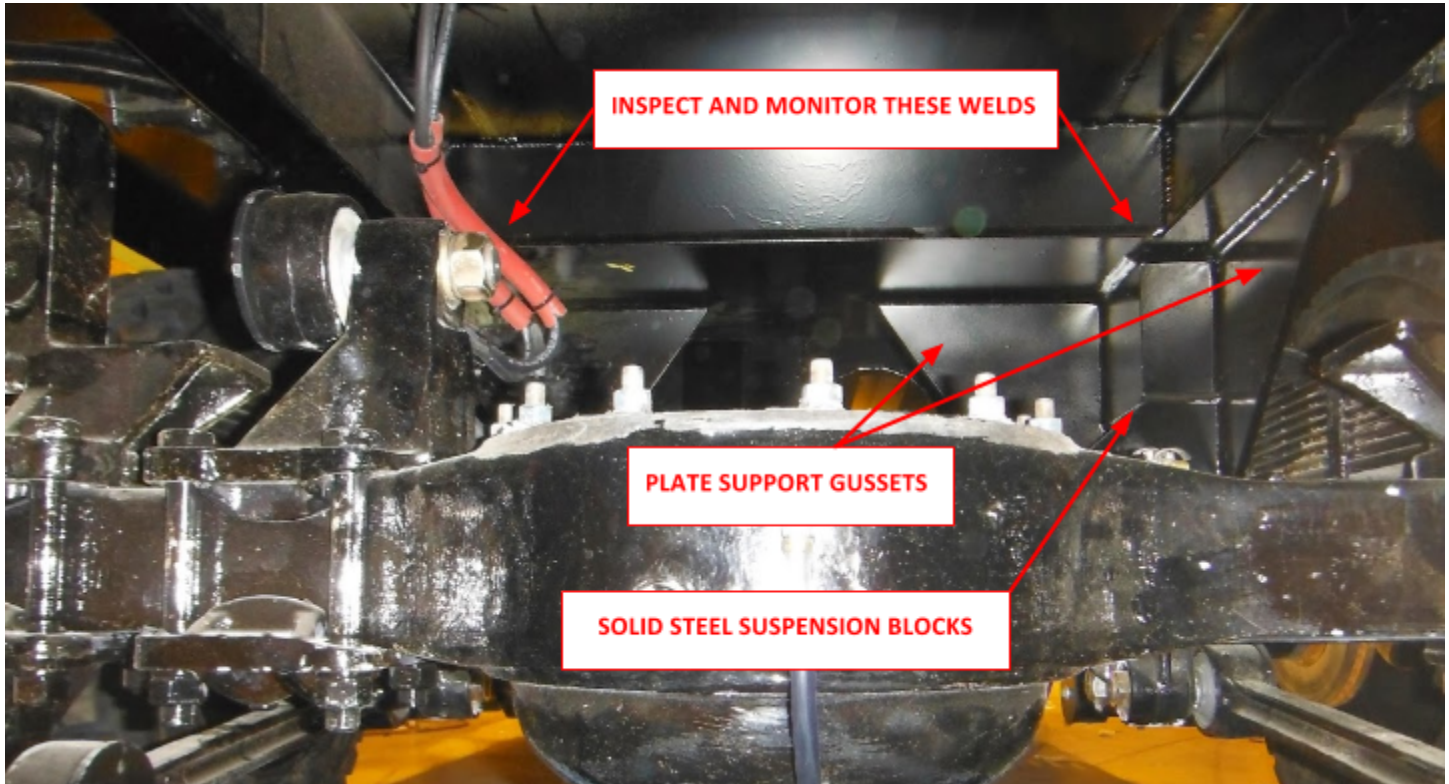
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