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**Topic:** KWIK/Dorsey Rear Bolster Corrective Action

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Several of the Kwik/ Dorsey 20SL chassis manufactured between 2017 and 2019 have been identified with cracks in the main rails and between the main rails and the rear bolster.

The defect observed is identified as a crack running across the bottom width of the rear bolster on both sides. In the more severe cases the crack either extends up the rear vertical weld on the rear bolster and/or fractures the main rail web at rear of the bolster.

Following are some examples of the condition as discovered



Typical Crack



### Examples of Extended Stress Fractures



Due to the location and severity of the cracks observed, all the units in the following sequences should be inspected for this condition at the next in gate move.

NAPZ172001 – NAPZ172055	MFG2017	55 Chassis
NAPZ182101 – NAPZ182223	MFG2018	123 Chassis
NAPZ182224 – NAPZ182330	MFG2019	107 Chassis

To facilitate this repair campaign all units listed above will be flagged **KWIK/Dorsey Rear Bolster Mod Inspection Needed** in CMS. Reports on this flag should be pulled weekly to ensure that all affected units are captured and repaired ASAP. Chassis observed with this condition are to be removed from service until repairs and retrofits have been performed.

There have been three repairs created to identify the costs associated with this project. Please ensure that all affected personnel are made familiar with these repairs.

### I - No Damage

Upon inspection, if there are no cracks evident between the bolster and the main rails and the rear bolster gussets are in place, local pool management is to remove the **KWIK/Dorsey Rear Bolster Mod Inspection Needed** flag and no further action is required. If a vendor inspects a chassis just for this condition, and there is no repair required, the vendor may bill as indicated below

Component Code	KBR
Repair	IP – Inspect and Report
Damage Code	WZ – Warranty repairs structural
Location Codes	CF7N
Recoverable	Yes
Time Allowed	.25 mhr per chassis (NOT per side)
Picture Required	Yes. Picture of the rear bolster with the unit number, both main rails and bolster gussets in evidence. Picture of VIN plate.

NOTE: This repair cannot be used in conjunction with any other repair including SMC. Please note also that all retrofitted gussets are to be painted yellow for rapid identification in the field of previously addressed units.

### II – Major Cracking of Rails at Bolster

Upon inspection if the bolster is cracked as indicated above, the following repairs are to be performed



SC20 - Rear Gussett  
Repair.pdf

To facilitate the recording of these repairs in MANDR the following repair has been created.

If a unit has cracks between the main rails and the rear bolster and/or fracturing of the main, associated with cracking between the rail and bolster, all repairs related should be coded as follows

Component Code      **KBR**  
 Repair                      Warranty Repair Major – **WN**  
 Damage Code            **WZ** – Warranty repairs structural  
 Location Codes         **CF1N, CF4N**  
 Recoverable             **Yes**  
 Time Allowed            **2.0** mhr per side  
 Pictures required        **YES.** Before and after of cracks, and before and after of the rear bolster with both main rails and unit number in evidence. Picture of VIN plate

Repair description      Disconnect ABS. Remove paint from affected areas, stop drill and “V” all cracks. Weld all cracks and Stop drill holes, and install gussets per specification. Repaint all welding in matching color. All gussets are to be painted YELLOW only. Reconnect ABS. All painting is to be taped and blocked to ensure a professional appearance upon completion. Time allowed includes all prep and finish work required.

**III – Missing Gusset only**

Note: if the cracks are not present but the gussets are not there, then the gusset are to be installed as part of this campaign to prevent cracking at a future date.

If there are no cracks between the main rails and the rear bolster and the gussets are missing then the installation of the missing gussets would be the only repair required. Please record these repair in MANDR as follows

Component Code      **KBR**  
 Repair                      Warranty Repair Minor - **WM**  
 Damage Code            **WZ** – Warranty repairs structural  
 Location Codes         **CF1N, CF4N**  
 Recoverable             **Yes**  
 Time Allowed            **1.0** mhr per side  
 Pictures required        **Yes.** Before of the rear bolster with both main rails and unit number in evidence, and after with both main rails and new gussets and unit number in evidence. Picture of VIN plate

Repair Description      Disconnect ABS. Remove paint from weld areas, Install gusts per factory specifications, Paint gussets yellow only. Reconnect ABS. All painting is to be taped and blocked to ensure a professional appearance upon completion. Time allowed includes all prep and finish work required.

KWIK/Dorsey will provide the parts necessary for the retrofit. Please send a message to [Parts@DorseyIntermodal.com](mailto:Parts@DorseyIntermodal.com) providing

- Quantity of gusset part # 17-PRT-AV232 required
- Physical address of where to send the parts

Dorsey will also be providing a quantity of primer and NACPC orange paint for these repairs.

Part Number **KWIKBGUST** has been added to MANDR to facilitate these repairs. Since there are being supplied by KWIK the price will be \$0.00 for these parts. NOTE: even though the parts are being supplied by the manufacturer they must be listed on each job order for these repairs

All repairs and parts listed above will be available in MANDR Monday, 11 January 2021.

Please note that Post repair inspection by CCM is required in all cases either major or minor to ensure that the welding has been properly done. Substandard welding and improper paint should not be accepted.

Upon completion of either the WN or WM repair, local pool management is to remove the **KWIK/Dorsey Rear Bolster Mod Inspection Needed flag** in CMS and replace it with a **KWIK/Dorsey Rear Bolster Modification Completed** flag.

Please direct any questions or comments on this matter to the CCM technical Services Manager.