

# CCM Technical Maintenance Bulletin



Bulletin 02 - April 15, 2010

## Reporting of Errors

Your help can improve this bulletin. If you find mistakes or you know of a way to improve the procedures, please let us know at [mnr@ccmpool.com](mailto:mnr@ccmpool.com)



All CCM repair vendors are required to comply with Safety & Security Regulations imposed by Terminal Operators where work is performed, in accordance with the License Agreement and Article 5.8 of the Form Agreement D.

### Are you registered with DRS?

All truckers and depots are encouraged to register no later than June 1, 2010. For details visit us at [www.chassis.com](http://www.chassis.com)



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## Anti-Lock Brake Maintenance Precautions

### Summary

This Bulletin is issued to maintenance vendors and pool management staff in order to emphasize precautions needed when performing welding repairs on chassis, so as to prevent damage to anti-lock brake systems. All mechanics performing repairs on CCM pool chassis should be briefed and properly trained to ensure compliance with this and all CCM publications.

### Information

Welding on chassis should not to be performed while the anti-lock brakes are active. In particular, this should be emphasized to all mechanics working roadability lane operations, or doing roll-up repairs on the rail or marine terminals.

Like all computers, the computer modules on the anti-lock brake systems are sensitive to voltage spikes. Welding on the chassis while the system is powered up sends a surge through the system and will burn out the module.

To prevent this type of damage, mechanics must pull the pigtail from the seven-way plug prior to initiating any welding on a chassis.

Estimates for replacement of computer equipped valves will be questioned to ensure that replacement of the entire assembly is required. In the event a brake system is discovered with a burned out computer module, consider replacement of the computer module only, and not the entire valve assembly.

When possible the module should be removed and sent for reprogramming instead of purchasing a new computer module.

NOTE: All burned out computer modules will be researched to determine if welding repairs were performed immediately prior to the discovery of the burned out module. Where applicable, the company performing that repair will be held liable for the repair/replacement of the module.

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