

CCM Technical Maintenance Bulletin



Bulletin 03 - June 1, 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



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



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Tire Replacement Criteria

Summary

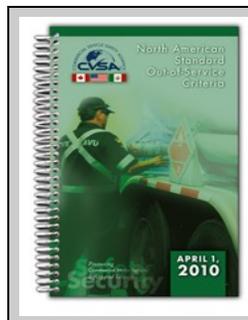
Observations made during recent field audits suggest that there is some confusion on the criteria to be used when replacing tires. This Bulletin is issued to maintenance vendors and pool management staff in order to clarify CCM's intent with regard to tire replacements. All mechanics performing repairs on CCM pool chassis should be briefed and properly trained to ensure compliance with this and all CCM publications.

Cut Tires

Tires with cuts that do not penetrate one or more ply of fabric are operational and should not be removed from service. Mechanics should check the cord using a dull instrument inserted into the deepest part of the cut. If the cord cannot be felt, the tire is serviceable and should not be removed.

Incompatible Tires

Bias ply tires and radial tires are not compatible on the same side of the same axle. In these situations, one of the tires must be changed. A bias tube tire (10.00 X 20) and a bias tubeless tire (11.00 X 22.5) are however compatible. Tube and tubeless tires can be run on the same side of the same axle, provided they are properly mated according to size (overall diameter).



Have you ordered your 2010 CVSA Out-of-Service Criteria Handbook Yet?

This handbook can be purchased from CVSA online for \$40.00. As an associate member of CVSA, CCM can purchase these for \$28.00. If the pool orders 50 or more, the price is \$23.00 per handbook. Contact your Pool Manager for further details.

Tire Replacement Criteria

Slid Flat Tires

Tires that have **2/32" or less tread** remaining when measured in a major channel at its lowest point are to be removed. Slid flat tires are to be replaced only when the lowest area of remaining tread is at or below 2/32".

There is no consideration given for tread variance. Several vendors have been replacing tires because of tread variance; the variance between the highest area of tread and the lowest area of tread being greater than 4/32". Tread variance is not a reason to replace tires. If adjacent tires have been slid to a point where both tires have a variance of more than 4/32", the tires may be rotated 90 -180 degrees so that the flat spots are not adjacent, but the tires should not be replaced.



Replace Tire



Do Not Replace Tire

Mismatched Tires

Tire diameters vary by manufacturer, even though they are the same size. We have taken precautions to ensure that the OEMs that we purchase are of the same diameter (within allowable variance). Mechanics should always be cautious to ensure that all tires are properly mated when mounted on a chassis in dual application. Tires that are not mated properly will inevitably lead to the failure of one or more tires by creating an overweight situation on the taller of the tires. Please ensure that all mechanics and repair vendors are aware that the maximum allowable variance for mating tires in a dual application is **3/8 inch**.