

CCM Technical Maintenance Bulletin



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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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Camshaft Bushing Inspections

Summary

This Bulletin is issued to maintenance vendors and pool management staff in order to educate field personnel on what CVSA inspectors search for when looking at camshaft bushings during a roadside inspection. This information is consistent with current CVSA publications. All mechanics performing repairs on CCM pool chassis should be briefed and properly trained to ensure compliance with this and all CCM publications.

Background

All components of a foundation brake system, including brake camshafts and camshaft bushings, are very important components for the safe operation of commercial motor vehicles. Camshaft bushings provide the support and flexibility that is crucial to the proper operation of a vehicle's braking system.

A camshaft bushing may become worn allowing some non-rotational movement of the camshaft. Pulling on the camshaft by hand, generates a combination of lateral and rotational movement and does not provide an accurate assessment of the bushings wear. However, any wear, or looseness, in the camshaft bushing will to some degree effect the overall brake stroke. These Brake Adjustment Limits are specified in the Reference Charts under Part II of the *North American Standard Out-of-Service Criteria (OOSC)*.

Inspection Guidance

Certified inspectors should inspect a foundation brake system for non-functioning, loose, contaminated (with grease or oil), or missing/cracked components. Inspection of the camshaft bushing should focus on whether the condition of the bushing is causing some other brake defect. A missing or excessively worn, camshaft bushing may result in the brake having excessive pushrod travel, worn out linings on the bottom shoe, or a potentially inoperative brake. In each case, the violation should be noted under the specific brake defect already specified in the OOSC. Apply the 20% defective brake rule accordingly.

Inspectors are told that until a camshaft bushing results in a condition already specified in the OOSC, they should not consider a camshaft bushing itself as a specific OOS defect.