

CCM Technical Maintenance Bulletin



Bulletin 10 - September 9, 2011

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 Inspections

Summary

In recent inspections it has become apparent that there is some confusion over the handling of tires removed from service, the inspection process for tires, and minimal service standards for tires. It is the purpose of this memo to provide some guidance in the proper handling of tires and determining if the minimum service standards for tires have been exceeded.

Handling of Tires

It is clearly stated in section 6.5.3.3 of the M&R procedure manual that all tires removed from service must have the **chassis number and tire position** marked on the tire. Please note that this information is vital to the determination of potential mechanical problems with chassis as well as a necessary support to claims for tire damage. In addition to the chassis number and tire position it is essential that the damage or reason for tire change be identified on every tire removed from service. The damaged area should be circled and the AAR reason code for the damage written on the sidewall of the tire in paint stick. AAR Reason codes to be used for this purpose are as follows

Cause	Code	Cause	Code
Slick Tread	09	Flat Tire	16
Separated Cap	10	Channel Crack/Weather Check	17
Blister/Bulge	11	Rotted	22
Run Flat	13	Warranty	28
Cut/Torn	14	Slid Flat	34
Worn Out	15		

Tire Serviceability

Recent inspections have also revealed that tires that have minor damage are being routinely buffed and recapped instead for being repaired and returned to service. Due to the ever increasing prices of both OEM and recap tires it is essential that any tire that meets minimum service levels be repaired wherever possible and returned to service instead of being buffed and retreaded. As a guide to ensure that any tire that can be returned to service without recapping is, the following serviceability standard should be employed by all concerned

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when performing tire inspections and determining action to be taken with tires removed from service.

- Lowest tread remaining on the tire is 5/32 inch
- No visible cuts through cord body
- No major damage to bead
- No visible damage to the liner of the tire

The following damages should be repaired where tires exhibit all of the characteristics described above:

- Puncture to the crown area of not more than 1/4inch, no more than 4 punctures per tire, no closer than 12" apart
- Cut **to** the cord but **not** through the cord may be filled with cushion gum, cured, and buffed
- In order to ensure proper billing for repaired tires vs. recapped tires, tires repaired as described above should be accumulated and returned to a single repair vendor as selected by pool management.

Should you have any questions on this bulletin please contact David Green, Manager, M&R Technical Services.