

CCM Technical Maintenance Bulletin



Bulletin 11 - October 10, 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



This bulletin approved by:

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Channel Cracking / Tire Defects

Summary

Recent field audits suggest that there exists a great deal of confusion over what extent of channel cracking is acceptable, and what extent requires tire replacement. This bulletin serves to clarify the technical standard as it pertains to channel cracking, and to ensure that we are **not** prematurely removing tires, **but** that we do remove tires when warranted, whether on the basis of channel cracks or tire defects. All mechanics performing repairs on CCM pool chassis should be briefed and properly trained to ensure compliance with this and all CCM publications.

Tire Inspection

The key consideration in determining when to remove a tire from service is evidence of exposed cord. If the cord is plainly visible such as those in the following pictures the tire must be removed.



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Channel Cracking / Tire Defects



NOTE: Neither the length of the split, nor the number of splits is of consideration. *The **sole consideration on whether the tire is to be removed from service is the depth of the splits.*** Splits in the channels of the tire should be carefully probed to determine if there is exposed cord. If the cord is exposed, either visually or it can be felt with a probe, the tire should be removed for service. If the cord cannot be felt or seen visually - the tire is to be left on the chassis.

Any Bandag, Oliver Intertread, or MDT recaps tire, or any brand of OEM tire identified with this defect is to be logged as a potential warranty tire, and CCM management notified.

Should there be any questions concerning this information, please contact Dave Green, Manager, M&R Technical Services.