

CCM Technical Maintenance Bulletin



Bulletin 13 - June 14 2012

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:

James Reo
Director of Maintenance
320 Croft Crossing
Chesapeake, VA 23320

Phone: 757-613-2893
Fax: 757-842-6897
E-mail: jreo@ccmpool.com

Chassis Markings and Identifications

During several recent examinations of equipment in different locations it has been noted that there is some confusion over the markings on CCM chassis. It is the purpose of this document to provide clarification on the markings installed on CCM managed equipment.

IEP Markings

The recent changes to 49CFR make it essential that identification of the IEP operating the chassis be readily identifiable. To this end it is important to remember that whenever a chassis migrates permanently from one pool to another, only the markings for the pool where the unit is domiciled is to remain on the unit. Any markings from any other pool are to be painted out on all four sides with a paint to match the original color of the chassis

Front Bolster

The front bolster, while the most visible part of the chassis when parked has very limited space. For this reason the amount of markings applied to it must therefore be limited. The following markings must appear on the front of all front bolsters.

- The unit prefix and number
- Owners/lessors marks
- IEP Marks
- PM Due Date

All other data such as TAP info or stickers and last worked date can only be applied if room allows.

General Appearance

Whenever chassis are to be either initially marked or remarked as appropriate, care must be taken to ensure that the marks are clear and that other adjacent marks are not obstructed in the process. To this end please remember the following:

- Always cover old markings with paint to match the original color of the chassis
- When applying new marks always choose a color that will contrast sharply with the original color of the chassis.
- Use of white for markings should always be first preference
- Where possible roll the paint on to avoid runs and overspray
- If rolling is not possible and paint must be sprayed, special precautions must be taken to either mask area around the target to prevent overspray or the overspray must be removed after the application of the new marks.
- All marks should be applied level and wherever possible horizontally.

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