

# CCM Technical Maintenance Bulletin



Bulletin 16 - 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](mailto: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](http://www.chassis.com)



### This bulletin approved by:

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## Chassis Alignment

Recent examinations of tires being removed from service in several locations has revealed that a significant portion of the tires being replaced are due to uneven wear. Uneven wear is an indicator of mechanical problems with the chassis, most frequently alignment.

Signs of uneven wear on the tires can vary from “feathering” to one side of the tread wearing off before the other. These wear patterns are indicative of any of the following mechanical conditions

- Tires improperly torqued - this will provide a “choppy” appearance on the tread
- Improper wheel end play – this also provides a choppy appearance on the tread
- One side of the tire worn more than the other – normally caused by an alignment issue

Based on the examinations recently made, axle alignment appears to be a significantly neglected item. All repair vendors and surveyors should be aware of the importance of the alignment and ensure that all chassis are visibly checked for alignment during inspections and that alignments are performed in conjunction with certain repairs.

In regards to inspections, it should be remembered that a visual check on the axle alignment needs to be performed as a part of every SMC and FMCSA inspection. If the axles appear visually out of line, the alignment should be checked and if necessary corrected.

It has also come to our attention that alignment is not being included in many suspension repairs. It should be remembered that any time any suspension component is replaced or repaired, the axle alignment needs to be checked and adjusted as necessary and the torque on all suspension component bolts checked. This includes but is not limited to repairs to spring hangers, radius rods, axle saddles and seats, etc. It should be noted that the alignment is not included in the repair time for the individual suspension components. Alignment should be added to estimates where necessary as a separate line item.