

# CCM Technical Maintenance Bulletin



Bulletin 18 - November 13, 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)



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## Valve Stem Locators

### Summary

In light of rumored controversy over acceptable damage to valve stem locators on rims, CCM wishes to clarify what is and what is not acceptable damage to valve stem locators on chassis.

Valve stem locators are raised segments of the rim specifically designed to guide the mechanic on where to locate the valve stem of tube type tires and assist the mechanic in ensuring that a valve stem is not placed under a spoke of a wheel during installation. They are not designed to stop a rim once mounted from sliding under the spoke of a wheel. In many cases, the valve stem locators are damaged when a wheel is improperly mounted and it does slip.

Unfortunately due to what has always been a very vague reference in both the 49CFR and the IICL manual regarding valve stem locators (also called "rim stops") there has been some confusion over what constitutes damage to a valve stem locator and when exactly to change them.

Please note that all the regulatory and owner standards state only that the valve stem locator must be "present" on the rim and that it cannot be replaced by welding on a new one. There is no minimum height in the specifications.

After considerable discussion with several of the chassis owners and providers we have decided to change our specification for valve stem locators.

Effective immediately valve stem locators need to be judged on a "go/no go" basis. It is either there – regardless of the height – or it is not. Please note also that the decision on whether or not the valve stem locator is there is NOT to be based on the leading edge only. Regardless of the height of the leading edge, unless the locator is **completely gone** the rim should be considered serviceable.

**NOTE:** There is no way to replace a valve stem locator. If it has been ground off or knocked off, it cannot be repaired by welding. Any rim where the valve stem locator that has been replaced and/or re-welded should be removed from service immediately.

Please ensure that all repair vendors and tire repair vendors that perform tire mounting / dismounting or tire repairs are advised of these criterion and are following them at all times.

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