



PACER STACKTRAIN

NEWS ALERT

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M&R Stack Facts # 07-16-02-14-1 (Revised for clarification 8/8/02)

To all Pacer M&R Vendors,

Pacer is instituting a universal tire airing program (procedure below). If you have any questions please contact your local M&R Supervisor.

Tire Touch / Airing Policy

Scope:

To develop a standardize process for airing chassis tires on Pacer and Pacer Alliance equipment.

Process:

When an FHWA / BIT inspection or Chassis Tire Repair is performed the vendor will inspect and air all eight chassis tires. The FHWA/BIT time allowance includes the airing of all 8 tires (see Pacer Standards Manual V 1.3, Job Code 1300 or in the case of a FHWA inspection Job Code 5651 and a BIT inspection Job Code 5654.) Where airing is performed in conjunction with a Chassis Tire Repair, tier airing costs may be charged according to the Pacer Standard allowance for airing tires. The following procedures should be used:

- All Tires on the Chassis will be aired to 85 PSI
- All Tires on the Chassis will be Inspected, Removed or Replaced if any of the following conditions are violated:
 - Tire measures less than 2/32" at any measured point – tire should be measured at 9 o'clock, 12 o'clock and 3 o'clock
 - Tire is mis-matched [Any mismatched tire with a height variance more than 7/16 of an inch between adjacent tires or a 10X20 and a 11X22.5 on the same half axle.]
 - Tire has flat spot(s) [Is an area of the tire that covers the full tread face that has less than 3/32 of an inch]
 - Tire shows dry rot or weathering
 - Tire is cut or torn to the cord
 - Tire shows cap separation

- Tire is Flat
- Any Tire Removed must be chalked with the chassis number, date removed, location on the chassis where the tire was removed from, and condition code for why the tire was removed. Tires must be held for seven days for Pacer inspection.

Tire Identification:

Once the tire has been inspected and aired to 85 PSI, using a yellow tire crayon mark each tire sidewall with the date and the PSI. Insure all tires have their valve caps reinstalled after airing.

Tires will be inspected at a 90-day interval. If vendor is found airing tires at interval's less than 90 days or tire airing is not in conjunction with an Chassis tire repair or if a tire is found within 7 days of any tire repair or replacement to have other than 85 PSI, with no visible tire damage, Pacer will take corrective action.