

ISSUE NUMBER

24-041-VEH

ISSUE NAME

OOSC, Part II, Item 14.Wheels, Rims and Hubs, c. (1) - Missing Pieces

STATUS

Closed

Vehicle Committee

NAME

Thomas Mrozinski Jr

AGENCY

Frisco Texas Police Department

ADDRESS7200 Stonebrook Parkway
Frisco, TX 75036
United States**PHONE**

972-292-6156

FAX

(972) 292-6074

EMAILtmrozinski@friscotexas.gov**SUMMARY OF ISSUE**

During a roadside inspection of a 2024 Freightliner Cascadia (160K miles) truck tractor I discovered both the left and right steering axle wheels to have a considerable amount of the rim edge (where tire beads onto rim) with missing material. The left side wheel had approximately 75-80% of the inner rim edge broken off and the right wheel was around 50% of the inner rim edge broken off. A question arose during the inspection as to whether this is a violation and if so what section under 14. Wheels, Rims and Hubs would it fall under. It was determined roadside that this defect would have started as a crack so the truck was placed out of service roadside. In speaking with the driver of the CMV he advised that the Freightliner has not been involved in any collisions and there was no evidence of damage to the Freightliner that would support the Freightliner striking anything.

JUSTIFICATION OR NEED

Information from David Walters with Alcoa Wheels.

We had our TMC s.2 Interim Meeting and we discussed the wheel failures from you. This issue can only be caused by two issues; Manufacturing Issues or Hitting a Road Hazard. We have seen this with wheels due to Manufacturing issues but have had no reports of Accidents, Injuries or Rapid Air Loss in the Field.

The s.2 Group agrees that this is an Out of Service Condition according to Section 14 (B) Any Circumferential Crack (393.205 (a)). We believe that this should read Any Circumferential Crack or Missing Material from the Rim .

From the Alcoa Wheel side we have put in Corrective Actions to resolve this issue at the Manufacturing facilities that had this issue.

Update language in the out of service criteria to cover rim pieces that are missing.

REQUEST FOR ACTION

I would request that the Vehicle committee amend the out of service criteria to section 14. Wheels, Rims and Hubs c. (1) as follows:

c. Disc Wheel Cracks

(1) Any crack or missing piece exceeding 3 inches (76.2 mm) in length. (393.205(a))

SUPPORTING DOCUMENTS/PHOTOS

- [IMG_19501.JPG](#)
- [IMG_19491.JPG](#)
- [IMG_19481.JPG](#)
- [IMG_19471.JPG](#)
- [IMG_19461.JPG](#)
- [IMG_19451.JPG](#)

ACTION TAKEN BY COMMITTEE

The Vehicle Committee discussed the issue in Montana and sent the issue and pictures to the S2 Tire and Wheel Study group at TMC for discussion. Industry presented information to the Vehicle Committee that they concluded that missing pieces exceeding 3 inches should be placed out of service. This measurement would prevent anyone from putting small chunks due to curb strikes, etc. OOS and mirrored the 3 inch crack language. The TMC Tire and Wheel Study Group also reviewed all the wheel criteria for "imminent hazard" and recommended that cracks from the center hole to the stud hole are not critical and should be removed from the OOSC and only be a violation. The following language was recommended for the OOSC.

14. WHEELS, RIMS AND HUBS

a. Lock or Side Ring

Bent, broken, cracked, improperly seated, sprung or mismatched ring(s).

b. Rim Cracks

(1) Any circumferential crack.

(2) Any missing piece exceeding 3 inches (76.2 mm) in length.

c. Disc Wheel Cracks

(1) Any crack or missing piece exceeding 3 inches (76.2 mm) in length.

(2) A crack extending between any two holes (hand holes and/or stud holes).

(3) Two or more cracks anywhere on the wheel.