State of Corrosion in Caltrans

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How we used to do things.
PIA Bodies
Vendor built bodies
OEM examples
Life examples
Component examples
Corrosion is not limited to bodies and frames:

It is a problem in wiring harnesses and connections as well:

- Transmission wiring harnesses.
- Transmission ECU to engine ECU harnesses
- Lighting harnesses
- Hydraulic control valve harnesses (Weather Pack connectors)
- Sander valve solenoid connections
- ABS harnesses
Components subject to corrosion:

- Muncie blocks (sander control system)
- Brake valves (rear brake relay valves)
- Hydraulic motors
- Air brake chambers
- Engine oil pans on 2015 International trucks with MAXXFORCE 13 engine (on 3 of 11 trucks)
  - (at 27,000 to 40,000 miles)
Moving Forward
Past and Present approaches include:

• Fiberglass bodies
• E-coat bodies
• We manufacture parts out of stainless
• Receiving more requests for powder coating
• Established a Paint and Coatings standard
• Allowed epoxy based primer and paint where it is manufacturer standard
This is a LS Industries Model 2236B Blast Cabinet.

Brief Specifications:
Table Diameter: 96" (8')
Motors: (3) 20 hp Variable Speed.
Load Capacity: 6,000 lbs.
Average blast time: ~4 minutes

Brief performance statement:
Removes mill scale, rust, and paint.
Steel shot puts a great profile on surface for better primer/paint adhesion.
Comments?