



## TECHNICAL SERVICE BULLETIN

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DATE: June 12, 2015

**SERVICE BULLETIN #468**

TO: REGIONAL OPERATIONS AND SALES MANAGERS, DEALER  
PRINCIPALS, PARTS AND SERVICE MANAGERS

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SUBJECT: Corrosion

Over the past eight to ten years the trailer industry has experienced increased reports of corrosion issues related to rear frames, electrical and brake components and most recently sidewall skin sheets. The escalation in corrosion issues coincides with the adoption of the use of liquid chemicals such as Magnesium and Calcium Chlorides to pre-wet salt in the northern tier states and Canada.

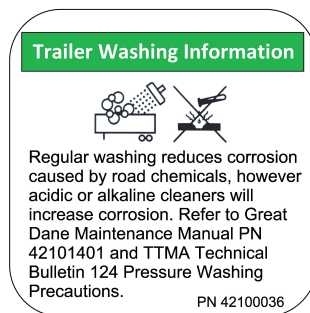
These deicing chemicals are more aggressive than the previously utilized Sodium Chloride and have strong adhesion properties allowing them to attach themselves to understructures, exposed surfaces, crevices and other collection points. They adhere and recrystallize when they dry. Furthermore, they are hygroscopic in nature and can attract and absorb moisture from the air even at relatively low humidity, regenerating their corrosive properties.

During this time period numerous studies have been undertaken to review the effects of these road de-icing chemicals by governmental agencies, industry associations, independent organizations, equipment manufacturers and fleets. The prevailing theme to prevention of corrosion as the result of the build-up and attack of these chemicals is regular washing of equipment especially during the winter months.

Attached for your information are several technical bulletins that address the topic of corrosion, corrosion prevention, maintenance tips and proper washing procedures:

- Service Bulletin 364 – Cosmetic Maintenance Tips
- Service Bulletin 395 – Corrosion Policy
- TTMA Bulletin 124 – Pressure Washing Precautions

In response to these issues our Research and Development group has been performing cyclic salt spray testing of salt removers and inhibitors. Based upon this testing it was determined that the best approach to reducing fleets exposure to corrosion is washing trailers regularly and often with a low pressure soap and water wash. Fleets should exercise caution with the use of high pressure washing. If performed improperly high pressure washing can lead to aggravated corrosion as corrosive chemicals can actually be forced into seams, laps and crevices. Acidic or alkaline cleaners will also increase corrosion. Going forward, trailers produced at Great Dane facilities will be equipped with the below trailer washing information decal.



It is also recommended that trailers (especially if operated in regions where these more aggressive de-icing chemicals are prevalent) be washed with a salt remover at least once a season. Application of a corrosion inhibitor is also suggested to be applied at least once a season preferably prior to the onset of the winter season.