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Future Truck Program Position Paper: 2005-1

Recommendations for Corrosion Abatement

Developed by the Technology & Maintenance Council's (TMC)
Future Corrosion Abatement Task Force

ABSTRACT

Commercial vehicle users should not need to replace a component over the vehicle's useful life, or the useful life of that component, due to corrosion. (This includes surface corrosion.) Additionally, commercial vehicle users should not need to perform any maintenance (other than normal, periodic washing) to prevent corrosion. This position paper defines commercial vehicle users' expected level of corrosion protection by vehicle type.

INTRODUCTION

Commercial vehicle users should not need to replace a component over the vehicle's useful life, or the useful life of that component, due to corrosion. (This includes surface corrosion.) Additionally, commercial vehicle users should not need to perform any maintenance (other than normal, periodic washing) to prevent corrosion. **Table 1** defines the users' expected level of corrosion protection by vehicle type.

TABLE 1: CORROSION PROTECTION MATRIX

Vehicle	Heavy Duty	Medium Duty	Light Duty
Tractor	8 years	N/A	N/A
Truck	8 years	10 years	10 years
Trailer and Converter Dolly	16 years	N/A	N/A
Truck Body	N/A	16 years	10 years

- Corrosion protection for add-on components (i.e., liftgates, spare tire holders, reefers, tool box, etc.) should be based on **Table 1**.
- OEMs and suppliers should back up the corrosion performance levels listed in **Table 1** with a 100 percent parts and labor warranty.

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It is not the intention of TMC's Future Corrosion Abatement Task Force to advise manufacturers on how to produce products (coatings, choice of materials, etc.) to comply with **Table 1**. However, TMC's Future Truck Committee does believe this position paper should serve as a road map to assist OEMs and suppliers to produce products to meet users' expectations.

What is needed:

1. A clear and specific statement of what users expect regarding corrosion protection. (See **Table 1** and supporting comments.)
2. Standardized laboratory tests that accurately simulate today's real world environment and (as best we can) identify what should be anticipated in the future road environment.
3. Any standardized tests are to have provisions for testing electrical components. Electrical components are to be active during this testing.
4. Recognition that different zones of a vehicle have different corrosion protection needs. These zones need to be identified and the test requirements for each zone determined. A zone "from the road level to four feet above the road level" should have the greatest corrosion protection (compared to other zones) and must withstand impact by sand and stones.
5. Build/engineer components and the vehicle as a whole for the worst case corrosion scenario. While realizing that eight years service in northern states is not the same as eight years service in southern states, we must assume the worst case scenario and consider the vehicle as being based in a northern state climate and in a coastal area. ❑