



IANA Update – Roadability, GIER & DVIR

1) General Information

December 17, 2009 is the next date for the Federal Motor Carrier Safety Administration's (FMCSA) "roadability" rule. By this date, Intermodal Equipment Providers (IEP) are required to establish systematic inspection, repair, and maintenance programs, recordkeeping systems, and for submission of Form MCS - 150C, to obtain a USDOT number. Also as of this date, IEPs will be required to accept Driver Vehicle Inspection Reports (DVIRs) from Motor Carrier covering the nine items listed in Sections 396.11 (a)(2).

Please click [Roadability](#) to review the latest information on the IANA website on the regulations. This section also includes links to the final rule published in the Federal Registry, general information, sample DVIRs, IEP registration and the MCS-150C form, and access to the FMCSA website. Please click [FMCSA FAQ](#) to access the FMCSA's final roadability rule "Frequently Asked Questions" section.

2) Global Intermodal Equipment Registry (GIER)

On November 13, the FMCSA announced that they will amend the Roadability Final Rule creating a Fifth Marking Option, under section 390.21. The amended regulations will allow intermodal equipment to be identified through a system that matches the alpha numeric identification equipment control number to the responsible Intermodal Equipment Provider.

GIER is an industry-sponsored virtual technology alternative to correlate intermodal chassis' alpha numeric equipment control numbers to identify the IEP responsible for a specific piece of equipment. GIER is a central database where intermodal equipment is registered.

The GIER system was officially launched on December 9 and IEPs have initiated registration of their equipment information.

Additional GIER information is available via the GIER dedicated website located at [GIER Registry](#).

3) Drivers Vehicle Inspection Report (DVIR)

Specific policies and procedures for the IEP's acceptance of DVIRs from Motor Carrier drivers may vary by IEP.

To view or download sample/draft versions of typical **Drivers Vehicle Inspection Report (DVIR)** formats, please click [Sample DVIRs](#).

In accordance with the regulations, the motor carrier must require its drivers to provide a Driver Vehicle Inspection Report (DVIR) to the IEP or its agent, upon the completion of each day's work or the termination of the intermodal equipment. The industry has agreed to utilize a standardized coding format to identify each specific item contained in 396.11(a)(2). The coding will follow a two digit format as outlined below.

The DVIR, containing the following information, must be completed even if no defects are found.

- Motor Carrier Name
- Motor Carrier USDOT number
- IEP USDOT number
- Equipment identification number (alpha numeric)
- Date and time of the report
- Driver Signature
- Indication of equipment damage, defect or deficiency regarding the following parts and accessories:
 - No Defects (00)
 - King pin upper coupling device (01)
 - Rails or support frames (02)
 - Tie down bolsters (03)
 - Locking pins, clevises, clamps or hooks (04)
 - Sliders or sliding frame lock (05)
 - Wheels, rims, lugs, tires (06)
 - Lighting devices, lamps, markers, and conspicuity marking material (07)
 - Air line connections, hoses, and couplers (08)
 - Brakes (09)

Additional information on IANA DVIR services, and how DVIRs will be collected and processed at certain facility locations can be found at [GIER Registry](#).