

Intermodal Maintenance & Repair Committee Meeting

Monday, September 12, 2022
2:30 PM – 3:30 PM PDT
Seaview Ballroom
Hyatt Regency Long Beach, CA



Call to Order

- Welcome
- Reminder of expectation for Committee members
 - Meetings include deliberation of issues, education, and discussion of recommended practices
 - Solicitation of business is not allowed during meetings
 - Members must abide by antitrust guidelines
 - Actively participate in Committee
 - Committee participation is reviewed throughout the year and meeting attendance is attached to the meeting minutes

Housekeeping

- Turn Cell Phones to Vibrate or Off
- No Side Bar Conversations – **Please**
- When Speaking
 - Use a Microphone
 - Identify Yourself and Company Affiliation

Safety Review

- Current Location:
 - Hyatt Regency, Seaview Ballroom
 - 200 S. Pine Avenue, Long Beach, CA 90802
- Hotel Security:
 - Office on ground level
- 911 Assignment:
 - Contact Hotel Security, Dial “55” from any Hotel Phone
- AED Assignment:
 - Contact Hotel Security, Dial “55” from any Hotel Phone
- First Aid Kit Assignment:
 - Contact Hotel Security, Dial “55” from any Hotel Phone

Safety Review - Continued

- CPR Assignments:
 - Contact Hotel Security, Dial “55” from any Hotel Phone
- Evacuation:
 - Evacuation Routes – out through the glass doors to the pool and turn right and go through the gate to the rally point. Alternatively, go up the escalator to the lobby, out through the main doors and to the rally point.
 - Rally point:
 - Grassy area across from main hotel entrance
 - Chairs pushed in - **Avoid tripping hazards**
- Fire extinguishers:
 - Just outside the Seaview Ballroom entrance.
- **Drills scheduled or planned for the day**

Today's Agenda

- Call to Order
- Antitrust Guidelines
- Determination of Quorum
- Approval of May 3, 2022 meeting minutes
 - Questions on the minutes?
 - Motion to approve and second
 - Vote
- Task Force and Working Group Reports
- Safety Committee Reorganization Discussion
- Old Business
- New Business
- Housekeeping and Adjourn

Task Force & Working Group Reports



IANA
INTERMODAL ASSOCIATION
OF NORTH AMERICA™



Damage Prevention Outreach Task Force

Task Force Leader:
Andrew Knouse, Norfolk Southern
September 12, 2022
Long Beach, CA



Objectives

- Raise awareness and share information regarding preventable chassis damage with stakeholders involved in moving, storing and maintaining chassis
- Develop presentation tools and resources, which may be utilized by IANA members during local outreach events
- Materials to highlight proper use and handling of intermodal chassis and the operational and safety benefits of doing so

Thank You to the Members

- Brian Bellan, Georgia Ports Authority
- Ryan Bivinetto, BlackBerry Radar
- Ron Cordova, Zonar Systems, Inc.
- Chris Gates, Clarience Technologies
- Nate Graglia, Wallport Transit Xpress, Inc.
- Calvin Lin, Ventra Technology Inc.
- Chad Peterson, DCLI
- Pete Russo, Decisiv, Inc.
- Brad Ryckert, SKF USA Inc. Vehicle Service Market
- Stephen Williams, Dayton Parts, LLC
- James Niccum, Rail Logistics
- Jimmy Scardo, Norfolk Southern

Task Force Update

- Deliverable ideas
 - Supervisor audit checklist
 - Rail Logistics (Tommy Novak/James Niccum) provided a sample audit for the task force to review
 - Daily job briefing topics
 - Ron Cordova provided potential job briefing slides for tire damage incidents

Example Job Briefing Topic




BRAKE SKID

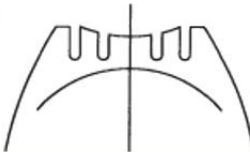
TIRE WEAR — TRAILER AXLE TIRES

APPEARANCE Localized spot of excessive wear across the tread face that may extend into the casing. Surface texture may show circumferential abrasion marks from tread sliding on pavement, but surface may have since worn smooth. Usually exhibited on both tires in a dual assembly.

PROBABLE CAUSE Aggravated by: new brakes (high-friction, not worn-in), malfunctioning and/or unbalanced brake system, aggressive use of brakes, frozen brakes, driver abuse such as the use of only trailer brakes to stop a vehicle, and unloaded vehicles. (Continued below.)

If all trailer tires exhibit brake skids, there is a high probability that the conditions were the result of driver abuse and/or aggressive use of brakes. However, they may also be caused by a catastrophic loss of the supply line air pressure or moving this equipment before the emergency brakes are fully released. When only tires on one wheel-end are brake skidded, it is most likely due to mechanical issues such as brake component failure, improper maintenance of wheel-end brake components, improper installation of brake system components, and/or shoes frozen to the drum.



VMRS SYSTEM CODE: 017
 VMRS CONDITION CODE:
 ALPHA: BS
 NUMERIC: 1795
 WHY MADE CODE: 34
 ISO CODE: FS

BRAKE SKID DAMAGE

CROWN AREA—CASING CONDITIONS

APPEARANCE Localized spot of excessive wear across the tread face showing abrasion marks from the tread sliding on the pavement surface; damage may extend into the casing.

PROBABLE CAUSE Brake skids usually occur on drive and trailer axles. They are caused by: unbalanced brake systems, aggressive use of brakes, driver abuse and unloaded vehicles, improper coupling, frozen, locked up brakes, improper brake system inflation, inoperative brake system components, aggravated by new brakes (high friction, not worn-in), and/or frequently associated with gravel surfaces. (Continued below.)

If all drive or trailer tires exhibit brake skids, there is a high probability that the conditions were the result of driver abuse and/or aggressive use of brakes. However, they may also be caused by a catastrophic loss of the supply line air pressure or moving this equipment before the emergency brakes are fully released. When only tires on one wheel-end are brake skidded, it is most likely due to mechanical issues such as brake component failure, improper maintenance of wheel-end brake components, improper installation of brake system components or shoes frozen to the drum.






VMRS SYSTEM CODE: 017
 VMRS CONDITION CODE:
 ALPHA: BS
 NUMERIC: 1301
 WHY MADE CODE: 34
 ISO CODE: FS

ACTION

TIRE	If the variance of the tread does not exceed 4/32nds between the high and low spots, duals can be re-matched to position flat spots 180° from each other. Since flat spotting tends to repeat in the same location, rotation should be performed as soon as possible. If more severe, the tire can be repaired or retreaded if damage is not into the belts. If damage extends to the belt package, scrap tire.
VEHICLE	Check the air brake system components for proper operations.
OPERATIONS	Review driving, maintenance procedures and coupling procedures.

ACTION

TIRE	If the variance of tread does not exceed 4/32" between the high and low spots, duals can be re-matched to position flat spots 180° from each other. Since flat spotting tends to repeat in the same location, rotation should be performed as soon as possible. If more severe, the tire can be repaired or retreaded if damage is not into the belts. If damage extends to the belt package, scrap the tire.
VEHICLE	Check air and brake system components for proper operation.
OPERATIONS	Review driving, maintenance and coupling procedures.

Next Steps

- Design an audit checklist
- Expand on the job briefing topics



Questions & Discussion

Preventive Maintenance Task Force

Task Force Leader:
Carl Francis, CCM
September 12, 2022
Long Beach, CA



Proposed Objectives

- Identify the critical elements that should be included in an Intermodal Equipment Preventative Maintenance program.
- Identify and leverage existing IANA resources to support the program.
- Publish and distribute the recommended practices to the industry.

Proposed Members

- Mike Rolling, Flexivan
- Don Alfarone, Flexivan
- John Shelton, STEMCO
- Tommy Novak, Rail Logistics, Inc.
- Charles Yaggy, REMPREX
- Nick Smith, Union Pacific Railroad Company
- William Fluke, Columbia Group
- Rob Rowe, B-H Transfer Co.

Next Steps

- Questions & Discussion
- Vote on proposed charter
Motion
Second
Discussion
Vote

Roadside Service Task Force

Task Force Leader:
Ralph Iacono, Road Runner Towing
& Truck Service
September 12, 2022
Long Beach, CA



Objectives

- Target process improvements to streamline overall roadside M&R service
- Develop Recommended Practices focus on top issues identified by multiple stakeholders via survey
- The Task Force will look at cause of failure documentation and necessary service call information
- Increased efficiency on Road Service Calls

Thank You to the Members

- Eric Anderson, Milestone Equipment Holdings
- Ryan Bivinetto, BlackBerry Radar
- Kevin Clarke, Vantage Solutions, LLC
- Monica Dorsey, Downtime Fleet Management Services
- Donald Ficht, AIM Transfer & Storage, Inc.
- Carl Francis, Consolidated Chassis Management, LLC
- Jon Fridley, Ohio Intermodal Services
- Stefanie Fyfe, ContainerPort Group, Inc.
- John Gayle, Dorsey Intermodal
- Richard Lammers, Union Pacific Railroad Company
- Raymond Noonan, DCLI
- Jeremy Plennes, AIM Transfer & Storage, Inc.
- Jamie Redmond, The Goodyear Tire & Rubber Company
- Emilio Rico, Pressure Systems International, Inc.
- Pete Russo, Decisiv, Inc.
- Mark Smith, FYX, Fleet Roadside Assistance
- Andrew Wahl, Vantage Solutions, LLC
- Jeremy Worley, FYX, Fleet Roadside Assistance
- Christopher O'Hea, C & K Trucking, LLC

Task Force Update

Next Steps



Questions & Discussion

Mechanics Training Working Group

Task Force Leader:
Ed Smith, Webb Wheel Products
September 12, 2021
Long Beach, CA



Thank You to the Members

- Jose Canales, Integrated Industries
- Dave Esposito, DCLI
- William Fluke, Columbia Group
- Brooke Frerichs, Union Pacific Railroad Company
- Tim Moore, CSX Intermodal Terminals, Inc.
- Keith Munsell, ITI Intermodal, Inc.
- Marty Summers, CCM

Update

- Assessment can be used for new hires or existing employees to test their knowledge.
- Will allow you to place employees on the task they have the most knowledge with, increasing production.
- Please visit Lincoln Tech at booth #542 for a demonstration of the assessment.

Next Steps



Questions & Discussion

Roadability Regulations Review Working Group

Working Group Leaders:

Martin Summers, Consolidated Chassis Management

Stefanie Fyfe, ContainerPort Group

September 12, 2022

Long Beach, CA



Objectives

- Utilize FMCSA's 2021 top ten intermodal equipment violation metrics to identify the top three to five component violations (e.g. lights and signals; brakes; tires; tiedowns and other securements, etc.)
- Use the violation attribution list and the violation attribution map to discuss current enforcement requirements and to determine if there have been technological developments to intermodal equipment and/or components, since the initial roadability regulations were promulgated in 2009, that impact the regulations as they relate to the assignment of violation attribution.
- Make recommendations to FMCSA as to whether the specifically reviewed defects can be identified during the driver's pre-trip inspection, and which party should assume responsibility for violations related to these defects, with a goal of submitting final recommendations (if any) to the FMCSA **by the end of 2022.**

Thank You to the Members

- Keith Bravender, TRAC Intermodal
- Ron Cordova, Zonar Systems, Inc.
- Michael Dougherty, TRAC Intermodal
- William Fluke, Columbia Group
- Brooke Frerichs, Union Pacific Railroad Company
- Ralph Iacono, Roadrunner Towing & Truck Service LLC
- Kevin Lhotak, Reliable Transportation Specialists, Inc.
- Thomas Malloy, Western Express Forwarding, LLC
- Kent Musick, Pratt Intermodal Chassis
- Anthony Noles, Dorsey Tire Company, Inc.
- Chris O’Hea, C & K Trucking, LLC
- James Pascente, Legend Trucking Inc.
- Neal Pollard, RSD Container Yard Services
- Jimmy Scardo, Norfolk Southern Corporation
- James Sharkey, Pressure Systems International, Inc.
- Ronald Smejkal, TRAC Intermodal
- Mark Smith, FYX, Fleet Roadside Assistance
- Jeremy Worley, FYX, Fleet Roadside Assistance

Updates

- IANA Roadability review work group has held two meetings since the Business Meeting
- We have agreed on a mission statement and timeline, and have started to review FMCSA's violations metrics
- Some on the work group will address lights with the CVSA at their conference in September
- The goal is to have data to review in our face-to-face meetings on September 11 and 12, 2022

Next Steps



Questions & Discussion

Old Business



Old Business

- Container Weights and Loading – feedback from this morning's joint committee education session

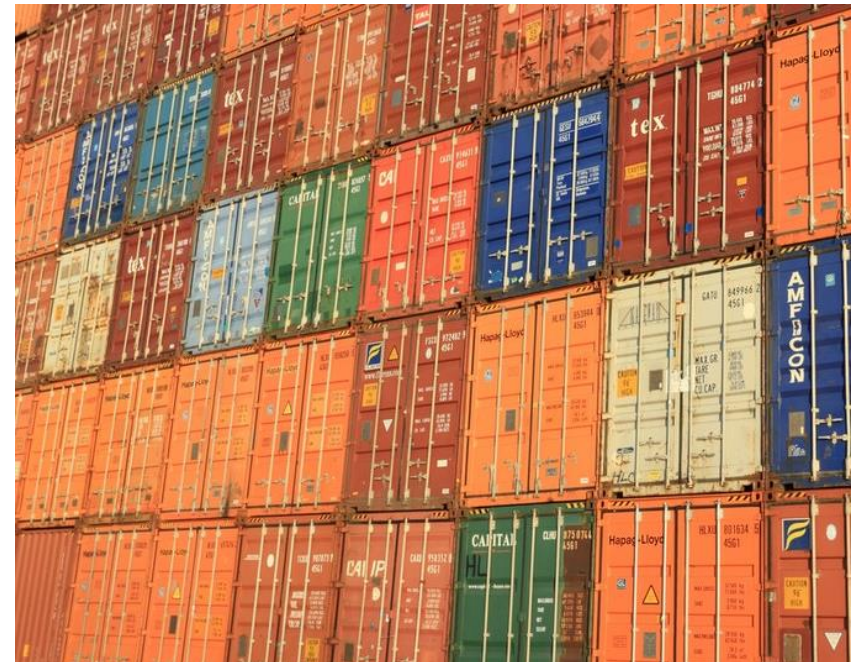
New Business



New Business

- NHTSA Advisory Committee for Underride Protection Update
- Additional Topics from Attendees

Housekeeping



IANA Info

- Intermodal Recommended Practices page
 - <https://www.intermodal.org/resource-center/committee-recommended-practices>
- Industry Tools & Resources
 - <https://www.intermodal.org/resource-center/industry-tools-resources>
- Intermodal Adapts Education Program
 - <https://www.intermodal.org/education/upcoming-webinars>
- 2023 Committee Meetings Schedule: February (virtual), Business Meeting (May) (in-person) and EXPO (September) (in-person)

Adjournment

