TELEMATICS FOR M&R APPLICATIONS TASK FORCE

Task Force Leader: Gary Cornelius, TCW, Inc.

I. BUSINESS CASE / PROJECT NEED

The chassis roundtable at the 2018 Operations and Maintenance Business Meeting produced a discussion regarding the need and use of electronically gathered data on “intelligent chassis” that would benefit equipment maintenance and repair practices. Intermodal equipment providers and maintenance vendors asked the Maintenance & Repair Committee to investigate how telematics may be able to assist in effective data collection and preventive maintenance and repair of intermodal equipment.

II. GOAL STATEMENT

Key objectives of the task force are to investigate and identify what equipment telematics options exist; how they can be used to improve maintenance and repair practices with diverse intermodal chassis (i.e., domestic chassis, international chassis, new equipment, retrofitted equipment, etc.); test telematics platforms determined to be beneficial in maintenance and repair; determine a baseline ROI on the results of testing; and then provide feedback to the value and benefits determined through the process. The end goal is to reduce out-of-service violations on intermodal chassis, especially in the areas of brakes, lights and tires, through the use of telematics. Given the ability to test platforms is accomplished, the estimated timeline for results is 12 to 18 months from the beginning of the task force work.

III. WORK PLAN AND TIMELINE

A. Identify and seat a multi-stakeholder task force team including intermodal equipment providers, equipment management and maintenance companies, motor carriers and information/telematics vendors. Estimated timeline to have the task force seated is Q32018 Intermodal EXPO.

B. Initial task force meeting to discuss project, goals, individual task force roles and timelines to be completed in Q42018.

C. Establish periodic calls to review progress of projects, discuss topics requiring complete task force input and plan “next steps” in open processes.

D. Survey stakeholders to determine what areas of maintenance and repair could be best addressed through telematics to accomplish goal. Timeline for survey development is Q42018.

E. Survey results analysis completed Q12019.
F. Investigate and identify what products and vendors currently exist for the above determined areas, how the data flows and the best manner in which to manage it. Timeline is Q1 2019.

G. Accomplish testing of determined products across both the domestic and international use areas, including a test group of all facets of equipment in service (new, retrofitted, old chassis). Test plan that includes quantification of benefits developed and completed Q2 2019. Testing will be performed in Q2 and Q3 2019.

H. Define how the identified products can serve to improve maintenance and repair in both the domestic and international chassis arenas, based on test results. Included in this is to be an estimated ROI by product/area of maintenance and repair. Timeline is Q4 2019.

I. Present results, along with estimated ROI, to the Maintenance & Repair Committee no later than 2020 Operations and Maintenance Business Meeting, Q2 2020.

IV. DESIRED OUTCOMES

- **What task force outcomes do you expect?**
  Identify telematics options that bring value in the maintenance and repair of both domestic and international chassis being used by our industry stakeholders. Present, based on test results and ROI, how “intelligent chassis” can reduce OOS events and provide savings in maintenance and repair.

- **What is the anticipated rate of return for the Intermodal industry?**
  There is an expected ROI in maintenance and repair of intermodal chassis through the telematics data providing a more proactive platform to address maintenance and repair items. One of the areas of task force focus will be to quantify and report these returns based on the test period results.

- **How do you recommend the industry best implement the findings of the task force?**
  Implementation will depend heavily on the areas of return identified, and what stakeholders best benefit from the returns. Initial expectation of implementation is that the data would provide justification for the investment by both IEPs and equipment management and maintenance providers to invest in platforms determined through testing that will reduce maintenance and repair costs and occasions.

V. ROLES AND RESPONSIBILITIES

Task force membership should consist of the following stakeholder groups at the number of participants shown with each category:

- Intermodal equipment providers (3)
- Equipment management and maintenance vendors (2)
- Motor carriers (2-3 w/ good representation of activity in domestic and international drayage)
- Chassis manufacturers (1)
- Component manufacturers, telematics and information technology vendors will be incorporated in both an advisory and working group capacity.

Task Force Leader Gary Cornelius of TCW will also serve as one of the motor carrier task force members.