Call to Order

The meeting was convened at 8:00 a.m. by committee Chairman Martin Summers of Consolidated Chassis Management. Vice Chairman Kevin Clarke of Hub Group provided the safety briefing. James Morrow, IANA staff, called the roll. A quorum was present. IANA General Counsel Marc Blubaugh provided the anti-trust guidelines.

Approval of the May 3, 2018 minutes

Vice Chairman Brett Hugo, STEMCO, asked if there questions regarding the May 3, 2018 meeting minutes. Hearing none, he asked for a motion to approve. E.J. Bronwasser of Milestone Equipment Holdings made the motion. Gary Cornelius of TCW seconded. The minutes were approved unanimously.

Task Force Reports

Photographic Evidence Task Force

Task Force Leader Mark Smith, TRAC Interstar, gave a final status report for the task force. Prior to the May 2018 Committee meeting, the Intermodal Interchange Executive Committee (IIEC) requested clarifications to the task force’s previous recommendations re: additional photos for tire damages involving AAR Why Made Codes 11, 13 and 17. At its May meeting, the M&R Committee approved the revised criteria for tire marking and photo requirement criteria. Based on the approval, the IIEC also requested that the committee/task force develop information cards for distribution to the motor carrier and roadside service provider communities. Both communities were notified and the cards were distributed in July 2018. The information cards are posted on the IANA website in the Resource Center under Industry Tools [www.intermodal.org]. Effective August 1, 2018, the Photographic Evidence Criteria is now included as a supplement to the Uniform Intermodal Interchange Agreement (UIIA). Mr. Summers thanked the task force for their contributions.

Intermodal Chassis Mechanics Training Task Force

Task Force Leader Ed Smith of TSE Brakes reported that two of the task force’s deliverables have been completed. The third deliverable, the training guidelines, is being worked on by the
Training Working Group and the IRP maintenance recommendations are being worked on by the IRP Maintenance Working Group. The manual will be available later this fall in print and digital versions. The manual includes nine different chapters of recommended practices, 53 IRPs in total.

William Fluke, Columbia Group, reported that the Training Working Group is developing the training guidelines, that includes nine sets of competency documents based on the IRPs, as well as a task list. The competencies and task list will assist with the development of training programs for the current workforce and new hires. The working group is also developing a question matrix. These deliverables are scheduled to be completed later this fall. The final task of the working group is to make recommendations to the task force on training going forward.

Joey Frederick, P & B Intermodal, leader of the IRP Maintenance Working Group, reported that the working group is being organized to address the process going forward to maintain the accuracy of the guide contents and the ongoing procedures to update the guide. An initial conference call is planned for November to finalize the work plan. The goal is to deliver recommendations to the Task Force by December 31, 2018.

Steve Keppler, IANA staff, updated the committee regarding the production and printing of the guide, that is expected to include approximately 383 images and 320 pages. Digital and print versions will be available. The digital version will be usable on desktops, laptops, tablets and smart phones. Mr. Keppler outlined the timeline to complete and produce the guide, which will be available later this fall.

Mr. Summers recognized individuals and companies that participated in the task force and again thanked them for their considerable contributions.

Telematics for M & R Applications Task Force

Mr. Cornelius, the task force leader, said the Telematics for M&R Applications Task Force was established after the May meeting to assess how telematics can assist in data collection and dissemination of real-world information for chassis repair to improve condition and reduce out-of-service (OOS) violations through the use of preventive solutions. He noted that the task force will focus on components, such as brakes, tires and lights in an effort to determine baseline ROI and value to justify the investment by IEPs, equipment management and maintenance providers.

The desired task force outcomes are:

- 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, ROI and value, how “intelligent chassis” can reduce OOS events and provide savings in maintenance and repair;
- Initial expectation of implementation is that the data would provide justification for the investment by both IEPs and equipment management and maintenance providers.

The task force held an organizing meeting on Saturday, September 15, and is seeking volunteers from intermodal equipment providers, equipment management and maintenance companies, motor carriers, and information/telematics vendors as well as chassis manufacturers. Four IEPs have committed to join the Task Force. One equipment management and maintenance vendor
has agreed to participate, and one more is being sought. Two motor carriers are participating, and one more is being sought. Multiple telematics providers have agreed to participate. [Any additional volunteers to complete the task force should contact the Task Force Leader Gary Cornelius.] An initial conference call is planned for November, to finalize the work plan.

Mr. Summers stated that the task force charter was distributed to the committee members in August and is posted on the IANA website. [www.intermodal.org]

*Intermodal Equipment Reference Library Task Force*

Task Force Leader Shelley Sheagley of Aurora Parts and Accessories discussed the creation of an Intermodal Equipment Reference Library. A charter has been developed to create a centralized library for service bulletins, recalls, warranty or other information from manufacturers. The library will also include documentation relating to products for inactive companies.

The task force has three stated goals:

- Produce a library of valuable reference material for the intermodal equipment maintenance community;
- Populate the library with information relative to the current equipment environment and provide tools for manufacturers and parts providers to easily add and maintain information in the future;
- Provide a means to advise the industry of any manufacturer parts recall announcements that may be issued from the National Highway Traffic Safety Administration (NHTSA) or by the manufacturer.

The task force held an organizing meeting on Saturday, September 15, and is seeking additional volunteers from equipment manufacturers, equipment providers, M&R vendors, component manufacturers and equipment dealers/distributors. [Any volunteers to complete the Task Force should contact Task Force Leader Shelley Sheagley.] An initial conference call is planned for November to finalize the work plan.

Mr. Summers stated that the task force charter was distributed to the committee members in August and is posted on the IANA website. [www.intermodal.org]

*Proposed Task Force for Over the Road M&R*

Mark Smith of TRAC Interstar (and potential task force leader) updated the committee on the status of the potential OTR M&R Task Force. At the May 2018 meeting, the group discussed whether there is a need to review current road service policies to evaluate the current standards and processes for potential areas of improvement and/or streamlining.

During the process to develop the task force charter, the committee leadership, Mr. Smith and IANA staff reviewed issues and discussed possible work scope. It was determined there are a number of outstanding issues and questions that need to be considered prior to a task force being created. The committee leadership is very mindful of the commercial and anti-trust items this project could encounter.

The committee leadership, Mr. Smith and IANA staff determined that a survey should be developed and distributed to committee members to gather more information on the issue.
Based on the completion and survey analysis, the committee will then be in a position to determine the need to move forward with the project. Mr. Smith solicited volunteers to assist with developing the questions for survey. An initial conference call is planned for November to finalize the survey.

**Educational Presentation - What Are the Most Pressing Issues with Brakes? Brake-ing it Down!**

Andy Malion, Spectra Products, made a presentation about brakes and improper brake adjustment, the single most frequent violation detected during roadside inspections.

Mr. Malion identified the manufacturer and government legal limits of brake strokes, and the fact that the government limit is $\frac{1}{2}$ inch shorter to provide a margin of safety. There are issues of proper maintenance and installation, as well as difficulty in determining whether brake adjustment is being done properly. His presentation also described steps that should and should not be taken regarding maintenance on braking systems, as well as the fact that automatic slack adjusters are not the silver bullet and have limits on their useful lives.

He included comments related to proper greasing, proper operation of clevis pins, and the importance of following manufacturers’ recommendations.

Dave Esposito of Direct ChassisLink said that there are differences between intermodal and over-the-road equipment, such as greasing intervals, and asked that there be different manufacturers’ recommendations. For example, he said parts such as spring brakes and slack adjusters last far longer than OTR because intermodal equipment travels low mileage annually.

**AAR Intermodal Committee Update**

Chad Peterson, BNSF Railway, provided a maintenance and repair update from the Association of American Railroads’ Intermodal Committee, which he chairs.

He said AAR had two separate committees relating to intermodal prior to 2018, which now have been merged into one. He relayed that AAR information is available to IANA members about AAR interchange rules, job codes, condition codes and other data. AAR’s Intermodal Interchange Rules manual will be updated in 2019.

He said initiatives that are underway include the continued use and servicing of multi-piece rims, due to safety issues. AAR is considering discontinuing servicing multi-piece rims on rail property, in the future. He recognized IEPs who are updating chassis with single piece rims, which are safer, though hundreds of thousands of older chassis with multi-piece rims are still in service.

He said the AAR Committee is also reviewing tire retreading specifications and anticipates completion of that process next year.

**New Business**

**FMCSA Update**

Darrell Ruban, regional field administrator from the Federal Motor Carrier Safety Administration (FMCSA), was asked to give an update on recent activity at the FMCSA. Mr. Ruban stated that the agency’s top issues currently are electronic logging devices and hours of service. He said he believes there will be further steps to convert fully to ELDs before December 2019, since many
devices in use now are AOBRDs. Less than one percent of violations since April 2018 were related to ELD requirements. HOS violations have dropped about 50 percent in the first half of 2018 compared with the same 2017 period. Comments are being requested by FMCSA relating to several provisions of the HOS regulations, including the split sleeper berth, 30-minute rest break, adverse driving definition and short-haul exemption. FMCSA plans multiple listening sessions in association with this process.

He said in the 2018 fiscal year, 12 IEP investigations were conducted. There is still a progression of improvement over the last year or two. There are still basic common violations, related to process breakdowns. Of the 12 inspections, three led to enforcement actions and three to cooperative safety plans.

Mr. Ruban added that the OOS rate has declined due to higher quality of work done by intermodal participants. Mr. Ruban said they recently conducted an outreach and enforcement activity in Savannah, Georgia. The participants were federal personnel, states, motor carriers, IEPs and drivers. It included a broader range of highway safety activity since this area has the state’s second-highest crash rate. One motor carrier was responsible for 30 percent of crashes in the area.

Rear Impact Guards

Mr. Summers discussed rear impact guard issues and possible legislation, including Senate bill 2219, resulting from underride guard crashes. There were 4,295 deaths from those crashes between 1994 and 2015. The bill would require side underride guards and stronger rear underride guards, as well as other steps. He said it was important to keep an eye on this issue.

Mr. Esposito asked whether there would be any changes in a “wheels back” chassis configuration. Mr. Summers said they would still be impacted if the bill passes.

Mr. Ruban added that the FMCSA is waiting for further action from National Highway Traffic Safety Administration (NHTSA), who is the lead on this activity. An earlier NHTSA proposal relating to underride guards could be withdrawn and replaced with a proposed rule that harmonizes with Canada’s.

Housekeeping and Adjournment

Mr. Morrow outlined the remaining Sunday activities for the committee including the Welcome Reception. He also referred committee members and guests to the IANA website for materials that have been posted on Committees and Task Forces as well as the in the Resource Center including Recommended Practices and Industry Tools such as informational cards and videos.

Mr. Frederick moved to adjourn the meeting. Mr. Bronwasser seconded the motion.

The meeting was adjourned at 9:43 a.m.