MEETING MINUTES

THE INTERMODAL ASSOCIATION OF NORTH AMERICA
MAINTENANCE & REPAIR COMMITTEE

Thursday, May 2, 2019
10:15 a.m. to 12:15 p.m.
Westin Lombard Yorktown Center, Junior Ballroom

Call to Order

The meeting was brought to order at 10:15 a.m. by Chairman Martin Summers of Consolidated Chassis Management. Vice Chairman Kevin Clarke of Hub Trucking Group provided the safety briefing. Verlyn Suderman, serving as IANA counsel, determined there was a quorum and reviewed the antitrust guidelines.

Approval of the September 16, 2018 minutes

Vice Chairman Brett Hugo, STEMCO, asked if there were questions regarding the September 16, 2018 meeting minutes. Gary Cornelius of TCW made the motion to approve. E.J. Bronwasser of Milestone Equipment Holdings seconded the motion. The minutes were approved unanimously.

Task Force & Working Group Reports

Intermodal Chassis Mechanics Training Task Force

Mechanics Training Working Group

Bill Fluke, Columbia Group, said the Working Group actions since September have included getting a technical writer in place, conference calls with working group leaders, developing competency statements and task lists for each IRP, and developing training guidelines. The deliverables for the Task Force were reviewed and approved on April 18 and May 1 conference calls.
The next step is to finalize the last deliverable, the training guidelines for chassis mechanics, which would include the consideration of a test-out option for existing mechanics. Additional follow on actions include working to encourage technical schools and other training institutions to develop and deliver training programs based on the IRPs and the Task Force deliverables.

Going forward, the Mechanics Training Working Group will report directly to the M&R Committee and meet on an as needed basis to advise the Committee.

IRP Maintenance Working Group

Ed Smith, Webb Wheel Products, said they have developed the activity list to maintain and update the IRPs, which will include a form available to the public on intermodal.org to submit change requests and/or additions. Requests, with accompanying documentation, will be forwarded to the appropriate Working Group leader for review by the members assigned to the applicable section. Those requesting changes may be asked to present the issue at a Working Group meeting or on a conference call. Any recommended changes would need to be approved by the full M&R Committee.

Each section of the guide will be reviewed periodically over a 3 to 5-year time span. He further noted that changes will not be enacted until there is industry-wide adoption of a component(s) or if new inspection/repair procedures are necessary. All approved changes will be made to the digital version as needed to stay current, and notifications will be sent out to all subscribers. A new edition of the printed guide will be issued every five years.

Digital Chassis Mechanics Guide Demo

Mr. Smith and Mr. Fluke demonstrated the digital version of the new guide. Mr. Summers said that the digital document is the first of its kind in the intermodal industry.

Telematics for M&R Applications Task Force

Gary Cornelius, TCW, indicated the key objectives of the Task Force are to investigate and identify what equipment telematics options for M&R applications exist and how they can be used to improve maintenance and repair practices with intermodal chassis. The Task Force also intends to test various telematics platforms as part of its work plan. The end goal is to assist in the reduction of Out-of-Service violations on intermodal chassis, especially in the areas of brakes, lights and tires, through the use of telematics.
Mr. Cornelius said the Task Force completed a member survey which has indicated the 
Task Force charter and focus areas are in line with the interests and priorities of IANA 
members. He said four Working Groups have been established and have started work 
on identifying what solutions are available in the areas of brakes/wheel ends, 
lights/electrical and tires. There is a fourth Working Group that is looking to gather and 
evaluate data on existing pilot projects.

Next steps, he said, include reviewing the recommendations of the three function- 
specific working groups, to determine if current pilot programs are in place and 
whether data from those programs can be used in the aggregate to support the work of 
the task force.

Mr. Cornelius also solicited the Committee members for sharing data from anyone that 
was using or piloting telematics for brakes/wheel ends, lights/electrical, or tires on 
intermodal equipment. This would be beneficial for the Telematics Task Force in 
fulfilling its charter. All data, he said, would be sanitized and aggregated.

*Intermodal Equipment Reference Library Task Force*

Shelley Sheagley, Aurora Parts & Accessories, talked about the Task Force’s goal and 
objectives, which include identifying current and ongoing needs for service, warranty 
and recall information, establishing a centralized library to share the information, 
assembling, organizing and storing the content, creating a method to share the 
information, and establishing procedures for ongoing maintenance.

Ms. Sheagley said that in November 2018 the Task Force assigned members to four 
working groups: 1) Axle, Brake, Wheel End, Suspension; 2) Lighting & Electrical; 3) 
Wheels & Tires; and 4) Chassis Frame & Couplers. In January 2019, the Task Force 
drafted a letter to request documents for the library, determined leaders for each 
working group, and established an iMeet central repository for documents.

From February through April, members initiated contact with key equipment 
manufacturers, component manufacturers, and IEPs and distributed letters and 
consent forms to manufacturers. A meeting was conducted to review received 
documents, plus share examples of additional documents needed to establish a 
meaningful library of information.

Next steps for the group, Ms. Sheagley said, include continuing to collect and review 
documents and content, research the reference library solution for final 
storage/archive and to consider procedures for ongoing maintenance.
Roundtable Follow Up

Mr. Summers said that feedback from the roundtable discussion on good order chassis held the day before included several general statements worth sharing. These comments include:

- roadable chassis are not about a single stakeholder group, and BCOs have an ownership stake;
- technology has a major role to play;
- the DVIR process is not working;
- solutions in many respects are facility dependent, marine vs. railroad vs. depot;
- available space at terminals is a typical constraint, and
- lack of segregation of good vs. bad order chassis is a common challenge.

A ready row for bare chassis and a specific location for OOS equipment on terminals would improve efficiency, he said, but space constraints would be an issue, on top of additional costs. Also, questions exist around inbound/in gate inspections, such as wait time, rebilling and who’s going to pay for it.

Other comments from the roundtable included:

- drivers should be required to report pre-trip inspections even if they refuse the equipment;
- drivers should be indemnified for damages in order to encourage reporting; and
- OOS equipment should not be permitted to be outgated.

Mr. Summers solicited committee members to assist in establishing a Working Group to review the output from the roundtable and to provide a summary of major discussion points and recommendations for the Committee leadership and staff to review for consideration in next steps.

Old Business

Road Service Working Group

Kevin Clarke, Hub Trucking, and Chris O’Hea, C&K Trucking, said that the Working Group is in “information gathering mode” and they are reaching out to road service providers, equipment providers, and motor carriers to assist with their effort. The short-term goal is to conduct a stakeholder survey to determine what challenges/needs exist on chassis road service issues, and whether there is a potential role for IANA to play. They plan to report their recommendations to the Committee at its next meeting.
New Business

Underride Guard Update

Paul Tamburelli, Transportation Compliance & Safety Group, reviewed the status of the Stop Underrides Act of 2019. The legislation, which was recently introduced in both the House (H.R. 1511) and Senate (S 665), would require underride guards on the sides and front of large trucks/trailers as well as update the current standards for rear guards.

Mr. Tamburelli also reviewed current work underway by CVSA on this issue, to include training materials being delivered to inspectors. Other key items of note:

- Inspectors will focus more on the inspection of this item during roadside inspections; and
- CVSA has amended its policies to indicate a CVSA decal will not be applied to a vehicle that has a violation of a required rear impact guard, and inspectors will not cite violations for a missing certification label in the U.S.

Mr. Tamburelli also said CVSA has submitted a petition to FMCSA requesting rear impact guards to be included in Appendix G of the FMCSRs as a requirement for annual inspections. CVSA also has petitioned NHTSA and FMCSA to remove the requirement for a rear underride guard certification label from the regulations.

CVSA Vehicle Committee Update

Mr. Smith’s update included that news that the new Out-of-Service Criteria went into effect April 1 and the International Roadcheck inspection blitz is scheduled for June 4-6, focusing on steering, suspension, and rear impact guards.

Open Discussion of M&R Issues

Chairman Summers said there may be opportunities for collaboration between the M&R Committee and the Operations Committee Task Force for driver experience that was approved earlier in the day.

A motion was made by Mike Murray, CIMC, to weigh in on responding to H.R. 1511 and S. 665 relating to rear and side underride guards. It was seconded by Mr. Bronwasser. The motion was approved unanimously. IANA staff will prepare a draft letter, with input from M&R Committee members, to be forwarded to IANA’s Policy Committee for its consideration and review.
Housekeeping and Adjourn

A motion to adjourn was made by Mr. Murray and was seconded by William Traub, CSX Terminals. The meeting was adjourned at 11:32 a.m.