

South Atlantic Chassis Pool

Maintenance and Repair Vendor
Meeting.

March 31, 2010
Savannah Georgia

Vendors and Suppliers in Attendance

- CCM
- Flexi-Van Leasing (Pool Manager)

M&R

- Container Maintenance Corp.
- ConGlobal Industries
- ACS Lanport
- Integrated Industries
- H&B Tire
- Parsec
- Diamond Trailer
- Trailco
- Pacific Trailer Repair
- FSI Inc.
- Downtime Fleet Management
- Interstar North America

Tire Vendors

- Bandag
- Dorsey Tire
- Boulevard Tire
- Gibson
- McGriff treading
- MDT Tire
- Leopard Tire
- New Pride

Parts and Other

- Stemco
- Truck Lite
- Martec
- Complete Parts
- TNT Parts
- Seacastle Inc.
- Fleet Concepts

Agenda

8- 930. CCM and FV Presentations and discussions
930-945 break

Presentations:

945- 1030 Bandag. Jim Moon

1030-1115 Truck Lite John Hoover

1115-1200 Stemco (outside). Peter Andrews

1200-1230: Wrap up, questions and comments

1230-1315 Lunch and range balls for those who wish to hit them.

1315- In carts, Golf time.

1730- Reception in bar area

1830- Dinner back in meeting room.

Ground Rules for the Meeting

- Interactive. Please don't be shy to ask questions or discuss issues and ideas that can be shared.
- Enjoy the day with colleagues and competitors.

CCM

Currently Manages over 113,000 chassis in 6 pools.

SACP covering the South Atlantic.

MCCP covering Memphis and Nashville

DCCP covering Denver and Salt Lake City

MWCP covering Kansas City, St. Louis and Omaha

GCCP covering the Gulf

COCP covering the Midwest and Ohio Valley

CCM contracts Flexi-Van to manage the SACP.

Information and newsletters can be found at

www.ccmpool.com

SACP Membership

- ACL
- CMA-CGM
- COSCO
- CSAV
- China Shipping
- Evergreen
- Hanjin
- Hamburg Sud
- Hapag Lloyd
- Hyundai
- K-Line
- Matson
- MOL
- MED Shipping
- NYK Line
- OOCL
- Turkon
- United Arab Shipping
- Yang Ming
- Zim
- Flexi-Van (UPC Provider)

SACP Management Goal

- To provide safe chassis to our members and their customers.
- To oversee the interests of our members.

New Federal Roadability Regulations

- Regulations for DVIR compliance were set to begin December 17, 2009. Delay was granted until June 30, 2010. IEP's required to identify all chassis by December 17, 2010.
- SACP is the IEP for all contributed chassis in the pool. Lines are the IEP's for non pool equipment (genset and Triaxle).

DVIR Receipt and Vendor Responsibility

- OCEMA and CCM require M&R Vendors and Facilities to register in chassis.com
- Registration on chassis.com is active now.
- Registration is targeted to be completed by end of April.
- Vendors that provide depot services or control holds at terminal gates will register as a multiple service vendor.
- Vendors will be able to select the facilities where they operate (one registration per Vendor)
- Most vendors will be notified for chassis with DVIRs and will be required to capture the chassis, inspect, repair and report the repair against the DVIR.

Annual FMCSA Inspections and Reporting

- SACP has 40,200 chassis. To ensure all meet FMCSA standards an average of 110 inspections per day must be done.
- Proper inspections and record keeping are a must. Vendors need to be vigilant in ensuring data is entered into CPMR timely.

External Audits

- Pool Manager will audit vendors on a regular basis.
- CCM/Member lines will audit vendors on an ad hoc basis.
- CVSA will audit vendors (new).
- All of the above includes safety and quality audits.
- Audits to be fair and unbiased.
- Results provided to vendors.
- Vendor results determine audit frequency.
- Publish results to all vendors?
- The SACP intends to give out yearly awards to vendors who consistently meet and exceed set performance standards.

Internal (Self) Audits

Why are they important?

- All Pool Vendors are expected to self audit quality and safety.
- Self audit results should be shared with the pool manager (summary).
- Inspect a minimum of 10% of your work
- Control quality & safety through self audits
- Vendor not penalized for poor self audits
- Use audit to train & discipline mechanics
- Self audits will help prevent poor results on external audit.
Poor results on external audits may result in penalties or sanctions by the pool.
- Poor results should initiate more supervision being assigned by the vendor.

Internal (Self) Audits

- Safety compliance, cleaner environment
- Keep records
- Forms available from Pool Management
- Wheel end work requires mechanic's & supervisor's signature

OTR Wheel End Failures

- Over-the Road failures are not declining despite our renewed efforts to improve wheel end quality. Some of this is due to steadily increased volumes and the resulting increased road time of each chassis. We must continue to improve the quality of the wheel ends to reduce the likelihood of failure.
- Vendors should increase mechanic's and supervisor's training opportunities to ensure everyone is certified.
- External audits will be expanded to confirm wheel end quality standards are being met. Recent audit results have been less than 100% by many repair vendor locations. Others, have been very good. We need every wheel end job to be 100%, beginning now.
- Wheel end failures will be researched and may result in the vendor who did the work being liable for resulting charges (OTR repair, etc).
- We need your full commitment to make SACP results positive.

Lug Nut Torque

- Several incidents this year whereby tires have come loose while the chassis is on the highway, some causing heavy damage, others simply lost forever.

This is easily prevented.

- Reminder to all vendors - Supervise mechanics and post inspect in conjunction with internal audits:
 - A - Torque sticks or torque wrench used 100%
 - B - Lugs tightened in a star pattern to ensure uniform securing

Expired License Plates

SACP had 2000-3000 license plates expire 2/28/10. Getting them replaced timely depends upon all of us following the proper procedure.

A - Identify expired tags (and those expiring soon) - When performing any repair, the tag should always be inspected. If operating a depot, tags should be inspected at the IN gate.

B - Expired tag removal - Upon identifying expired tags, remove them from the chassis (except NJ tags that require only a decal)

C - Order the tag from FVLI - Send a message to FVLI immediately - Notify FVLI that the expired tag has been removed from the chassis, the chassis is red tagged HOLD and report it's current facility and slot location.

D - Potential New Process - When performing an FHWA inspection, if the license plate will expire within 6 months, follow the above steps - remove the old tag, red tag chassis & place on hold and order a new tag.

Parts Specifications and Parts Pricing

- Parts Maximums are being set and will be updated regularly.
- Parts purchasing can be done with any parts supplier but the prices are locked into the system. If the M&R vendor's parts supplier cannot supply the parts at the price required by the pool, then the vendor should ask the PM where he can buy said parts cheaper.
- Pricing or supply issues should be reported to the SACP Pool Manager.

M&R Principles

Cost savings should be reached through efficiency and quality assurance.

- Inspect to FMCSA standards.
- Repair to IICL standards.
- Promote safe work practices.

Getting it right the first time is the key.

M&R, Tire and Parts vendors are our partners, we must work together to ensure top quality repairs are carried out.

Lights

Doing it right the first time.

What is wrong with this repair?



Top not located on top.



Lights

- Lights should be installed using stainless steel pop rivets with mild steel core only.
- Ensure 3 rivets per light.
- “Top” of light fixture on top.

Tire airing program

- Tires and tire related costs account for 55% of SACP Maintenance spend.
- Tires will be aired to 85 PSI whenever any of the following occurs:
- At the time of an FMCSA annual safety inspection, regardless of when tires were previously aired. Also the TAP Form must be completed and inserted into the document holder of the chassis along with the FMCSA document.

Tire airing program

- Whenever a chassis has repairs where the total number of man hours required to complete the repairs are 4 hours or more.
- When a chassis requires MORE than four tire replacements at one time, all tires are to be aired to 85 PSI. TAP Form is to be inserted in chassis document holder.
- At a driver's request on an OUTBOUND move. The vendor will complete the TAP Form, and is exempt from the three month rule above. Driver must sign the work order showing he requested the tire airing.

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FORM A – TIRE AIR PRESSURE FORM

CCM			
Tire Air Pressure Form			
Unit #			
	PSI		PSI
LRO:		RRO:	
LRI:		RRI:	
LFO:		RFO:	
LFI:		RFI:	
Date:			
Vendor:			
Mechanic:			

Inspection records

- New FMCSA regulations require that IEP's have a systematic maintenance program.
- As part of the Systematic Maintenance Program for CCM, all chassis showing a repair record **MUST** also show an inspection record(except for Roadability repairs and repairs only to tires).
- It is imperative that **ALL** chassis repairs, regardless of the size (in hours) or amount of the repair (in dollars) show an inspection record similar to the inspection record described above (exception is roadability and tire only repairs).

CCM Technical Maintenance Bulletins

- New communications initiative to advise changes to policy or reinforcement of current policy.
- Will be issued monthly or as needed.
- If vendors have any ideas or shared experiences that may be useful please communicate them for future bulletins.

CCM Technical Maintenance Bulletin



Bulletin 01 - March 18, 2010

Reporting of Errors

Your help can improve this bulletin. If you find mistakes and you know of a way to improve the procedures, please let us know at mnr@ccmpool.com



All CCM repair vendors are required to comply with Safety & Security Regulations imposed by Terminal Operators where work is performed, in accordance with the License Agreement and Article 5.8 of the Form Agreement D.

Are you registered with DRS?

All truckers and depots are encouraged to register no later than June 1, 2010. For details visit us at www.chassis.com



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Proper Orientation of Glad Hands

Summary

This Bulletin is issued to inform maintenance vendors and pool management staff of CCM maintenance policy as it pertains to the proper orientation of glad hands. All mechanics performing repairs on CCM pool chassis should be briefed and properly trained to ensure compliance with this publication.

Information

Proper orientation at time of installation of glad hands will prevent water and debris from entering the glad hand opening and transiting throughout the air system, causing braking problems.

To insure proper installation:

- Remove old / broken glad hand
- Clean and tighten bulk head fittings (always insure they are tight)
- Install new glad hand and position with opening facing to 1 O'clock

It is recommended that vendors use service designated glad hands, **Blue** (service) **Red** (emergency) as well as glad hand seals with flaps. Adjustments should be made during the performance of any FMCSA inspection, or anytime glad hand repairs are performed.

Illustration



Proper Orientation



Improper Orientation

Visit us on the web at www.ccmppool.com

CVSA Out Of Service Criteria Manual

- Books are available for purchase now.
- Discount can be achieved through bulk purchase.
- Contact Ken Tock to see about bulk pricing.

Survey of today's meeting

- We will be handing out a survey for each of you to complete at the end of the meeting.
- You may complete anonymously or put your name on it. Comments will be confidential but will be used to gauge thoughts on today's meeting as well as working for the pool.

CCM values your participation in our pools, whether you are an M&R service provider or supplier. It is important to us that you understand that we believe in developing partnerships with our vendors and suppliers. To that end, and to help CCM better understand your concerns, we would appreciate your evaluation and comments regarding a number of items listed below. These comments will be held in strict confidence and do not require your name or the name of your company, though you are welcome to include them in the space provided below if you wish.

1. Please rate the CVSA Roadside Training presented last month. Excellent Average Poor

Comments: _____

2. Are you clear on what is expected of you as a Pool vendor regarding the FMCSA Roadability law?
 Fully understand Partially understand In need of more information

Comments: _____

3. Please rate the CCM Vendor meetings. Excellent Average Poor

Comments: _____

4. Please rate the training sessions/presentations. Excellent Average Poor

Which ones stood out as exceptional (or not)? _____

What other training or information would you like CCM to arrange? _____

5. How can CCM adapt to make your job as our vendor more productive? _____

6. How do you rate CCM and Flexi-Van (as SACP Pool Manager) in the following categories?

	CCM			FLEXI-VAN		
	Excel.	Avg.	Poor	Excel	Avg.	Poor
a. Communication	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cooperation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Willingness to work together	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Work related safety issues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Attitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Please tell us how we can do better based on any unsatisfactory rating above: _____

(Use the back of this form for any additional comments)

CCM would like to thank you for completing this appraisal of our meeting and our performance. We take your comments seriously and always look for ways to improve our operation and strengthen our relationship.

Your Name (optional)

Your Company (optional)

Questions and Comments?

Acknowledgements

We would like to thank our sponsors for today's meeting.

- Container Maintenance (3 holes, 1 closest to the pin, 1 long drive)
- ConGlobal Industries (2 holes and long drive)
- ACS Lanport (2 holes)
- Bandag
- Flexi-Van Leasing
- McGriff treading
- PTR
- MDT Tire
- Leopard Tire
- Gibson Tire
- Interstar
- Downtime Fleet
- Trailco
- Dorsey Tire
- New Pride Corp. closet to the pin.