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# COCP

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Chicago Ohio Valley Consolidated Chassis Pool

M&R Vendor Meeting

June 8, 2009

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# Contributing Members of COCP

- CSAV
- China Shipping
- Cosco
- Evergreen
- Flexi Van
- Hamburg Sud
- Hanjin
- Hyundai
- MOL
- Matson
- NYK
- TRAC Lease/RailPool
- Yang Ming

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## Who we are

# Consolidated Chassis Management - CCM

- CCM is an affiliate of the Ocean Carrier Equipment Management Association, Inc. (OCEMA). OCEMA is a U.S. based association of 20 major ocean common carriers. Their focus is on operational and safety matters pertaining to the intermodal transportation of ocean freight in the US.
- CCM Management is comprised of executive, administrative, and tactical management personnel that ensure the overall growth, quality, and standardization of Chassis Pool operations.
- The COCP Pool is managed by a Board of Managers whose members are the individuals responsible for the actual pools.
- The CCM participating members represent a large portion of the major carriers in the world market. They have the depth of experience, authority, and market penetration to “make things happen”.
- The CCM representative for the COCP is Gene Bambach.

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# Who we are

## TRAC Lease Inc.

Seacastle is one of the largest operating lessors of intermodal equipment in the world. Seacastle Chassis operates its chassis business through Trac Lease, Inc. which uses our proprietary PoolStat® system to aggregate chassis activity data from over 500 locations around the country and report daily on this activity, processing more than 3.1 million transactions monthly. PoolStat® is a comprehensive chassis management system. A tariff driven maintenance and repair module is included within PoolStat.

TRAC Lease operated CCM Chassis Pools in the following areas:

MidSouth – Memphis & Nashville

Midwest – Kansas City & St. Louis

Denver – Denver & Salt Lake

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## Who we are

### COCP M&R vendor

- The COCP M&R Vendors will be CCM/TRAC partners in meeting the goals of the Pool.
- Selection was conducted by a committee that included members of the COCP Pool as well as staff members from CCM and TRAC Lease. Your selections as a vendors is a tribute to the reputation that you have earned in your past dealing with the International Transportation Industry.
- WELCOME TO THE TEAM

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## June 15, 2009 – What Changes

- For the Contributing Lines of the COCP, chassis M&R will be handled by the TRAC Lease Staff Burr Ridge.
- Any repair before that date gets billed as normal.
- Rates will be those Contracted under Form Agreement D.

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# COCP M&R Philosophy

- The CCM and COCP M&R philosophy is to provide a safe chassis for use by our Members by the most cost effective means possible
- We want our vendors to invoice the COCP for all chassis repairs needs to comply with that philosophy but not one cent more

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# Chassis Induction to the COCP

- Each chassis entering the Pool needs to meet minimum standards established by CCM
- This information is collected and detailed on the Chassis Induction Report (CIR)
- The main components of CIR are
  - Unit Information
  - Inspection
  - Certification
  - Stenciling

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# Cooping

## Unit Information

- Unit Number
- Unit Owner
- Chassis Size/Type
- Unit Manufacturer
- Serial Number
- Date Manufactured
- License Number
- Date of Re-Mac
- FMCSA Date
- Date of Delivery
- Location of Inspection
- State of Registration

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# Cooping Inspection

- Front Bolster
- Front Locking Devices
- Glad-hands & Connections
- Air Lines
- Main Rails
- Main Rail Cross members
- Landing Gear
- Landing Gear - Shoes
- Landing Gear – Mounts
- Landing Gear - Brackets
- Crank handles
- Radius Rods
- Air System Relay Valve
- Brakes & Adjustment
- Wheel Seals
  - Grease
  - Oil
- Brake Chambers
- Slack Adjustors
- Rear Bolster
- Real Locking Devices
- ICC Bumper
- Mud Flaps
- Mud Flap Brackets
- Lights/Electrical
- Tires

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# Cooping Certification

- Acceptance
- Declined
- Inspector
  - Signature
  - Printed Name
- Date of acceptance

If the chassis is accepted into the pool you are certifying  
that the chassis meets the Pool criteria

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# Cooping Stenciling

- Chassis that have been Inspected and have been certified to meet the acceptance criteria of the Pool need to be identified as COCP chassis.
  - COCP needs to be stenciled in four locations
    - Front & Rear bolster – 2”
    - Right & Left main rail – 4”
  - Paint must be a contrasting to the color to that of the chassis
  - Chassis are not to be stenciled until after inspection & acceptance is complete
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# Chassis that Should not be Accepted

- Chassis need to meet the Pool standard or if possible and economically feasible, be repaired to Pool standard.
  - Pool repair limits apply
- Main reasons why chassis should not be accepted into the Pool
  - Corrosion
  
  - Design
  
  - Other Considerations
  
  - Tires

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# Chassis that Should not be Accepted

## Corrosion

- Any chassis with excessive corrosion/deterioration (rust through) to one or more primary component.
- Components to include
  - Front & Rear Bolsters
  - Main Rails
  - Bogie Rails
  - Coupler Plate Assembly
  - Suspension components

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# Chassis that Should not be Accepted

## Design slide 1

- Chassis with non west coast axle settings
- 3 or 4 hole hub cap axles
- Old style suspension with cast hangers
- Chassis with more than 3 leaf springs
- Non sliding 23' bogie chassis, Flush back
- Chassis with worn brakes, regardless of style
- Chassis with 4 single brake chambers

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# Chassis that Should not be Accepted

## Design slide 2

- Chassis with Budd style wheels.
- 40Ft chassis with main rails less than 12 in. in height
- 20Ft chassis with main rails less than 10 in. in height
- Chassis with gooseneck rails 6 in. height
- Open faced or “C” Channel front bolsters
- Chassis with small capacity single tank brake systems

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# Chassis that Should not be Accepted

## Other Considerations

- Chassis with other design and /or manufacturing defects
- Expired License Plates
- Expired or Expiring (within 90 days of the date of CIR) FHWA inspections
- Chassis with major damages when it is not economical to perform repairs
- Total Loss Chassis
- Specialized equipment used for reefers, tanks, tri-axels

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## Chassis that Should not be Accepted Tires

- Radial tires will not be allowed in the pool
- Tires must have a more than 3/32” tread depth throughout
- Any tire with 3/32” or less thread in any single spot on the tire must be replaced

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# CIR Reporting

- A COOP is an Inspection, not just a stencil
- CIR Forms must be completed – FULLY
- Completed CIR's gathered daily
- Scan the CIR's and email to [COCPCIR@seacastleinc.com](mailto:COCPCIR@seacastleinc.com)
- Subject Line should include Name, Location, Number of CIR forms
- For example - Subject ; XYZ Depot Inc. CHI (6)

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# Repair Discussion

- Repairs vendor should perform
- Repairs vendors should avoid
- Tires
- FHWA Inspections
- Audits
- 3<sup>rd</sup> Party Invoicing
- M&R Work Orders/Invoicing

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# Repairs Vendors Should Perform

- Safety Items
- Wheel Seals
- Bearing Grease should be Shell Retinex 2
- Brake Release
- Twist Lock / Pin Lock
- Tires -including tire airing
- Slider
- FHWA window of 60 days before expiration
- All inspections should be made to FMCSA/FHWA standards
- All repairs are to IICL criteria

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# Repairs Vendors Should Avoid

- Cosmetic Repairs
- Straightening of Retainers / Handles / Brackets or any other component that does not affect the safe operation of the chassis
- High Profile Sandshoes
- Grommet Lights
- **Ghost Repairs**
  - **Vendors need to understand the economic conditions that we are presently facing**

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# Tires

- Recapped Tires should be ordered and OEM's will be substituted if recaps are not available
- COCP Tire airing policy requires airing when
  - An FHWA is completed
  - When any other tire is replaced
  - When the chassis repair requires 4 or more hours of labor
- Tire Vendor's are
  - In CLE, CLM, CIN & Louisville Recaps supplied by MDT.
  - In all other areas, Recaps supplied by Treadrock (Chicago Bandag)
  - OEM's will be supplied by Leopard & New Pride.

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# FHWA

- FHWA's can be preformed 60 days before expiration
- FHWA's include
  - Tire Airing
  - Drain Air Tank
  - All lubrication, twist locks, landing legs, slack adjustors and all other components needing lubrication
  - License plate and registration in place and up to date.
  - FHWA Form to registration holder
  - FHWA Sticker affixed to Chassis near registration holder
  - FHWA due date (mo/yr) on the front bolster

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# Audits

- Three sections
  - M&R Vendor Responsibilities
    - spelled out in the RFP
    - Included as Appendix A
  - COCP Audit Program
    - Pre Inspection
    - Post Inspection
  - Reporting and Penalties
    - Each repair Vendor receives a grade
    - Grades determine a Vendors future serving the needs of the Pool

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## 3<sup>rd</sup> Party Invoicing

- Damages to COCP chassis that are the cause of a 3<sup>rd</sup> Party (trucker or terminal) are to be identified to the Pool Manager
- Where possible supporting documents are to be provided
- PoolStat3 input will need to be complete showing responsible party for damage

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# M&R Work Orders/Invoices

- PoolStat3 Training started June 2<sup>nd</sup> if you have not scheduled training and need it please note the sign in sheet
- Any repair over \$150 or requires more than 1 tire needs to be input into PS3 timely, the approval for this work order will be provided in the system, other work can be input after work has been completed
- All repairs are required to be entered within 10 Days of activity
- Payment are scheduled to be made within 30 days of repair completion date

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# COCP Tire Program

- Recaps First – OEM's Finish Out Order
- CCM Negotiated Price
- M&R Vendor Purchases Tires From COCP established Tire Vendor
- Vendor Adds Mark-up on Entry Input
- Inventory Responsibility

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# COCP Form D Agreement & COI

- Must have two original signed copies of Form D – Master M&R Agreement
- Certificate of Insurance (COI) must have \$10M in General Liability Insurance & \$2M in Automobile Liability Insurance
- Excess Umbrella coverage can not be applied to both General Liability & Auto liability

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# COCP Contact Information

- COCP Pool Manager:  
Chris Davis [cdavis@seacastleinc.com](mailto:cdavis@seacastleinc.com)
  - COCP M&R Manager:  
Steve Matela [smatela@seacastleinc.com](mailto:smatela@seacastleinc.com)
  - TRAC Lease Director Co-Op Pools  
Terry Geant: [tgeant@seacastleinc.com](mailto:tgeant@seacastleinc.com)
  - CCM General Manager  
Gene Bambach: [gbambach@ccmpool.com](mailto:gbambach@ccmpool.com)
  - CCM Director of M&R  
Jim Reo: [jreo@ccmpool.com](mailto:jreo@ccmpool.com)
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