

## INTERMODAL INSPECTION PROGRAM

J.S. Blake: President  
N. Schuyler: Vice President

# SAFETY



## Recommended PPE:

- Hard Hat
- Enhanced Visibility Workwear
- Safety Glasses
- 6" Lace-up Steel Toe Boots



# OBJECTIVES

Identify Components of Intermodal Equipment



Review Section F Damage



Properly Identifying Damage for Handheld/J1/J2



Coverage for Your Company

# Objective 1

**Properly Identifying the  
Components of Intermodal  
Equipment**

Left  
(L)



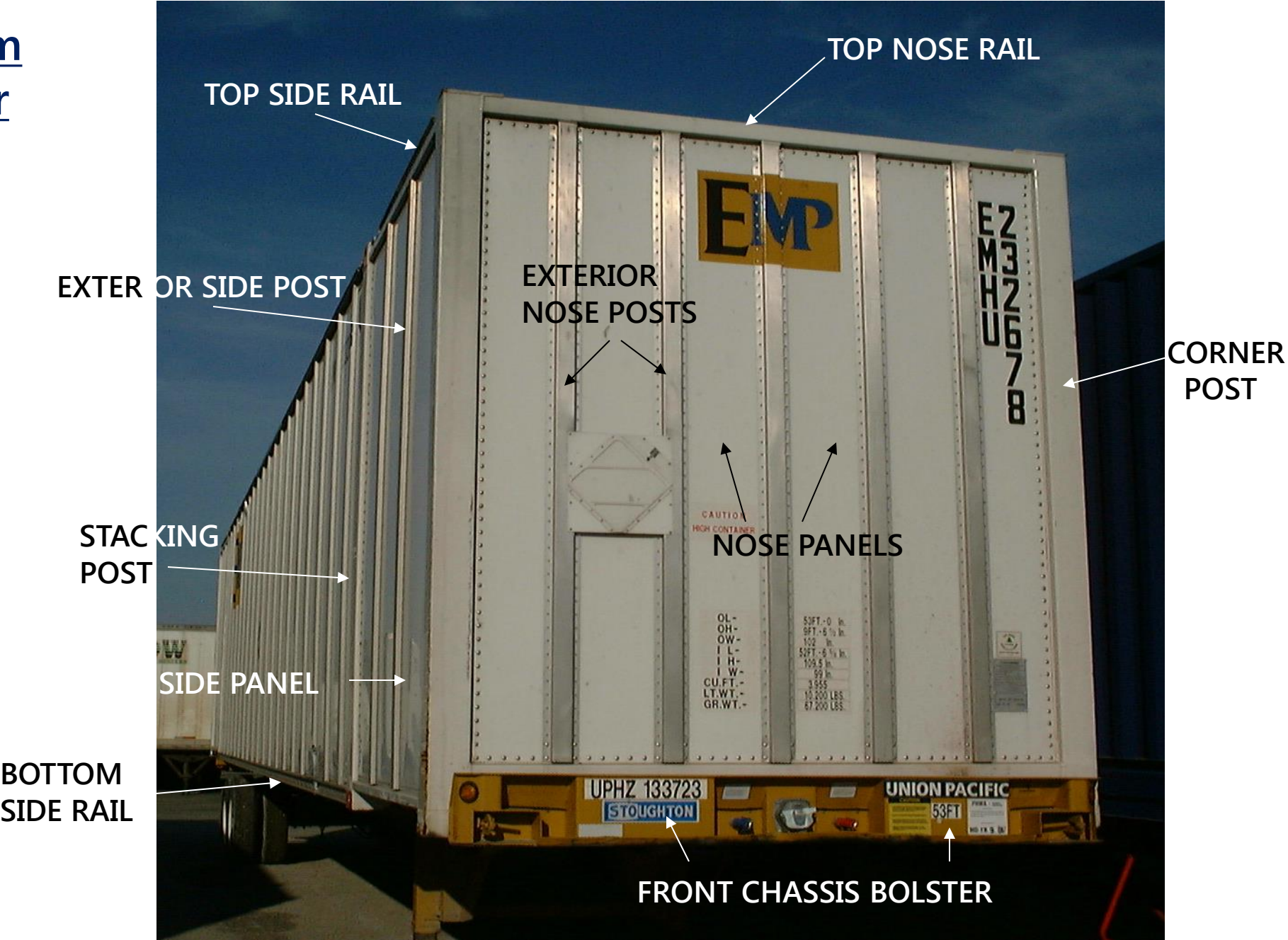
Right  
(R)

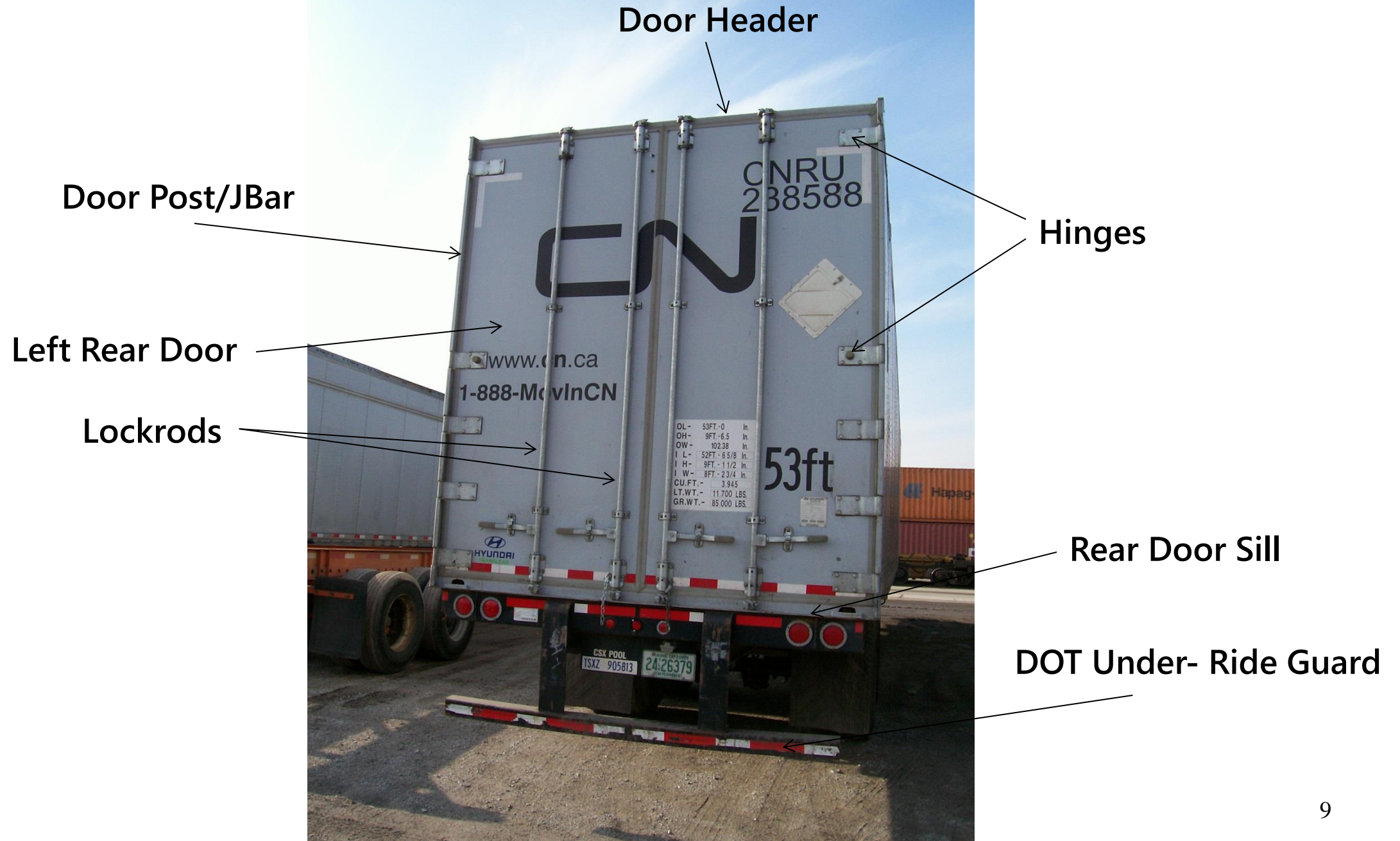
Right  
(R)



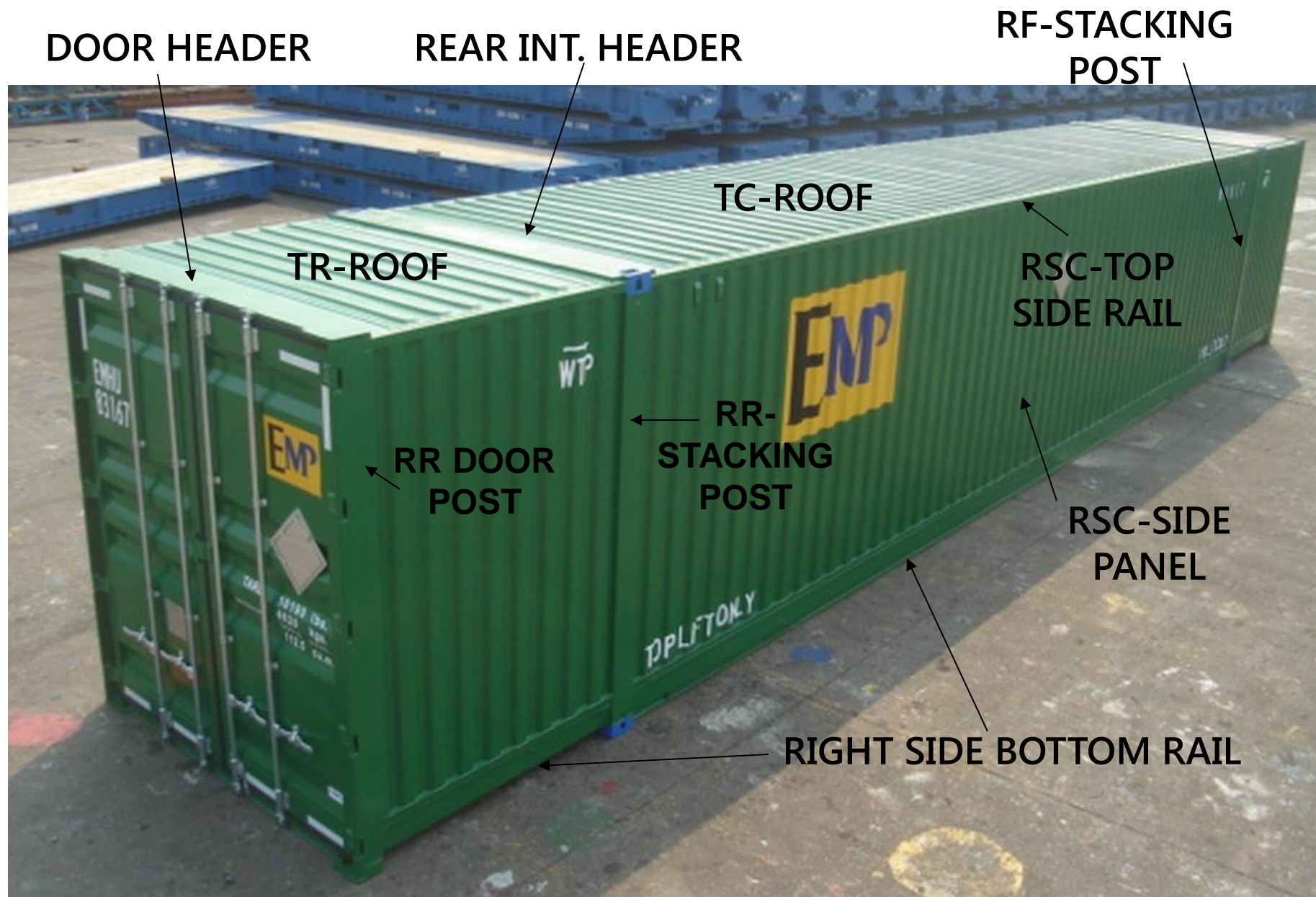
Left  
(L)

Aluminum  
Container





# Steel Container

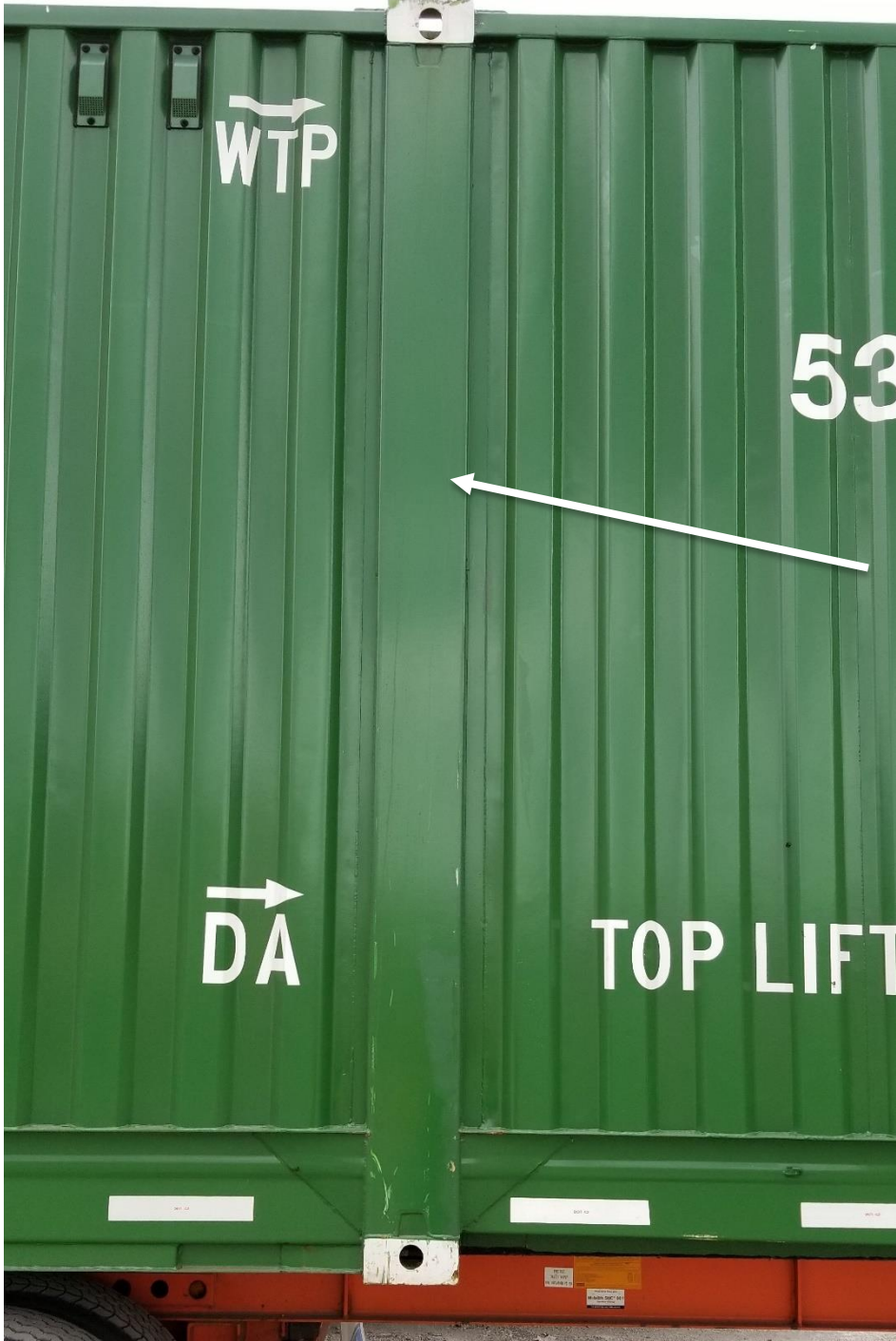




Steel boxes 45ft. and over have stacking posts

Corrugated panels





53

Stacking Post

Steel Cont.

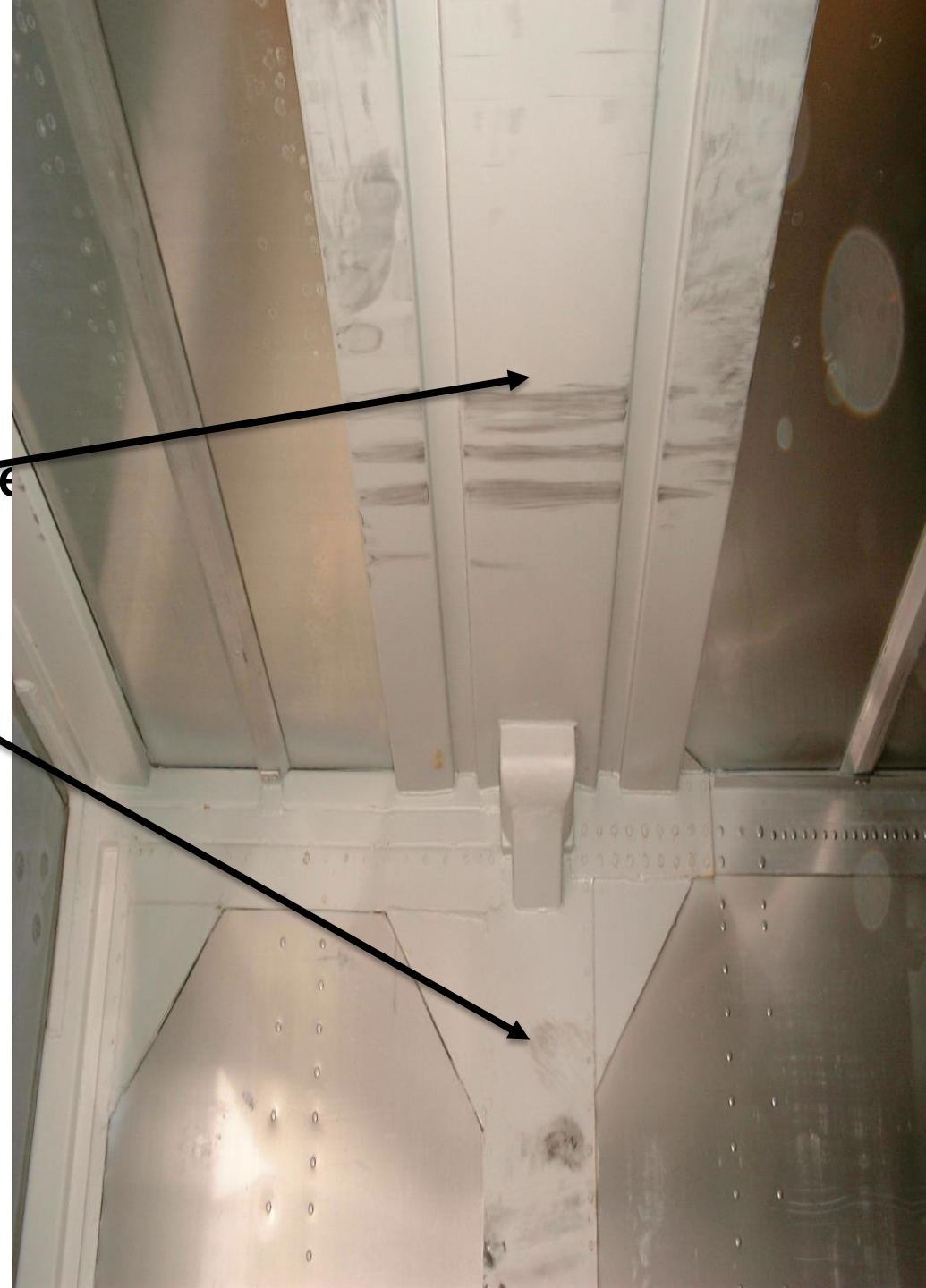
Aluminum Cont.



48



Interior View of  
Intermediate Header  
Stacking Post





Roof sheet

Roof bows

Interior side plyliners

Scuffliner

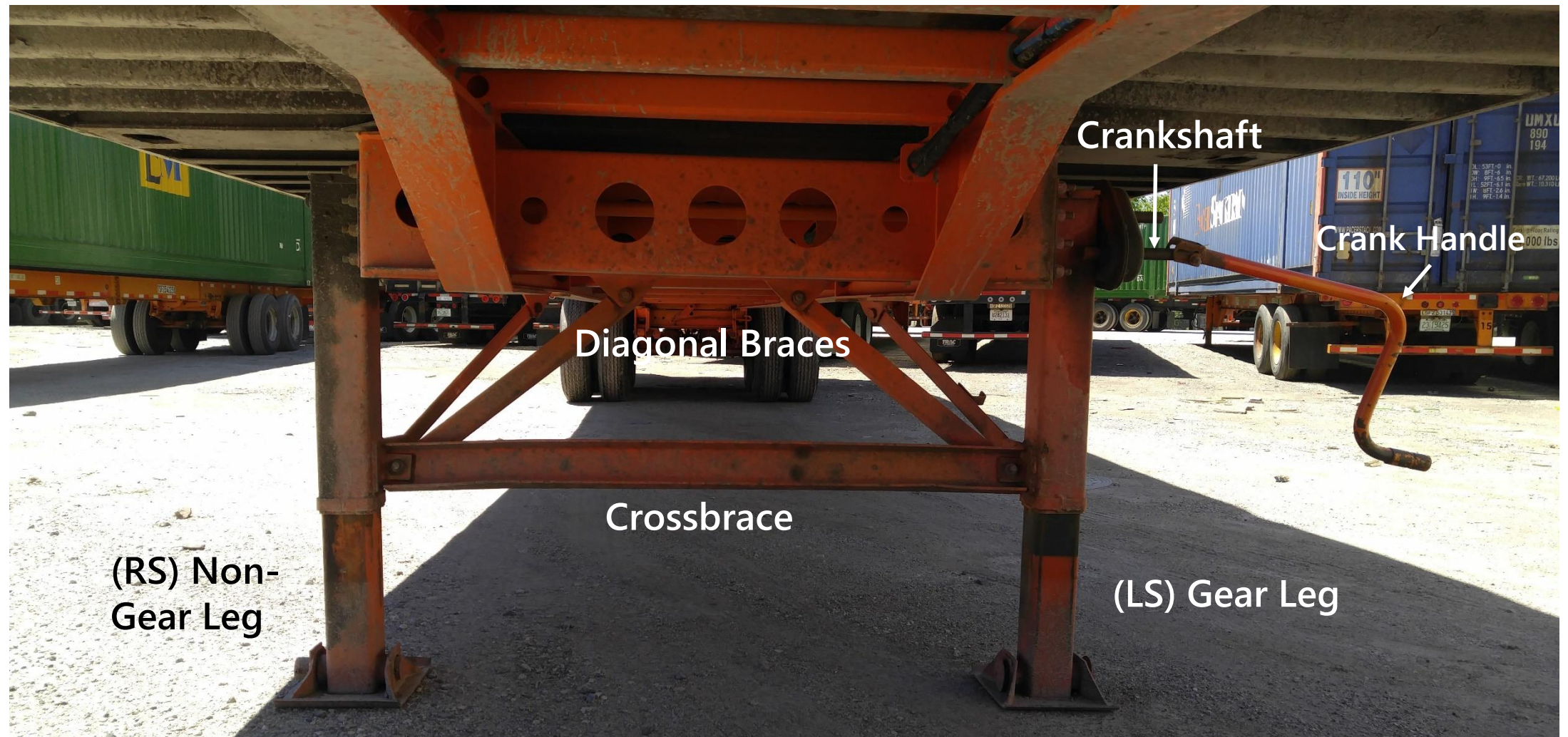
Floor

Floor

Crossmembers







Crankshaft

Crank Handle

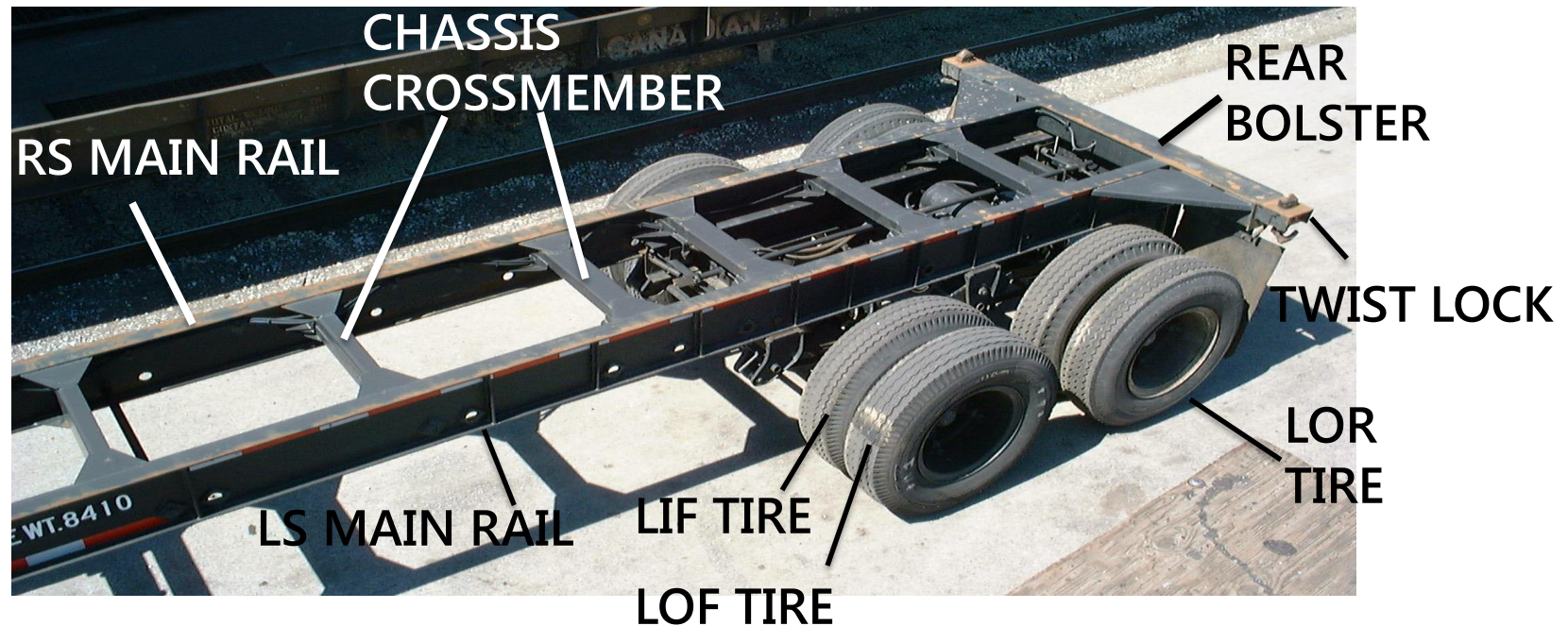
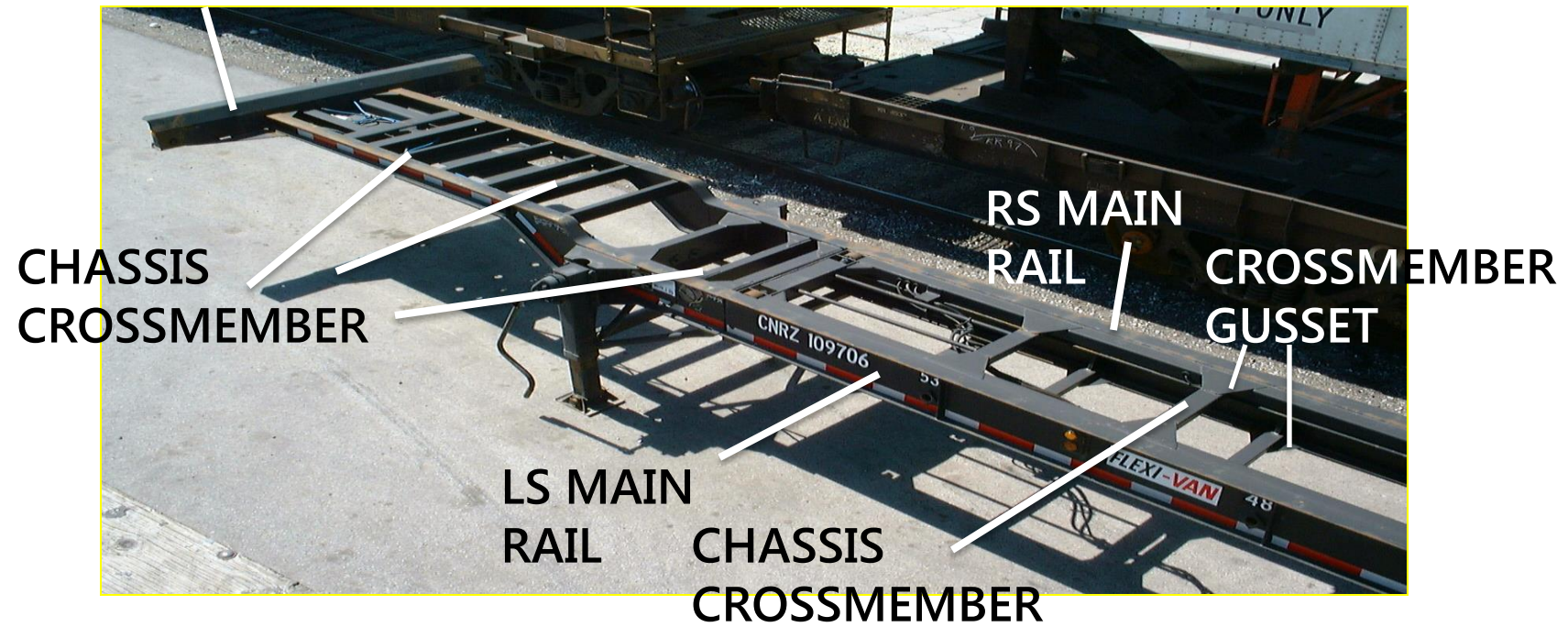
Diagonal Braces

Crossbrace

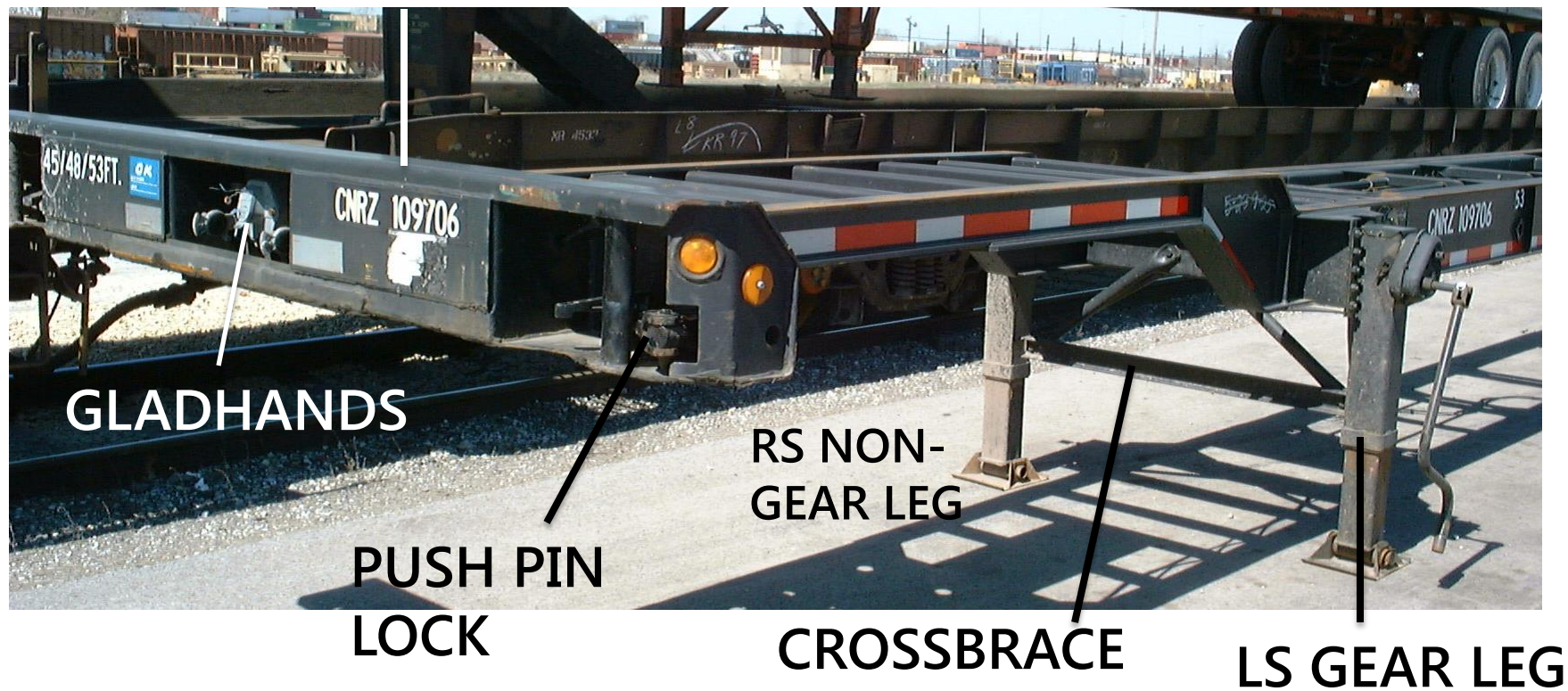
(RS) Non-Gear Leg

(LS) Gear Leg

## FRONT BOLSTER



## FRONT BOLSTER



# Objective 2

## Section F Damage

## Section F. Damage

### 82. Damage—Evidential

Handling carriers are responsible for damage as follows:

- a. Metal door, gate, sheet, post, crossmember, brace, or support cut or torn through thickness of metal, including such cuts or tears covered by tape, caulk, and/or tar
- b. Metal door, gate, sheet, post, crossmember, brace, or support bent, where proper operation or function of unit is impaired, except when caused by deterioration due to corrosion or Decay
- c. Clean Interior
- d. DOT Under Ride Guard missing or damaged per Appendix B15



## Section F. Damage (continued)

e. Tire sidewall cut/punctured, exposing belt material

f. Tire shoulder and/or tread cut/punctured, exposing belt material, when such injury is larger than 1/4 in. When the tire shoulder and/or tread is punctured through the tire, causing a hole 1/4 in. in diameter or less, the injury must be patched prior to reuse.

g. Tires Slid Flat

(1) Replacement

Damage to tires and tubes as a result of being slid flat. Any tire is considered to be "slid flat" if a flat spot occurs and removes tread or rubber to 2/32 in. of remaining tread or less in the affected area (flat spot) while the remaining unaffected tread is more than 4/32 in. It is not necessary for the tire to have a loss of air. Any tire with more than 2/32 in. of tread remaining at all locations does not require replacement.

(2) Repair

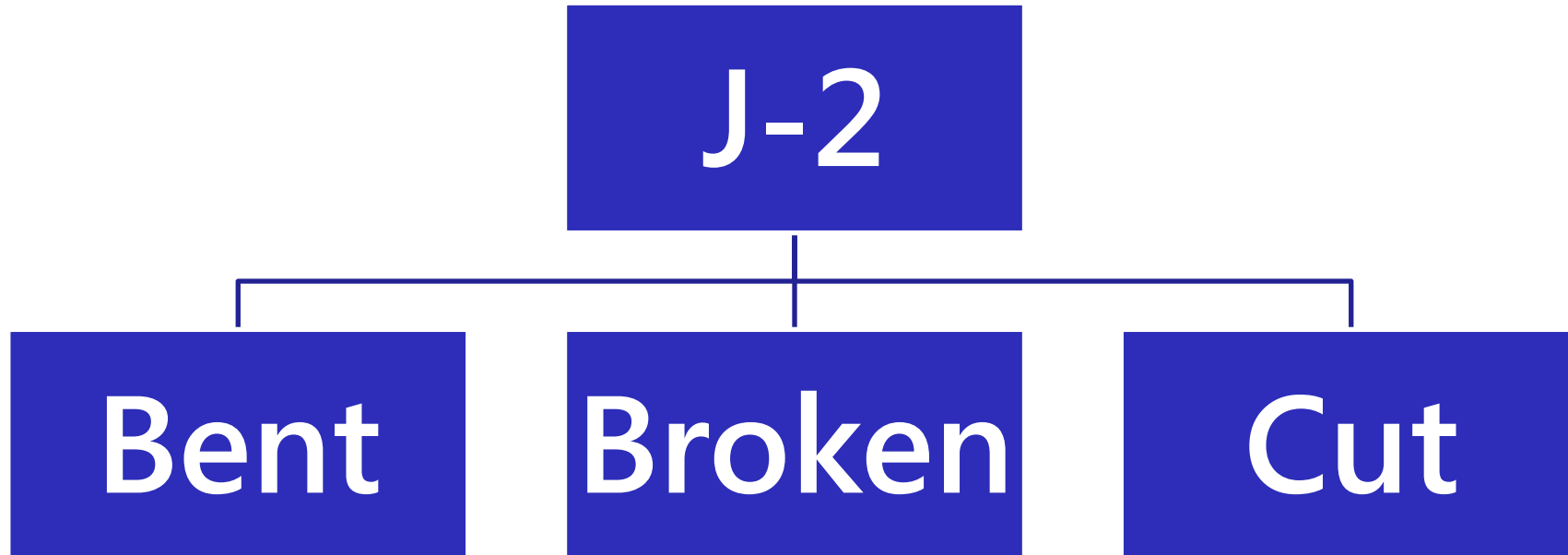
Tires on the same wheel set that have a flat spot occur that removes 6/32 in. of tread or rubber (when compared to the remaining tread) and do not meet the slid-flat criteria in Rule 82g(1) may be rematched to position the affected areas from 90° to 180° from each other.

h. Damage to tires and tubes as a result of being run flat, resulting in discoloration, blistering, wrinkling, and/or casing damage being evident. To prevent run-flat damage, tires should be inflated as per Appendix B, Section B14.

# Objective 3

**Properly Identifying Damage for  
Handheld/J1/J2**

# Three Key Words for Damage



# 4 Steps to Taking Exceptions

## Location

- RSF,RSC,RSR,LSF,LSC,LSR,TF,TC,TR,F,R,INT.

## Item

- RAIL,PANEL,DOOR,POST,ETC.

## Defect

- BENT,BROKEN,CUT

## Dimensions

- ALL DIMENSIONS ARE TO BE SHOWN IN INCHES

# INSPECTION TIPS

- Start and finish at the same location
- View intermodal equipment from all angles
- Verify initials and number of unit
- Check all tires
- Inspect underframe (crossmembers, dolly legs)
- Make sure doors seal properly
- If loaded, verify seal number
- Inspect roof (if empty, open doors; if load, use cameras, mirrors or direct visual inspection)
- Tape and caulk usually cover cuts and should be written on J-1 as a cut
- Denote any defects



**Location: Left Side Rear (LSR)**  
**Item: Steel Side Panel**  
**Defect: Bent**  
**Dimension: 36"**



Location: Right Side Center (RSC)  
Item: 2 Side Posts  
Defect: Broken  
Dimension: N/A

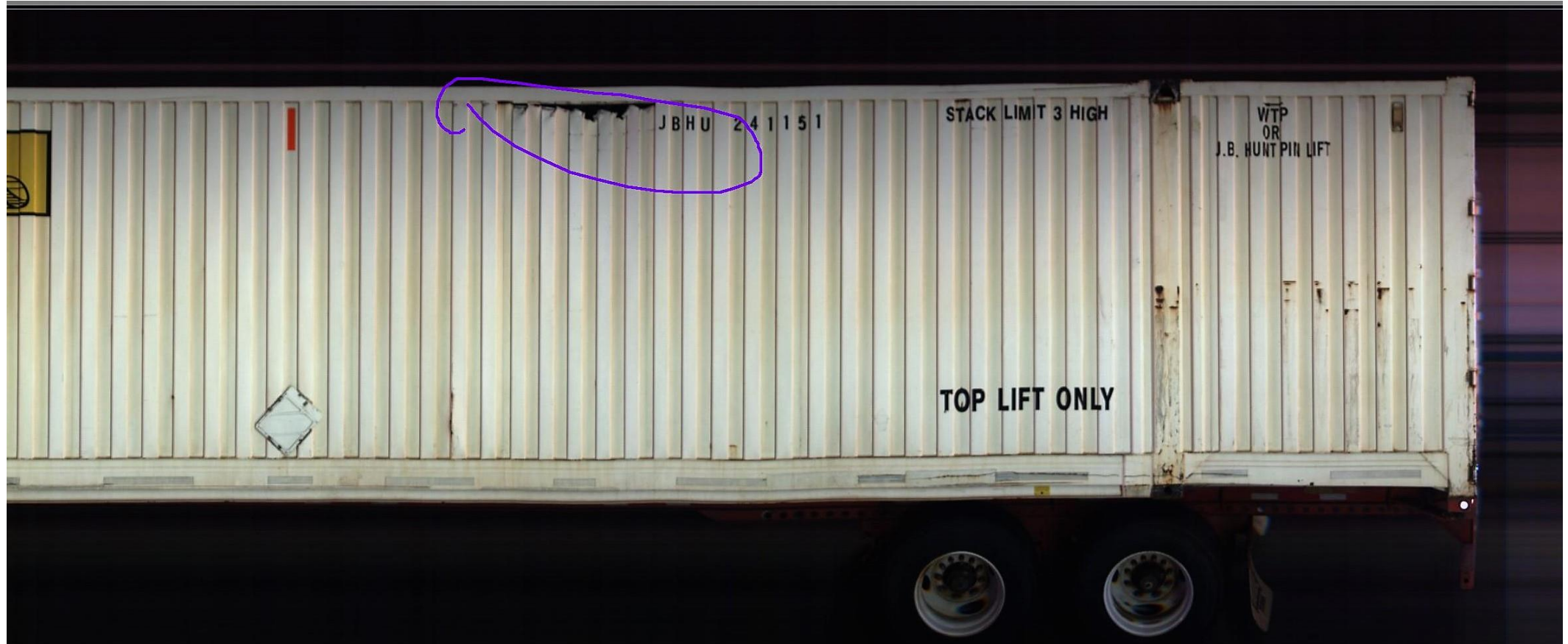
# AGS View

Location: Left Side Center (LSC)

Item: Steel Side Panel

Defect: Cut

Dimension: 36"



Assume a cut if equipment is taped or caulked

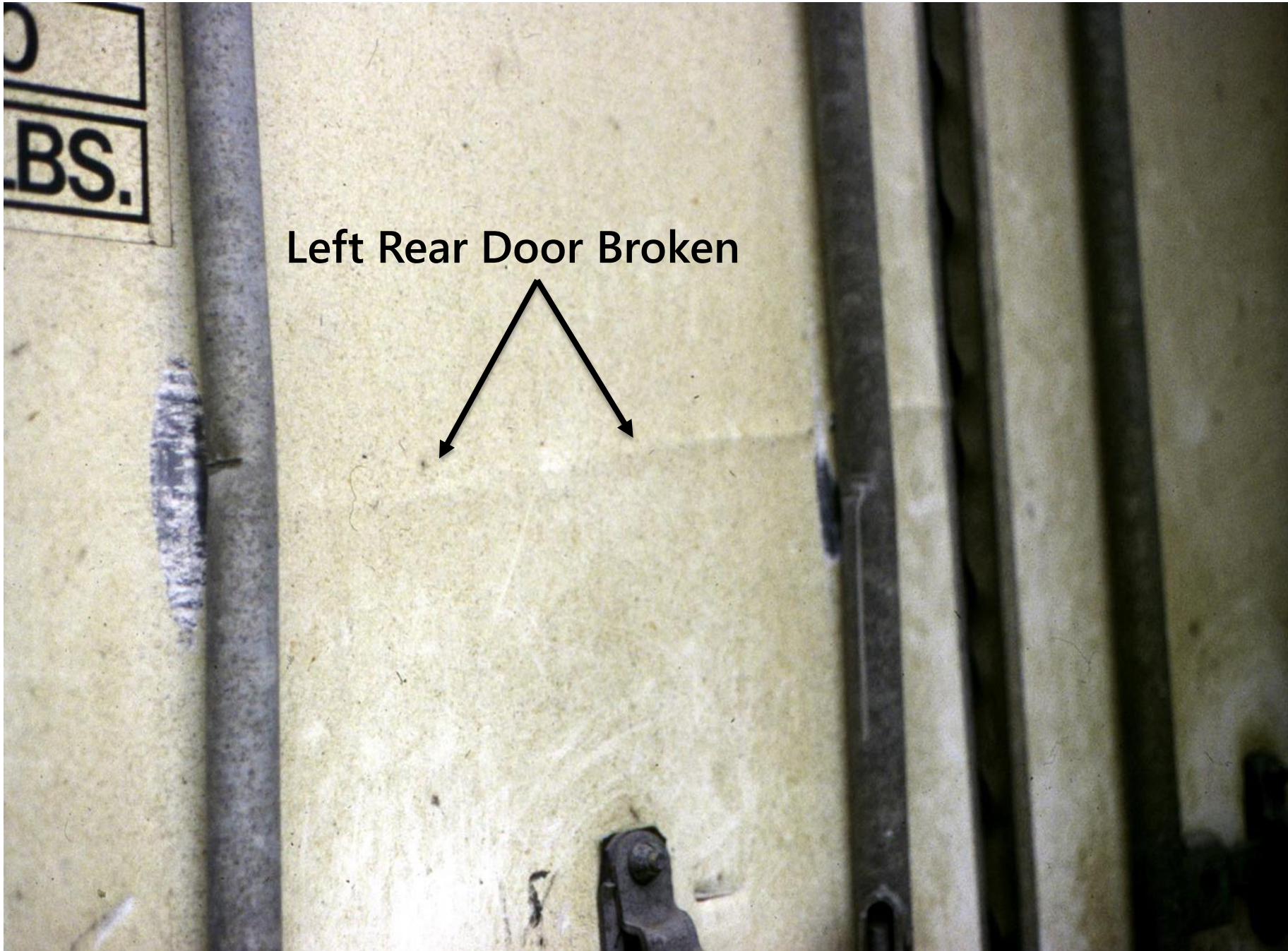




Tape painted to cover a cut - Damage

Cut shown from inside





Left Rear Door Broken

## DOT UNDER-RIDE GUARD







## Section F. Damage

### Tire Damage Criteria

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(2) Repair

Tires on the same wheel set that have a flat spot occur that removes 6/32 in. of tread or rubber (when compared to the remaining tread) and do not meet the slid-flat criteria in Rule 82g(1) may be rematched to position the affected areas from 90° to 180° from each other.

h. Damage to tires and tubes as a result of being run flat, resulting in discoloration, blistering, wrinkling, and/or casing damage being evident. To prevent run-flat damage, tires should be inflated as per Appendix B, Section B14.

**Below - Good tire**



Above is an example of a tire with a flat spot at 4/32 and the remaining tread in all other areas at 12/32. This is now a good tire under the new rules. If a tire with the same flat spot is on the same wheel set, the outer tire should be rotated 90 to 180 degrees to purposely misalign the flat spots.

**Below - Bad tire - Worn**



Above are examples of flat spots that are at 0/32 with the remaining tread at 4/32. Under previous AAR rules this would have been considered handling line/damage responsibility. Under the new rule, a tire with a flat spot to 0/32 or through the cords with the remaining unaffected areas at **4/32 or less is considered a worn tire.**

**Below - Bad tire - Damage**



Wear Bar

Above is an example of a new tire with a flat spot at 2/32 while the remaining tread is at 12/32. You can see the wear bars (red arrow) have been penetrated. Wear bars are at 2/32 on all DOT tires. This is a slid flat tire and must be replaced.

**Below - Bad tire - Damage**



Above is an example of a flat spot below 2/32 (completely through the wear bars) with remaining area tread at 6/32. This is a slid flat damaged tire and must be replaced.

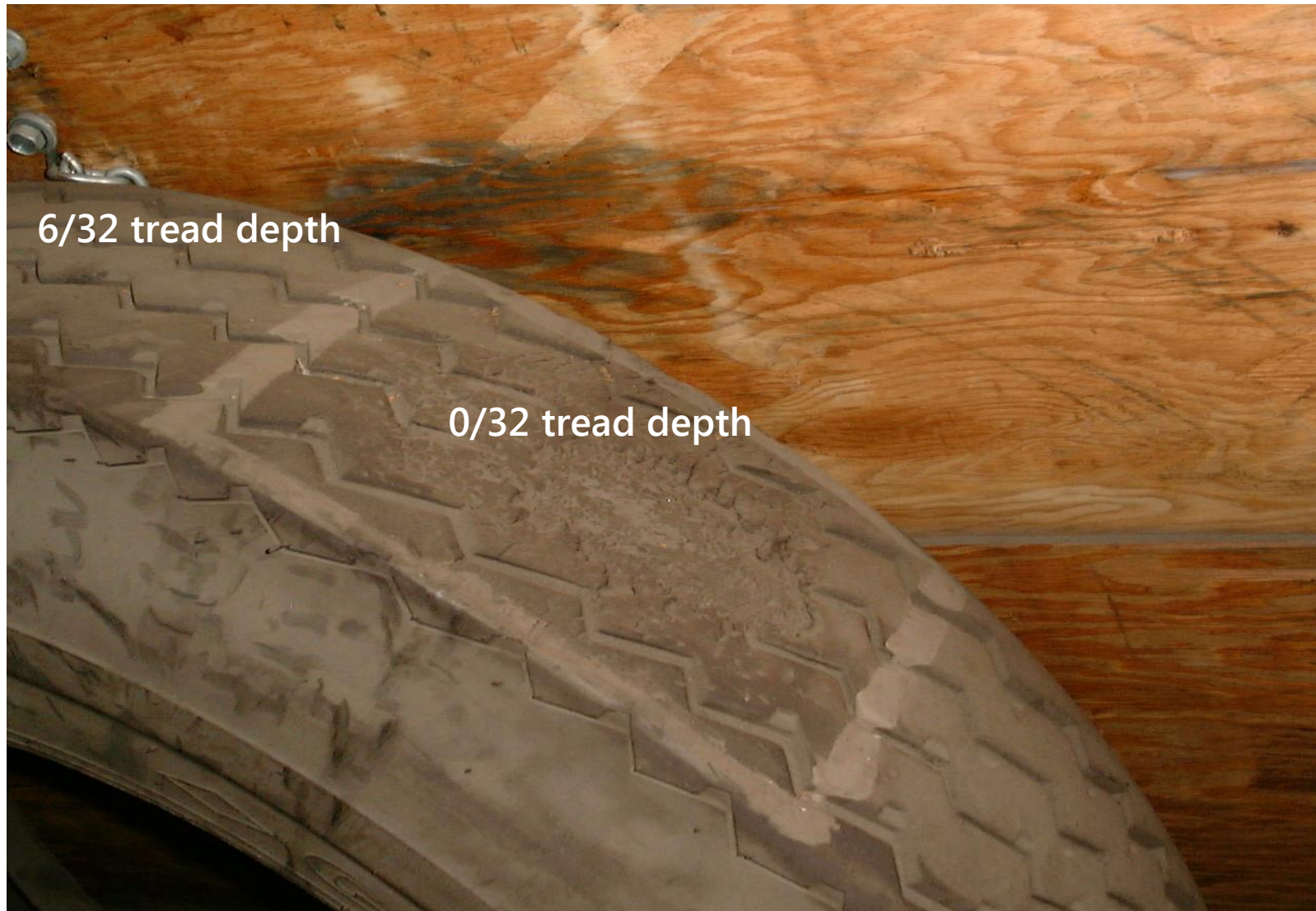
**Below - Bad tire - Damage**



Obviously a bad tire due to slid flat damage to the casing. Remaining area tread is at 8/32.



Tires with matching flat spots on the same wheel set that are above 2/32 with a 6/32 or greater difference between the flat spot and rest of the tire may be rotated 90 to 180 degrees from each other to separate the flat spots. This will provide a better ride and reduce the bouncing effect.



Slid Flat Tire – J2 Condition



Tire sidewall cut/punctured, exposing belt material – J2 Condition



### Run Flat Tire – J2 Condition

Damage to tires and tubes as a result of being run flat, resulting in discoloration, blistering, wrinkling, and/or casing damage being evident



**Separated Cap – Owner's Responsibility**



Weather Checking – Owner's Responsibility



**Worn Out Tire – Owner's Responsibility**



Channel Cracking – Owner's Responsibility

**POP QUIZ!!!!!!**



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Location(s)

Item(s)

Defect(s)

Dimension(s)

??



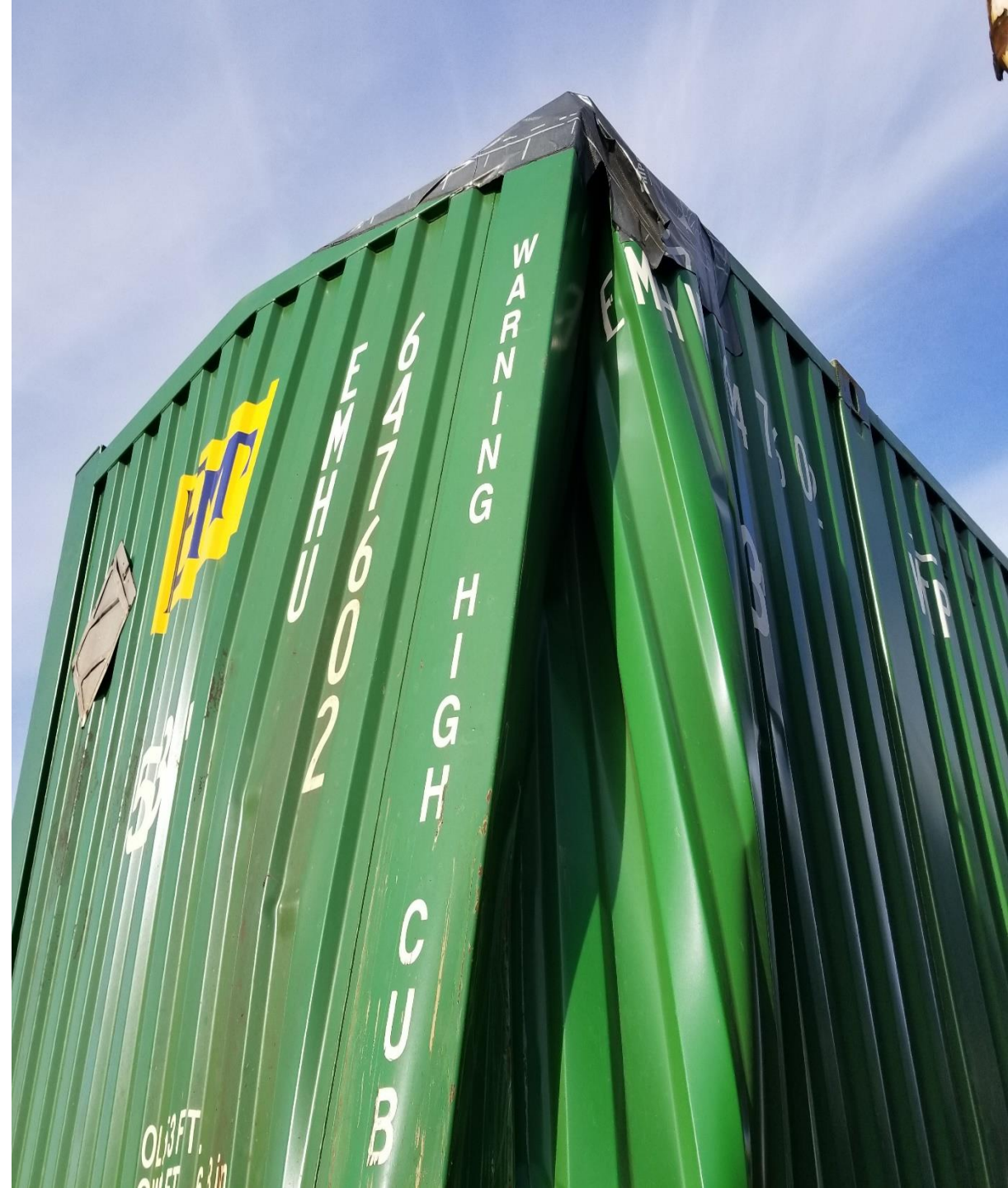


**RF- Corner Post Bent 24"**

**RF- Corner Post Cut 6"**

**RSF- Side Panel Bent 12"**

**RSF- Side Panel Cut 6"**





F- Top Nose Rail Bent 36"

F- Top Nose Rail Cut 12"

F- Nose Panel Bent 96"

LF- Corner Post Bent 96"

LSF- Side Panel Bent 96"

LSF- Side Panel Cut 36"

LSF- Top Rail Bent AND Cut 36" each

LSF- Bottom Rail Bent 36"





- F- Nose Panel Bent 80"
- F- Top Nose Rail Bent 36"
- F- Top Nose Rail Cut 4"
- LF- Corner Post Bent 72"





RSR- Side Panel Cut 24"





**F- Nose Panel Cut 24"**

**LF- Corner Post Cut 18"**

**LSF- Side Panel Bent 48"**

**LSF- Side Panel Cut 24"**

**LSF- Top Rail Cut 24"**

**TF- Roof Panel Cut 72"**

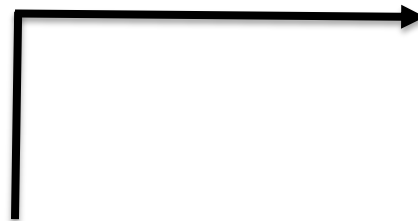


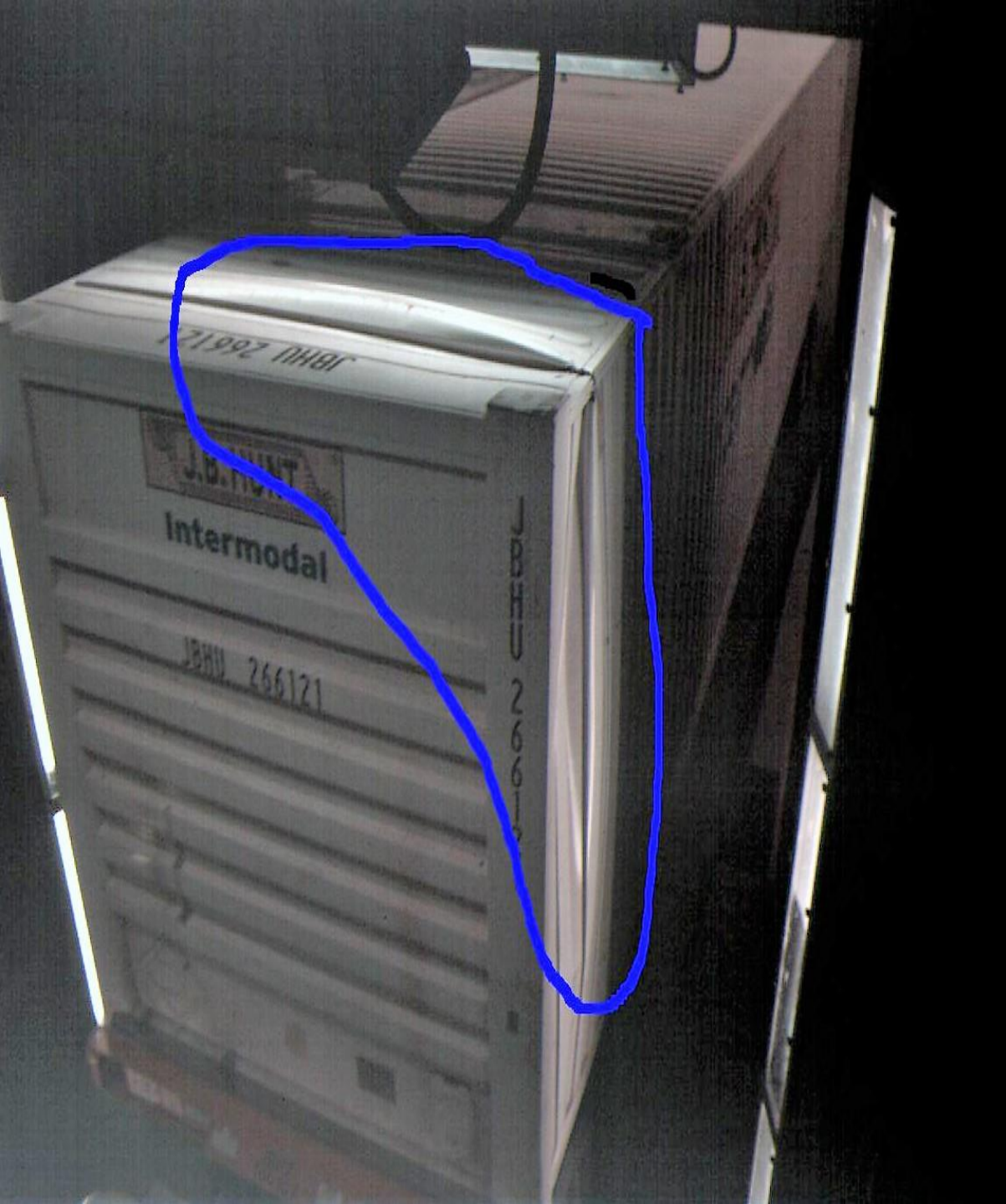


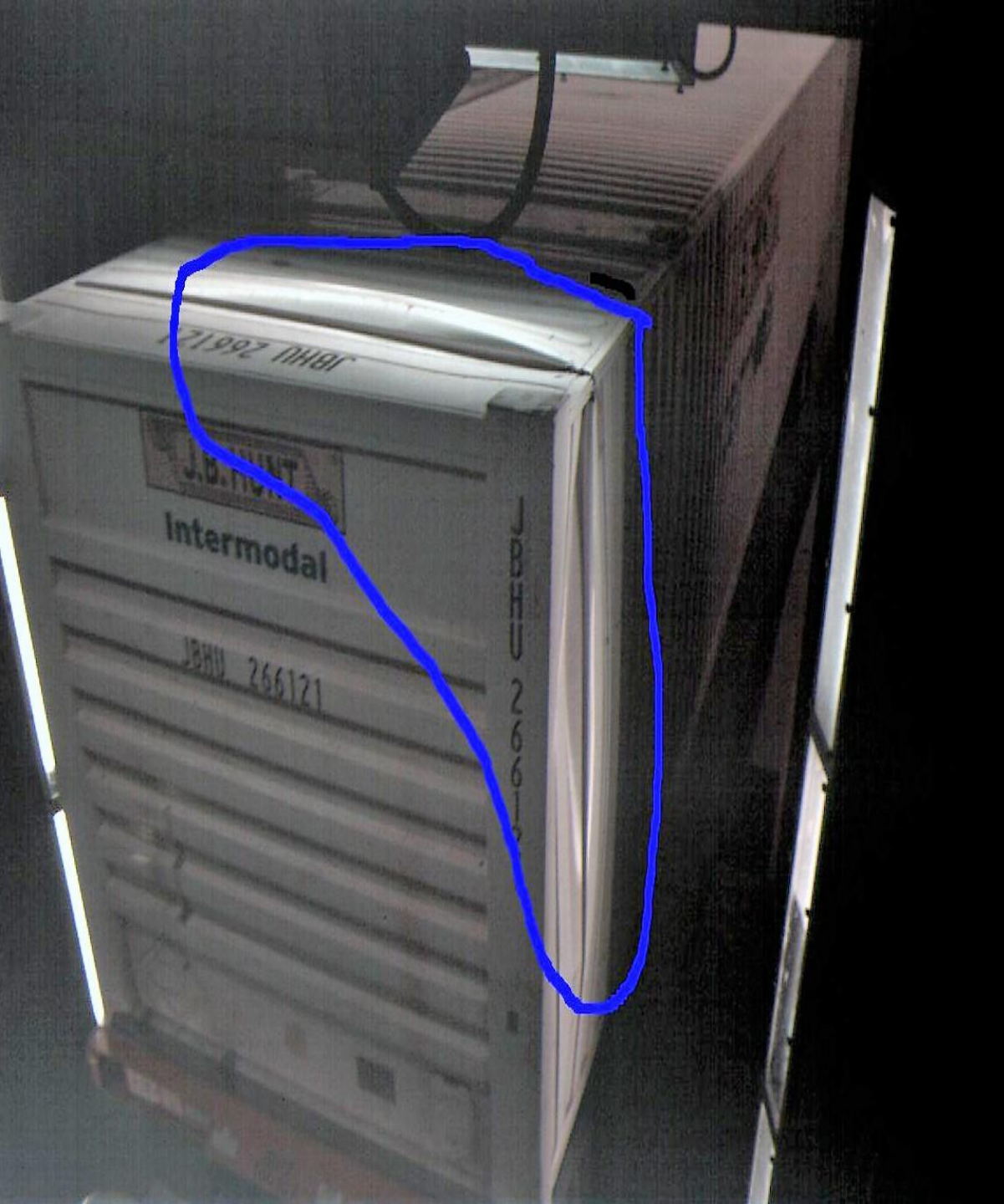
LS- Gear Leg Bent



RS- Non-Gear Leg Bent







LSF- Steel Side Panel Bent 60"

LSF- Steel Top Side Rail Bent 12"

LSF- Steel Top Side Rail Cut 6"

TF- Steel Roof Panel Bent 36"

**Congratulations!!!**



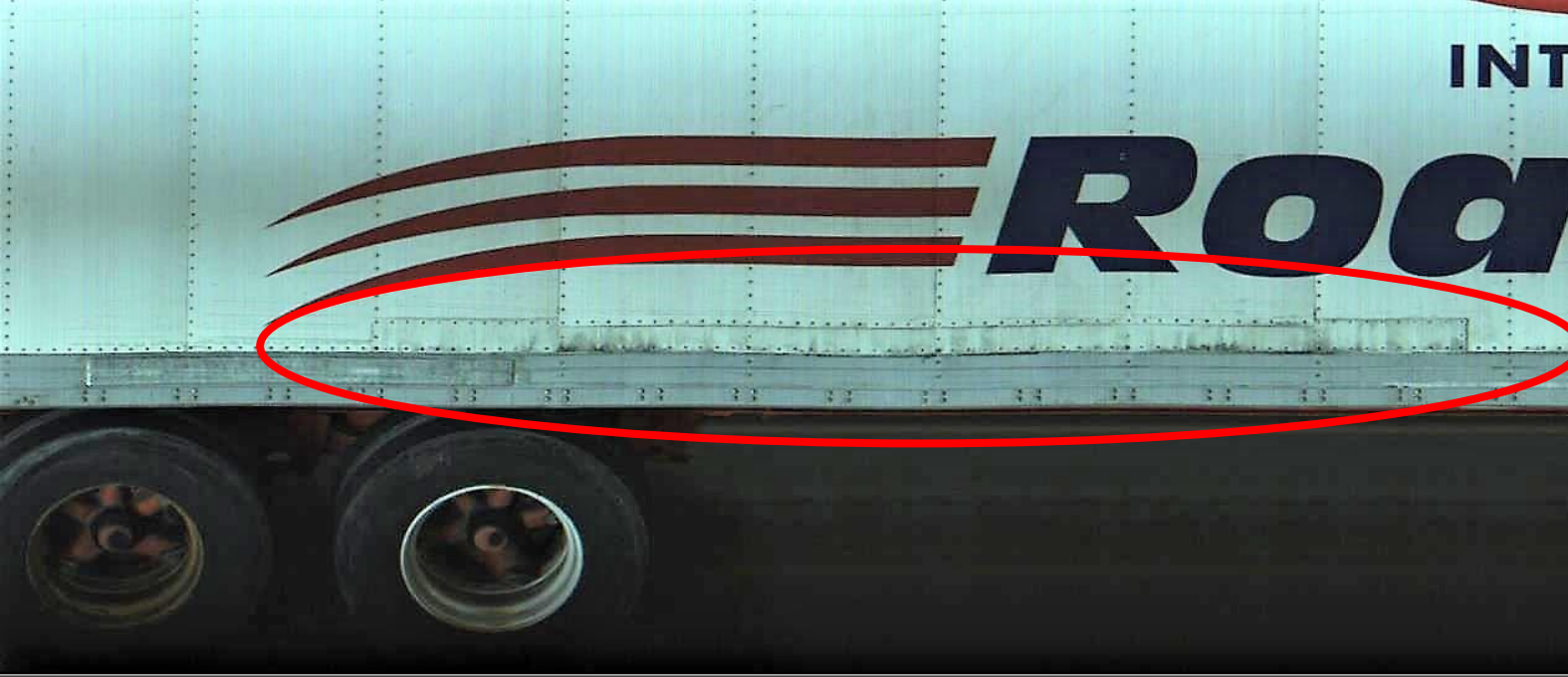




**Bottom Rail Crack – in gate**



**Bottom Rail Crack – on car**



AGS Ingate Photo



Unit Failure on Car





AGS Ingate



Unit Failure on Car





Roof Sheet Flex Crack – in gate



Roof Sheet Flex Crack – on car







# Estimate of Repairs

|                                     |            |
|-------------------------------------|------------|
| Replace Noserail (Aluminum)         | \$629.00   |
| Replace Noserail (Steel)            | \$370.00   |
| Section Roof (4'x8' Aluminum)       | \$400.00   |
| Replace Roof (Steel)                | \$715.00   |
| Replace Side Panel (Aluminum)       | \$336.00   |
| Replace Side Panel (Steel)          | \$684.00   |
| Replace Top Side Rail (Aluminum)    | \$1,811.00 |
| Replace Top Side Rail (Steel)       | \$2,085.00 |
| Replace Bottom Side Rail (Aluminum) | \$1,846.00 |
| Replace Bottom Side Rail (Steel)    | \$2,085.00 |
| Replace Doors                       | \$1,114.00 |
| Replace Doors (Steel)               | \$1,175.00 |
| Replace Bias Tire                   | \$165.00   |
| Replace Radial Tire                 | \$225.00   |
| Replace Exterior Side Post          | \$175.00   |
| Replace DOT Under-Ride Guard        | \$495.00   |
| Replace Chassis Bolster             | \$1,500.00 |
| Replace Dolly Legs                  | \$953.00   |

# THE END

The Chicago Car Interchange Bureau  
2018