

OTR Repair Policy

Carrier is to pay for repair and seek reimbursement from the Pool. Pool will reimburse wear and tear items and product defects. The Pool will NOT reimburse for carrier damage, this includes flat tires (Please see below section titled "Damage to CCM Equipment"). We will need an email sent to Pool Manager with the unit number in the subject heading BEFORE the repair occurs. We spend a lot of time in the field so you may want to call us on our cells once you've sent the email. We will reply with an email approving the repair. THIS APPROVAL DOES NOT GUARANTEE PAYMENT, its purpose is to demonstrate that you sought prior approval.

The pool will require proper repair documentation, and the part(s) or tire casing for a repair reimbursement to be considered. Additionally, any chassis returned to the Pool missing tires (or repairs absent a casing) will be replaced with an OEM tire to pay for the lost casing. [Revised 07/18/12]

Documentation required for repair reimbursement:

1. Your repair invoice
2. The M&R Vendor's repair receipt INCLUDING THE MOST RECENT DOT NUMBER **[Revised 05/18/12]**
3. For tire reimbursement, the worn/damaged tire's DOT number noted on the M&R vendor's repair receipt.
4. The Approval email from the Pool authorizing the repair. Please include the tire position in this email for tire repairs.
5. The DCCP Tire Return Form filled out and signed by DCCP representative at rail ramp. (Please note that this form will require the DOT numbers from the new and old tires. Please also note that all tires are to be marked as described below, in the section titled "CCM Proper Tire Marking." Unit number and tire position must be readable by DCCP tire inspector.)
6. The final repair approval from the Pool.

Please bring the tire/part to the Denver UPRR or Harrington Trucking on the day the chassis is returned to the Pool **[Revised 12/06/2013]** so we may inspect. Once it is determined that the repair was the result of wear and tear you will then send your invoice, copies of the repair vendor's receipt, and the approval email to your Pool representative via email.

Damage to CCM Equipment

All reimbursements are subject to UIIA rules, please see the below excerpt from the Uniform Intermodal Interchange and Facilities Access Agreement (UIIA).

3. Damage to Equipment

- a. Motor Carrier shall pay to Provider the reasonable and customary costs to repair Damages done to Equipment during Motor Carrier's possession. **[Revised 09/01/09]**

1) To be valid, invoices must detail the repairs done; include a copy of the actual repair bill upon which the invoice is based and include the factual documentation supporting the Provider's determination that the Motor Carrier is responsible. In instances where a copy of the actual repair bill is not available to Provider, documentation containing the repair vendor's name, repair date, location and a control

number that ties the documentation to the invoice provided to the Motor Carrier is acceptable, in lieu of the actual repair bill. In the case of AGS gate transactions such documentation must include images depicting the condition of the Equipment at the time the Motor Carrier to be charged both accepted and returned the Equipment. **[Revised 09/01/09]**

- a. Where the reasonable and customary cost to repair exceeds the casualty loss value as determined in Section E.2.a hereof, the Motor Carrier shall be obligated only for the lesser sum.
- b. Provider shall invoice Motor Carrier no later than the following timeframes: If Motor Carrier is not invoiced within the established timeframe the right of the Provider to recover such charges will be lost. **[Revised 11/05/08]**

1) Standard Gate System (manned): Not later than 165 calendar days.

2) AGS Gate System (unmanned): Not later than 120 calendar days following the interchange transaction giving rise to the bill.

4. Tires

- a. Repair of Damage to tires during Motor Carrier's possession is the sole responsibility of Motor Carrier, based on prevailing reasonable and customary repair costs and equipment use. **[Revised 09/01/09]**
- b. Repair of tires unrelated to Damage occurring during Motor Carrier's possession is the sole responsibility of the Provider, based on prevailing reasonable and customary repair costs and equipment use. **[Revised 09/01/09]**

In the event of an afterhours repair send the email, but DO NOT call our cells. Call the office number leaving you contact information. We will contact you in the morning. The Pool expects that you to spend its money as if it were your own, you will not be reimbursed for charges we deem unreasonable.

CCM Proper Tire Marking

All tires taken off of CCM Pool chassis must have the following markings applied at the time of take-off:

1. Chassis Number
2. Tire position
3. Date
4. Cause of Failure
5. Area of Cause of Failure Marked



DCCP Tire Inspection and Repair Criteria

| CEDEX Code | Long Description | Repair Criteria |
|------------|-------------------------|--|
| WB | Bald | Tire tread depth must be 2/32nds or less. |
| BU | Bulged | Any tire showing ply separation, visible blisters, knots, bubbles or other deformity should be replaced. |
| TS | Casing/Tread Separation | Re-capped tires where tread is missing or peeling away from tire. Residual bonding agent excess at edges of cap acceptable. |
| CU | Cut | Unless cut is through to the cords and cords are visible, tire is considered road worthy. |
| FS | Flat Spots | Only mark tires as flat-spotted if lowest point measures 2/32nds or less. All other tread variation considered road worthy. |
| FP | Flat/Puncture | Flat tires should only be reported if valve stem is still showing through the rim, otherwise should be Run-Flat. |
| RF | Run Flat | Valve Stem is retracted into rim, or there are signs of melted rubber or discolored rubber, or tire is shredded. |
| SP | Separated | Re-capped tires where tread is missing or peeling away from tire. Residual bonding agent excess at edges of cap acceptable. |
| TU | Uneven Tread | Only mark tire as uneven tread if lowest point measures 2/32nds or less. All other tread variation is considered road worthy. **Unevenly worn tires are the result of some other maintenance issue** |
| WN | Worn | Tire tread depth must be 2/32nds or less. |

| AAR Code | Long Description | Repair Criteria |
|----------|------------------|---|
| 11 | Blister | Any tire showing ply separation, visible blisters, knots, bubbles or other deformity should be replaced. |
| 14 | Cut, Torn | Unless cut is through to the cords and cords are visible, tire is considered road worthy. |
| 16 | Flat Tire | Flat tires should only be reported if valve stem is still showing through the rim, otherwise should be Run-Flat. |
| 13 | Run Flat | Valve Stem is retracted into rim, or there are signs of melted rubber or discolored rubber, or tire is shredded. |
| 10 | Separated Cap | Re-capped tires where tread is missing or peeling away from tire. Residual bonding agent excess at edges of cap acceptable. |
| 9 | Slick Tread | Tire tread depth must be 2/32nds or less. |
| 15 | Worn Out | Tire tread depth must be 2/32nds or less. |