



Intermodal Equipment Safety

What Providers & Drivers Need to Know

How to Comply with New Intermodal Equipment Rules



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

WHAT IEPs MUST DO

INTRODUCTION

Drivers, motor carriers, and providers of intermodal equipment are now subject to the Federal Motor Carrier Safety Regulations (FMCSRs) (73 FR 76794; December 17, 2008)

If you are an intermodal equipment provider (IEP) or a motor carrier or driver operating intermodal equipment used to transport intermodal containers, the new rule requires you to share safety responsibility for intermodal equipment (IME) operating in interstate commerce on our nation's highways.

An IEP can be an individual, partnership, association, corporation, business trust, or any other organized group that provides a motor carrier with IME. Generally, IME is an intermodal container chassis designed to transport cargo containers over public highways. [See section 49 CFR 390.5.](#)

If you provide IME for a motor carrier under a written interchange, or maintain IME for a motor carrier under a contract, you probably are an IEP. Do not forget the rule covers motor carriers and drivers, too.

IMPORTANT COMPLIANCE DATES

December 17, 2009 IEPs must register with FMCSA, establish an inspection, repair and maintenance program, and establish recordkeeping systems.

December 17, 2010 IEPs must mark IME.

REGISTER WITH FMCSA

If you are an IEP, you must register with the Federal Motor Carrier Safety Administration (FMCSA) and obtain a USDOT number. To register, fill out form MCS-150C. Form MCS-150C is available -

◆ On the FMCSA Web site (www.fmcsa.dot.gov/iep).

◆ By calling 1-800-832-5660.

You must register by December 17, 2009 and renew your registration every 24 months.

[See section 49 CFR 390.19.](#)

MARK CHASSIS

If you are an IEP, you must mark your chassis by December 17, 2010. An IEP has four options for marking its chassis.

OPTION 1 – Permanently mark each unit with your legal name or single trade name and your USDOT Number.

Option 2 - Mark each unit with your legal name or single trade name and your USDOT Number, using a label.

OPTION 3 – Include identification information for yourself and the IME in the interchange agreement that must be on board the power unit.

OPTION 4 – Include identification information for yourself and the IME on the trailer documentation that you keep in a weatherproof compartment on the IME.

[See section 49 CFR 390.21.](#)

ESTABLISH INSPECTION, REPAIR, & MAINTENANCE PROGRAM

The IEP is responsible for ensuring the safety of the IME it tenders to motor carriers and drivers. If you are an IEP, you must develop a systematic inspection, repair, and maintenance program. Through this program, you must inspect your chassis regularly and fix the problems you find. Your program will make our nation's highways safer. It will benefit you, too, because there will be fewer problems that require your immediate attention. [See sections 49 CFR 396.1-396.9 and 390.40.](#)



PERFORM PERIODIC INSPECTIONS

If you are an IEP, you must inspect your IME or have someone inspect it for you. You must do this at least once every 12 months and keep the documentation of the inspection.

See section 49 CFR 396.17.

PRE-TRIP INSPECTIONS & DVIRS

If you are an IEP, you must require drivers to inspect IME before beginning their trips. You must provide space in your facility for them to complete the inspections. If a driver finds equipment damage or a defect during the inspection, you must fix the problem or replace the IME before the driver begins the trip. See section 49 CFR 392.7.

You must also require drivers to complete driver vehicle inspection reports (DVIRs) when they return your IME. If a driver records a problem on a DVIR, you must repair it and document the repair. See section 49 CFR 396.11.

WHAT DRIVERS MUST DO

If you are a driver operating a CMV with an IME component, you must inspect the intermodal chassis before you begin your trip.

During the pre-trip inspection, check that these parts are in good working order:

- ◆ Service brakes, trailer brake connections
- ◆ Lighting devices and reflectors
- ◆ Tires
- ◆ Coupling devices
- ◆ Rails and support frames
- ◆ Tie down bolsters
- ◆ Locking pins, clevises, clamps, & hooks
- ◆ Sliders or sliding frame lock

See section 49 CFR 392.7.

COMPLETE DVIRS

When returning IME to the IEP, a driver must complete and sign a driver vehicle inspection report (DVIR) for the chassis.

The DVIR will help the IEP know what it needs to repair on the chassis.

See sections 49 CFR 396.11(b)(2), 396.12, and 396.42.



ABOUT ROADABILITY REVIEWS

To evaluate an IEP's safety and compliance, FMCSA will conduct roadability reviews — an onsite examination of an IEP's inspection, repair, and maintenance operations, and records. The review will cover compliance with 49 CFR parts 390, 393, and 396.

IEPs who fail to comply with the FMCSRs will be cited for violations of these parts and may have civil penalties imposed against them. The roadability review will not result in the assignment of a safety rating.

In addition, if a specific item of IME is determined to constitute an imminent hazard, the FMCSA will prohibit the IEP from tendering that equipment. Also, the FMCSA may prohibit an IEP from tendering any IME from a particular location or multiple locations if the agency determines the IEP's failure to comply with the FMCSRs constitutes an imminent hazard. See section 49 CFR 385.503.

FMCSA may initiate a roadability review for one of the following reasons:

- The IEP is the subject of a non-frivolous complaint.
- An IEP's equipment is involved in a crash or HM incident.
- The IEP has a higher-than-average OOS rate for its chassis.
- The IEP requests a review.
- The IEP poses a "high risk".
- The FMCSA determines a need to review an IEP's compliance with applicable regulations.

FMCSA INFORMATION LINE

1-800-832-5660

IEPs should use the FMCSA information line for questions about Form MCS-150C and USDOT Numbers.

FMCSA DATAQs SYSTEM

<https://dataqs.fmcsa.dot.gov>

IEPs and motor carriers should file questions or concerns about safety records using the DataQs System.

DOT Safety Violation Hotline

1-888-DOT-SAFT

<http://nccdb.fmcsa.dot.gov>

IEPs, drivers, and motor carriers should use the Safety Violation Hotline to report safety violations.

As an intermodal equipment provider, you are required to:

- ✓ Identify your operations to the FMCSA by filing an MCS-150C.
- ✓ Mark your IME with the USDOT number before tendering equipment to a motor carrier.
- ✓ Systematically inspect, repair, and maintain all IME intended for interchange with a motor carrier.
 - ✓ Ensure IME intended for interchange is in safe and proper operating condition.
 - ✓ Maintain a system of driver vehicle inspection reports submitted.
 - ✓ Maintain a system of inspection, repair, and maintenance records.
 - ✓ Periodically inspect equipment intended for interchange.

IMPORTANT COMPLIANCE DATES

DECEMBER 17, 2009

DECEMBER 17, 2010

- ✓ At facilities at which the IEP makes IME available for interchange, have procedures in place and sufficient space for drivers to perform pre-trip inspections.
- ✓ At facilities at which the IEP makes IME available for interchange, develop and implement procedures to repair any equipment damage, defects, or deficiencies identified as part of a pre-trip inspection, or replace the equipment, prior to the driver's departure.
 - ✓ Refrain from placing IME in service on the public highways if the equipment poses an imminent hazard.



www.fmcsa.dot.gov/iep