



## Roadability Briefing

The Federal Motor Carrier Safety Administration (FMCSA) final “Roadability” regulations (Docket No. FMCSA-2005-23315) were published on December 17, 2008. Effective June 17, 2009, the FMCSA requires all Intermodal Equipment Providers (IEP’s) to ensure that equipment interchanged to Motor Carriers is safe and in proper operating condition.

Although equipment marking components of the regulation (Part 390.21) are not required until December 17, 2010, equipment marking in early 2010 will prove necessary in order to comply with the Driver Vehicle Inspection Reporting (DVIR) requirements which become mandatory on June 30, 2010.

[Click here](#) for a link to the final FMCSA ruling.

In support of the Regulations, the IEP and Motor Carrier have the following responsibilities:

### Intermodal Equipment Provider (IEP)

- Establish systematic inspection, repair and maintenance programs and recordkeeping systems.
- Register their Company with the DOT and apply for a US DOT Number using Form MCS-150C. This number, in turn, will be associated with any piece of intermodal trailing equipment that is tendered by the IEP.
- Intermodal equipment must be marked in accordance to 49 CFR Part 390.21, regardless of the current identification system. The Global Intermodal Equipment Registry (GIER) is an electronic alternative to physical equipment marking.
- Each IEP must establish a system for motor carriers and drivers to report to it any damage, defects, or deficiencies of intermodal equipment discovered by, or reported to, the motor carrier or driver which would:
  - Affect the safety of operation of the intermodal equipment, or
  - Result in its mechanical breakdown while transported on public roads.
- Any damage, defects or deficiencies reported by the driver must be repaired by the IEP prior to allowing or permitting a motor carrier to transport a piece of intermodal equipment.
- IEPs must certify on the Driver Vehicle Inspection Report (DVIR) that the reported damage, defects, or deficiencies have been repaired, or that the repair is unnecessary, before the vehicle is operated again.
- All DVIR documentation including certification of repairs on all intermodal equipment must be maintained by the IEP, available for a potential FMCSA Roadability Review, for a period of three months.
- IEPs must annually inspect intermodal equipment and retain documentation of the inspection, maintenance and repair. Documentation must be retained for 14 months from the date of the inspection report.
- Ensure that individuals performing annual inspections of equipment are qualified under the provisions of the Regulations.
- Refrain from placing intermodal equipment in service on public highways if equipment has been found to pose an imminent hazard.

## Motor Carrier

- The motor carrier must require its drivers to provide a Driver Vehicle Inspection Report (DVIR) to the IEP or its agent, upon the completion of each day's work or the termination of the intermodal equipment.
- The DVIR, containing the following information, must be completed even if no defects are found in the inspection:
  - Motor Carrier Name
  - Motor Carrier USDOT number
  - IEP USDOT number
  - Equipment identification number (alpha numeric)
  - Date and time of the report
  - Driver Signature
  - Indication of equipment damage, defect or deficiency regarding the following parts and accessories:
    - No Defects (00)
    - King pin upper coupling device (01)
    - Rails or support frames (02)
    - Tie down bolsters (03)
    - Locking pins, clevises, clamps or hooks (04)
    - Sliders or sliding frame lock (05)
    - Wheels, rims, lugs, tires (06)
    - Lighting devices, lamps, markers, and conspicuity marking material (07)
    - Air line connections, hoses, and couplers (08)
    - Brakes (09)