

December 19, 2009

Depot Systems FMCSA DVIR Rules Understanding

Depot Systems understands the new FMCSA DVIR chassis rules as follows,

1. Drivers are responsible for the chassis inspection and DVIR damage reporting to the intermodal equipment provider (IEP).
2. Drivers are to send a DVIR report to the IEP for damaged units before arriving at the Depot gate.
3. If a DVIR is done on a chassis that is now at your depot, an on-hold EDI or email will be sent to your depot to place the unit on hold pending repair and re-inspection. The chassis is not to leave the depot until the repairs are completed. The IEP must be notified of the repairs and a full chassis re-inspection is to be done.
4. Drivers are to inspect all chassis leaving the depot and refuse anything that is damaged. If the chassis is damaged and they take it out. They are to do a DVIR report on the damages.

So in our view there is no real change to the depot side for these rules. The depots already inspect for damages and use an interchange to show damages found on the in gate. The driver is to inspect the chassis before leaving the depot on out gates. If the driver finds damages on the out gate, they can refuse to take the unit. Normal depot operations are to repair equipment before it leaves. If the IEP refuses to repair the chassis then the depot needs to have the proper notice that the IEP refused repair.

The new FMCSA rules place the damage notifications on the drivers and IEP is to manage the DVIR reported damage and make the necessary repairs. Depots are required to hold the chassis until the repairs have been made and the IEP clears the chassis for release.

It is our option that the best place to create and send the DVIR report is from the truckers dispatching system.

As listed below, Depot Systems can supply DVIR reports via EDI on behalf of drivers if needed on the In gate screen.

Depot Systems Software Usage for FMCSA Rules.

Depot Systems is adding the following FMCSA support to the Depot Systems 4.0.

1. Receive On-Hold 315 EDI from OCEMA-chassis.com system.

2. The EDI will place the chassis on hold and flag as a DV status. DVIR damages will be listed on chassis. If the unit has not yet arrived at your depot. The on hold information will go in as a STOP UNIT and the chassis will be flagged on the InGate screen when it arrives.
3. Added new M&R Detail report option to print all DV status holds and display the DVIR damages that the driver selected.
4. Added DVIR to the InGate Screen. A DVIR can be created on behalf of a driver for OCEMA-chassis.com or IANA system depending on the equipment owner.

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