



“Over the Road” (OTR) Repair Policy

The following is the South Carolina Ports Authority (SCPA)’s policy regarding how motor carriers should handle any necessary repairs to SMART Pool™ chassis equipment occurring out over the road in their possession. SCPA and Motor Carrier repair responsibilities are outlined in the SCPA Chassis Interchange Agreement and/or SCPA Direct Chassis Lease Agreement. In all instances replacement parts must be new and “like for like” with the components replaced. Used or Improper parts and tires are not acceptable, and the motor carrier will be billed for replacement upon return of chassis equipment to SCPA facilities.

In the event of an accident, the motor carrier must immediately contact law enforcement. A “Chassis Accident Report” must be provided to the SCPA within 48 hours of incident. You may download the “Chassis Accident Report” [HERE](#).

The SCPA chassis fleet is equipped with Radial OEM tires mounted on hub piloted rims. The tire/rim types are noted below:

20’ Slider, 40’GN, and 40/45EX	OEM 11R22.5 - 14PR, hub piloted rim
20/40’ Triaxle	OEM 255/70R22.5 – 16PR, hub piloted rim

In the event of an OTR repair, the OTR repair vendor and/or SCPA will define the repair as either “Damage” or “Wear & Tear” on a case-by-case basis via in-person inspection and/or photographs.

Chassis “Damages” are attributable to the motor carrier and are repairs caused by the motor carrier’s use of the chassis. These will be defined by the following damage codes: Bent, Broken, Torn, Cut, Cut to Cord, Missing (not due to theft), Slid Flat tire, Run Flat tire, Flat tire, Improper Repair. Motor carrier will be billed for these “damage” repairs and assumes responsibility to bring the chassis back to AV roadworthy condition.

Chassis “Wear & Tear” resulting from normal use of the chassis equipment and/or maintenance requirements are attributable to SCPA and will not be billed to the motor carrier.

A “Dry Run” where motor carrier causes an SCPA OTR Repair Vendor to dispatch a mechanic without any repair required is attributable to the Motor Carrier as are any instances where a

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repair need is found to be caused by an issue with the motor carrier's tractor – service call fees will be billed to the motor carrier.

Theft or repairs resulting from driver negligence are attributable to the motor carrier. All tires on SCPA equipment have SCPA molded into the sidewall.

An optional **Limited Damage Waiver Program** is offered by SCPA to motor carriers utilizing SMART Pool™ chassis as coverage for unavoidable damage occurring while out over the road on motor carrier use. Members of this program must use the SCPA's approved vendor network for damage repairs to be covered. Motor carriers not enrolled in the Limited Damage Waiver Program will assume responsibility for all expenses for Tire Damage and Operational Damages and neglect. A link to the Limited Damage Waiver policy can be found [HERE](#)

In the event an Over the Road (**OTR**) failure occurs, draymen should communicate need for repair by contacting the following approved vendors with CHASSISMNR@SCSPA.COM in copy:

Downtime Fleet Management Services (24/7 - Nationwide)

Phone: (866)965-9288, Ext 1

E-mail: otr@downtimefleet.com

Web Portal: www.downtimefleet.com

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