



HRCPII OTR Policy (Over the Road)

POLICY & PROCEDURE

It is the responsibility of the motor carrier in possession of the chassis to arrange road service. HRCPII's network of OTR vendors is designed as a convenience that may be utilized by the trucking community.

- When using the HRCPII network of OTR vendors, the information provided by the vendor will be considered as the guiding documents for rebilling purposes.
- If HRCPII's vendor is not able to provide assistance within 2 hours OR a motor carrier chooses to use another vendor outside of HRCPII's network, the guidelines listed below are applicable. **

****IT IS NOW REQUIRED TO BRING ALL TIRING CASINGS BACK TO A POOL CONTROLLED FACILITY FOR INSPECTION (EVEN WHEN USING OUR 5 APPROVED VENDORS**

****CHASSIS MUST BE PRESENT WHEN CASING IS RETURNED TO ENSURE PROPER REPAIR**

HRCP Approved OTR

National Break down Service



24 Hour Vendor finder

877-285-1213

americanbreakdownservices@gmail.com



White's Tire Service

Can service chassis within a two-hour radius of the following locations. (24 hours, 7days)

[Wilson, NC](#) [Mebane, NC](#) [Greensboro, NC](#)

First contact:

Lee Collins: collins@whitestireservice.com 336-254-9573

Second contact:

Jeff Scott: jscott@whitestireservice.com 336-264-0200

National Break down Service



Phone contact:

800-888-1001

Email contact:

<https://roadservice.fyxfleet.com/a/new-incident>



Email contact:

RoadService@rapidlinkrepairs.com

Local Hampton Roads

ITS ConGlobal Repair

757-418-4271

Marine Repair Service

First contact:

Larry Boals: lboals@mrs-cmc.com 757-284-5111

Second contact:

Phil Martin: pmartin@mrs-cmc.com 757-971-1304



RICHMOND AREA

Taylor Axle & Gear LLC

Briarthorn Court Mechanicsville, VA 23116

804-678-8184 or 8278



OUTSIDE OUR APPROVED VENDORS

- Road service is to be arranged by the motor carrier. Excluding tires, *HRCP must be contacted prior to repairs being done when the component repair estimate exceeds \$300.00 (legs, bearings/hubs, axle issues, etc.).* Repair work may be carried out without notification in the event of an emergency or when necessary in order to preserve /protect cargo.
- If a tire has been replaced, make sure to keep the tire casing (even when using one of our 5 main vendors above). Tire replacements, whenever possible, should always be new O.E.M., NO RECAPS will be accepted. **(A tire must be replaced with like for like when changed).**

Any radial tire that is changed over-the-road on all HRCP chassis MUST be replaced with a like condition and sized tire

Recap tires and Aged tires **will NOT** be acceptable replacement tires.

When the chassis are returned and this is found, the cost of replacement tires and rims and the cost of the labor will be billed back to the motor carrier.

2. Damaged tire casing or major component MUST be returned to a pool controlled facility where a receipt for the casing/part will be issued to the motor carrier. HRCP will arrange for the inspection of the casing/part by a qualified inspector who will determine the cause of failure. The chassis must be inspected at the time the tire casings are returned to ensure proper repair.

This receipt must accompany your invoice. **(Pictures may be acceptable from our chosen local vendors only. They must take at least 5 pictures of the damages with a current time stamp).** It is the motor carrier responsibility to confirm these pictures were sent and approved by HRCP II as you may be required to bring back the tire casing.

4. The trucking company should issue an invoice for payment only after reviewing that the repair is acceptable for HRCP's account and is considered normal wear and tear. Authorization must be given for component repairs exceeding the \$300.00 limit.

NOTE: HRCP reserves the right to examine the on terminal / roadability repair history of any OTR repair. If chassis are held in the possession of the motor carrier in excess of 30 days, the on terminal repair history may influence HRCP's responsibility for payment of OTR repairs.

COVERAGE

OTR REPAIRS COVERED

HRCP will be responsible for **wear and tear** repairs to HRCP equipment and associated charges (i.e. dispatch fee, service call, mileage, etc.).

Covered critical road repairs (i.e. wear and tear) may include, but are not limited to, the following service requests:

- Mechanical Brake Failures (not frozen due to weather)
- Electrical Failures (No Cutting or Splicing of Harness is allowed)
- Tire Failure:
 - Cap Peel / Dry Rot / Bubble blister or knot / Separation of tread /

All repairs determined to be caused by reasons other than wear and tear are considered damage and will be the responsibility of the Motor Carrier

REPAIRS ITEMS NOT COVERED OTR

- Components with the following damage descriptions:
 - Broken
 - Bent
 - Cut/Torn
 - Missing
 - Jammed
- Tire Damage:
 - Cut / Sidewall Puncture or Impact
 - Flat / Punctured (Due to nail or foreign object in tire)
 - Run Flat / Run to Destruction / Blown / Blowout
 - Flat Spot / Slid Flat / Skid Flat
 - Cap Peel on the same axle position caused by the first tire being run to destruction
 - Original cause for tire damage can no longer be determined
- Missing or Damaged parts and components (crank handles, tires, rims, lights, mud flaps, glad hands, lock pins, lock handles, etc.)
- Expired FMCSA at time of out-gate
- Locked brakes due to weather such as ice or snow
- Obstructions in the brake lines (ice or debris)
- Items overlooked on the pre-trip inspection
- Items that have frozen/locked up due to chassis dwelling off terminal yards for long periods of time
- Jammed landing legs
- Electrical shorts caused by faulty tractor plugs
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*HRCP will only pay for tire/part replacements due to normal wear & tear.

*Tires that have been destroyed due to driver neglect are not

reimbursable. Flat tires are the trucker's responsibility.

Regarding dual axle tire failures: When a driver continues to ride after a tire has lost air & gone flat, the adjacent tire, due to overload may fail. In these cases HRCP may decline payment on the cost of the second tire failure. Additionally, if both tires are determined to have been destroyed due to driver neglect, HRCP will reject the entire claim.

NOTE: IF CLAIM IS FOR TIRE REPLACEMENT, REIMBURSEMENT WILL NOT EXCEED \$350.00 per tire. (Effective July 1, 2010) (This amount includes all parts, labor and taxes.)

When invoicing HRCP - you will need:

- a. Invoice directed to HRCP Attn: Kenny Jackson including chassis, container, location of repair, brief description of repairs (when tires are involved, please supply tire positions(s), DOT numbers on & off, and reason such as peeled cap, sidewall failure, etc.)
- b. Vendor repair invoice with detail break down of labor and material costs
- c. Clean inbound TIR
- d. BOL or other proof of cargo weight
- e. Tire Casing Receipt

All charges are to be invoiced as follows:

HRCP, LLC

1431 International Terminal Blvd.

Norfolk, VA 23505

Email: hrcpmr@hrcp2.org