

April 20, 2026

Transmitted Via E-mail

**“IMPORTANT”
OFFICIAL NOTIFICATION**

TO: UIIA Participants
FROM: Debbie Sasko
VP, Information Services
RE: Proposed Modification to UII Agreement

In accordance with Appendix I, Section V., of the UIIA, all participants are hereby notified of proposed modifications to the Supplement to Exhibit C of the UIIA as it relates to the use of photographic evidence for tire repairs. These proposed revisions were approved by the Intermodal Interchange Executive Committee (IIEC) based on recommendations from IANA’s Photographic Evidence Task Force and IIEC Photographic Evidence Working Group. The intent of the proposed modifications is to streamline and improve the processes related to the use of photographic evidence for tire repairs. Below is a summary of the proposed changes to the Supplement to Exhibit C:

- **Wide Angle View** – Adds the reference, *“while mounted on the equipment, if possible, and”* to this item to try to capture more of the tire when it is mounted on the equipment, when possible.
- **Special Cases** – Photos of Run Flat – Adds that inner liner photos are nice to have but are not required if the exterior photo is conclusive of the run flat damage.
- **Additional Notes** – There are three revisions being proposed for the Additional Notes section and they are as follows:
 - Adds language under first bullet that allows motor carriers to supply photos for the purpose of supporting documentation of the tire condition, which can be used alongside photos taken by the road service provider if the motor carrier wants to do so. The road service provider will still be party responsible for taking the photos under the terms of the Supplement to Exhibit C.
 - Adds new language that clarifies if the photographic evidence is conclusive of the tire failure, then it will be sufficient evidence even if an incorrect Why Made Code has been marked on the tire. This change allows the guidelines to apply broadly and avoid disputes when the cause is visually obvious.
 - Adds new language that clarifies the process under the Supplement to Exhibit C is not for on-terminal and is strictly designed for road service providers off-terminal as it relates to validating the cause of failure and determining the party responsible for the tire damage. Therefore, eliminating the need to return the physical tire carcass.

For your reference, the proposed modifications to the Supplement to Exhibit C are shown on the following page.

Comments on the proposed revisions are welcome and may be submitted over the next 30 days and should be in writing, via e-mail to debbie.sasko@intermodal.org. **All comment submissions on the proposed revisions must be received by May 20, 2026, in order to be considered.** The effective date of these revisions will not be before June 8, 2026. Thank you.

cc: Anne Reinke, IIEC Chair and President/CEO, IANA
Marc Blubaugh, IANA General Counsel

Proposed Modifications to the Supplement to Exhibit C of the UIIA

Revisions Noted in Red and Highlighted

Supplement to Exhibit C Tire Marking and Photo Requirements/Criteria (Added 08/01/18)

Photo Requirements for Each Tire Repair/Replacement:

- **Tire Marking:**
 - The defective tires must be marked with chalk on the sidewall (not within the tread). Stickers are not acceptable.
- **Photo Resolution:**
 - Photos must be taken at a minimum resolution of 1 megapixel (1MP) to adequately document evidence of damage or defect.
- **Required Photos:**
 - **Wide-angle View:**
 - Capture the entire tire, **while mounted on the equipment if possible, and** clearly showing the following chalk markings:
 - Chassis (alpha prefix and numbers)
 - Container (alpha prefix and numbers)
 - Date of repair
 - Cause of Failure or "Why Made" Code
 - Wheel position
 - **Tread Depth Measurements:**
 - Required for "slick tread" (09) and "slid flat" (34) codes.
 - **Close-up of Damage:**
 - Provide a close-up photo at a 45-degree angle to clearly show the specific damage or defect.
 - **DOT Numbers:**
 - Photos of the manufacturer's DOT ID number and the latest Re-capper DOT ID number (chalked over) are required.
 - **Special Cases:**
 - For blister (11) and channel cracks/dry rot (17), take photos while the tire is mounted and inflated.
 - Photos of run flat (13) code should be taken after tire is dismantled from the rim and additional photos taken of the inner liner. **Additional inner liner photos are supplemental but not required unless exterior photos are inconclusive.**
- **Additional Notes:**
 - The above criteria apply to road service providers performing marking and photo documentation. **Motor carriers may also supply clear and directly related supporting photographic evidence that can be used alongside provider photos for validation.**
 - **If photographic evidence indicates cause of failure, it is considered sufficient documentation regardless of the "Why Made" code marked on the tire.**
 - **This photographic evidence process is designed to validate the cause of failure and to determine the responsible party, eliminating the need to return the tire carcass.**