

June 4, 2026

Transmitted Via E-mail

**“IMPORTANT”  
OFFICIAL NOTIFICATION**

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

A memo was sent to all UIIA participants on April 20, 2026, advising that that Intermodal Interchange Executive Committee (IIEC) had approved proposed modifications to the Supplement to Exhibit C of the UIIA. The intent of the proposed modifications are to streamline and improve the processes related to the use of photographic evidence for tire repairs. A summary of the proposed revisions to the Supplement to Exhibit C are shown below:

- **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 modifications to the Supplement to Exhibit C are shown in their entirety on the following page.

In accordance with Appendix I, Section V. of the Agreement, all UIIA participants were provided with a thirty-day comment period on the proposed revisions. Those comments submitted were forwarded to the IIEC for review and consideration in determining whether to move forward with the proposed modifications. Upon review of the comments submitted, the Committee voted unanimously to move forward with the proposed revisions. **The effective date of the revisions will be June 18, 2026.** A full copy of the revised UIIA, which includes the above revisions is available at <https://intermodal.org/uiia/>. Questions regarding the above information should be directed to Debbie Sasko via e-mail at [debbie.sasko@intermodal.org](mailto:debbie.sasko@intermodal.org). 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 / Revised 06/18/26)

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 dismounted 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.**