EMT Monthly Meet-Up

Charlie Villemaire, Podzilla Fleet Manager

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PODS® Moving & Storage

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MARINER GULF CONSULTING & SERVICES

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EMT Monthly Meet-Up

Welcome & Purpose of Monthly Meet-Up

- Keep all EMTs aligned on best practices, safety, and company requirements
- Reinforce collaboration and knowledge sharing
- Second Tuesday of Each Month @ 2PM EST
- Next call will be November 11, 2025

whip around

Mandatory Use of Whip Around

Non-Optional Requirement: **All** maintenance and repair work **must** be recorded in Whip Around — no exceptions.

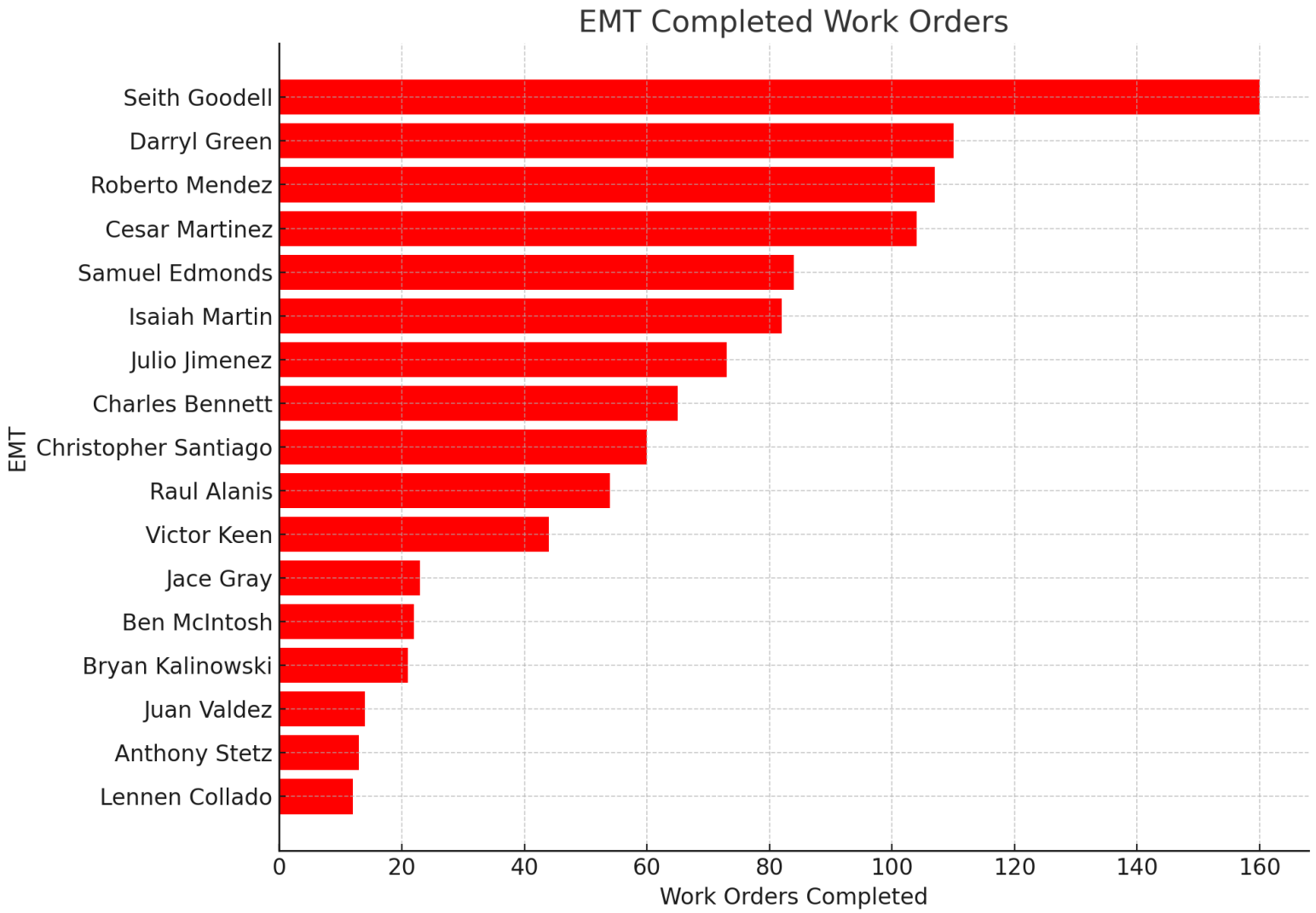
Why it Matters:

- Ensures accurate maintenance history for every unit
- Supports compliance, warranty claims, and preventative maintenance scheduling
- **Helps Support EMTs** – allows leadership to **see and recognize all the hard work being done in the field**

Support Available:

- I am available to help each of you individually if you need guidance on using Whip Around or have any issues creating and closing work orders.

EMT Workorders



Whip Around Training

PODS University has some quick videos showing how to perform some of the basic tasks in Whip Around.

Use the QR code to access those trainings and watch the short form videos as a quick job aid.

A recorded training session is also available on the Corp Ops Intranet Website which is referenced in the next slide.

Lectures

1. DVIR Compliance Video (video:03:01)
2. DVIR Compliance Standard Work (document)
3. Resolving Defects (video:03:10)
4. Resolving Defects Standard Work (document)
5. Defect and Work Order Management (video:09:09)
6. Aging Defects and Work Orders (video:04:17)
7. Prioritizing Vehicles with No Inspection History (video:00:30)

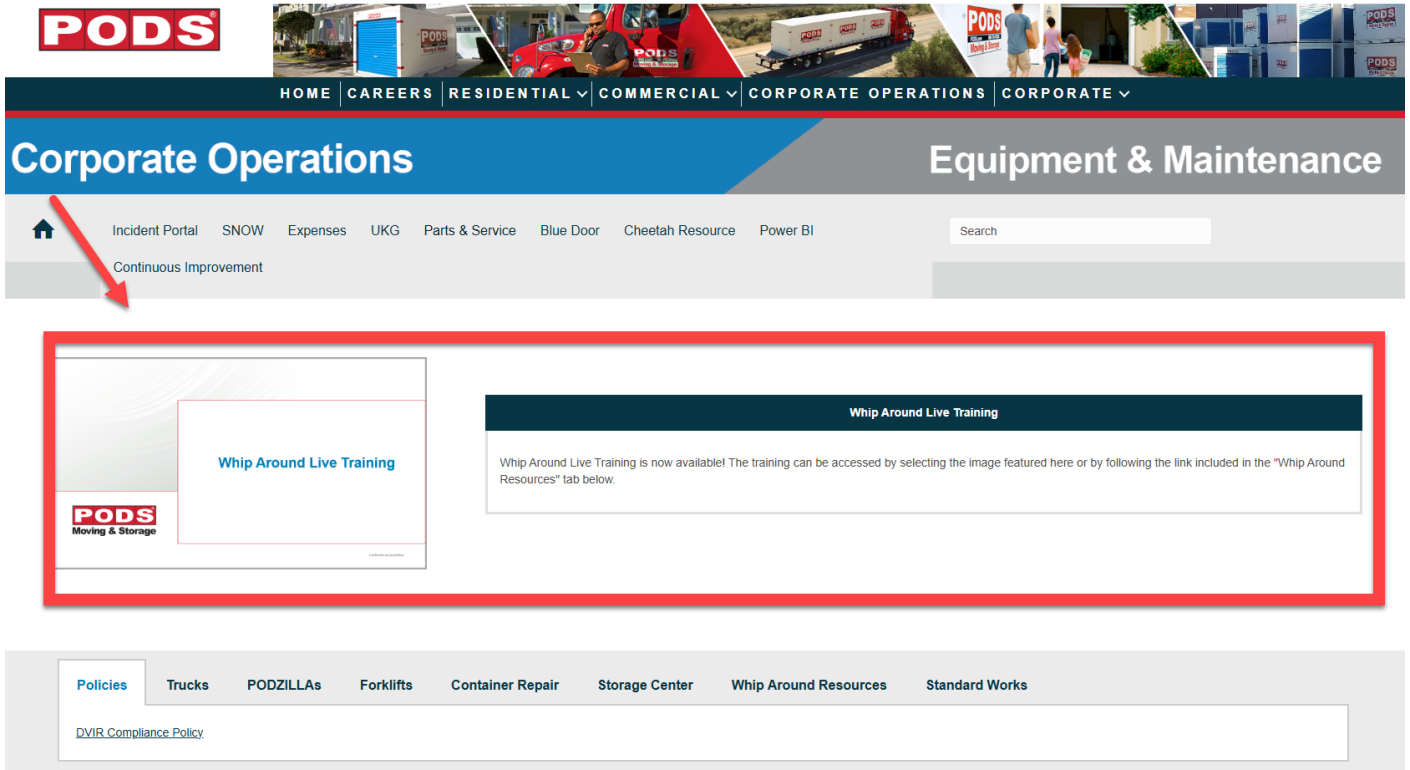
Equipment & Maintenance Website

Please refer to the **Corporate Operations Intranet Site** for a wide range of technical manuals and troubleshooting guides related to Fleet Operations.

Link: https://wearepodsintranet.pods.com/corporate-operations-equipment-maintenance/

The Video at the top of the page is one of our recorded Whip Around training sessions.

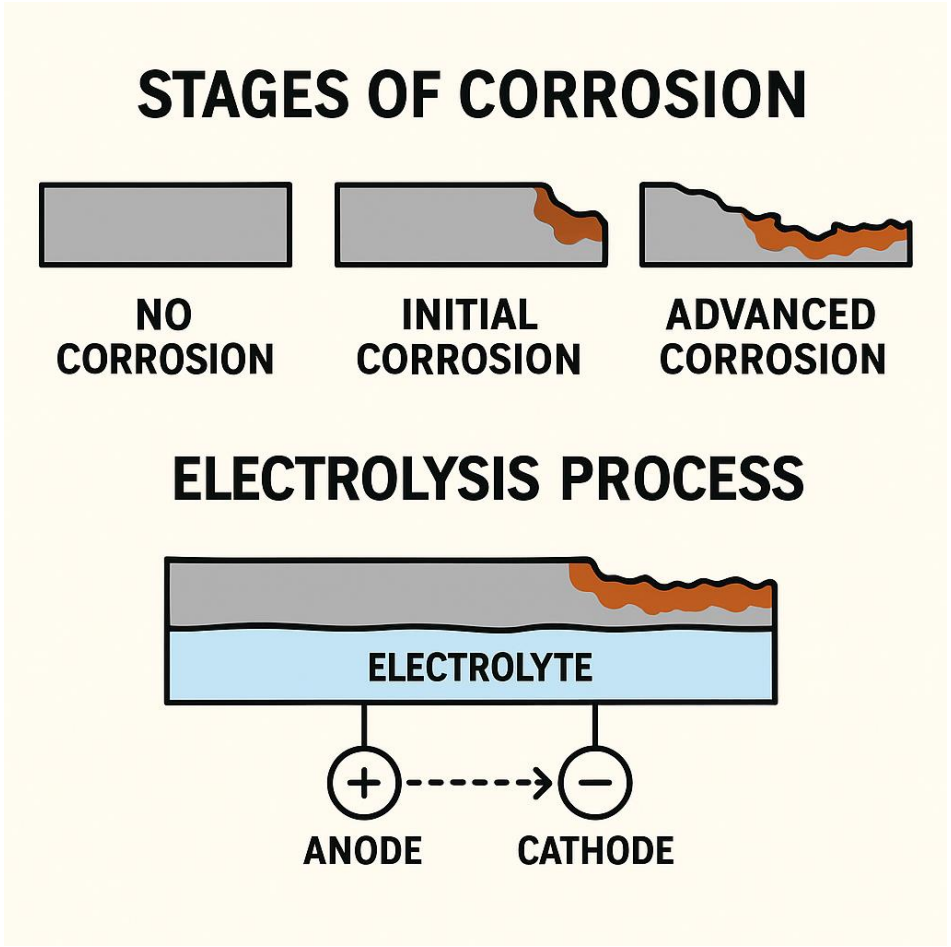
Watch it for detailed training around the tasks that Users will be required to complete.



Podzilla Corrosion Risk

Introduction: Why We're Talking About This?

- Recent inspections have revealed **severe internal corrosion** in some Podzillas
- Corrosion is often **completely hidden** and only discovered after cutting into the main rail or spreader tube.
- Objective: Understand how to identify warning signs before failure.



Podzilla Corrosion Risk

What's Happening Inside

- Corrosion can affect **any Podzilla**, regardless of age.
- **Environmental exposure** is the primary factor:
- **High Risk:** Northern markets with **road salt and de-icing chemicals**.
- **Moderate Risk:** Coastal regions with salt air exposure.
- **Low Risk:** Southern, dry, or lo-salt markets.
- Podzillas were **designed for a 10-year service life**.
- Even newer units can show corrosion if operating in **high-salt or high-moisture environments**.





Podzilla Corrosion Risk

Which Podzillas Are at Risk

- Corrosion can affect **any Podzilla**, regardless of age.
- **Environmental exposure** is the primary factor:
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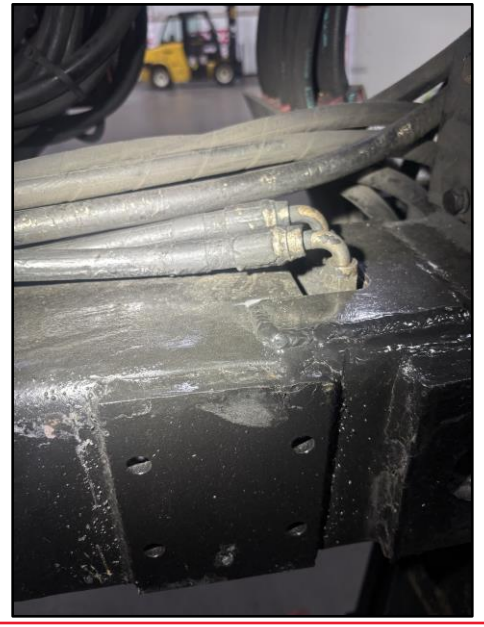
Podzilla Corrosion Risk

The Danger of Patching

- Some markets have attempted to **weld metal patches** over corrosion holes
- Patching **does not restore strength**, it only **hides internal decay**
- The Podzilla's daily load cycles amplify any weak spots







Podzilla Corrosion Risk

Field Detection: The Ball-Peen Hammer Test

- Simple, effective **screening tool** for hidden corrosion.
- **Procedure:**
  - Tap suspect areas with a ball-peen or chipping hammer using medium to hard force.
  - Listen for tone:
    - **Sharp ring** = Solid Metal
    - **Dull Thud** = Internal Corrosion
  - If hammer **breaks through**, tag the Podzilla **OOS Immediately**
- Document results in **Whip Around** and Contact **Podzilla Fleet Manager** for next steps. (Scrapping)



Click here for Ball-Peen Hammer test

Podzilla Corrosion Risk

Action Plan & Follow-Up

- If corrosion suspected:
  - Record in Whip Around with Photos.
  - Tag Podzilla **OOS** and notify Fleet Services.
  - Do **not weld patches or return to service**.
  - Await engineering evaluation (replacement or disposal review.



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Podzilla Corrosion Risk

Key Takeaways

- Internal corrosion on Podzilla starts from **inside out** due to unsealed Main Rails and Tubes.
- Severity depends on **location and exposure**, not just age.
- Podzillas were designed for **~10-year lifespan.**
- **Patching is not a repair**, only replacements ensures safety.
- Use the **Ball-Peen hammer test** and **report early.**



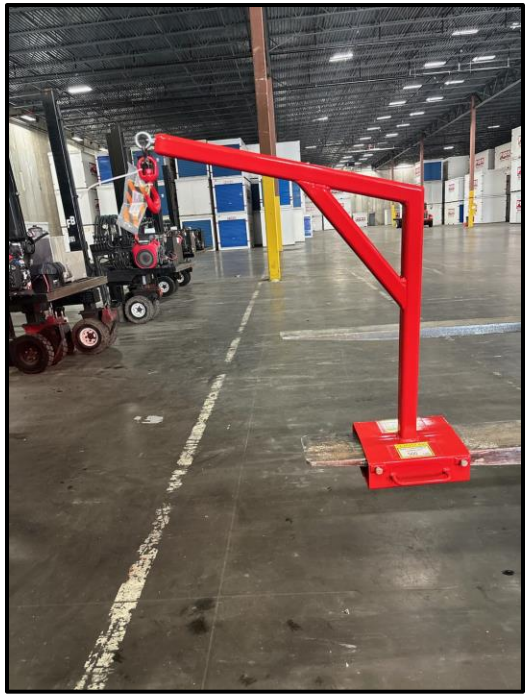
Podzilla Corrosion Risk



- Have you seen corrosion like this in your market?
- What inspections practices have worked best?
- How can we improve early detection and reporting?

This is about awareness, prevention, and keeping everyone safe.
The goal isn't to find fault, it's to find risk before it finds us!

Recognition & Field Highlights







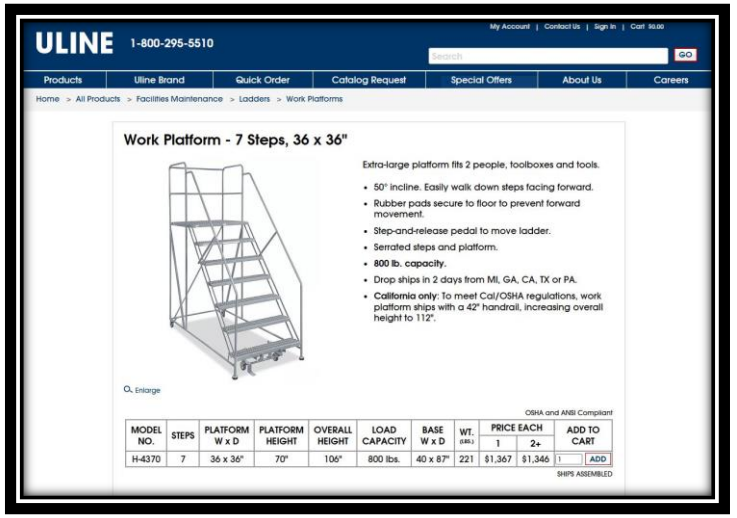
- Shout-outs for outstanding repairs or innovative problem-solving. ***Cesar Martinez and Seith Goodell***
- Photos of “fixes done right”
- Be on the look-out for new Cylinder Tools.

Safety, Winterization & Common Issues



Safety & Compliance Updates

- Review any recent incidents or near misses- **R&R Cylinders require min of (2) People.**
- PPE reminders-If you need it…Get it!
- DOT/OSHA updates- **Used Oil**
- Work Platforms- **Order sent to Procurement**



Preventative Maintenance & Common Issues

- Seasonal PM tips- **Winterization of Control Valves and Fuel Additive**
- Top issues from last month's inspections
- How to spot early signs of hydraulic, electrical, or engine problems







Podzilla Extreme Cold Weather Operations

To operate a Honda GX630/IGX700 in extreme cold conditions, use a lighter weight engine oil **(5W-30 synthetic),** ensure the fuel is fresh and treated with a **Fuel Antifreeze (HEET),** properly prime the engine by pulling the choke, and allow the engine to warm up gradually before putting under a load.





It may be necessary to keep the engine running throughout the day. Ensure the engine throttle is set to no more than half throttle. Additionally, it may be required to secure a bungee cord around the (2) drive valve handles to cycle the hydraulic fluid through the pump. This will help prevent the fluid from thickening and becoming more viscous.

Ford E-SERIES

ROCKPORT COMMERCIAL VEHICLES
FOREST RIVER

WALKER IS Ford 1957 2025 68 YEARS of SERVICE



2026 Ford E-450 with Rockport Workport Bodies

9 New EMT Vehicles have been approved. The first 2 should be completed in the next few weeks. The rest will be done by the end of 2025









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EMT Vehicle Wrap









Q&A Open Forum

Q & A

