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 **February 10, 2026**

whip around

Mandatory Use of Whip Around

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

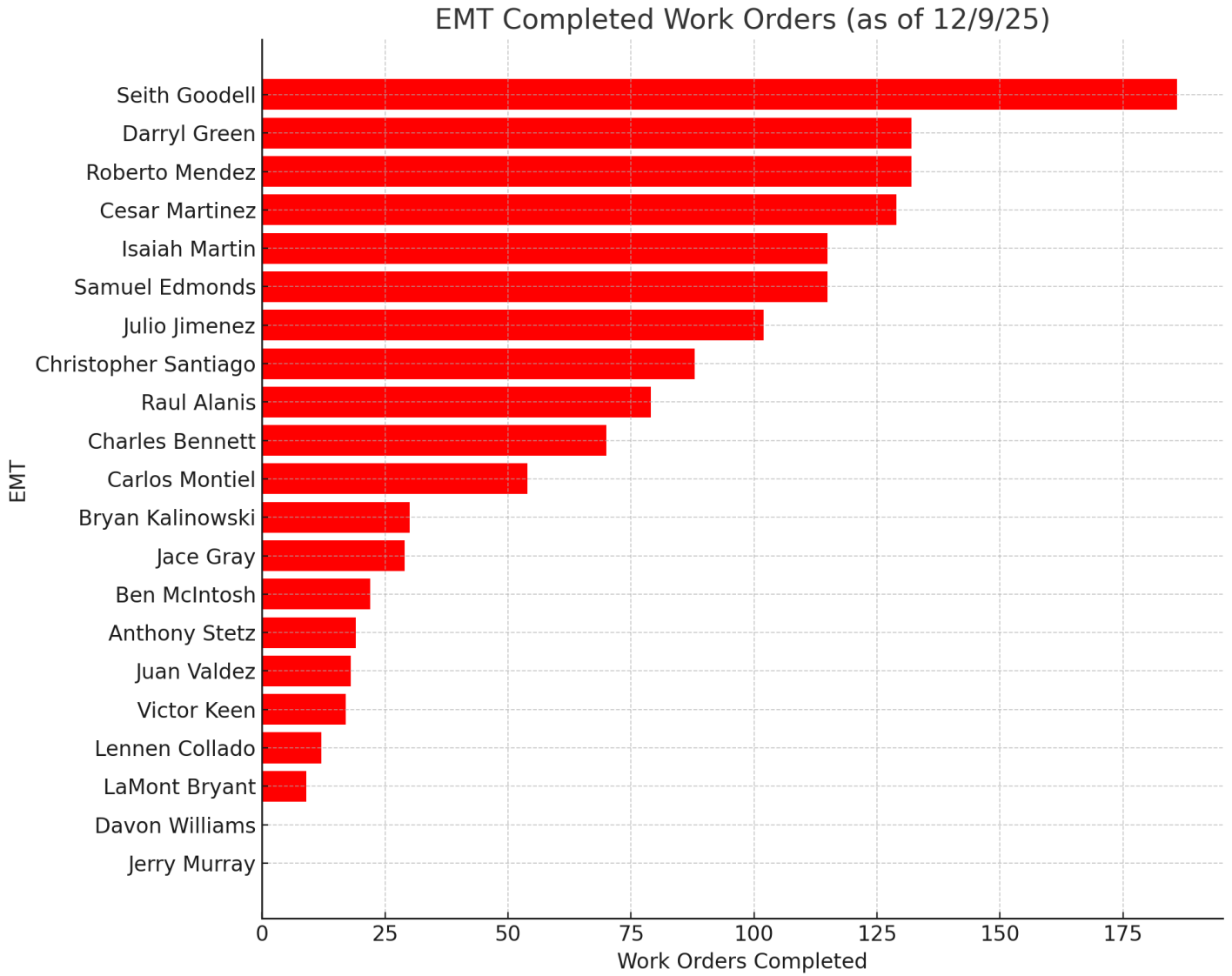
Why it Matters:

- 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)

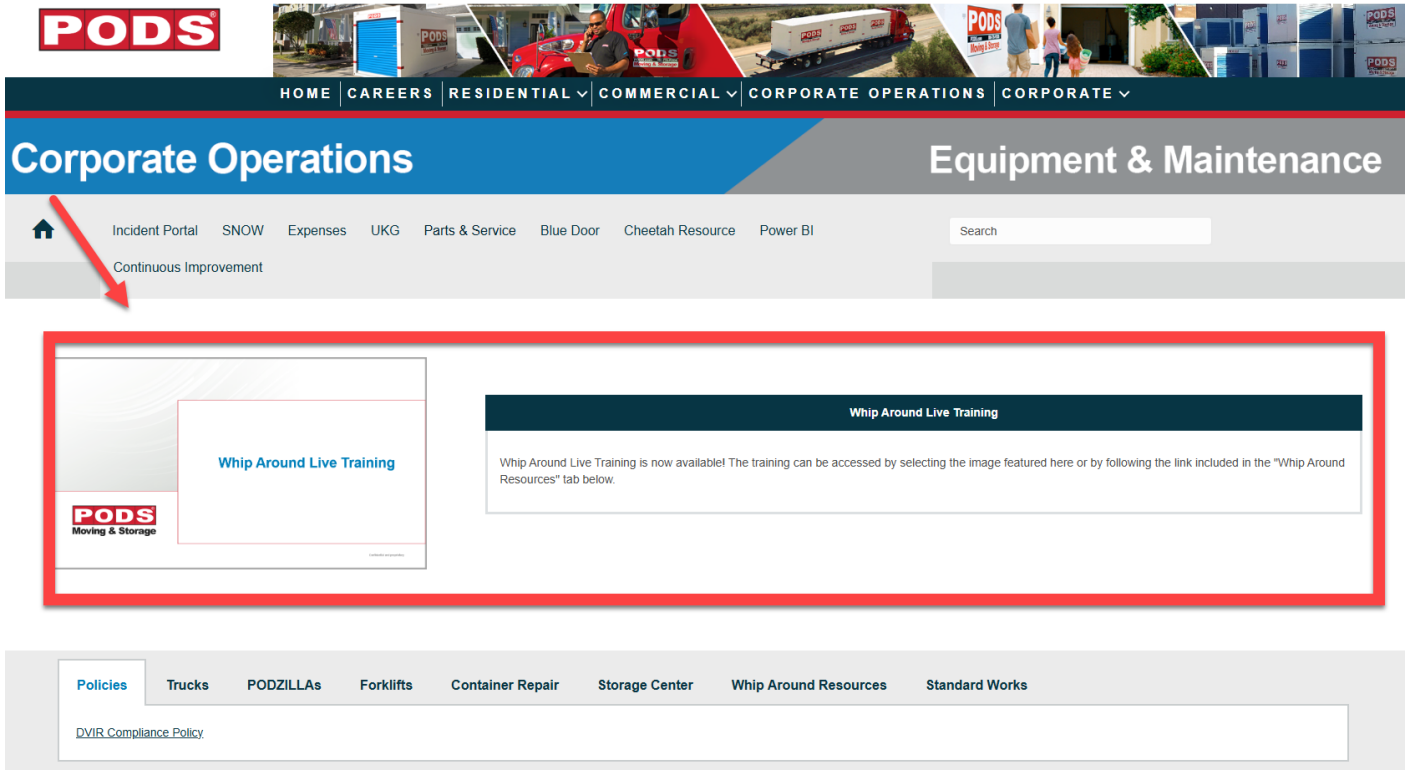
Equipment & Maintenance Website

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.



Drive Axle Assembly Overview



Purpose of the Split Sprocket Design

- Introduced to eliminate labor-intensive welded sprocket replacements
- Original process required grinding off welds and rewelding a new sprocket
- New design allowed **bolt-on sprocket replacement** without full assembly teardown

Reality in the Field

- Large sprocket has a **very low failure rate**
- Majority of failures are occurring elsewhere in the assembly

Primary Failure: Drive Axle Bearings



Main Causes of Bearing Failure

- **Lack of proper greasing** or incorrect greasing intervals
- Bearings experience excessive stress and accelerated wear
- Failed bearings often lead to collateral damage in the assembly

Contributing Structural Issues

- Drive Axle mounting hardware becoming loose
- Axle shifts under load, placing **side-stress** on bearings
- Leads to premature bearing collapse

Hardware Issues: Nylock Nuts Not Being Replaced

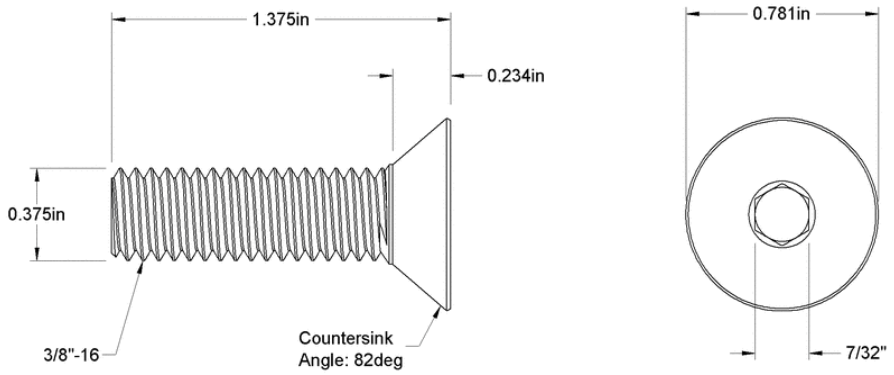


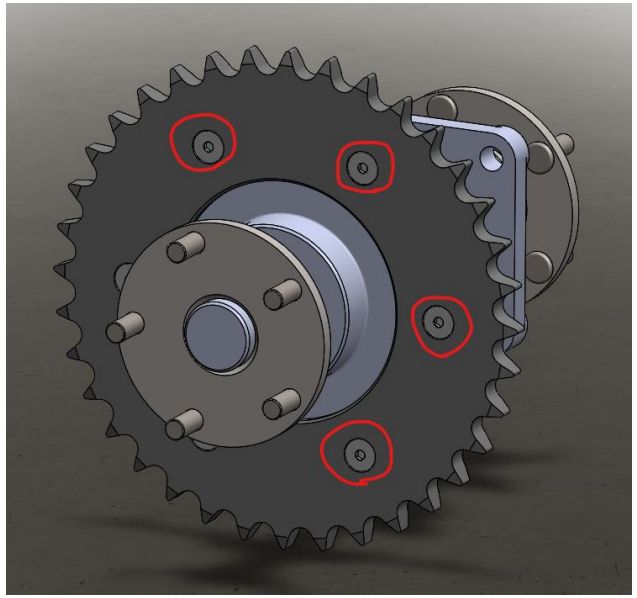
PODS Part Numbers
- Nut, Nylok 9/16”-12 **(LLA307)**
- Nut, Nylok ½”-13 **(LFA201)**

Improper Reuse of Nylock Locknuts
- Nylock nuts are **single-use only**
- Reused Nylocks **lose their locking ability** and cannot hold proper torque
- Reduced clamp load allows Drive Axle to loosen during normal operation

Mandatory Requirement
- **Always discard and replace Nylock nuts** when:
  - Drive Axle is replaced
  - Hardware is found loose during inspection
- Critical to preventing bearing damage and assembly misalignment

Split Sprocket Hardware Problems





Sprocket Fasteners Loosening

- The 6 bolts + 6 Nylock nuts securing the split sprocket are backing out
- Causes sprocket misalignment and additional torque stress on the bearings
- Results in increased vibration, premature wear, and potential sprocket failure

Fastener Specifications

- **Bolts:** Hex Drive Flat Head Screw **(PODS Part # TBD)**
- 82° countersink, 3/8"-16 thread, 1-3/8" length

Locknuts: Grade 8 Nylock **(PODS Part # LFA203)**

- Alloy steel, yellow zinc, 3/8"-16 thread, 9/16" across flats

Recommendation: Discontinue Split Sprocket Design

Key Findings

- Split sprocket advantages are rarely used due to low sprocket failure rate
- Fastener loosening is creating maintenance and reliability issues
- Added stresses from loose hardware directly contribute to bearing failures

Recommendation

- **Discontinue use of Split Sprocket Drive Axles (Use up current inventory)**
- Return to the **original welded sprocket design**, which has proven:
- Higher reliability
- Lower maintenance demands
- Fewer hardware-related failures
- Lower production costs

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.

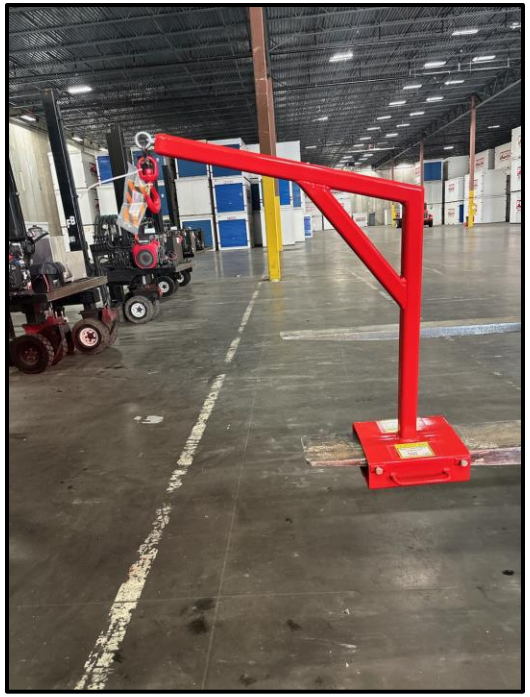




It may be necessary to keep the engine running throughout the day. Ensure the engine throttle is set to no more than half throttle. Additionally, it may be required to secure a bungee cord around the (2) drive valve handles to cycle the hydraulic fluid through the pump. This will help prevent the fluid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



Cylinder Repair Procedure Changes







- Update on new Cylinder Tools : Shipping last week of January 2026

EMT Vehicle Update- 1st Delivery to Powder Springs, GA





PODS

Q&A Open Forum

Q & A

