EMT Monthly Meet-Up

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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.

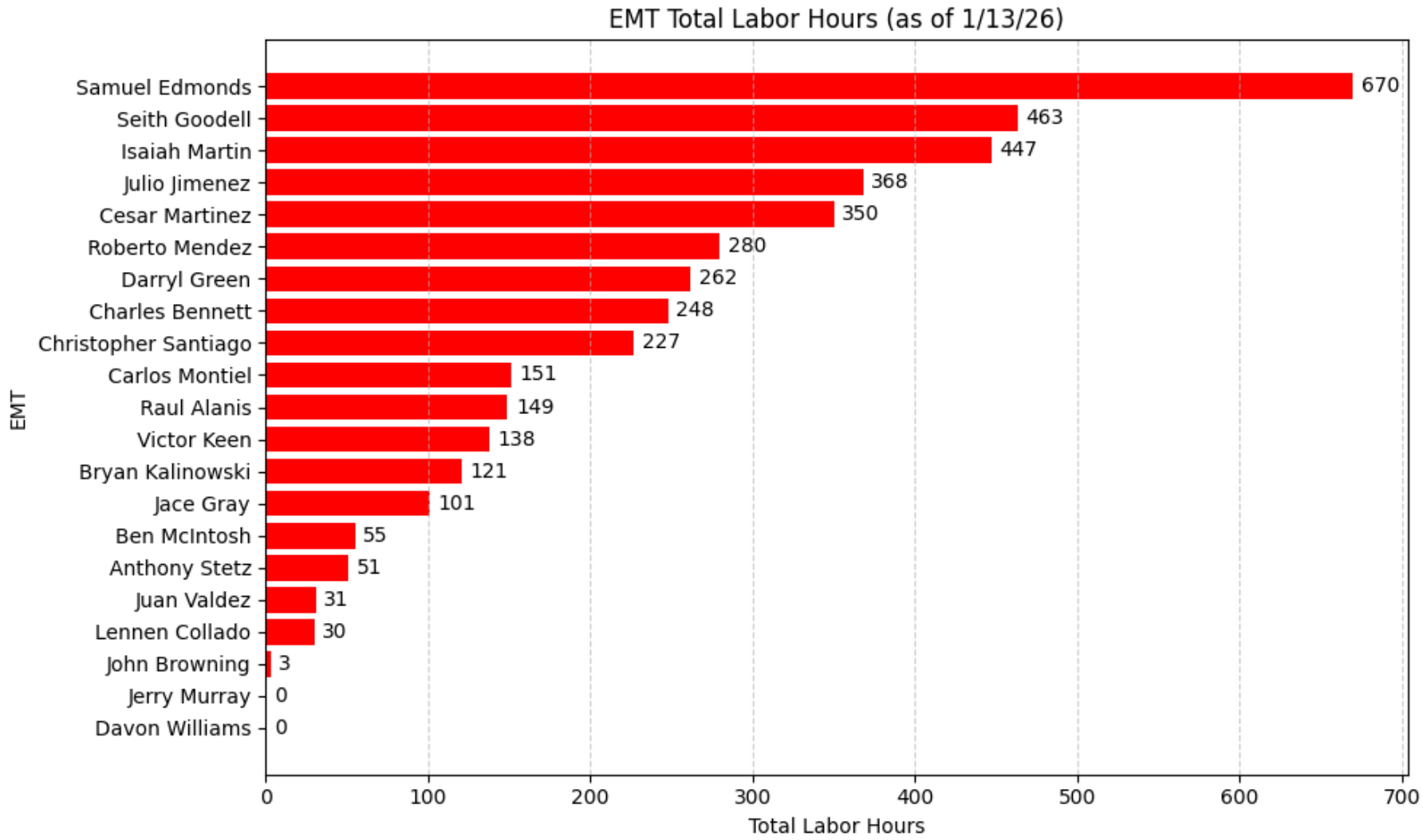
Why it Matters:

- 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 Labor Hours since Whip Around Rollout



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)

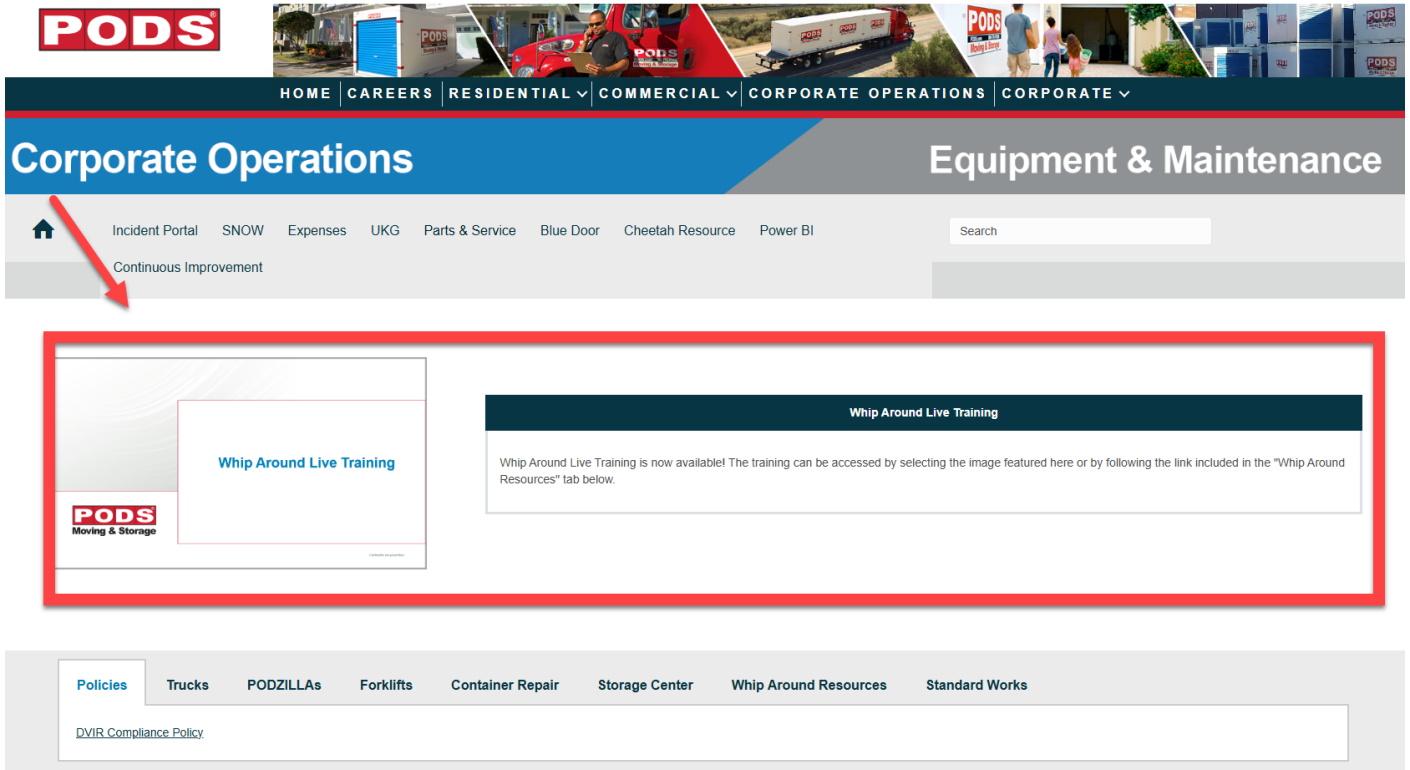
Equipment & Maintenance Website

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.





VS



Honda GX 630

Honda IGX 700

What's the same?

- **Same basic engine size/layout:** both are 688cc 90° V-twin class engines, same bore/stroke (78 x 72 mm).
- **Torque is essentially the same: 35.6 lb.-ft @ 2,500 rpm** on both.

Honda Engines GX630 vs IGX700

What's different?

Fuel system: Carburetor → EFI

- **GX630:** carbureted.
- **iGX700: Electronic Fuel Injection (EFI)** (no carb).

Practical impact: fewer "carb" issues (varnish, gummed jets, choke linkage problems), but now fuel quality + electrical health matter more (injector, pump/pressure, sensors, ECU).

Honda Engines GX630 vs IGX700

Throttle/governor: Mechanical governor → Electronic STR + Drive-By-Wire

- **GX630:** mechanical governor.
- **iGX700: Drive-By-Wire** throttle + **STR (Self Tuning Regulator) electronic governor** designed to hold RPM steadier under changing load.

Practical impact: better RPM stability under load but troubleshooting shifts from springs/linkage to sensors/throttle body/ECU inputs.

Honda Engines GX630 vs IGX700

Diagnostics & comms: Basic → built-in electronic diagnostics + CAN

- iGX700 adds **LED diagnostic indicator and** can **link to tablet/PC for diagnosis**.
- iGX700 supports **SAE J1939 CAN bus communication** (useful for OEM / machine integration and remote data).

Practical impact: faster pinpointing of issues (battery voltage, sensor faults, etc.), but we need EMT comfort with fault indicators and the “electronic” side of the engine.

Performance / physical differences (quick stats)

- **Power:** GX630 **20.8 hp @ 3600** vs iGX700 **22.1 hp @ 3600**.
- **Weight:** iGX700 is heavier (example listing shows ~103.8 lb) vs GX630 (~96.8 lb).

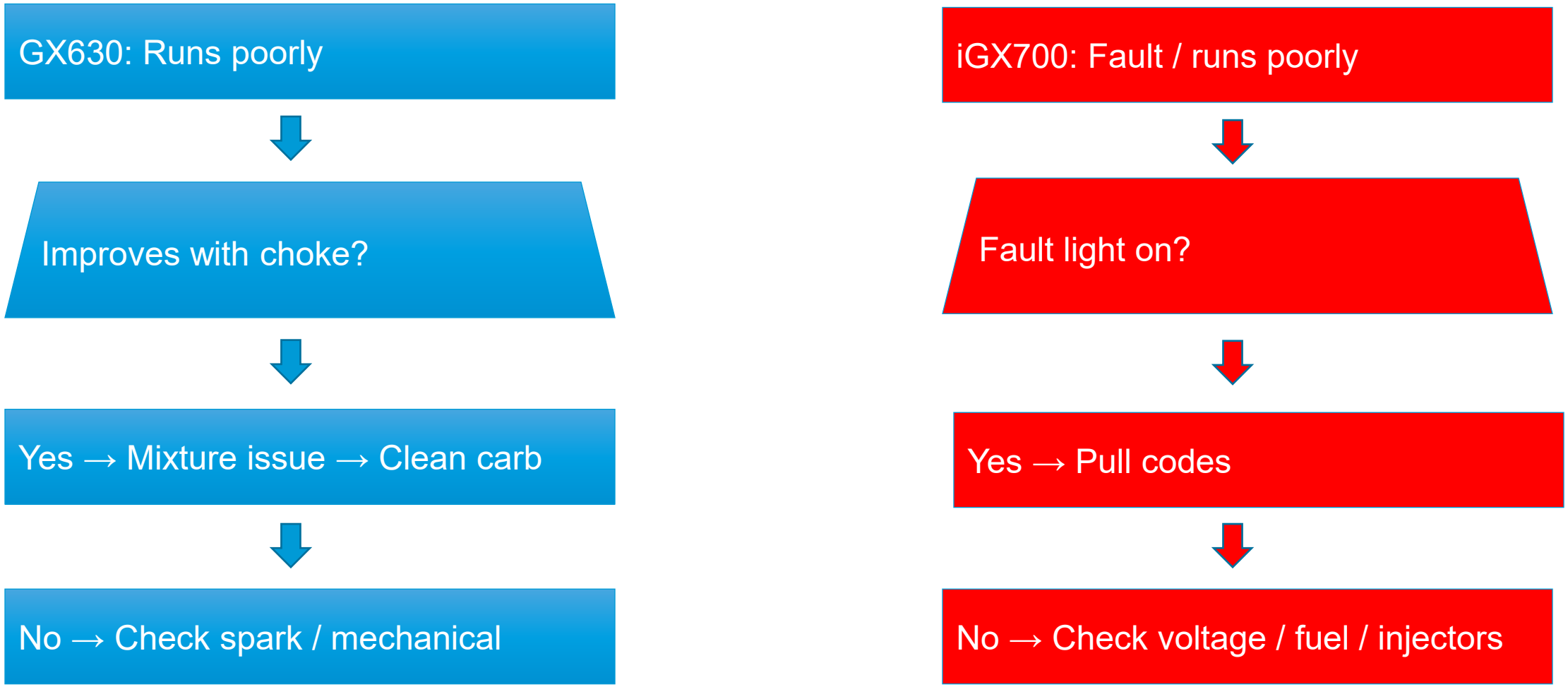
Honda Engines GX630 vs IGX700

EMT “what to watch for” checklist

- **Electrical basics become critical:** battery health, charging output, clean grounds/terminals (EFI + ECU are less forgiving of weak voltage).
- **Fuel cleanliness matters more:** treat like an EFI system—keep filters clean, avoid water/contamination (***injector issues don’t look like carb issues***).
- **Use the diagnostics:** LED indicator / hour meter / connected diagnostics can reduce downtime—don’t “parts cannon” it.

On the GX630, bad running usually means the fuel mixture is off — dirty carb, stuck float, clogged jet — and we fix that mechanically. On the iGX700, bad running usually means the ECU can’t deliver the right fuel because of pressure, injector flow, voltage, or sensor input. So, the fix is not cleaning or adjusting — it’s checking voltage, pressure, injector function, and fault codes.”

Honda Engines GX630 vs IGX700



Honda Engines GX630 vs IGX700

Fuel System Inspection

Fuel Flow Inspection



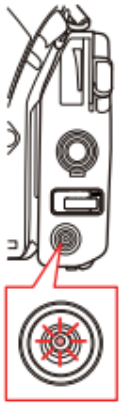
Fuel Injector Inspection



11–13 Ω

18 cm^3 minimum/5seconds at 12 V

FI Error Indicator



Blinking Times	Failure	Possible Cause
Lit (on)	Oil Alert	Lack of oil or harness
1	Abnormal battery voltage	Rectifier failure or over electrical load
2	Abnormal throttle motor	Harness or throttle valve stuck
3	Abnormal throttle position sensor -1 (TPS-1)	Harness or TPS-1 failure
4	Abnormal throttle position sensor -2 (TPS-2)	Harness or TPS-2 failure
5	Abnormal throttle position sensor 1&2 correlation	Harness or TPS-1/2 failure
6	Abnormal temperature ambiance (TA) Sensor	Harness or (TA) sensor failure
7	Abnormal temperature engine (TE) sensor	Harness or (TE) sensor failure
8	Abnormal manifold absolute pressure (MAP) sensor	Harness or (MAP) sensor failure
9	Abnormal central processing unit (CPU)	EEPROM Or CAN Communication

HONDA

SHOP MANUAL

iGX700 • iGX800 ENGINE



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FIRST EDITION

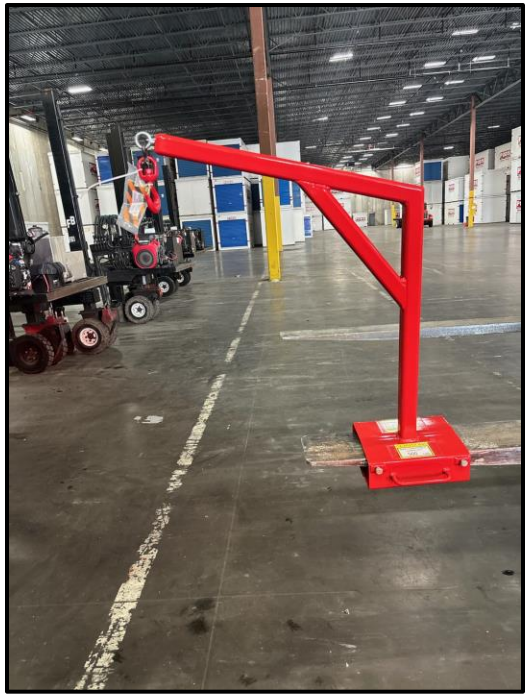
Honda Engines GX630 vs IGX700

Fuel Filter Water Separator Testing Underway





Cylinder Repair Procedure Changes







- Update on new Cylinder Tools : Completed, at paint shop:
  Shipping last week of January 2026

EMT Vehicle Update- First 9 are complete!



EMT Truck DVIRs must be completed anytime the Truck Moves! No Exceptions!

PODS

Q&A Open Forum

Q & A

