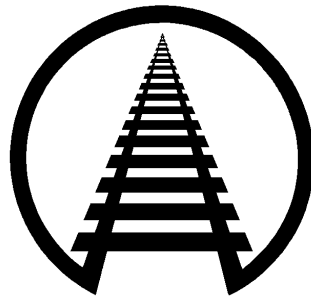


General Information Series No. 800

54 in. Diameter Paperboard on End Using Rubber Mats

**(Intermodal Loading Guide Method E-22)
(Cancels GIS 775)**

Approved by
DAMAGE PREVENTION & FREIGHT CLAIM COMMITTEE
Association of American Railroads



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GENERAL RULES

The General Rules relating to personal safety and the safe operation of trains, contained in AAR Circular Nos. 42-M and 43-G or supplements thereto, issued by the Association of American Railroads, **must be observed**.

These loading rules and/or practices apply to shipments transported in the USA, Canada and Mexico.

The loading methods in individual closed car loading publications issued by the Damage Prevention and Loading Services Section of the Association of American Railroads are minimum standards that have been evaluated and approved. These minimum standards offer practical guidelines on the subjects covered. Since these are minimum standards, it may be necessary to supplement these methods in some instances.

Securement standards in AAR closed car loading publications are intended for safe transit of the rail car from origin to destination and prevention of lading and equipment damage. These standards do not address unloading practices.

This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.

*Loading and bracing methods not presently approved may receive consideration for approval and publication under Section II - Evaluation of New Loading and Bracing Methods and Materials for Closed Cars, Trailers or Containers of **General Information Bulletin No. 2, "Rules and Procedures for Testing of New Loading and Bracing Methods or Materials"**. Submit requests to Director Damage Prevention and Loading Services, AAR/TTCI, 55500 DOT Road, Pueblo, CO 81001.*

CAUTION: Trailer/container rocking motion caused by the lift equipment entering and/or exiting may cause unsupported packages or articles with a higher center of gravity to fall to the floor. Minimize access to the trailer or container. Exercise caution when inside a partially loaded trailer or container. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded trailer or container.

GENERAL

Use these loading methods for 54 in. diameter roll paperboard loaded on end in split sections in a trailer or container for intermodal service. This method was originally tested in a 100 in. inside width container.

Any changes to dunnage material or their quantity must be either tested and approved by the carrying railroads or undergo AAR testing.

Plan the load to equalize the weight on each side of the trailer or container. Because roll weights vary, this will require attention to pre-planning. A balanced load is required for the stability and success of this loading method.

For all methods depicted, the rubber mats must extend a minimum of 6 in. beyond the nose of the last roll in both directions.

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Figure 4.34:

1. Divide the load into two sections. Use the 5, 6, 7, 8 or 9 roll pattern as depicted in Figure 4.34. The width (height) of the rolls is to be at least 6 in. less than the inside height of the trailer/container. In the 6,7, 8, and 9 roll pattern the rearmost section will always have 4 rolls. In the 5 roll pattern the rearmost section will have 3 rolls.
2. Load the first section in a 1-1 inline pattern for the 6, 7, 8 and 9 roll pattern. The rolls are centered starting at the front end wall and use filler panels or other suitable filler, such as 2 in. thick contoured fillers (illustrated) along both side walls to maintain the 1-1 inline pattern. Place fillers, with 1,500 lb. minimum crush strength, 2 in. minimum thickness, between the sidewall and each of the rolls. The width of a contoured filler is dependent on trailer inside width and actual roll diameter.
3. Load the first section in a 1-1 offset pattern for the 5-roll pattern. Place fillers, with 1,500 minimum crush strength, 2 in. minimum thickness, between the front end wall and sidewall and each of the rolls.
4. Load the second section for the 6, 7, 8 and 9 roll pattern in a 1-1 offset, separated from the first section to provide proper lengthwise weight distribution. Ensure all the rolls in this section contact the side walls. The rearmost roll in this section should be at least 3 ft. from the doors when loading is completed.
5. Load the second section for the 5 roll pattern in a 1-1 offset, separated from the first section to provide proper lengthwise weight distribution. The first roll in the section will be centered in the container with contour filler pads used between the roll and each side wall. The second and third rolls will be loaded in a 1-1 offset with filler panels between the sidewall and each of the rolls. Contour filler panels will have a minimum crush strength of 1,500 lbs. and 2 in. minimum thickness. The rearmost roll in this section should be at least 3 ft. from the doors when loading is completed.
6. Load each roll on 30 in. wide mats under each roll as illustrated and extending a minimum of 6 in. beyond the nose of the roll in both directions. Do not secure the mats to the trailer floor. If using individual sheets, ensure the rubber mats do not overlap.

NOTE: Do not use rubber mats if torn or otherwise damaged.

7. Use one Type 1A, Grade 4 nonmetallic strap for unitizing the rear section positioned 48 in. above the floor. Use the correct buckle in accordance with manufacturer's instructions (see Intermodal Loading Guide paragraph 3.6 for approved polyester cord strapping). Tension and seal strap using proper tensioning and sealing tools. Use strap hangers or tape attached to the rolls to maintain proper strap alignment.
8. Use one Type 1A, Grade 4 nonmetallic strap for unitizing the front section for the 5-roll pattern. Position the strap 48 in. above the floor. Use the correct buckle in accordance with manufacturer's instructions (see Intermodal Loading Guide paragraph 3.6 for approved polyester cord strapping). Tension and seal strap using proper tensioning and sealing tools. Use strap hangers or tape attached to the rolls to maintain proper strap alignment.

CAUTION: Ensure that the floor of the trailer is not overloaded when loading wide rolls. The load may not exceed 2,500 lb./linear ft. lengthwise of the trailer for any 1 ft. section.

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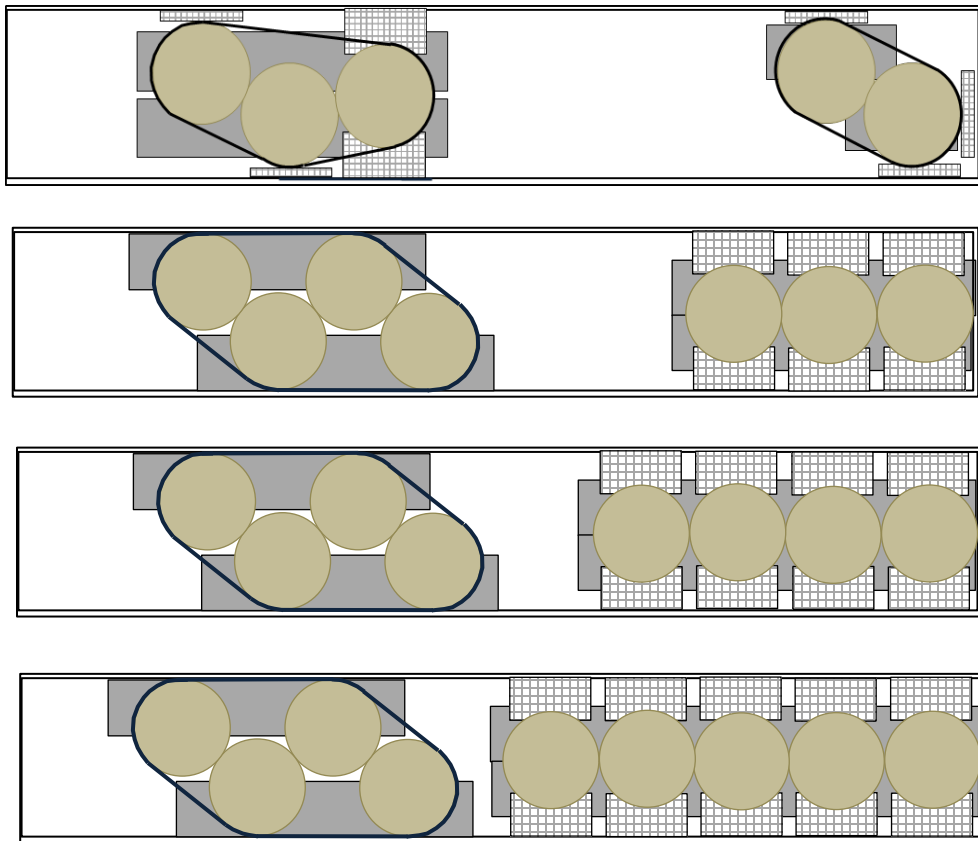
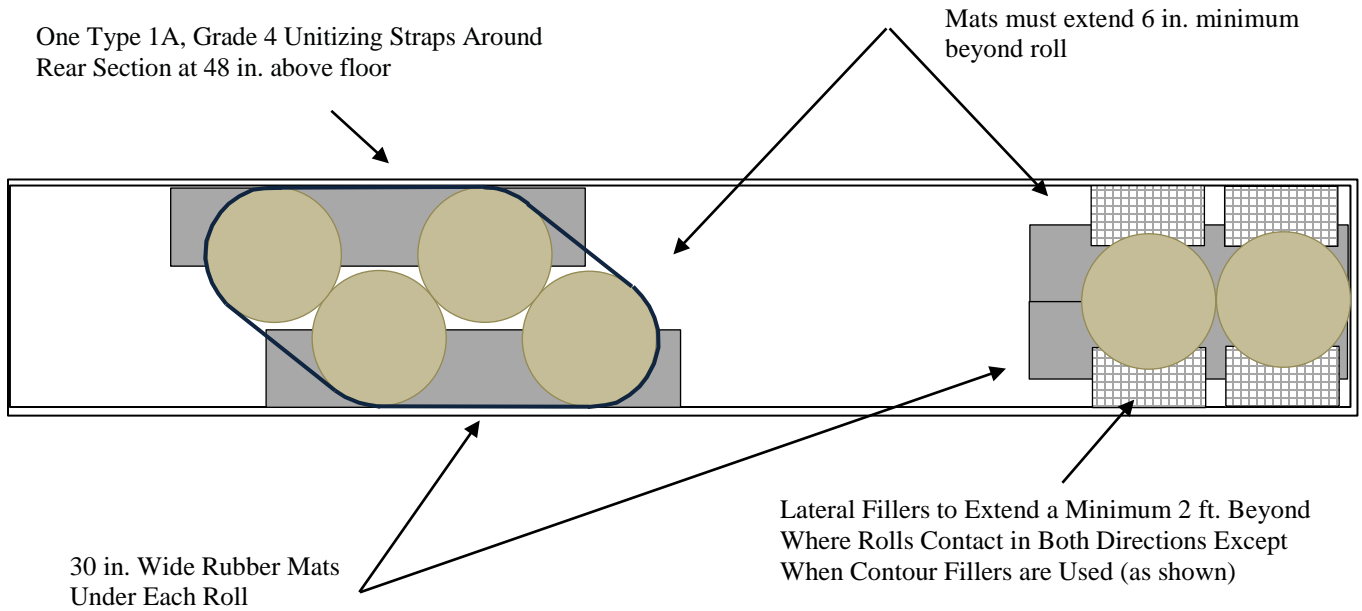


Figure 4.34
Method E-22

5, 6, 7, 8 and 9 Roll Load Patterns

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54 in. Diameter Paperboard on End Using Rubber Mats (Intermodal Loading Guide Method E-22)

General Information Series Publications

- 740 Doorway Protection for Baled paper in Boxcars (11/14)
- 749 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (8/16)
- 752 Large Diameter Paper Rolls in 60 ft. Cushioned Boxcars with Anchored Straps (10/16)
- 753 60 in. Diameter Roll Paperboard in 60 ft. Boxcars with Doorway Stacks on Risers (10/16)
- 754 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7, Section 6.3 Revised 10/16)
- 755 55-Gallon Steel Drums on Pallets Secured with Cordstrap® Barriers in 40-ft ISO Containers (Nonhazardous Materials only) (Intermodal Loading Guide Method I-6) (new 11/16)
- 758 58 in. Diameter Roll Pulpboard with an Incomplete Second Layer Loaded On End (Former Pamphlet No. 39, Method 11) (2/17)
- 759 Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars, CCLG Part 10, Primary Metals (2/17)
- 760 Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps, CCLG Part 3, Plywood (2/17)
- 761 37 in. Diameter Plastic Stretch Wrapped Kraft Rolls Loaded in a Single Layer in 60 ft. Cushioned Boxcars Using Rubber Mats and Lengthwise Filler Panels (3/17)
- 763 Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/17) (Cancels GIS 762)
- 765 Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 766 45 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with Double Plug Doors (8/17)
- 768 Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 769 42 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars Using Rubber Mats and Airbags (CCLG Part 2, 8.3.2.6) (9/17)
- 770 48 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG, Part 2, Section 8) (9/17)
- 771 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Sidewall Fillers and Horizontal Airbags (CCLG, Part 2, Sections 5.6.10 & 8.2.4.4 Revised) (10/17)
- 772 81 in. Diameter Roll Paperboard in 50 ft. Standard Draft Gear Boxcars with Sliding Doors (CCLG Part 2, Section 8.2.8.1) (10/17)
- 773 42 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.2.5) (12/17)
- 774 48 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Double Doors (CCLG Part 2, Section 8.3.4.5) (12/17)
- 776 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with 12 ft. Doors (CCLG Part 2, Section 8.2.3.8) (2/18)
- 778 Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft. in Length at the Nose (Intermodal Loading Guide Method E-23) (3/18)
- 781 Wood Bins Braced by Disposable Inflatable Dunnage Bags and BIN-PAK or M-PAK Lengthwise Void Fillers (4/18)
- 782 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7, Section 6.2) (4/18)
- 783 Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (Intermodal Loading Guide Method F-4 New) (4/18)
- 784 Cased Goods Secured by S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 New) (5/18)
- 786 Aluminum Coils on Platforms/Skids Loaded on Rubber Mats & Secured by Two Floor Anchored Web Straps & Supplemental Securement Straps (CCLG Part 9, Section 8.6) (6/18)
- 787 Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15 New) (6/18)
- 788 60 in. Diameter Roll Paperboard in 60 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.3.7.2) (6/18)
- 790 58 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (CCLG Part 2, 8.2.5.8 Revised) (6/18)
- 791 DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7, Section 6.9) (6/18)
- 792 Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (7/18) (Cancels GIS 779)
- 793 Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (8/18) (Cancels GIS 780)
- 794 Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8, Section 6.6, New) (8/18)
- 795 Coiled Metal on Platforms/Skids in Boxcars (CCLT Part 9, Section 3.2, New) (8/18)
- 796 58 in. Diameter Roll Pulpboard with an Incomplete Layer (CCLG Part 2, Section 5.8 New) (8/18)
- 797 Split Loads of 58 in. Diameter Roll Pulpboard on End Using Rubber Mats when Stowed in Trailers Having Large Metal Plates Approximately 9 ft in Length at the Nose (ILG Method E-19, Revised) (11/18)
- 798 Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9) (11/18)
- 799 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Revised Intermodal Loading Guide Method E-21) (12/18)
- 800 54 in. Diameter Paperboard on End Using Rubber Mats (Intermodal Loading Guide Method E-22) (12/2018)