General Information Series No. 817

Case Goods Secured with Stopak Max Blocker D.I.D. Bags

Intermodal Loading Guide Method F-5 (New)

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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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

Method F-5—Case Goods Secured with Stopak Max Blocker D.I.D. Bags

Use this method for case goods unitized on pallets or slip sheets by minimum 90 gauge stretch wrap. Follow manufacturer's instructions regarding the minimum number of wraps to be used, but in all cases use a minimum of three wraps for the top and bottom layers and two wraps for the center layers. The load that was tested weighed 44,000 lb.

1. Cover rough surfaces or projections of the sidewalls, including trailer/container tie down hooks, rings, logistics tracks, etc., with fiberboard sheets or other suitable material where Stopak Max Blocker airbags or freight come in contact with the sidewalls of trailer/container. Wall liner must extend a minimum of 24 in. beyond end of the airbags in both directions.

2. Plan the load so crosswise space is minimized. Use appropriate void fillers to prevent crosswise movement.

3. Lading weight in trailers and containers must be evenly distributed both crosswise and lengthwise, and the combined weight of lading must conform to all federal, state, provincial, and local regulations and transportation service requirements used at origin and to final destination.

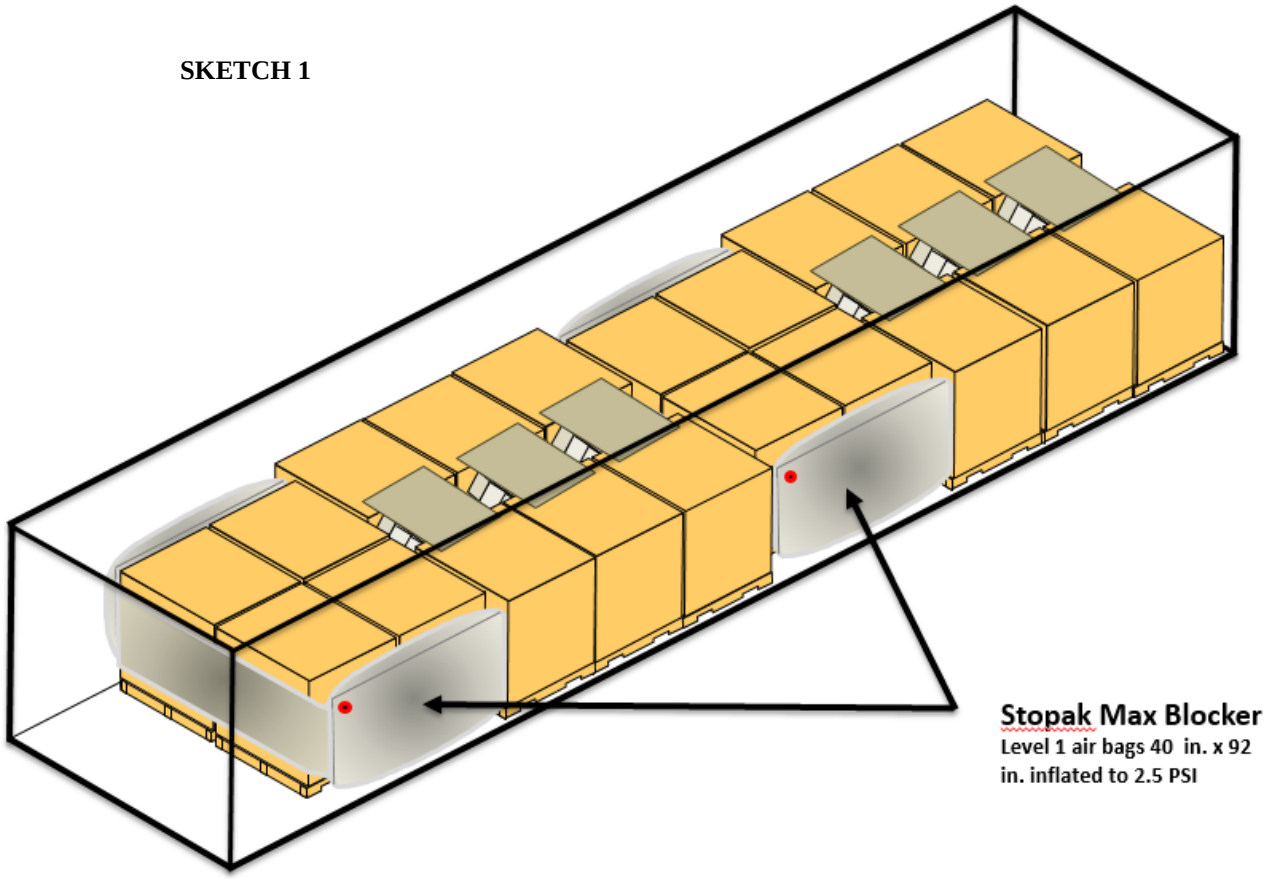
4. Use Stopak Max Blocker D.I.D. bags to control lengthwise load movement as shown in the sketches. Stopak Max Blocker D.I.D. bags may be used to fill cumulative crosswise void space from 12 in. to 24 in. distributed equally at either side wall to control lengthwise movement.

Sketch 1: Use this method for loads in which the lading is positioned against the front end wall.

5. Use Stopak Max Blocker D.I.D. bags at two locations in the load: at the fourth and fifth stacks and at the last two stacks. The figure shows ten units in two rows. Depending on trailer/container size and unit weight, varying numbers of units may also be loaded. In any case, the first Stopak Max Blocker D.I.D. bag restrains approximately one half the load, up to 22,000 lbs (9,980 kgs). For loads weighing more than 44,000 lbs (19,960 kgs), divide the load into approximately three equal sections using three Stopak Max Blocker D.I.D. bags. Use Stopak Max Blocker D.I.D. bags wide enough to extend from 4 in. above the floor to the top of the lading. The length of the Stopak Max Blocker bags should be equal to twice the pallet length.

6. Place units in the trailer/container against the side walls except where the Stopak Max Blocker D.I.D. bags are installed. These pallets are centered in the trailer/container, leaving equal space on each side of the Stopak Max Blocker D.I.D. bags. Leave a 24 in. (approximate) space between the rear of the load and the trailer/container doors. Use hanging honeycomb void fillers or equivalent to fill the center void in each stack not filled by air bags.

SKETCH 1



Cased Goods Secured by Stopak Max Blocker D.I.D. Bags

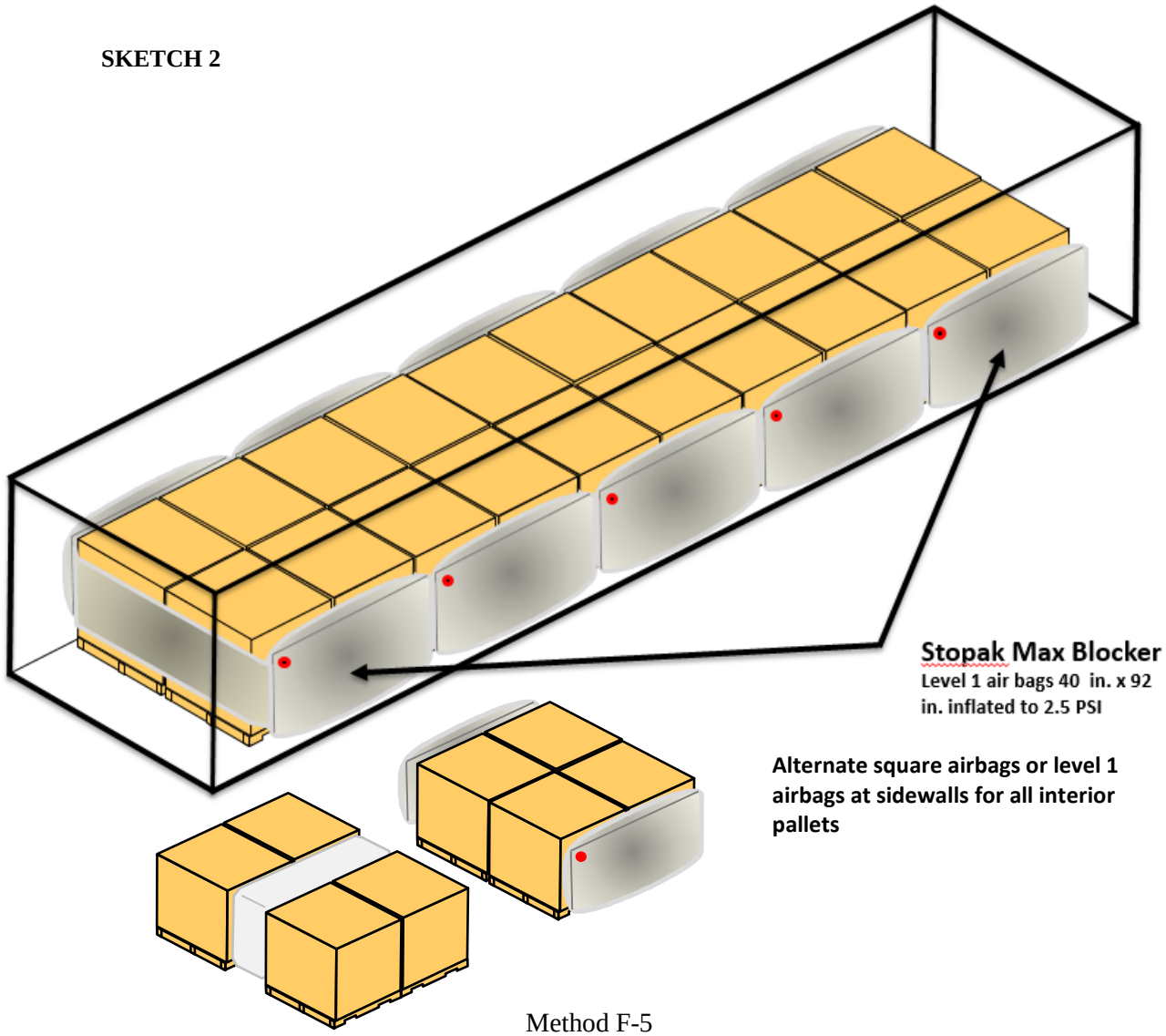
Sketch 2: Use this method for case goods unitized on pallets when there is unfilled lengthwise pallet underhang and/or for case goods unitized on pallets or slip sheets that are loaded away from the front end wall to obtain proper weight distribution.

7. Use Stopak Max Blocker D.I.D. bags adjacent to every stack in the load. The D.I.D. bags contact the full surface of the units along the side walls of the trailer/container as shown in the Sketch 2. This figure shows ten units in two rows. Depending on trailer/container size and unit weight, varying numbers of units may also be loaded. Use D.I.D. bags wide enough to extend from 4 in. above the floor to the top of the lading. The length of the Stopak Max Blocker bags should be equal to twice the pallet length.

8. Alternately, use Stopak Max Blocker only at the first and last two pallets in the load and use either a square air bag in the center void, or two level 1 airbags on either side of the interior pallets.

9. Leave a 24 in. (approximate) space between the rear of the load and the trailer/container doors and the first set of pallets and the front-end wall; or distribute the load to maintain proper lengthwise weight distribution, but not less than 24 in. of lengthwise space each front and rear.

SKETCH 2



Method F-5
Palletized Cased Goods Secured with Stopak Max Blocker Load Securement System

General Information Series No. 817

Cased Goods Secured by Stopak Max Blocker D.I.D. Bags

General Information Series Publications

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)
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, Revised) (11/18)
799 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Intermodal Loading Guide Method E-21, Revised) (12/18)
800 54 in. Diameter Paperboard on End Using Rubber Mats (Intermodal Loading Guide Method E-22) (12/18)
801 49 in. Diameter Roll Paper in 52 ft. Cushioned Boxcars with 12 ft. Wide Plug Doors (12/18) (New)
802 58 in. Diameter Paper Rolls T-Loaded in 60 ft. Boxcars with 16 ft. Double Plug Doors Using Lengthwise Void Filler Panels (CCLG Part 2. 6.6.16.1.7 & 5.7.12.1) (12/18) (New)
803 Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
804 Lengthwise Void Filler Panels in Rigidly Braced Roll Paper Load Securement (CCLG Part 2, Section 5.7.2, 7.10.1, 7.10.5, 7.10.6 & 7.10.7 Revised) (2/19)
807 54 in. Diameter Roll Paper in 60 ft. Cushioned Boxcars with 16 ft. Wide Plug Doors. (CCLG Part 2, 7.10.8; Section 8, 60 ft Cars – 54 in. Diameter Rolls) (New) (4/19)
808 45 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2, 8.2.3.9, New) (4/19)

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General Information Series Publications

809 Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7, Section 6.10-New) (4/19)
810 Reinforced Longitudinal Void Fillers for Plastic, Metal or Wood Intermediate Bulk Containers with Tomato Products (CCLG Part 7, 6.1.6, 6.2.10.6, 6.3.6, 6.10.6 (revised) (4/19)
811 Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags - Horen (CCLG Part 7, Section 6.11-New) (6/19)
812 49 in. Diameter Roll Paper in 50 ft. and 60 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2, Section 8, 50 ft. & 60 ft. Cars – 49 in. Diameter Rolls) (6/19)
813 Roll Paperboard in Boxcars with Doorway Stacks on Risers and Rubber Mats (6/19) (Cancels GIS 763)
814 Bales of Wood Pulp in Boxcars (CCLG Part 8 Section 6.5.1 (revised) and Section 6.5.5 (new) (6/19) (Cancels GIS 805)
815 Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (cancels GIS 806; CCLG Part 8, Section 8.4 (revised) (6/19)
816 Pallet Grip® Stretch Wrap (CCLG Part 1 Section 5.4.3; CCLG Part 6 Section 4.6.3 – New) (6/19)
817 Case Goods Secured by Stopack Max Blocker D.I.D Bags (Intermodal Loading Guide Method F-5 - New) (Revised 9/19)