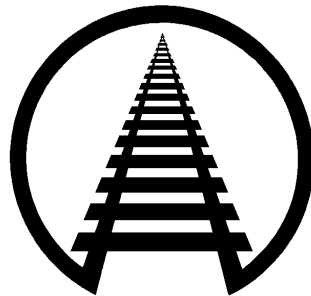


# **General Information Series No. 831**

## **Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA**

(CCLG Part 7, Section 6.10-Revised; Cancels GIS 809)

**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-N 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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:** Car rocking motion caused by the lift equipment entering and/or exiting the rail car may cause unsupported packages or articles with a higher center of gravity to fall to the floor. Minimize access to the car. Exercise caution when inside a partially loaded car. Lift operators should stay on lift equipment, whenever possible, while inside a partially loaded car.

#### GENERAL

Cars must be inspected by shipper at loading point to verify that cars are in suitable condition to carry load safely to destination. Cars must have sound roofs, sides, floors and end walls; and operable, snug-fitting doors.

It is important that boxcars are clean and free from protruding nails, brads, staples, temporary anchor plates, fragments of steel strap, old blocking etc. Some projections of lining or anchor devices may require covering with sheets of corrugated fiberboard taped in place.

Referenced paragraphs may be found in the Closed Car Loading Guide (CCLG) Part 7, *Minimum Loading Standards for Intermediate Bulk Containers in Closed Car, June 2014*

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#### 6.10. Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA

6.10.1 The following intermediate bulk container(s) have been evaluated and found acceptable for use with this loading method:

Company	Container Description	Description
Goodpack USA	<b>Goodpack MB6 TomatoCube</b>	The metal IBC, constructed of galvanized steel, measures 48 in. (L) ×44.0 in. (W) ×42.5 in. (H) and has a capacity of approximately 330 US gallons (1,250 liters) and a payload of 3,630 lbs (1,650 kg) when lined with a containment bag.
Goodpack USA	<b>Goodpack MB6HBD</b>	The metal IBC, constructed of galvanized steel and has a bottom dump valve, measures 48 in. (L) ×44.0 in. (W) ×42.5 in. (H) and has a capacity of approximately 330 US gallons (1,250 liters) and a payload of 3,630 lbs (1,650 kg) when lined with a containment bag.

6.10.2 This method is intended for metal intermediate bulk containers filled with tomato products for loading in single-door boxcars with inside lengths of 50 ft to 50 ft 6 in. Figure 4 is an example of the load pattern. Some variation may be necessary depending on the number and size of metal containers being loaded. The number of metal containers actually loaded will depend on weight and order requirements.

6.10.3 The top cap of each bin is secured with four AAR approved 5/8 in. x 0.035 in. Type IV PET straps suitable as shown in Figure 1. Strap type can be substituted by other AAR approved straps of equal or greater break strength.

6.10.4 If necessary, use 1 in. corrugated void fillers or other suitable material at the ends of the car to square up bowed end walls.

6.10.5 Load metal containers with longest side lengthwise to the car in each end. Load in two rows, each row against opposite sidewalls. Load and align all metal containers corner to corner, tightly against the end walls and sidewalls. The top layer containers must be loaded to properly nest and interlock with the bottom adjacent containers.

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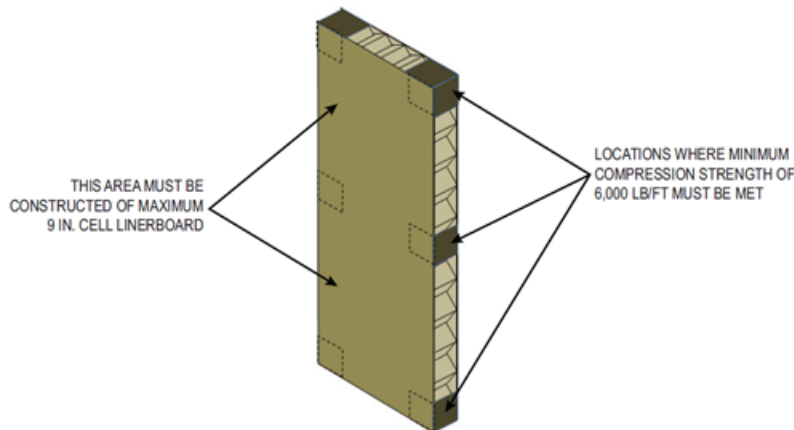
**Figure 1**  
Goodpack MB6 TomatoCube



**Figure 2**  
Goodpack MB6HBD

**6.10.6** Load the metal containers in the doorway with their 48 in. dimension crosswise to the car. Fill the lengthwise void in the doorway area with reinforced longitudinal void fillers (Figure 3) and pneumatic dunnage. Place void fillers 8 in. thick  $\times$  45 in. wide  $\times$  89 in. high between the last end-of-car metal containers and the first doorway metal containers. Typical loads will require two void fillers placed in tandem at one location and single void fillers at the opposite doorway area.

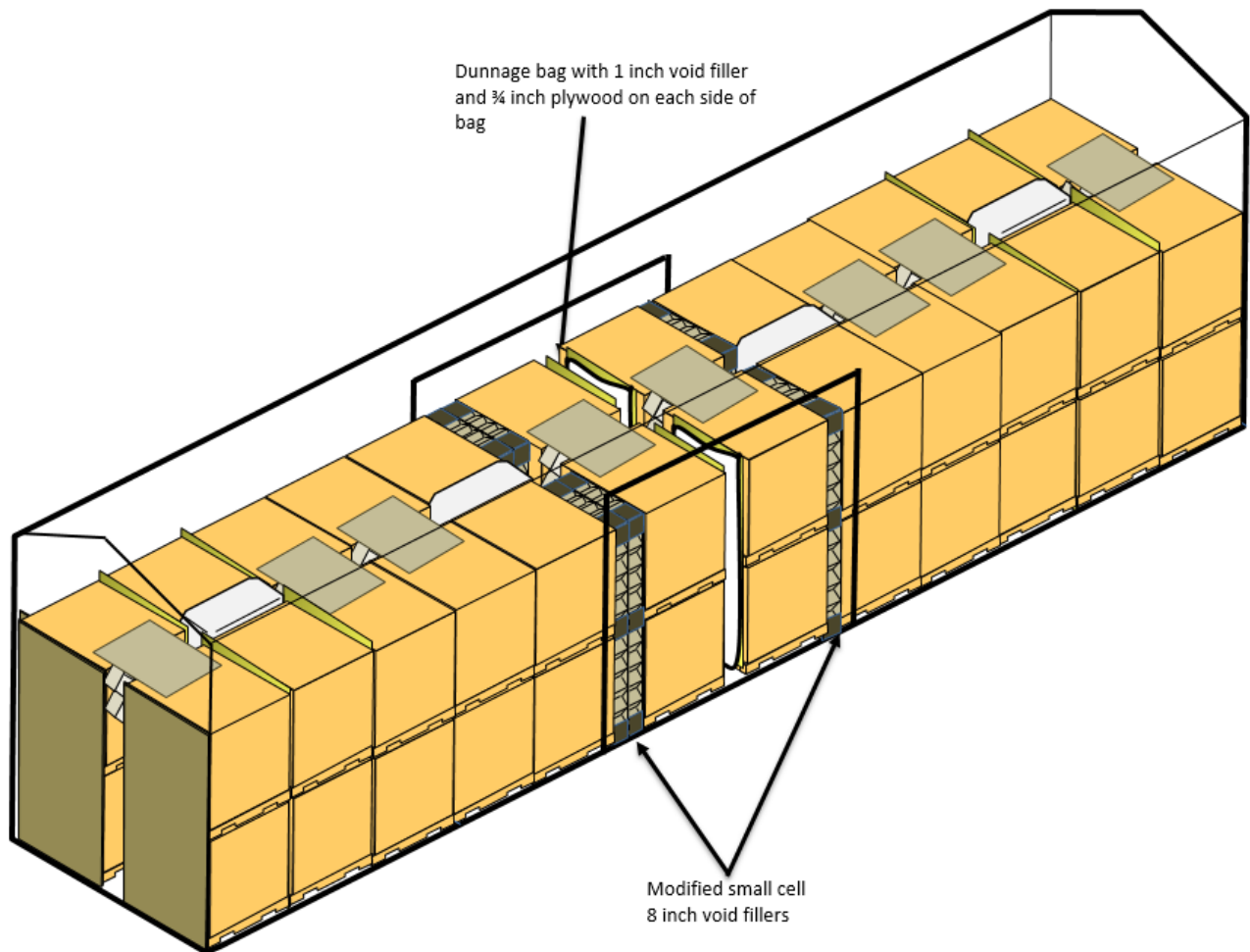
**6.10.7** Do not load different types of bins in the same load.



**Figure 3**  
Reinforced Longitudinal void filler

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**Figure 4**  
Metal intermediate bulk container with dunnage bags

**6.10.8** Fill all crosswise voids at each end of the car with void fillers with a minimum compression strength of 500 lb/ft<sup>2</sup>. Void fillers must fit tightly between the containers to prevent lateral shifting. Crosswise void fillers, drop-down filler type, must fully brace the top layer containers and 30% (minimum) of the bottom layer containers. Use high-strength honeycomb panels to fill the crosswise void in the doorway area between containers.

**6.10.9** Fill the remaining voids between the two doorway bins on each side of the boxcar with an AAR approved 48 in. × 84 in. pneumatic dunnage bag of a level appropriate for the weight of the load. One sheet of 3/4 inch plywood as well as one 1 inch small cell honeycomb void filler is required on each side of the pneumatic dunnage bags to serve as a buffer. Inflate each bag to 2.5 psi. Check the bags for leakage 30 minutes after inflation.

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#### General Information Series Publications

- 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) (ILG Method I-6) (new 11/16)
- 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)
- 765** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (7/17)
- 768** Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (9/17)
- 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 (ILG 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 (ILG Method F-4 New) (4/18)
- 784** Cased Goods Secured by S.A.M. D.I.D. Bags (ILG 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)
- 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)
- 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™ (ILG Method B-9, Revised) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (ILG Method E-21, Revised) (12/18)
- 800** 54 in. Diameter Paperboard on End Using Rubber Mats (ILG Method E-22) (12/18)
- 803** Stretch Film Roping of Steel Coils and Coil Loading Methods for Railroad Shipments (CCLG Part 9, Section 4.4. Revised; (12/18)
- 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)
- 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 (ILG Method F-5 - New) Revised (9/19)
- 822** Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (ILG Method H-16 – New) (9/19)
- 823** Plywood and Similar Panels Products – Loading Doorway Areas (CCLG Part 3 – Section 7.3.1; 7.3.2; 7.3.3; and 7.4.3 (revised)) (10/19)
- 824** Case Goods Secured by Stopak Blocker D.I.D Bags (ILG Method F-6 – New) (10/19)
- 825** Loading Bundled Ingots with Open Doorways (CCLG Part 10 – Section 3.2; 6.2; and 6.10 (revised)) (10/19)
- 826** Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco) (CCLG Part 5 – Section 7.1.1 & 7.1.2 (revised) and Section 7.7 (new)) (11/19)
- 827** Drum Layer Separators for Intermodal Shipments (Hazardous or Nonhazardous) (ILG Methods: B-3; B-8; B-9 (GIS 798); G-2; G-3; I-1; I-2; I-3; & I-4 (GIS 792)) (11/19)
- 828** 44 in. Diameter Paper Roll in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2 (12/19) Pattern: 8-50-44-30-1 (New)) (12/19)
- 829** 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2 (12/19) 7.12.1 (revised); Pattern 8-50-39-44-1 (new)) (12/19)
- 830** 72 in. Diameter Paper Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps (CCLG Part 2 (12/19); 6.3.7.5 (new); 7.9.4 (new); Pattern 8-60-72-12-3 (new)) (2/20)
- 831** Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7, Section 6.10 (revised); Cancels GIS 809) (3/20)