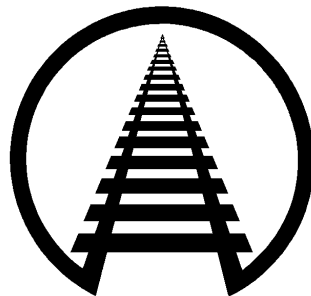


General Information Series No. 795

Metal Coils on Platforms/Skids in Boxcars

**(Closed Car Loading Guide, Part 9 Coiled Metal,
Sections 3.2 & 5.5, 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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.*

GENERAL

3.2 Supplemental Securement of Floor Anchored Coils

3.2.1 Metal coils secured by floor anchored strap systems (Closed Car Loading Guide Part 9, methods 8.1 & 8.2) may require additional securement to prevent the coils from tipping in transit. Coils having a height to base width (diameter) ratio of 1.0 or greater require supplemental securement. For example a 60 in. diameter coil 72 in. in height has height to base ratio equal to $72/60 = 1.2$, and requires supplemental securement. See Table 1, Coil Metric Summary. For more information, see General Information Series No. 786, Aluminum Coils on Platforms/Skids Loaded on Rubber Mats & Secured by Two Floor Anchored Web Straps & Supplemental Securement Straps.

General Information Series No. 795

Metal Coils on Platforms/Skids in Boxcars

Table 1
Coil Metric Summary
 (As Tested)

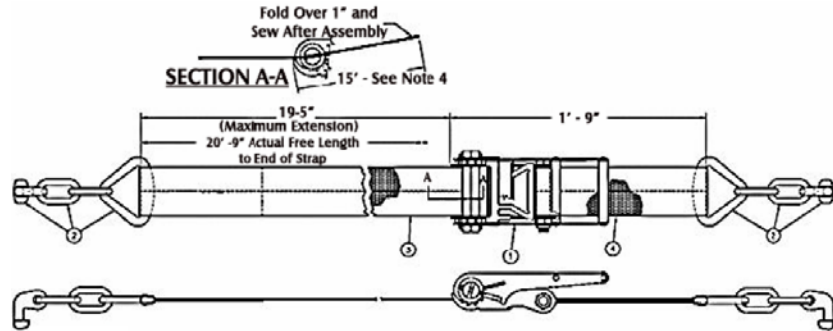
	Height	Width	Weight	Height: Base Ratio
	(+ Skid)	(Diameter)	(lbs)	
7 Coil Loads:				
Min.	72	66	18,880	1.1
Max.	72	72	22,630	1.0
Average	72	68.6	21,314	1.05
8 Coil Loads:				
Min.	72	60	17,220	1.2
Max.	77.5	72	24,440	1.1
Average	75.5	70.5	23,296	1.1
9 Coil Loads:				
Min.	63.8	54	10,540	1.2
Max.	65	72	23,390	0.9
Average	64.5	69.9	18,473	0.9
11 Coil Loads:				
Min.	71	50	10,890	0.70
Max.	77.625	69	18,390	0.90
Average	74.3125	57.5	14,156	
12 Coil Loads:				
Min.	71	52	11,400	1.4
Max.	72	69	15,040	1.05
Average	71.6	57.5	14,460	
13 Coil Loads:				
Min.	72	52	11,550	1.4
Max.	74	56	13,740	1.3
Average	73.3	52.3	11,873	1.4

General Information Series No. 795

Metal Coils on Platforms/Skids in Boxcars

5.5 Holland Web Strap Assemblies (Revised)

5.5.1 Web strap assemblies are anchored to the car floor using B-hooks inserted into anchor plates. Anchor plate holes must be clear of debris and in good order. Use web strap assemblies (strap, ratchets, and related hardware) with a minimum assembly breaking strength of 18,000 lbs. Tensioning ratchets are located near the sidewall. See [Figure 5.2](#).



NOTES:

1. WEBBING MATERIAL: POLYESTER
2. ASSEMBLY BREAKING STRENGTH: 18,000 LBS.
3. ASSEMBLY WORKING LOAD LIMIT: 6,000 LBS.
4. EXTRA 16 IN. NECESSARY FOR WRAPS AROUND DRUM

Figure 5.2 Web Strap Assembly

5.5.2 Inspection of Webbing and Tie-Downs

5.5.2.1 Before any synthetic web tie-down assembly is applied or placed in service, it must be inspected to ensure that the correct assembly is being used and to determine that the assembly meets these requirements.

5.5.2.2 The webbing and associated components must be inspected by the person handling the assembly during application, or just prior to its application by a person specifically designated by the shipper.



HOLES, TEARS,
CUTS, SNAGS
SKETCH 1



BROKEN, CRUSHED,
THINNING, OR WORN STITCHING
SKETCH 2



EXCESSIVE ABRASSION
OR WEAR
SKETCH 3



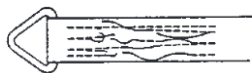
KNOTS, KINKS, OR
PERMANENT CREASES
SKETCH 4



MELTING, CHARRING,
OR WELD SPATTER
SKETCH 5



OVERSTRESSED FIBERS
OR CHEMICAL DAMAGE
SKETCH 6



BROKEN OR WORN STITCHING IN THE
LOAD-BEARING SEW PATTERN
SKETCH 7



WEB DAMAGE
AT FITTING
SKETCH 8

Figure 5.3 Sample Web Defects

General Information Series No. 795

Metal Coils on Platforms/Skids in Boxcars

5.5.2.3 A synthetic webbing and/or tie-down assembly must be removed from service if any of the following conditions are present. See Figure 5.3.

- Holes, tears, cuts, snags or embedded particles in the webbing.
- Broken, crushed, thinning, or worn stitching in the load bearing stitch patterns.
- Excessive abrasion or wear.
- Degradation due to ultraviolet radiation as indicated by excessive fading in conjunction with evidence of overall frayed yarn fibers or other detectable fabric deterioration.
- Knots in any part of the webbing.
- Melting, charring, or weld spatter on any part of the webbing.
- Acid or alkali burns or other chemical contamination that inhibits or may inhibit the performance of the webbing.
- Any other condition that appears to degrade the strength of the webbing or other component of the tie-down assembly (e.g., crushed areas, severe abrasions, etc.).
- Any tie-down assembly that contains broken or nonfunctioning fittings, tensioning devices, or hardware.
- A winch or pawl that fails to operate freely and is not capable of retaining strap tension by engaging the ratchet wheel under gravity. Replacement parts and or repairs must be performed by a qualified vendor and must meet the minimum specifications listed in 5.5

General Information Series No. 795

Metal Coils on Platforms/Skids in Boxcars

General Information Series Publications

- 749** 50 in. Diameter Roll Paperboard in 50 ft. Cushioned Boxcars with Horizontal Airbags (8/16)
- 750** Double Layer Loads of 55 Gallon Closed Head Steel Drums Secured with Cordstrap® Barriers in a 20-ft Container (Intermodal Loading Guide Method I-4HM) (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)
- 757** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (Revised Intermodal Loading Guide Method E-21) (1/17)
- 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)
- 764** Non-metallic Strap Substitution for Steel Strap as Doorway Protection in Boxcars (Cancels GIS 756) (06/17)
- 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)
- 775** 54 in. Diameter Paperboard on End Using Rubber Mats (New Intermodal Loading Guide Method E-22)(January 2018)
- 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)
- 777** Double Layer Loads of 76-55 Gallon Drums Secured with Ty-Gard DS™ Barriers in 20-ft Containers (Intermodal Loading Guide Method B-9)(3/18)
- 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-22)(3/18)
- 779** Double Layer Load Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4HM) (3/18) Cancels GIS 744
- 780** Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5HM) (3/18) Cancels GIS 745
- 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 Rothschenk S.A.M. D.I.D. Bags (Intermodal Loading Guide Method F-4 New)(5/18)
- 785** Intermodal Loads Secured with TyGard DS™ (Intermodal Loading Guide Method B-9 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)
- 789** 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-19 Revised)(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)(10/18)
- 795** Coiled Metal on Platforms/Skids in Boxcars (CCLT Part 9, Section 3.2, New)(10/18)