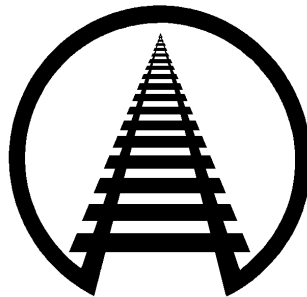


General Information Series No. 852

**Case Goods Secured with Cargo Tuff Dually™
D.I.D. Bags**

Intermodal Loading Guide Method F-7 (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-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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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 Closed Car Loading Rule Manager, dpls@aar.com.

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

Method F-7—Case Goods Secured with Cargo Tuff Dually™ 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 45,000 lb.

1. Cover rough surfaces or projections of the sidewall, including: trailer/container tie down hooks, rings, logistics tracks, etc., with fiberboard sheets or other suitable material where freight comes into contact with the sidewalls of trailer/container.
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 Dually D.I.D. bags to control lengthwise load movement as shown in Figure 1. Dually D.I.D. bags may be used to fill cumulative crosswise void space from 12 in. to 24 in. centered in the trailer or container.

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

5. Use Dually 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 Dually D.I.D. bags restrains approximately one half the load. Use Dually D.I.D. bags wide enough to extend from 4 in. above the floor to the top of the lading. The length of the Dually bags should be equal to twice the pallet length. Inflate both bladders of the Dually bag at the same time using an inflator designed for that purpose. Inflate to 2.5 psi. Check after 30 minutes and re-inflate as needed to 2.5 psi.

6. Place all units in the trailer/container against the side walls. 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.

FIGURE 1

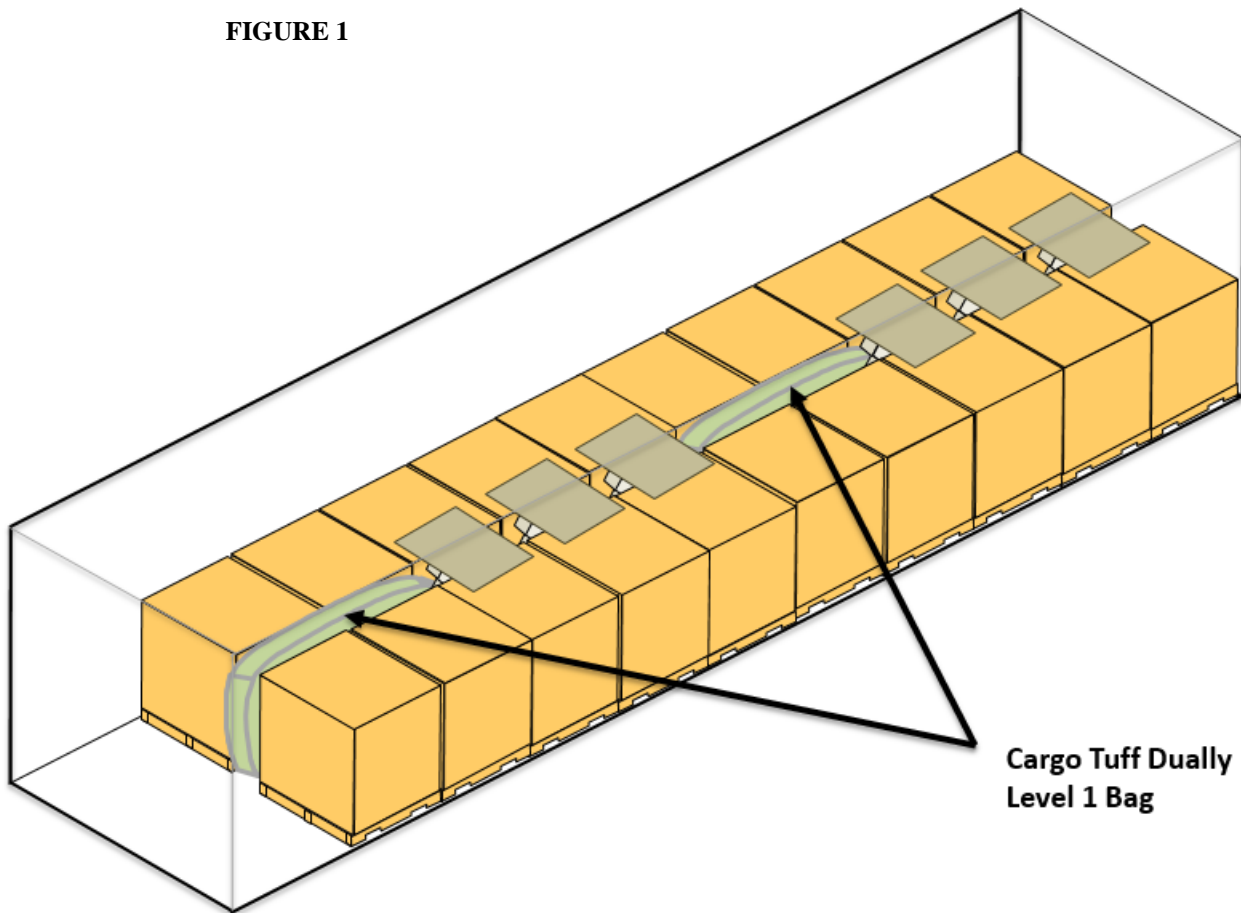


Figure 1
Method F-7
Palletized Cased Goods Secured with Cargo Tuff Dually™ Load Securement System

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Figure 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 Dually D.I.D. bags adjacent to every stack in the load. The D.I.D. bags contact the full surface of the units down the center of the trailer/container as shown in the Figure 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 Dually bags should be equal to twice the pallet length. Inflate both bladders of the Dually bag at the same time using an inflator designed for that purpose. Inflate to 2.5 psi. Check after 30 minutes and re-inflate as needed to 2.5 psi.

8. Center the load lengthwise in the trailer/container, leaving approximately 24 in. of space between the front end wall and the first stack, and between the last stack and the doors.

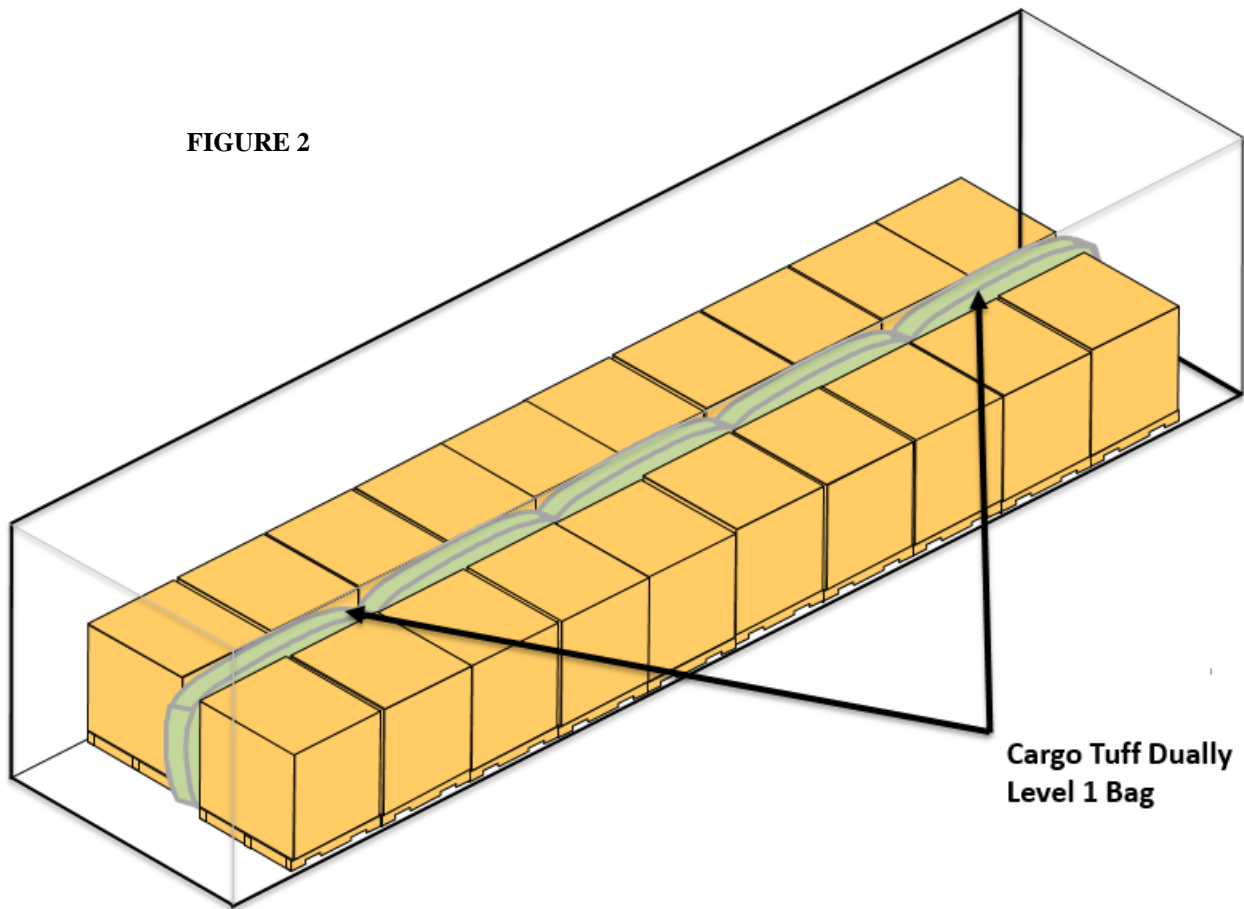


Figure 2
Method F-7
Palletized Cased Goods Secured with Cargo Tuff Dually™ Load Securement System

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Cased Goods Secured by Cargo Tuff Dually™ D.I.D. Bags

General Information Series Publications

- 754** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Lengthwise Fillers (CCLG Part 7) (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) (11/16)
- 759** Revision to Paragraph 2.5, Distribution of Weight Crosswise in Cars (CCLG Part 10) (2/17)
- 760** Incomplete Layers of Plywood Secured in Boxcars with Nonmetallic Straps (CCLG Part 3) (2/17)
- 765** Wood Bins Braced by Disposable Inflatable Dunnage Bags and Shock-Gard® Lengthwise Void Fillers (CCLG Part 7) (7/17)
- 768** Gearboxes Mounted on Sleds in 20 ft. Long ISO Containers (ILG Method E-23) (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 (CCLG Part 7) (4/18)
- 782** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Schoeller Allibert (CCLG Part 7) (4/18)
- 783** Cased Goods Secured by Tuff Wrap™ D.I.D. Bags (ILG Method F-4) (4/18)
- 784** Cased Goods Secured by S.A.M. D.I.D. Bags (ILG Method F-4) (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) (6/18)
- 787** Universal Storage Containers Loaded in 53 ft. Intermodal Containers (ILG Method H-15) (6/18)
- 791** DRUM-PAK® Dunnage for Open Head Drums in Cushioned Boxcars (CCLG Part 7) (6/18)
- 794** Peat Moss, Bagged or Baled, in Cushioned Boxcars (CCLG Part 8) (8/18)
- 795** Coiled Metal on Platforms/Skids in Boxcars (CCLG Part 9) (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) (11/18)
- 798** Intermodal Loads Secured with TyGard DS™ (ILG Method B-9) (11/18)
- 799** 46 in. to 57 in. Diameter Roll Paper on End Using Rubber Mats (ILG Method E-21) (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) (12/18)
- 810** Reinforced Longitudinal Void Fillers for Plastic, Metal or Wood Intermediate Bulk Containers with Tomato Products (CCLG Part 7) (4/19)
- 811** Plastic Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags - Horen (CCLG Part 7) (6/19)
- 814** Bales of Wood Pulp in Boxcars (CCLG Part 8) (6/19)
- 817** Case Goods Secured by Stopack Max Blocker D.I.D Bags (ILG Method F-5) (9/19)
- 822** Palletized or Crated Auto Parts Secured by Web Strap Assemblies in 53 ft. Containers (ILG Method H-16) (9/19)
- 823** Plywood and Similar Panels Products – Loading Doorway Areas (CCLG Part 3) (10/19)
- 824** Case Goods Secured by Stopack Blocker D.I.D Bags (ILG Method F-6) (10/19)
- 825** Loading Bundled Ingots with Open Doorways (CCLG Part 10) (10/19)
- 826** Building Brick in Closed Cars – Incomplete Layer Securement – Woodpack Walls (Litco) (CCLG Part 5) (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)
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- 829** 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2) (12/19)
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- 834** Hazardous or Nonhazardous Loads Secured with Cordstrap® Barriers in 40-ft Containers (ILG Method I-5) (4/20)
- 835** Double Layer Loads of Nonhazardous Materials Secured with HFLASH RHS Securement System in a 20-ft Container (ILG Method I-7) (4/20)
- 836** Wood Bin Containers for Shipping Liquid or Paste Products in Boxcars (CCLG Part 7) (5/20)
- 837** 54 in. Diameter Roll Paper Loaded in 50 ft. Boxcars (CCLG Part 2) (5/20)
- 838** Unitizing with Stretch Wrap or Film, Stretch Wrap Roping, Shrink Netting or Shrink Film (CCLG Part 1; CCLG Part 6) (6/20)
- 839** Contour Pad Application with Roll Paper (CCLG Part 2) (6/20)
- 840** 79 in. Diameter Paper Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Double-S Straps (CCLG Part 2) (6/20)
- 841** 60 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcars with 12 ft. Plug Doors (CCLG Part 2) (6/20)
- 842** 52 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars with Plug Doors. (CCLG Part 2) (6/20)
- 843** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (CCLG Part 8) (7/20)
- 844** 46 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars with Plug Doors. (CCLG Part 2) (7/20)

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General Information Series Publications

- 845** Roll Paper in Boxcars with Doorway Rolls on Risers and Rubber Mats (CCLG Part 2) (7/20)
- 846** Securing Incomplete Layers of Paper Rolls (CCLG Part 2) (7/20)
- 847** 50 in. Diameter Roll Paper in 50 ft. Boxcars – 21 & 22 Floor Spots (CCLG Part 2) (7/20)
- 848** Securing Incomplete Layers of Paper Rolls (CCLG Part 2) (7/20)
- 849** 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) (7/20)
- 850** Unitizing – On Wood Pallets (CCLG Part 1) (8/20)
- 851** 50 in. Diameter Roll Paper in 50 ft. Cushioned Boxcars with Plug Doors – 23 Floor Spots (CCLG Part 2) (8/20)
- 852** Cased Goods Secured by Cargo Tuff Dually™ D.I.D. Bags (ILG Method F-7) (9/20)