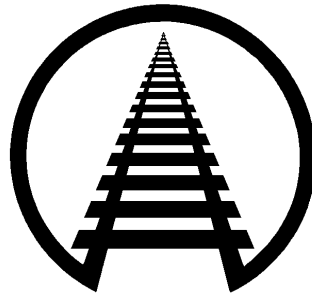


General Information Series No. 861

Case Goods Secured with Floor Blocking and the Super Wedge[®] XL, Intermodal Wedge[®] XL, or Intermodal Wedge[®] (Logistick Inc.)

Intermodal Loading Guide Method H-14 (Revised)

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 or intermodal 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 or intermodal publications are intended for safe transit of the rail car or intermodal equipment 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This approval may be withdrawn if the loads using these methods exhibit consistent load failure during actual shipments.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.

Referenced paragraphs may be found in the *Intermodal Loading Guide for Products in Closed Trailers and Containers* or applicable GIS updates. (January 2016)

Method H-14 — Case Goods Secured with Floor Blocking and the Super Wedge® XL, Intermodal Wedge® XL, or Intermodal Wedge® (Logistick Inc.)

The following method has been found successful in loading and bracing palletized case goods secured by lumber floor blocking and the Super Wedge® XL, Intermodal Wedge® XL, or Intermodal Wedge® manufactured by Logistick Inc. See Figure 1. Follow manufacturers' instructions for applying the Super Wedge XL, Intermodal Wedge XL, or Intermodal Wedge. The test load weight approximately 44,000 lbs.

- The Super Wedge XL may be used in intermodal containers or trailers with metal lined sidewalls.
- The Intermodal Wedge XL may be used in domestic intermodal containers or trailers with metal corrugated sidewalls. The wedge must fit the vertical groove of the corrugated sidewall.
- The Intermodal Wedge may be used in ISO intermodal containers with metal corrugated sidewalls. The wedge must fit the vertical groove of the corrugated sidewall.

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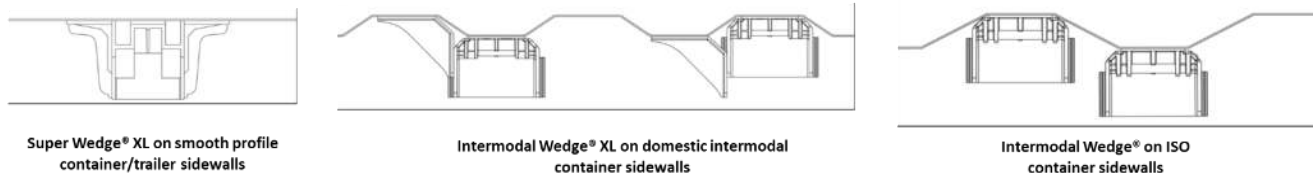


Figure 1 – Top View

Application of the Super Wedge® XL, Intermodal Wedge® XL or Intermodal Wedge®

1. Freight weight in containers/trailers must be evenly distributed both crosswise and lengthwise, and the combined weight of freight and intermodal equipment must conform to all federal, state, provincial, and local regulations and transportation service requirements used at origin and to final destination.
2. Plan the load so crosswise space is minimized. Use appropriate void fillers to prevent crosswise movement.
3. Cover rough surfaces or projections of the sidewall (except for between the wedges and the sidewall) including container/trailer anchor hooks, logistics tracks, etc., with fiberboard sheets or other suitable material where freight comes into contact with the sidewalls of the container/trailer.
4. Logistick Inc. securement system to is used to prevent lengthwise movement in the container/trailer and consists of:
 - The Super Wedge XL, Intermodal Wedge XL, or Intermodal Wedge applied with either 4 in. x 4 in. lumber beams or two – 2 in. x 4 in. laminated lumber beams.
 - Lumber floor blocking
 - Void fillers

Super Wedge® XL Load Securement Method: (see Figure 2)

1. Divide the load into three sections with the palletized units loaded in two rows. Begin loading the units tight to the nose of the container and adjacent to each sidewall.
2. The floor blocking at the end of sections one and two consists of two – 2 in. x 4 in. x width of the container/trailer lumber laminated boards applied tight to the adjacent pallets and nailed to the floor. Use a minimum of ten – 16d nails in a staggered nail pattern per layer of lumber. Use 3.5 in. thick void filler of sufficient size between sections to fill the void over the lumber floor bracing.
3. The floor blocking at the end of section three consists of two – 2 in. x 4 in. x width of the container/trailer lumber laminated boards applied tight to the adjacent pallets and nailed to the floor. Use a minimum of ten – 16d nails in a staggered nail pattern per layer of lumber. Reinforce the lumber blocking with three backup cleats, each with two – 2 in. x 4 in. x 18 in. lumber laminated boards nailed to the floor. Use a minimum of four -16d nails in a staggered pattern. See Figure 3. Ensure there is sufficient space between the end of the load and the equipment doors to properly install lumber bracing.
4. Firmly attach three Super Wedges XL to each sidewall. Space the wedges vertically equidistant to cover the upper 2/3rd of the adjacent unit's height. Position them with enough distance from the face of the load to allow for insertion of 1 in. thick void filler with a minimum 1,500 psf between the lumber beams and the load.

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5. Install either 4 in. x 4 in. lumber beams or two – 2 in. x 4 in. laminated lumber beams in the Super Wedges XL. Cut the beams to size according to manufacturer's instruction. Proper installation will result in the container/trailer walls expanding outward slightly.

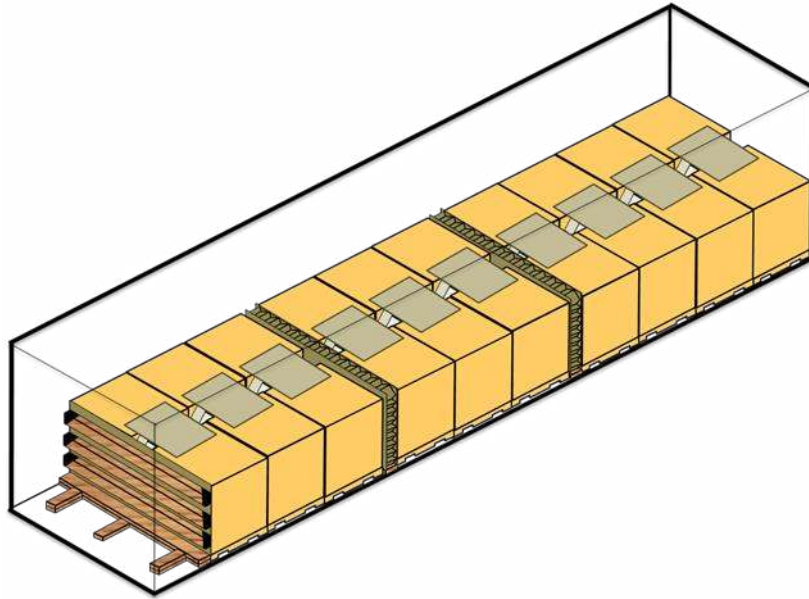


Figure 2

Method H-14

Palletized Cased Goods Secured with Floor Blocking and the Super Wedge® XL

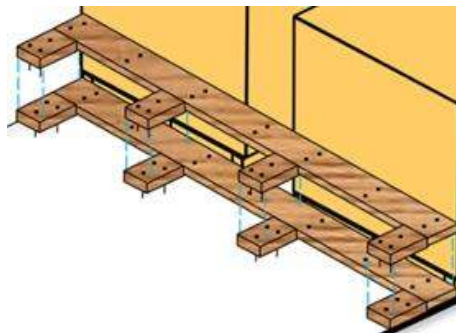


Figure 3

Laminating lumber floor blocking

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Intermodal Wedge XL® and Intermodal Wedge® Load Securement Method:

1. Based on the weight of the load and the Intermodal Wedge XL's and Intermodal Wedge's securement capacity – divide the load into the needed number of sections. Contact the manufacturer and the origin rail carrier for specific load planning information. Begin loading the units tight the nose of the container and adjacent to each sidewall.
2. The floor blocking at the end of each section, that is not the final section, will consist of 2 in. x 4 in. x width of the container lumber laminated boards applied tight to the adjacent pallets and nailed to the floor. Use a minimum of ten – 16d nails in a staggered nail pattern per layer of lumber. Use 3.5 in. thick void filler of sufficient size between sections to fill the void over the lumber floor bracing.
3. The floor blocking at the end of the final section will consist of two – 2 in. x 4 in. x width of the container lumber laminated boards applied tight to the adjacent pallets and nailed to the floor. Use a minimum of ten – 16d nails in a staggered nail pattern per layer of lumber. Reinforce the lumber blocking with three backup cleats, each with two – 2 in. x 4 in. x 18 in. lumber laminated boards nailed to the floor. Use a minimum of four -16d nails in a staggered pattern. See Figure 3. Ensure there is sufficient space between the end of the load and the equipment doors to properly install lumber bracing.
4. Firmly attach a minimum of three Intermodal Wedges XL or Intermodal Wedges to each sidewall. Additional wedges may be needed based on the weight of the load and the securement capacity of the wedge. Space the wedges vertically equidistant to cover the upper 2/3rd of the adjacent unit's height. Position them with enough distance from the face of the load to allow for insertion of 1 in. thick void filler with a minimum 1,500 psf between the lumber beams and the load. The wedges must be applied in the vertical grooves of the corrugated sidewalls.
5. Install either 4 in. x 4 in. lumber beams or two – 2 in. x 4 in. laminated lumber beams in the Intermodal Wedge XL or Intermodal Wedge. Cut the beams to size according to manufacturer's instruction. Proper installation will result in the container walls expanding outward slightly.
6. The application of Intermodal Wedge XL or Intermodal Wedge may be needed in other locations in the container based on the weight of the load and the securement capacity of the Intermodal Wedge XL or Intermodal Wedge. Contact the manufacturer and the origin rail carrier for specific load planning information.

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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)
- 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)
- 828 44 in. Diameter Paper Roll in 50 ft. Cushioned Boxcars Using Horizontal Airbags (CCLG Part 2) (12/19)
- 829 39 in. Diameter Paper Rolls in 50 ft. Cushioned Boxcars Using Vertical Airbags (CCLG Part 2) (12/19)
- 831 Metal Intermediate Bulk Containers with Disposable Inflatable Dunnage Bags and Lengthwise Void Fillers – Goodpack USA (CCLG Part 7) (3/20)
- 832 47 in. Diameter Roll Paper Loaded in 60 ft. Cushioned Boxcar with Plug Doors. (CCLG Part 2) (4/20)
- 833 Double Layer Loads of Hazardous or Nonhazardous Materials Secured with Cordstrap® Barriers in a 20-ft Container (ILG Method I-4) (4/20)
- 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)
- 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)
- 844 46 in. Diameter Roll Paper Loaded in 50 ft. Cushioned Boxcars with Plug Doors. (CCLG Part 2) (7/20)
- 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)

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General Information Series Publications

- 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)
- 853** 59 in. Diameter Cellulose Loaded in 60 ft. Cushioned Boxcars with 16 ft. Plug Doors (CCLG Part 2) (10/20)
- 854** Doorway Protection for Baled Paper and Wood Pulp Products in Boxcars (CCLG Part 8) (10/20)
- 855** 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) (10/20)
- 856** 76 in. Diameter Rolls Loaded in 60 ft. Cushioned Boxcars with 16 ft. Double Plug Doors Secured with Anchored H-Strap (CCLG Part 2) (10/20)
- 857** Incomplete Layer Securement for 50 in. Roll Paper in 50 ft. or 60 ft. Cushioned Boxcars (CCLG Part 2) (11/20)
- 858** Bales of Wood Pulp in Boxcars (CCLG Part 8) (3/21)
- 859** 69 in. Diameter Rolls Loaded in 50 ft. Boxcars Secured with Anchored U-Straps (CCLG Part 2) (3/21)
- 860** 50 in. Diameter Paper Rolls T-Loaded in 50 ft. Boxcars (CCLG Part 2) (3/21)
- 861** Case Goods Secured with Floor Blocking and the Super Wedge® XL, Intermodal Wedge XL®, or Intermodal Wedge (Logistick Inc.) (ILG Method H-14) (3/21)