

## Imbalanced Shipments

The purpose of this general safety advisory broadcast is intended for all CP Intermodal Customers in Canada, United States and Mexico to address a significant increase in the number of lengthwise and crosswise imbalanced shipments detected during CP's routine safety in-transit inspections.

Imbalanced loads can result in damage to lading, equipment, shipment delays due to set-offs in transit/yards and potential derailments with lading falling through container /trailer floors.

Canadian Pacific's Damage Prevention & Claim Services with Mechanical Services Departments are issuing this advisory to ensure all loads prepared for shipment have lading evenly distributed and balanced within the container/trailer.

All CP Intermodal Customers **MUST** comply with all mandatory general loading rules found in **AAR (Association of American Railroads) Circular No. 43-D**. Rules Governing Loading, Blocking and Bracing of Freight in Closed Trailers and Containers for TOFC/COFC Service. Particularly with imbalanced loads the following:

### **Item 3: Maximum Weights, Weight Distribution, Center of Gravity:**

A. The load weight, **MUST NOT** exceed the limit as stated on the container/trailer manufacturer's plate.

B. Lading weight in container/trailers must be evenly distributed both crosswise and lengthwise and total combined lading and container/trailer must conform to all Federal, State, Provincial and Local regulations and transportation services requirements used at origin and to final destination.

C. Combined center of gravity (measured from top of rail) of car trailer and load is not to exceed 98"

### **Item 5: Loading and Securement:**

B. Fill voids and apply blocking and bracing to maintain proper lengthwise and crosswise weight distribution during transit and to prevent lading from damaging doors, nose, walls or from falling out when doors opened.

To assist CP customers, this advisory includes sample exhibits, which illustrate conformance and non-conformance to mandatory AAR Circular 43-D requirements.

**Example exhibits of what can occur when compliance to circular 43-D NOT followed:**

Exhibit #1: Sensor in Top Lift Crane Alarmed, load detected as Imbalanced, load transfer required.



Exhibit # 2: Lading not blocked and braced for shipment, lading shifted in transit, container not safe to travel, required Load Transfer)



**Example exhibit of Correct Crosswise Distribution of Weight:**

Exhibit #3: View of Zinc jumbo ingots properly loaded and secured down longitudinal centerline of container.



**Contact Information:**

If you require additional advice or direction on the aforementioned mandatory shipping requirements, please contact Canadian Pacific Railway Damage Prevention & Claim Services either by email address: [contact\\_dpfc@cpr.ca](mailto:contact_dpfc@cpr.ca) or Phone: 1-877-277-3732 and ask to speak to a Specialist for your region.