SOLUTIONS TO AAR BAN OF UNSECURED WOOD DOORWAY BRACING 06/01/17


PROBLEM
Effective immediately June 1, 2017, The Damage Prevention and Freight Claim Committee of the Association of American Railroads (AAR) has implemented a ban on wood and lumber used to secure railcar doorways. This ruling is referenced in the AAR’s Circular 42-L, Rule 7, Item B which states “Lumber wedged between car door posts is not considered doorway protection”. Reasons attributed to this action include higher rail speeds, a focus on railcar damage reduction, and the need to eliminate variability and risk in material securement.

Although wood doorway bracing has been in use for over 40 years, this securement method is being driven to obsolescence due to safety needs. Unsecured or improperly sized lumber will “free float” in the door and will not create a locked-in barrier. There is a desire to eliminate the use of tools such as sledge hammers or clamp-trucks to install or remove tightly packed wood. Additionally, bracing a doorway with unsecured wood has caused railcar doorways to bow outward as product pushes through poorly installed lumber and into the door. Resulting problems have included leaking doorways with subsequent water damage, doors being pushed off tracks, and several cases of doors knocked entirely off a railcar.

Before implementing this new ruling, the AAR conducted multiple tests to confirm and verify that unsecured lumber created the aforementioned issues.

WHAT THIS MEANS TO SHIPPERS
• Unsecured or wedged-in lumber to secure a railcar doorway is no longer allowed.
• The effective date of this ban is immediate as of June 1, 2017.
• There is a need to use alternative doorway securement products. These include:
  o AIA pre-perforated foldable TransMat® rubber friction mat compliant with AAR GIS standards: 739, 741, 742, 747, 748, 761 and 762.
  o Non-Metallic Strapping – GatorSTRAP® 1.5”.
  o Airbags.
• The need for a review of current doorway securement techniques and additional training for logistics personnel.

SUGGESTED DOORWAY SECUREMENT PRODUCT SOLUTIONS
1) TransMat® 6900 with a Pre-Perforated, Foldable Edge
Allegheny Industrial Associates offers an exclusive, patented rubber friction mat with an integral perforation line for an easy folding edge. When folded over on itself, the
double-thickness edge acts as a barrier that reduces roll movement. To use, the rubber mat is folded over double on the pre-scored line and then placed in the railcar doorway, under the product’s leading edge along the doorway seam. Rolls are then placed on the mat edge which reduces roll movement into the door. Advantages of Perforated TransMat® 6900 include:

- Increased load and roll stability.
- Improved doorway safety, keeping rolls away from the door.
- Reduction of both railcar and paper roll damage.
- Quick, simple and efficient installation:
  - Excellent dead-fold so the lip will not flip back after it is placed on the floor.
  - Reduces installation time.
  - Elimination of knives and cutting of friction mats.
  - AAR approved for a number of different load configurations.

Please contact an Allegheny Industrial Associates representative for recommendations based on your exact load configurations.

2) **GatorSTRAP® and MakoSTRAP® Non-Metallic Strapping**
Allegheny offers a complete line of strapping products and tools for railcar doorway securement, including GatorSTRAP® and MakoSTRAP®. These reduce railcar damage and improve overall safety as loads are retained in the car and away from the door. Strapping is installed in parallel bands across the railcar doorway utilizing integral doorway anchor points and secured via the appropriate buckle.

- **GatorSTRAP® 1.5” 2055-AAR**, Grade 5 is AAR approved as doorway securement in a 2 for 1 application as a substitute to steel banding.
- **GatorSTRAP® 1.25” 2040-AAR**, Grade 4 is AAR approved as doorway securement in a 3 for 1 application as a substitute to steel banding.
- MakoSTRAP® 1.25” 5080-AAR, Grade 4 is AAR approved as doorway securement in a 3 for 1 application as a substitute to steel banding. Please contact an Allegheny Industrial Associates representative for recommendations based on your exact load configurations.

3) **OTHER AVAILABLE RECOMMENDATIONS**

In addition to the above, there are a number of other railcar doorway securement load configurations available using TransMat® and GatorSTRAP®. Many are tied to specific products and loading patterns. Allegheny Industrial Associates can explain these options and make recommendations based on your specific needs and requirements.

**IMPLEMENTATION**

Allegheny Industrial Associates began working with the industry to explore options as soon as this announcement was made. Our engineering personnel are visiting impacted mills to perform load securement and safety analyses. We identify available options and present recommendations that best fit individual customer needs. We follow-up with the offer of hands-on orientation and training programs to present these new techniques, and walk personnel through the process to address questions. Additionally we work with mill and safety management to provide a “cost of change” analysis to create an understanding of impact on time and cost.

Allegheny Industrial Associates is the leader in freight damage prevention and load securement with more AAR approvals than any competitor. Our role is to help you safely and cost effectively secure your loads regardless of the product you are shipping.

Chris Baker - Product and Applications Development

**ALLEGHENY INDUSTRIAL ASSOCIATES**

311 Plus Park Blvd, Suite 220
Nashville, TN 37217
Phone: 615-399-9987

Visit our web site at [WWW.AIATEAM.COM](http://WWW.AIATEAM.COM)