

Chassis Stacking Task Force

Recommended Practice
For Each Chassis Stacking Process
October, 2013



Chassis Stacking Task Force

The purpose of the Chassis Stacking Taskforce was to identify recommended practices to reduce damage associated with the safe stacking of Intermodal chassis within facilities for storage.



Identification Of Recommended Practices For Each Chassis Stacking Process



Stack Height

- No more than four high.
- Lift only one chassis at a time.



- Avoid stacking 20' chassis.
- They are awkward and do not save space vs. larger equipment.



- Position the tandems to the rear as much as possible.



Positioning of the landing leg cross brace

Chassis with tubular cross braces or bracing less than four inches in width should be positioned either as the bottom or top most chassis in the stack in order to avoid damage.



- Correct Positioning of the landing leg cross brace



Positioning of the landing leg cross brace

- Every opportunity must be taken to assure the leg brace after the first chassis on the ground is not positioned in the transition portion of the prior chassis.
- Ensure the crank handle is stowed away properly.



Improper Leg Position



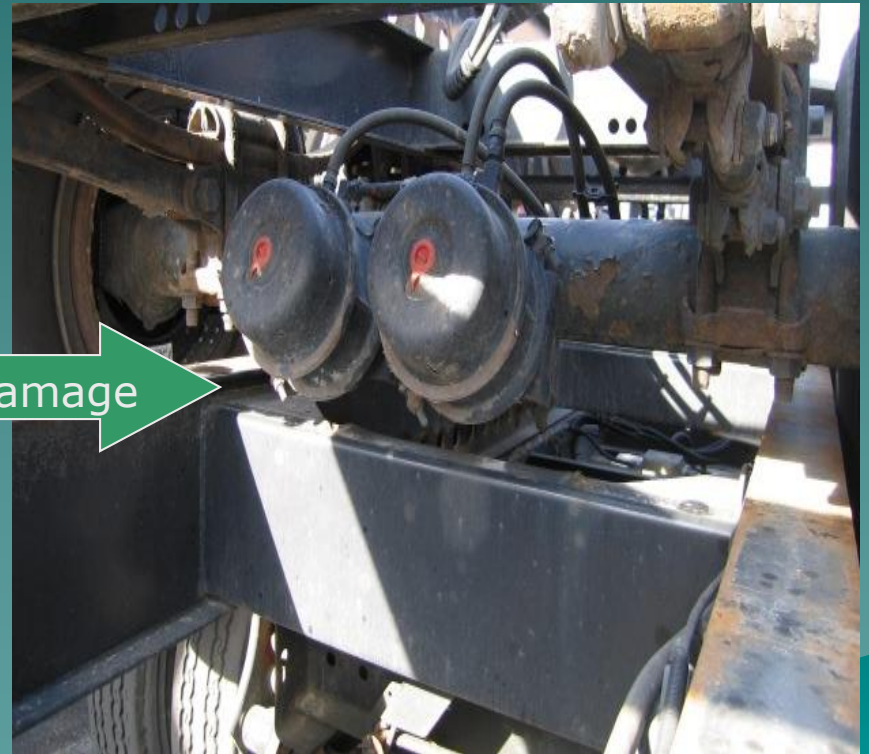
Proper Leg Position

- Attention should be paid to brake pods and where they “land” in the prior chassis so as not to cause unnecessary damage. Brake pods that sit below the chassis should be on the bottom of the stack.



Possible Damage

Possible Damage



Damage



- Brake pods that sit below the chassis should be on the bottom of the stack. As seen below.



Stagger Stacking

- Chassis will be stacked alternately with the tandems loaded in the void front, back, front, back.



Stagger Stacking

- Chassis will be stacked alternately with the tandems loaded in the void front, back, front, back.



Staggered Stacking

- Under no circumstances are tires to be loaded on top of other tires or chassis stacked consecutively towards the front posing a safety hazard.

Tire on Tire
Incorrect Stacking



Stagger Stacking

- Tires should never be loaded on top of other tires.



Tire on Tire Incorrect Stacking

Conformity of Stacking

Stack like chassis, same size. Rigid frames should be combined with rigid frames, expandables with expandables, sliding tandems in the same position, to the rear, as much as possible.



Stacking Equipment

There are multiple means for stacking equipment. As with any other piece of equipment they are only as safe and useful as the driver that operates them.



Forklifts without attachments

Chassis must be lifted towards the tandems. Some chassis may have marked lifting areas but this point can vary depending on the length of the extendable chassis.

Ensure the forks do not damage wires and airlines underneath the chassis.



Prior to Stacking Chassis Verification:

- No damage to chassis components that will effect the stability of the stack. (examples: leg defects, main rail defects or sub frame defects).
- Tandems are in a consistent position; in rear position or in similar position as other chassis being stacked
- Landing leg cross brace is of the heavy duty variety (4" channel).

Prior to Stacking Chassis Verification:

- Under mount brake chambers and slack adjuster are used as bottom unit only to prevent damage to these components
- Airlines will be clear of the lift equipment to prevent damage. This will depend on if an attachment is used and what type of attachment is used.
- Chassis does not need to be carried more than a reasonable distance to be placed in the stack, (should not have to be turned around or carried through the traffic lane).

Post Stacking Operator should verify the following:

- Chassis is centered and not leaning off to one side.
- Landing leg cross brace is not sitting on the transition from the gooseneck to the main rails
- Landing legs are offset with the unit below so they are not interlocking against each other.
- Tires are offset in between axles and not tire on top of tire.

Post Stacking Operator should verify the following:

- All axles and brake components are clear and do not rest on the main rails of the chassis below.
- There are no components that are extruding outside the framework of the chassis in the stack.
- No portion of the chassis is extruding out into any lane of traffic.

(example: A bent DOT bumper protruding into a drive lane or walkway that could hit by a piece of equipment or person).

Appendix: Task Force Members

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