

# Stacking Freight on Outbound Trailers

P-01

A significant amount of damage that LME sees - that results in a Claim being filed - is the result of BAD judgment used by a loader when stacking shipments on a trailer. Damage will result if the Loader is not paying close attention to what is being stacked in an outbound trailer.

## Stacking Freight

- First rule is LIGHT freight on top and HEAVY on the bottom. Pay close attention to weights on Dock Handling copies.
- Remember: NOT ALL FLAT SURFACES CAN BE STACKED ON. There are shipments that are nice and square, but if anything is stacked on top of them, cartons will be crushed. KNOW WHAT YOU ARE STACKING ON.
- Create LEVEL surfaces with dunnage to stack on to.
- Protect freight being stacked on with dunnage (cardboard, sheets of wood, etc.).
- Use LOGISTIC BEAMS when possible
- Know what the product is by reading the Dock Handling copy.
- Watch for "SIGNS" on the freight. ("Do Not Stack", "Fragile", Directional arrows displaying which side is to face upward, etc.)
- Loose Top Freight is to be loaded with FLAPS UP and LABELS FACING the REAR of trailer and ARROWS UP. To improve efficiency in the unloading of the trailer.
- DO NOT load chemicals as Top Freight. Pails can topple over. If a spill occurs, bottom freight can be damaged.

**Stacking freight is NOT COMPLETE until proper amount of dunnage is used to protect loaded freight and stacked freight is properly SECURED / BLOCKED & BRACED to prevent any shifting in transit.**