



U.S. Department
of Transportation

**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

JUN 18 1998

Mr. Rick Wells
Shipping Manager
Wright Corporation
P.O. Box 402
Riegelwood, NC 28456

Ref. No. 98-0021

Dear Mr. Wells:

This is in response to your letter of April 10, 1998, requesting clarification on the requirements for securing packages under the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180). You provided a scenario in which Hexamethylenetetramine, a Division 4.1 (flammable solid) material, is packaged in 2,000-pound flexible intermediate bulk containers (FIBCs), or in fifty pound bags which are stacked together with glue between each layer. The packages are then placed on pallets, with no means of securement to the pallet. Each unit is loaded on the truck touching adjacent units and walls in a staggered configuration with some spaces remaining. The last two units are secured with load locks to prevent them from moving. You requested confirmation that this scenario you present meets the requirements of the HMR.

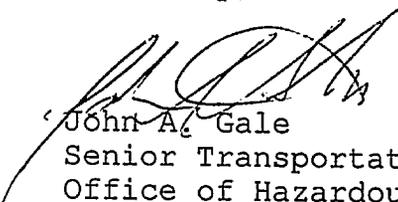
Section 177.834(g) requires a motor carrier to ensure that packages are secured against movement within a vehicle to prevent shifting or falling under conditions normally incident to transportation. These conditions most often include vehicle starting, stopping, cornering, accident avoidance, and varied road conditions. Units secured to a pallet that is itself not prevented from movement relative to motion of the transport vehicle, or containers wedged in the nose of the vehicle without rear support do not meet the requirements of § 177.834(g) for being secured against movement within the vehicle. General requirements which address protection against shifting or falling cargo are found in the Federal Motor Carrier Safety Regulations (FMCSR; 49 CFR Parts 383-399), specifically under §§ 393.100 to 393.106. These requirements allow varied methods of securement, such as blocking with other freight, banding or use of tie-downs or load-locks.

177.834

The requirements in § 177.834(g) are met when packages of hazardous materials are secured in a manner that precludes movement within the transport vehicle, e.g., blocking with other freight, use of tie-downs, or toe-boards. The scenario you provided does not meet the requirements of § 177.834(g). We note the packages are not secured to the pallets and that there are void spaces in your configuration which present the possibility of movement. Any movement of packages relative to the transport vehicle would be a violation of the HMR.

I trust this answers your inquiry. If we can be of further assistance, please contact us.

Sincerely,



John A. Gale
Senior Transportation Specialist
Office of Hazardous Materials Standards



U.S. Department
of Transportation

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Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

MAY 2 1990

Mr. Larry Barr
Barr & Miles, Inc.
Chicago, Illinois 60616

Dear Mr. Barr:

This is in response to your letter dated March 28, 1990, regarding package securement requirements when transporting hazardous materials by motor vehicle in accordance with § 177.834(a) and (g) of the Hazardous Materials Regulations (HMR).

Section 177.834(a) requires a motor carrier to ensure that packages of hazardous materials are secured against movement within a motor vehicle to prevent shifting or falling, under conditions normally incident to transportation. Conditions normally incident to transportation include vehicle starting, stopping, accelerating, cornering, accident avoidance, and varied road conditions. General requirements which address protection against shifting or falling cargo under conditions normally incident to transportation are located in the Federal Motor Carrier Safety Regulations, 49 CFR Parts 350-399, specifically §§ 393.100-393.106. Those requirements allow for varied methods of securement, such as blocking with other freight, banding, use of tiedowns or other methods that will ensure that relative motion between packages is kept to a minimum. The requirements in § 177.834(g) are met when packages of hazardous materials are secured in a manner that precludes movement of those packages.

I trust this answers your inquiry. If we can be of additional assistance, please contact us.

Sincerely,

Edward T. Mezzullo
Edward T. Mezzullo
Chief, Standards Division
Office of Hazardous Materials
Transportation

177.834



WRIGHT CORPORATION

*Contractors
File: 177.834 G*

April 10, 1998

Mr. Edward T. Mazzullo
U.S. Department of Transportation
400 Seventh Street, S.W.
Room # 8102 DHM-10
Washington, D.C. 20590

Dear Mr. Mazzullo:

The purpose of this letter is to receive clarification of C.F.R. 177.834 G,...."Must be so braced as to prevent motion thereof relative to the vehicle when in transit", for our product Hexamethylenetetramine, a Flammable Solid, 4.1 , UN1328, PG III. We are the largest U.S. producer of this product and we ship all over the country as well as to Canada and Mexico. We first contacted your office in March 1997 because some of the carriers hauling our product were being stopped in Chillicothe, Ohio, about two to four times a year (we ship approximately seven truck loads a week to Ohio). We were given a letter (attached) addressed to Mr. Larry Barr which referred to a similar situation. We used this letter as support for the three cases that the Public Utilities Commission of Ohio had against us last year and helped us get all three violations deleted. In the last case their Administrator was very hesitant to agree because the letter was not addressed to us.

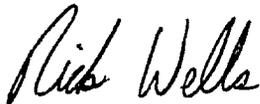
What I would like for you to do is review the following information about how we load this material and send us a letter stating that this is a D.O.T. approved method for loading a Flammable Solid using our freight stacked against each other to block against movement. Our product is shipped in two thousand pound FIBC's, or in fifty pound bags, twenty one hundred pounds per unit. Both are placed on forty two by forty two inch pallets which allows at least one inch over hang per side. The fifty pound bags are secured by the use of glue between each layer to prevent shifting. I am sending a diagram (attached) to show how these units are loaded on the trucks. Each unit is placed touching adjacent units and walls except where spaces are indicated. This alternating method locks from side to side and front and back. On the last two pallets we require two load locks to keep them from moving.

We have contacted out two largest customers in Ohio and neither have experienced receiving any truck loads of material with shifted or damaged bags. Also, each time we ask the Officer in Chillicothe if our loads had shifted or been in any disarray, he has indicated that they were not. At this point the trip is 95% complete.

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April 10, 1998

If there is any other information that would help explain what I am asking I can be reached at 910-655-2297 extention 5241. Thank you very much for your office's help in the past, and for you taking time to help us with this letter.

Sincerely,

A handwritten signature in cursive script that reads "Rick Wells".

Rick Wells
Shipping Manager

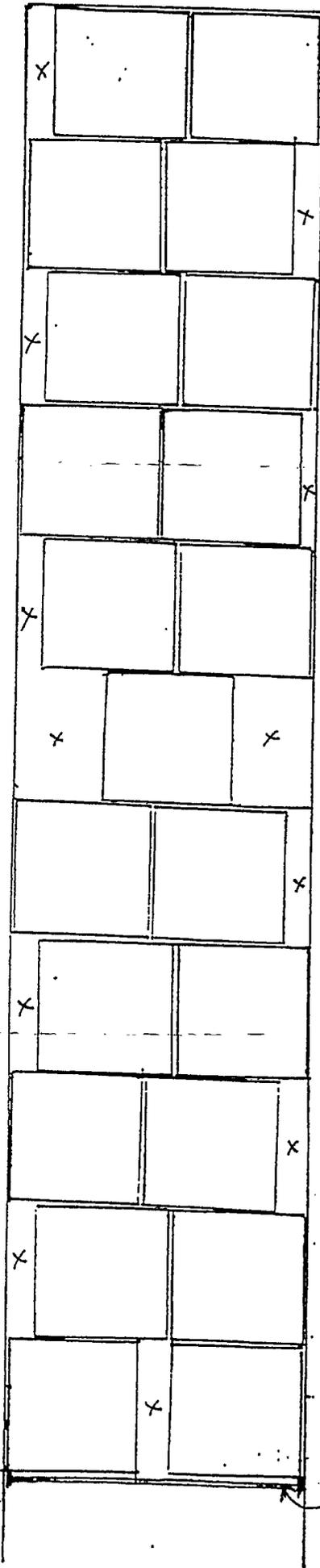
Enclosures (2)
aw

(FRONT)

EXAMPLE FOR
LOADING A
TRUCK WITH
21 PALLETS

SPACE X

PLEASE SPACE
PALLET AS
SHOWN



(FRONT)

EXAMPLE FOR
LOADING A
TRUCK WITH
22 PALLETS

