

KEEP IT COOL!

TIPS FOR AVOIDING OFF-TEMPERATURE LOADS

OVERVIEW YOUR CURRENT TRAINING, POLICIES, & PROCEDURES.

Do you have written policies and procedures for proper loading, transportation and delivery of refrigerated product? Do these procedures need to be updated due to changes in the product you currently haul, changes in technology or changes in shipper requirements?

Does your new driver orientation and ongoing driver training address the information and tips drivers must have to safely transport temperature sensitive product?

Continuous communication and persistence are critical to make certain people are informed and to help avoid surprises. Your driver managers/dispatchers are a critical link to helping your drivers succeed. Do they have the right skills, training, and knowledge to help your drivers successfully transport product?

We recommend organizing a meeting with your key personnel to conduct an overview of your current practices and procedures. Keep notes and make a commitment to improve any areas requiring attention. Seek additional support from industry partners such as refrigeration equipment vendors, respected and experienced industry peers, and loss prevention professionals.



LOADING & OPERATING CHECKLIST

PRIOR TO LOADING

- ☐ Check fuel level for the trailer refrigeration unit (temperature control unit).
- ☐ Inspect cargo box inside and out for damaged skin and insulation.
- ☐ Inspect door seals, including vent doors, for condition and tight seal.
- ☐ Inspect air ducts (chutes) for damage.
- ☐ Remove debris from floor channels and floor drains.
- ☐ Initiate pretrip or unit self check on microprocessor controlled units.
- ☐ Pre-cool the cargo box to the recommended product temperature at least one hour before loading. Note desired cargo temperature on the manifest/bill of lading. Pre-cooling the trailer will verify the unit is operating properly and improve your ability to maintain proper temperature of cargo.
- ☐ Initiate a manual defrost to verify proper unit operation and to remove frost accumulated during pre-cooling. (Cargo box temperature must be approximately 35F or lower to initiate a manual defrost.)
- ☐ Check pulp temperature of product to be loaded. Any variance above or below temperature noted on manifest/bill of lading should be noted by the driver on the manifest/bill of lading. In some situations product may be loaded warm (direct from the field) without being pre-cooled by the shipper. The driver should be watchful and take note, informing his company dispatcher right away to determine what action should be taken.
- ☐ Watch the load being loaded onto trailer when possible, and monitor temperature readings of the refrigeration unit. Drivers should attempt to confirm the load count, according to manifest, and note any shortages.
- ☐ If the driver is not present during loading, unable to count or pulp the product, then sign SL&C (Shipper Load and Count).

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DURING LOADING

- ☐ Stop the reefer unit during loading to minimize air exchange between the cargo box and outside air. The unit may be run with the doors open if the refrigerated compartment is backed into a refrigerated warehouse with tight door seals.
- ☐ If you are able, observe product loading to ensure sufficient air space over, under, around, and through the load.
- ☐ Check the unit's return air inlets and discharge air outlets to be certain they are not blocked by cargo.
- ☐ Make sure the air space between product and moveable bulkheads (multi temperature units) is adequate.
- ☐ Ensure that adequate space is provided for air circulation between cargo and rear doors.
- ☐ Be certain that cargo box doors close and lock securely.
- ☐ Check the bill of lading for any temperature requirements for the load. Know what temperature must be maintained and whether or not the shipper requires the load to be transported in stop-start mode or continuous mode on your refrigeration unit. This is critically important. Some loads have been rejected by the consignee as "off-condition" for being out of the required temperature range by a few degrees after being run in stop/start mode rather than continuous mode. The high costs associated with a rejected load will be many times the cost of any fuel savings.
- ☐ If the refrigeration unit was stopped, restart it using the starting procedures and checks outlined in the unit operator's manual.

ENROUTE INSPECTIONS

- ☐ Check the unit setpoint to be certain no one has altered the setting.
- ☐ Watch for "short cycling" (frequent alternation between heat and cool modes). This is typically caused by improper loading that has restricted air flow near the unit's return and discharge air openings.
- ☐ Check refrigeration unit fuel supply.
- ☐ Look for any unusual refrigeration unit vibration or noise.

Old Republic Insurance claims professionals are **AVAILABLE 24/7** to respond to any problems that may result in a potential claim by calling **800-228-8046**.

Timely reporting of problems may greatly reduce the cost of your claim.



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