Load Xpert™ – Load Planning

Software for Shippers & Carriers

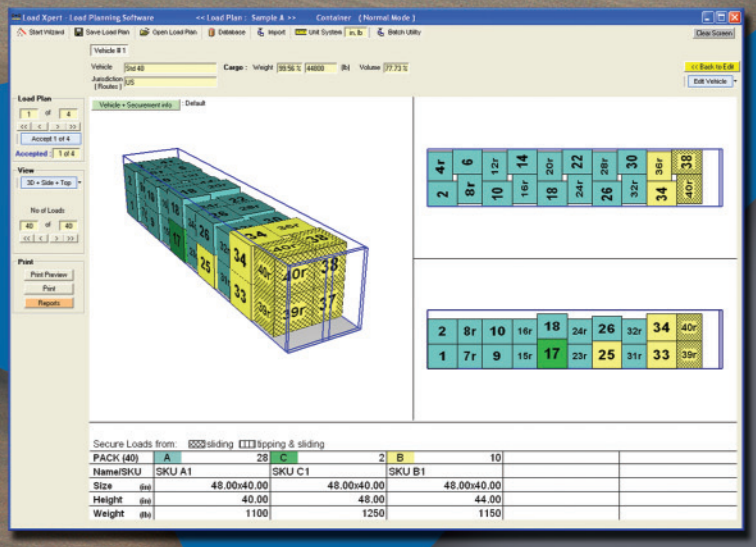
LOADXPERT SOFTWARE

Road, Rail & Intermodal

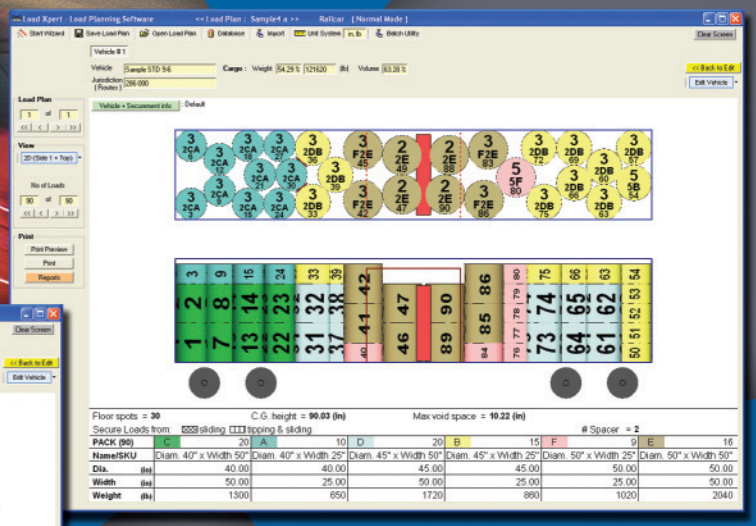
Load Xpert™ – Load Planning is a very powerful and easy-to-use software that automatically suggests loading configurations for transportation of paper rolls, pallets, skids and boxes via trailers, containers and railcars.

Benefits

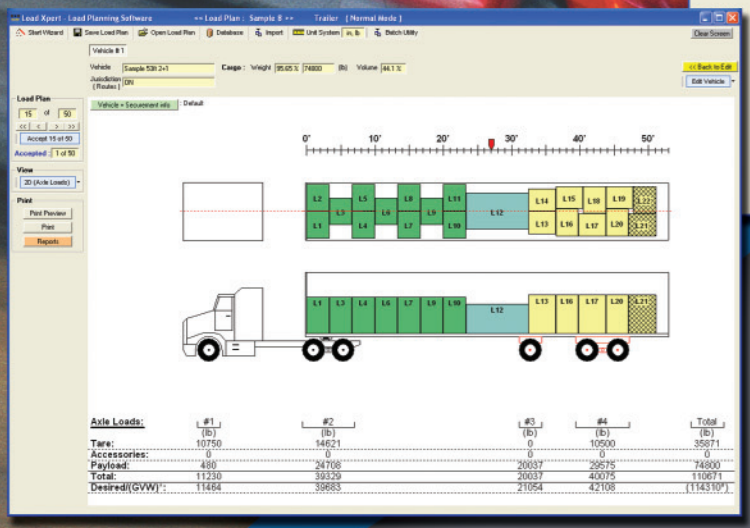
- Reduce transportation costs by optimally loading cargo in vehicles
- Minimize labor time needed for creating load plans
- Minimize cost of dunnage materials through better load configurations and cargo blocking strategies
- Minimize cargo damages with good load planning
- Avoid overweight fines and associated costs (for trailers & containers)
- Avoid round trips to weigh scale and save time and money (for trailers & containers)



Pin wheel pattern in a 40' container



Paper rolls of various diameters and sizes in a standard 9'-6" railcar



Skids of various sizes in a 53' 3 axles trailer

Pricing based on software modules selected

CIE-TECH INC.

www.loadxpert.com

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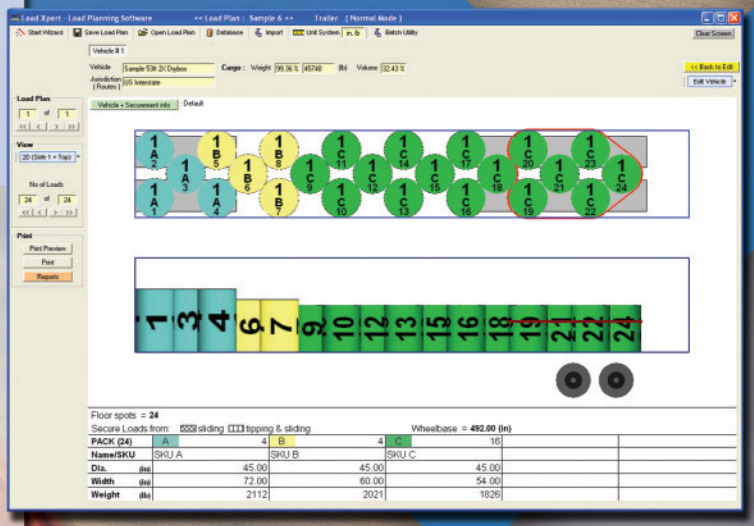
Load Planning Strategy

Uses a wizard concept to automatically suggest load patterns which are cost effective for any type of trailers, containers or railcars.

- Store or import in the ***Load Xpert™*** database weights and dimensions of all your shipping items / SKUs and your vehicles (trailers, containers and railcars)
- Select the items/SKUs to be shipped along with the vehicle
- Select mode of transportation (road, intermodal or rail)

Software will automatically suggests one or more load plans with the following characteristics:

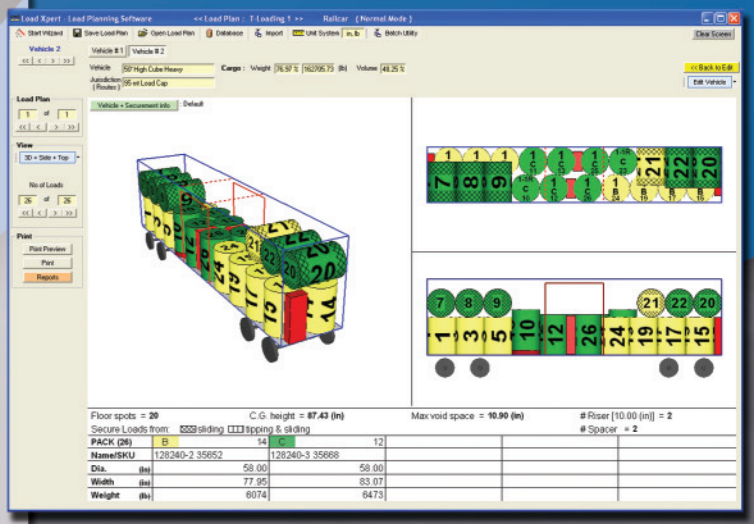
- Maximizes payload while complying with axle loads and center of gravity limits
- Minimizes cargo securement needs while complying with industry best practices for cargo securement
- Inserts automatically risers, void fillers, air bags, straps, etc.
- Identifies cargo requiring securement.



Paper rolls in an Intermodal trailer (trailer shipped on a flat car)

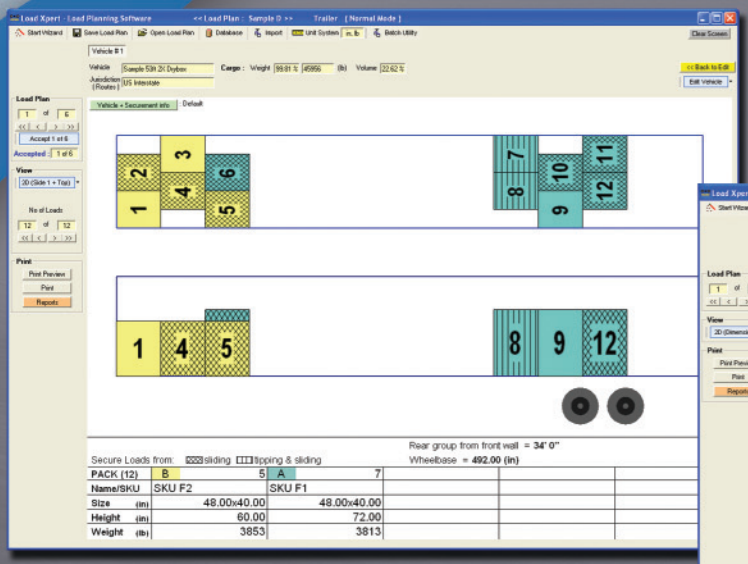
Features for Paper Rolls

- All suggested load plans comply with industry best practices for cargo securement
- Supports all standard trailers, containers and railcars
- Supports multiple drops for trailers and containers for over the road transportation
- Supports multi-vehicle load planning for large shipping orders
- Supports loading a vehicle with multiple diameter rolls
- Supports railcars with door sizes up to 16'
- Supports T-loading in railcars
- Built-in import / export functions for interface with client's computer system
- Professional printouts (2D, 3D, axle loads, etc.) and load planning reports

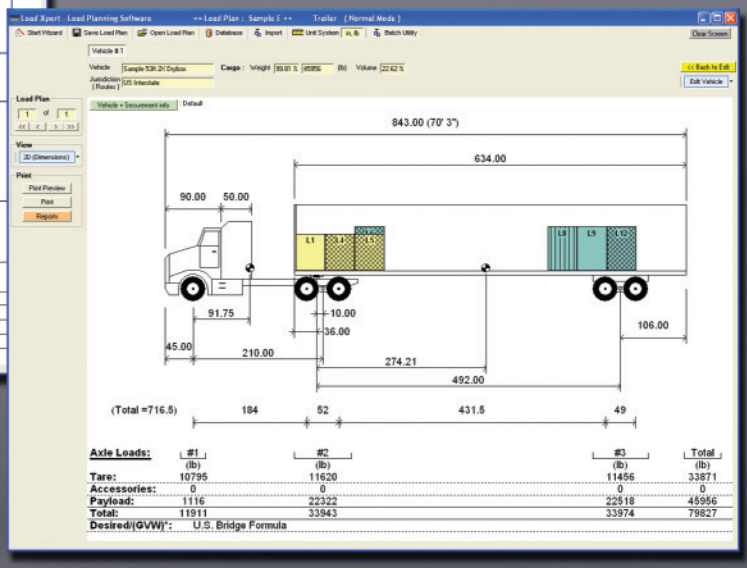


58" paper rolls T-loaded in a 50' hi-cube railcar

LOADXPERT SOFTWARE



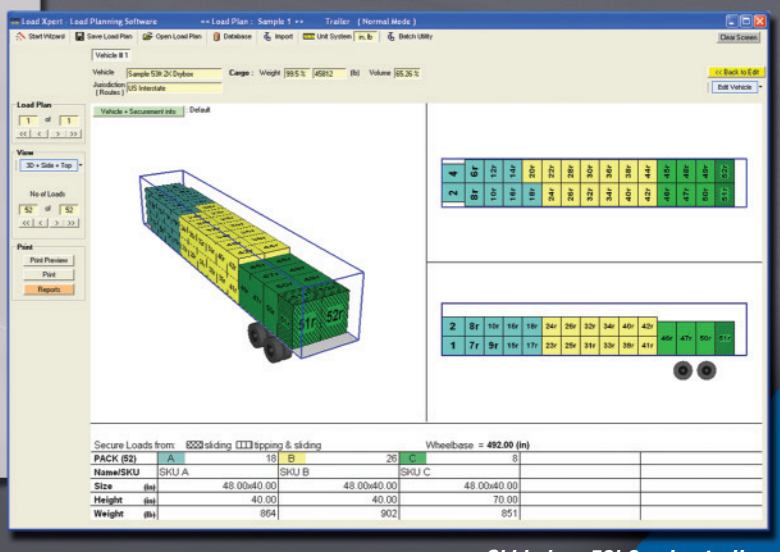
Heavy skids in a 53' 2 axles trailer



Heavy skids in a 53' 2 axles trailer

Features for Pallets, Skids, Boxes, etc.

- All suggested load plans comply with industry best practices for cargo securement
- Supports all standard trailers, containers and railcars
- Supports multiple drops for trailers and containers for over the road transportation
- Supports multi-vehicle load planning for large shipping orders
- Supports for loading multiple size items/SKUs in same vehicle
- Supports several load planning patterns including pin-wheel
- Allows specifying maximum weight limit for stacking
- Built-in import / export functions for inter-face with client's computer system
- Professional printouts (2D, 3D, axle loads, etc.) and load planning reports



Skids in a 53' 2 axles trailer

Contact us for more info

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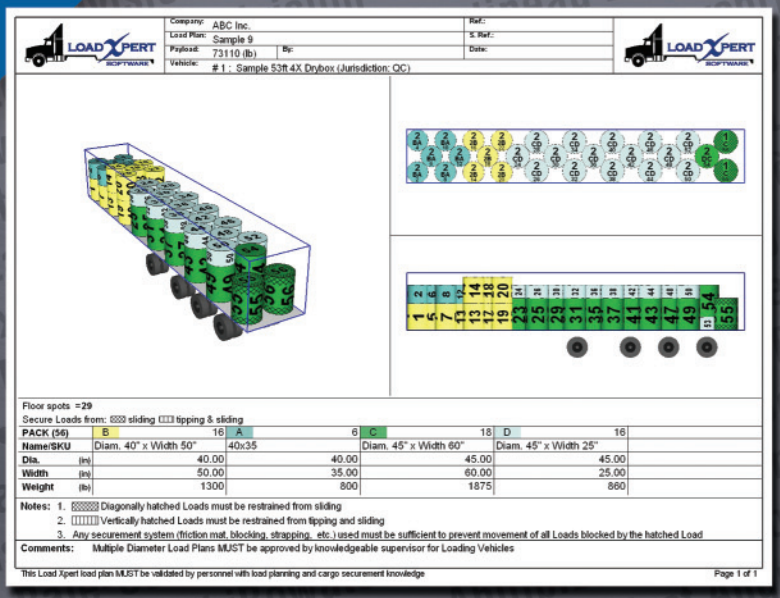
Sample printouts



Company: ABC Inc. | Load Plan: Sample 9 | Payload: 73110 (lb) | Vehicle: # 1 : Sample 53ft 4X Drybox (Jurisdiction: QC)

Floor spots =29

Secure Loads from: sliding, tipping & sliding

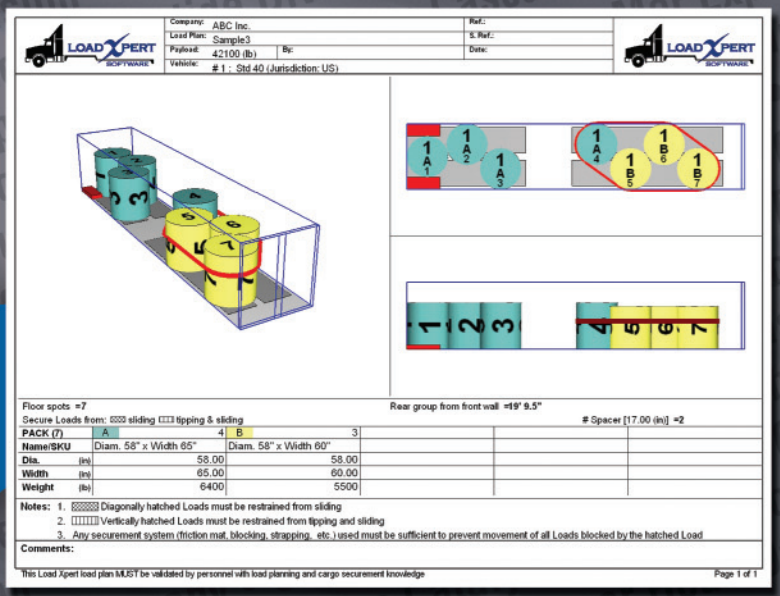
PACK (56)	B	16	A	6	C	18	D	16
Name/SKU	Diam. 40" x Width 50"		40x35		Diam. 45" x Width 60"		Diam. 45" x Width 25"	
Dia. (in)	40.00		40.00		45.00		45.00	
Width (in)	50.00		35.00		60.00		25.00	
Weight (lb)	1300		800		1875		860	

Notes: 1. Diagonally hatched Loads must be restrained from sliding
2. Vertically hatched Loads must be restrained from tipping and sliding
3. Any securement system (friction mat, blocking, strapping, etc.) used must be sufficient to prevent movement of all Loads blocked by the hatched Load

Comments: Multiple Diameter Load Plans MUST be approved by knowledgeable supervisor for Loading Vehicles

This Load Xpert load plan MUST be validated by personnel with load planning and cargo securement knowledge — Page 1 of 1

Paper rolls of various sizes in a 53' 4 axles trailer



Company: ABC Inc. | Load Plan: Sample3 | Payload: 42100 (lb) | Vehicle: # 1 : Std 40 (Jurisdiction: US)

Floor spots =7 — Rear group from front wall =19' 9.5"

Secure Loads from: sliding, tipping & sliding — # Spacer [17.00 (in)] =2

PACK (7)	A	4	B	3
Name/SKU	Diam. 58" x Width 65"		Diam. 58" x Width 60"	
Dia. (in)	58.00		58.00	
Width (in)	65.00		60.00	
Weight (lb)	6400		5500	

Notes: 1. Diagonally hatched Loads must be restrained from sliding
2. Vertically hatched Loads must be restrained from tipping and sliding
3. Any securement system (friction mat, blocking, strapping, etc.) used must be sufficient to prevent movement of all Loads blocked by the hatched Load

Comments:

This Load Xpert load plan MUST be validated by personnel with load planning and cargo securement knowledge — Page 1 of 1

Large paper rolls in a 40' Intermodal container (road + rail)

"Since JB Hunt purchased the Load Xpert software in June 2007 we have assisted many shippers and have reduced:

- Rework time saving expensive manhours
- Less driver downtime which means more wages
- Reduction of costly rework expenses

Load Xpert has been a beneficial tool for our sales force."

Bobby Lynch
JB Hunt Intermodal

"While it has been very helpful in maximizing our railcar yields overall, we are able to quickly and easily try what-if scenarios, to improve specific ship-to locations' railcars. For one customer's orders we were able to add additional rolls into each railcar, thereby reducing the overall number of railcars required annually. This alone saved Catalyst Paper over $30,000 in freight costs."

Gerry Rolufs
Director – Distribution
Catalyst Paper, Richmond, BC

"We are now able to obtain all the time a valid load plan. The software allows us to minimize the amount of dunnage material we are using while conforming to the current cargo securement standards. This will without a doubt ease our transition with all the planned retirements for the next few years in our mill."

François Paradis, P. Eng.
Superintendent Finishing and shipping department
Kruger Paper, Trois-Rivières, QC

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