



## **Pep Boys Container Stuffing Procedure**

Proper container stuffing meets two main objectives. It helps to utilize all, or as much as possible of a containers cube capacity; and protects the cargo from loss or damage during transit. Vendors are required to plan each the loading of a container in such a way that eases the unloading or "stripping" of the container at destination.

### **General Requirements for all Shipments**

- Provide a lift clearance at the top of the container (Minimum of 4")
- Avoid wedging or jamming cargo into containers.
- Place heavy items and wet commodities on the bottom with light and dry commodities on top.
- Make sure the weight distribution is even throughout the container so that the container is properly balanced.
- Stow cargo tightly in the container so shifting will not occur and cause heavy items to be thrown through the container walls.
- If the cargo does not completely fill the container, block and brace the cargo. Stuff all containers as though they were going to be stowed on deck. This will ensure that containers are watertight and capable of standing greater stress and strain than if stowed below deck.
- Each master case must be plainly marked with the manufacturer part number and quantity enclosed.
- Each SKU on the PO must be grouped together

### **Specific Requirements for Consolidated Shipments**

- If container has multiple POs for different ultimate destinations each PO **MUST** be separated within the container
- Cargo must loaded by PO and all like SKU's for that PO must be grouped together
- Cargo to be stripped first should be stuffed in the container last

## Example of a properly loaded consolidated container

Container loaded with 3 POs containing 3 different SKUs

PO# 1 –Stripped last; Loaded first

PO# 2 –Stripped 2<sup>nd</sup>; Loaded 2<sup>nd</sup>

PO# 3 –Stripped 1<sup>st</sup>; Loaded last

SKU# 1 –The heaviest

SKU# 2 –2<sup>nd</sup> heaviest

SKU# 3 –The lightest

