

# MANUAL IBC w/ SIDE HANDLE

## Buffers USA Model 6601-6961-L

Improved Safety & Efficiency in Double-Stacked Container Operations



**IMPORTANT NOTICE!** On December 5, 2012, Buffers USA became the first supplier of a Manual IBC to have its IBC tested and approved by the AAR in accordance with their new specification M-998-2008 (see other side for more info).



Buffers USA's Manual IBC design incorporates an extended side-operated handle for easier locking and unlocking of the top container on a double-stacked rail car.

## SIDE HANDLE DESIGN ELIMINATES MAJOR SAFETY CONCERN

The new Buffers IBC design eliminates the need for workers to navigate the very narrow ledge along the side of the well car to unlock or lock the IBCs. Since most falls from well cars occur when a worker is on this ledge of the well car, the new side handle IBC will greatly reduce this safety concern.



Workers can remain on the ground and use a pole to push or pull the extended handle to lock and unlock the IBCs.



If required, workers can also lock and unlock the IBCs from the safety of the wider end platforms on well cars.

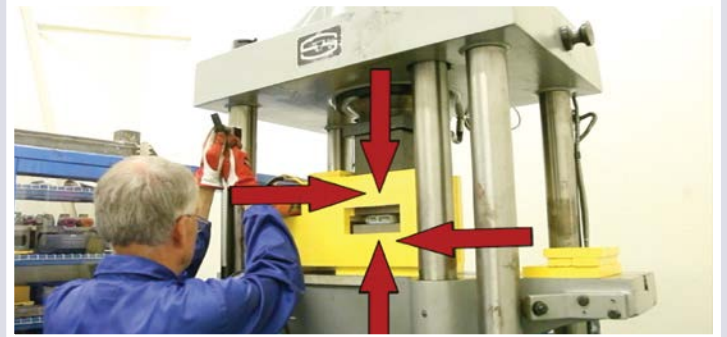
# AAR-CERTIFIED

On December 5, 2012, Buffers USA became the first supplier of a Manual IBC to have its IBC tested and approved by the AAR in accordance with their new specification M-998-2008, which includes requirements for impact and static testing.

## STATIC TESTING

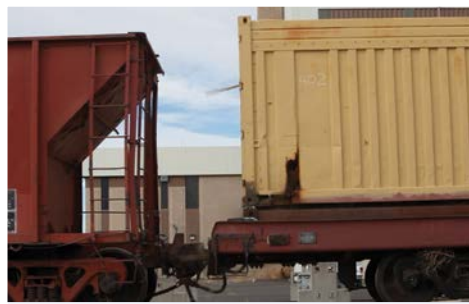


Six static load tests per the requirements of AAR Specification M-998-2008 simulated real-world conditions. Specifically, the kinds of longitudinal, lateral and vertical forces — both individual and combined — that are placed on the IBC while it's securing containers on a double-stacked rail car.



Buffers' manual IBC successfully passed all the static tests required by AAR Specification M-998-2008 for an 80,000-pound Gross Container Weight (GCW)-rated IBC.

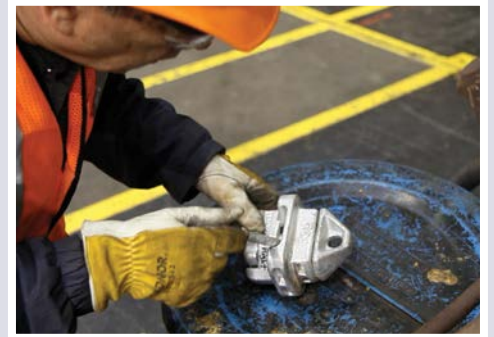
## IMPACT TESTING



Container car with special frame to simulate a double-stacked rail car load was fitted with Buffers IBCs and subjected to impacts at different speeds.



Trackside computer monitoring confirmed that the required AAR specification for a minimum 1.25 million pounds of coupler force was achieved.



Post-impact inspections verified the IBCs retained operational & structural integrity.

### TECHNICAL SPECIFICATIONS

**Part No.:** 6601-6961-L

**Weight:** 13.75 lbs./6.24 kg

**Capacity:** 80,000 lbs./36,300 kg Gross Container Weight (GCW)

**Type:** Fixed base with full-length double-head locking stem

**Housing:** 1-piece type. No bolts required.

**Handle:** Fitted through stem and secured with a split roll pin for easy replacement (no welding necessary).

**Material:** High-strength steel casting housing and forged stem. Stainless steel handle spring.

**Finish:** Galvanized

**Unlock Pole:** Part # 5004-UP-7-W/1218, 7' aluminum pole with galvanized steel head

# BUFFERS USA

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