

Containerboard Mechanical Roll Quality Standards

Roll Diameter:	The standard roll diameters are 58 1/4" +/- 1/4" or +/- 1/4" of ordered size. Rolls less than 58 1/4" in diameter may be scheduled for inter-trim purposes or due to weight restrictions.
Roll Width:	Roll width will be within - 0"/+ 1/8" of that ordered.
Winding:	Rolls will be tightly and evenly wound. The ends of the rolls must be straight to within 1/8" when measured on one end of the roll. Using a properly maintained Schmidt Hardness Tester, no individual Schmidt Hardness reading should be under 35, with a maximum range no greater than 15 across the roll.
Cores:	Cores will be flush with the end of the edge of the roll, with a maximum dimension variability of +/- 1/8" from the roll end. Cores will be 4" I.D. and must be constructed of a single piece material of sufficient strength and wall thickness to avoid crushing or deforming during normal shipment, handling, and running. All cores are to be plugged at both ends.
Banding:	All rolls are to be banded, using a minimum width 3/8" steel band. Bands should be placed between 1" to 3" from the outside edges of the rolls. A maximum of 3" from the outside edge of the roll will be allowed. All bands shall be straight and tight on both ends of the roll.
Splices:	All splices will be taped and marked. Marking will either be flagged or colored (contrasting), creating a circle at the point of the splice on one end of the roll, preferably both ends. The maximum number of splices allowed per roll is three. The splices will be no closer than 1" on diameter and not closer than 1" to the top of the roll or 3" to the core. Each splice shall be taped with a material with sufficient strength and adhesive properties to withstand the forces of paper converting equipment.
Roll Damage:	All rolls should be free of tears, gouges, and wrinkles. The rolls are to be free of any foreign materials that might interfere with normal manufacturing processes or equipment.
Roll Identification:	Each roll will have the following information on it: Mill name and location, grade, roll number, roll width, lineal footage, roll weight and average roll moisture.
Shipments and Rollstock Condition:	<p>A copy of the tally is to be included inside each rail car or trailer. A copy of the tally is also to be mailed, faxed, or transmitted electronically. The tally and Bill of Lading must show actual mill site location.</p> <p>Rolls shipped either by truck or rail are expected to arrive in a damage free condition.</p> <p>Loads shall be configured and secured so that a trained roll stock handler or clamp truck driver can unload the rolls without causing roll damage. Roll configurations in rail cars shall be such that the rail car can be unloaded from either side.</p>