APPROVED BY

BUREAU OF EXPLOSIVES

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DATE 5/7/70

# LOADING AND BRACING IN A VEHICLE EQUIPPED WITH A MECHANICAL BRACING SYSTEM OF CBU ITEMS PACKED IN THE CNU-123/E CONTAINER FOR CONTAINER/TRAILER-ON-FLAT-CAR (C/TOFC) SHIPMENT

INDEX



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| CHECKER | ABC AMMO CTR | |

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U. S. ARMY MATERIEL COMMAND

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| CLASS | DIVISION | DRAWING | FILE |
|---|---|---|---|
| 19 | 48 | 4000 | 15J1 |

DO NOT SCALE

PROJECT FSA 96B-69

## GENERAL NOTES

A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13, AND AUGMENTS TM 743-200-1 ( CHAPTER 5 ).

B. THE OUTLOADING PROCEDURES SPECIFIED HEREIN ARE APPLICABLE TO CBU ITEMS WHEN PACKED IN THE CNU-123/E CONTAINER. SUBSEQUENT REFERENCE TO "CONTAINER" HEREIN MEANS THE CNU-123/E CONTAINER WITH CONTENTS.

C. DETAILS OF THE CNU-123/E CONTAINER:
CONTAINER DIMENSIONS --- 149-1/8" LONG X 22-1/2" WIDE X 25" HIGH.
GROSS WEIGHT ---------- 1,336 POUNDS ( APPROX ).
TARE WEIGHT ---------- 350 POUNDS ( APPROX ).

D. THIS PROCEDURAL DRAWING IS APPLICABLE TO A TRAILER OR CONTAINER WHICH IS EQUIPPED WITH A MECHANICAL LOAD BRACING SYSTEM AS SPECIFIED WITHIN THE BUREAU OF EXPLOSIVES PAMPHLET NO. 6C AND APPENDICES THERETO. SUBSEQUENT REFERENCE TO A TRAILER THROUGHOUT THIS DOCUMENT MEANS A TRAILER OR CONTAINER. FOR TOFC AND/OR COFC SHIPMENTS, ONLY RAIL-CARS WHICH ARE SPECIFIED BY THE BUREAU OF EXPLOSIVES PAMPHLET NO. 6C, OR THE AFOREMENTIONED APPENDICES, WILL BE USED.

E. THE LOAD AS SHOWN IS BASED ON A 40'-0" LONG BY 7'-6" WIDE ( INSIDE DIMENSION ) TRAILER WHICH HAS A WOOD OR A WOOD AND METAL, OR A METAL FLOOR. THE DELINEATED OUTLOADING PROCEDURES ARE ALSO APPLICABLE TO LONGER TRAILERS AND TO TRAILERS WHICH ARE EIGHTY-NINE INCHES ( 89" ) THROUGH NINETY-THREE INCHES ( 93" ) IN WIDTH.

F. THE HEIGHT LOCATIONS SPECIFIED WITHIN THIS DRAWING FOR THE INSTALLATION OF CROSS MEMBERS ARE IDENTICAL TO THOSE RECOMMENDED IN THE BUREAU OF EXPLOSIVES PAMPHLET NO. 6C AND APPENDICES THERETO.
CAUTION: TRAILERS EQUIPPED WITH FACILITIES WHICH DO NOT MEET THE LOCATION REQUIREMENTS SPECIFIED HEREIN MUST NOT BE USED.

1. VOIDS WITHIN THE LENGTH OF A LOAD MUST BE HELD TO A MINIMUM. CROSS MEMBERS MUST BE PLACED AGAINST THE LADING AS TIGHTLY AS THE HOLE SPACING IN THE CROSS MEMBER ATTACHMENT FACILITY PERMITS. ALSO, EACH CROSS MEMBER WILL BE INSTALLED WITH THE ENDS ATTACHED AS NEARLY AS POSSIBLE IN "MATED" POSITIONS ( AT EQUAL HEIGHTS AND AT EQUAL DISTANCES FROM THE END OF THE TRAILER ).

2. CROSS MEMBERS IN EMPTY TRAILERS AND THOSE NOT USED IN LOADED TRAILERS MUST BE SECURED FOR SHIPMENT. COMPONENTS ASSIGNED TO EACH TRAILER MUST REMAIN THEREWITH EVEN THOUGH UNUSED DURING SOME SHIPMENTS.

3. A CROSS MEMBER WILL NOT BE RELIED UPON TO RETAIN MORE LADING ON EITHER SIDE THAN AS SHOWN WITHIN THE LOAD.

G. THE GROSS WEIGHT AND AXLE DISTRIBUTION OF WEIGHT FOR A LOAD WILL BE THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE THE SHIPPER OF THE APPLICABLE LOADING REQUIREMENTS, AND THE SHIPPER WILL LOAD ACCORDINGLY. NOTICE: A SHIPMENT WILL BE POSITIONED IN A TRAILER CONSISTENT WITH THE WEIGHT LAWS OF THE STATES THROUGH WHICH THE TRAILER WILL BE TRANSPORTED BY HIGHWAY ( MOTOR CARRIER ).

H. THE NUMBER OF LADING UNITS MAY BE ADJUSTED TO FIT THE SIZE OF THE TRAILER TO BE LOADED OR THE QUANTITY TO BE SHIPPED; HOWEVER, THE APPROVED METHODS SHOWN HEREIN MUST BE FOLLOWED AS CLOSELY AS POSSIBLE FOR BLOCKING, BRACING, AND STAYING OF THE DESIGNATED ITEM.

J. OTHER TYPES OF LADING ITEMS MAY BE LOADED INTO TRAILERS WHICH ARE PARTIALLY LOADED WITH THE DEPICTED ITEM, PROVIDING THE TOTAL LOAD IS COMPATIBLE, EXISTING DIRECTIVES ARE NOT VIOLATED, AND THE OTHER LADING ITEMS ARE BLOCKED AND BRACED TO EQUAL THE BLOCKING AND BRACING CRITERIA SPECIFIED HEREIN.

K. THE OUTLOADING PROCEDURES SPECIFIED HEREIN CAN ALSO BE UTILIZED FOR THE SHIPMENT OF THE DEPICTED CONTAINERS WHEN THEY ARE LOADED WITH EMPTY DISPENSERS OR LOADED WITH AN ITEM WHICH IS IDENTIFIED DIFFERENTLY BY NOMENCLATURE THAN THE ITEMS DESIGNATED WITHIN THE DRAWING TITLE.

L. ONE AND ONE-QUARTER INCH ( 1-1/4" ) STEEL STRAPPING WILL BE USED TO UNITIZE STACKED CONTAINERS AS SHOWN ON PAGE 3, AND AS SPECIFIED BY THE APPLICABLE OUTLOADING METHODS DEPICTED HEREIN. IF THE CAPACITY OF THE MATERIAL HANDLING EQUIPMENT USED TO LOAD THE CONTAINERS ABOARD THE TRAILER PERMITS, IT IS RECOMMENDED THAT THE CONTAINERS BE UNITIZED PRIOR TO PLACEMENT WITHIN THE TRAILER. NOTICE: IN SOME INSTANCES, CONTAINERS WILL ALREADY BE UNITIZED WHEN OFFERED FOR LOADING. THESE UNITIZED STACKS SHOULD BE INSPECTED AND AS REQUIRED, LOOSE UNITIZING STEEL STRAPPING MUST BE REPLACED.

M. WHEN STEEL STRAPPING IS SEALED AT AN END-OVER-END LAP JOINT AS SHOWN, A MINIMUM OF TWO ( 2 ) SEALS, BUTTED TOGETHER, WITH TWO ( 2 ) PAIR OF CRIMPS PER SEAL MUST BE USED TO SEAL THE JOINT. CAUTION: EXERCISE CARE DURING TENSIONING TO PREVENT DAMAGE TO CONTAINERS.

( CONTINUED AT RIGHT )

## MATERIAL SPECIFICATIONS

LUMBER ---------: SEE TM 743-200-1, DUNNAGE LUMBER; FED SPEC MM-L-751.

NAILS ---------- : COMMON, CEMENT COATED OR CHEMICALLY ETCHED, FED SPEC FF-N-105.
ALT: ANNULAR-RING TYPE NAIL OF SAME SIZE.

STRAPPING, STEEL: TYPE I OR IV, CLASS A OR B, FED SPEC QQ-S-781.

STRAP SEAL ----- : COMMERCIAL GRADE.

WIRE ---------- : FED SPEC QQ-W- 461.

PLYWOOD ------ : GROUP B OR C, GRADE * A-C ( EXTERIOR ) FOR 1/4", GRADE * C-D ( EXTERIOR ) FOR 1/2", FED SPEC NN-P-530.

* IF A SPECIFIED GRADE IS NOT AVAILABLE, A BETTER EXTERIOR GRADE MAY BE SUBSTITUTED.

( GENERAL NOTES CONTINUED )

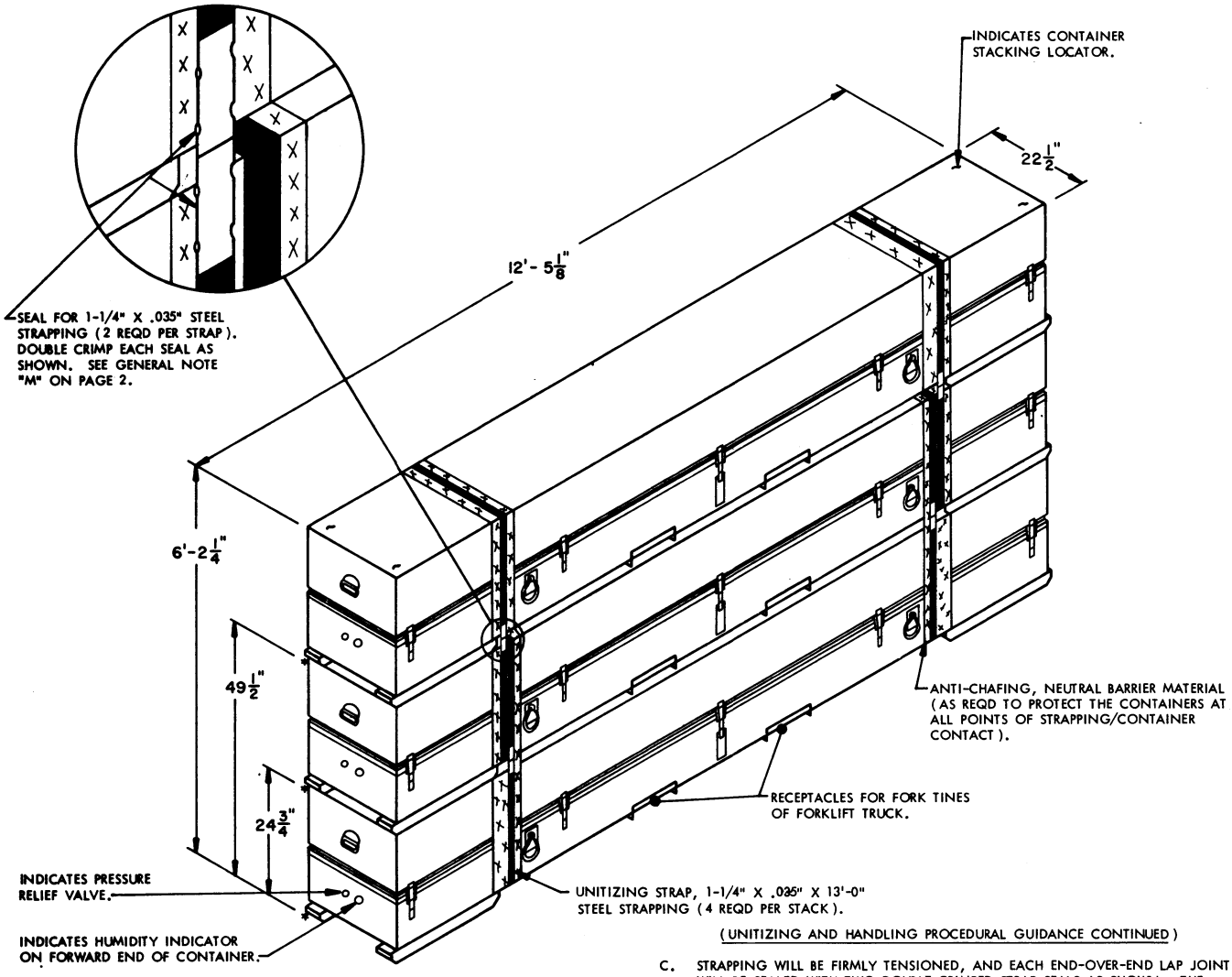
N. DUNNAGE LUMBER SPECIFIED THROUGHOUT THIS PROCEDURAL DRAWING IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-5/8" WIDE AND 2" X 4" MATERIAL IS ACTUALLY 1-5/8" THICK BY 3-5/8" WIDE.

O. NOTICE: A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES.

P. DO NOT NAIL BLOCKING SHOWN HEREIN TO THE TRAILER WALLS OR FLOOR; ALL NAILING WILL BE ACCOMPLISHED WITHIN THE DUNNAGE.

Q. PORTIONS OF THE TRAILER BODY DEPICTED WITHIN THIS PROCEDURAL DRAWING, SUCH AS ONE OF THE SIDE WALLS, HAVE BEEN OMITTED FROM THE LOAD VIEWS FOR CLARITY PURPOSES.

R. FOR ADDITIONAL GUIDANCE, ATTENTION IS DIRECTED TO THE "UNITIZATION AND HANDLING PROCEDURES" ON PAGE 3, AND TO THE "SPECIAL NOTES" SECTION WHICH IS IMMEDIATELY ADJACENT TO THE DEPICTED OUTLOADING METHOD.




**TYPICAL STACK DETAIL**

## UNITIZING AND HANDLING PROCEDURAL GUIDANCE

1. STACKING CONTAINERS FOR UNITIZING.

   A. THE UPPER CONTAINER WILL BE FULLY SEATED ON THE CONTAINER STACKING LOCATORS OF THE NEXT LOWER CONTAINER AND AS NEARLY AS POSSIBLE IN VERTICAL ALIGNMENT.

   B. POSITION THE FORWARD END OF AN UPPER CONTAINER ABOVE THE FORWARD END OF THE NEXT LOWER CONTAINER.

2. INSTALLATION OF 1-1/4" X .035" UNITIZING STEEL STRAPPING. SEE GENERAL NOTES "L" AND "M" ON PAGE 2.

   A. EACH OF THE TWO SETS OF UNITIZING STRAPS SHOULD BE POSITIONED AROUND THE CONTAINERS AS SHOWN, AND PLACED SO THAT STRAPPING LAYS FLAT AND STRAIGHT WITH THE BODY SURFACES OF THE CONTAINERS; I. E., VERTICAL ALONG THE SIDES AND STRAIGHT ACROSS THE TOP AND BOTTOM OF THE CONTAINERS.

   B. PLACE ANTI-CHAFING MATERIAL UNDER THE STRAPPING AT ALL POINTS OF STRAPPING/CONTAINER CONTACT, AND SECURE TO PREVENT DISLODGEMENT DURING AND AFTER STRAP APPLICATION. STRIPS OF ANTI-CHAFING MATERIAL MAY BE TAPED OR STRING-TIED TO THE CONTAINERS OR TO THE STRAPPING, OR IT CAN BE FORMED INTO STRAP ENCIRCLING TUBES BY WINDING THE MATERIAL AROUND AND AROUND THE STRAPPING TO FORM A SELF-HOLDING UNIT.

(CONTINUED AT RIGHT)

(UNITIZING AND HANDLING PROCEDURAL GUIDANCE CONTINUED)

   C. STRAPPING WILL BE FIRMLY TENSIONED, AND EACH END-OVER-END LAP JOINT WILL BE SEALED WITH TWO DOUBLE-CRIMPED STRAP SEALS AS SHOWN. THE STRAP JOINTS WILL BE MADE ALONG THE SIDE OF THE STACK SO THAT THE SEALS WILL NOT BE IN CONTACT WITH THE CONTAINERS. DURING STRAP TENSIONING, CARE SHOULD BE EXERCISED TO ENSURE THAT THE CONTAINERS ARE NOT DAMAGED. EXCESS STRAPPING (STRAP ENDS) SHOULD BE CUT OFF OR BROKEN OFF NEAR THE JOINT SEALS.

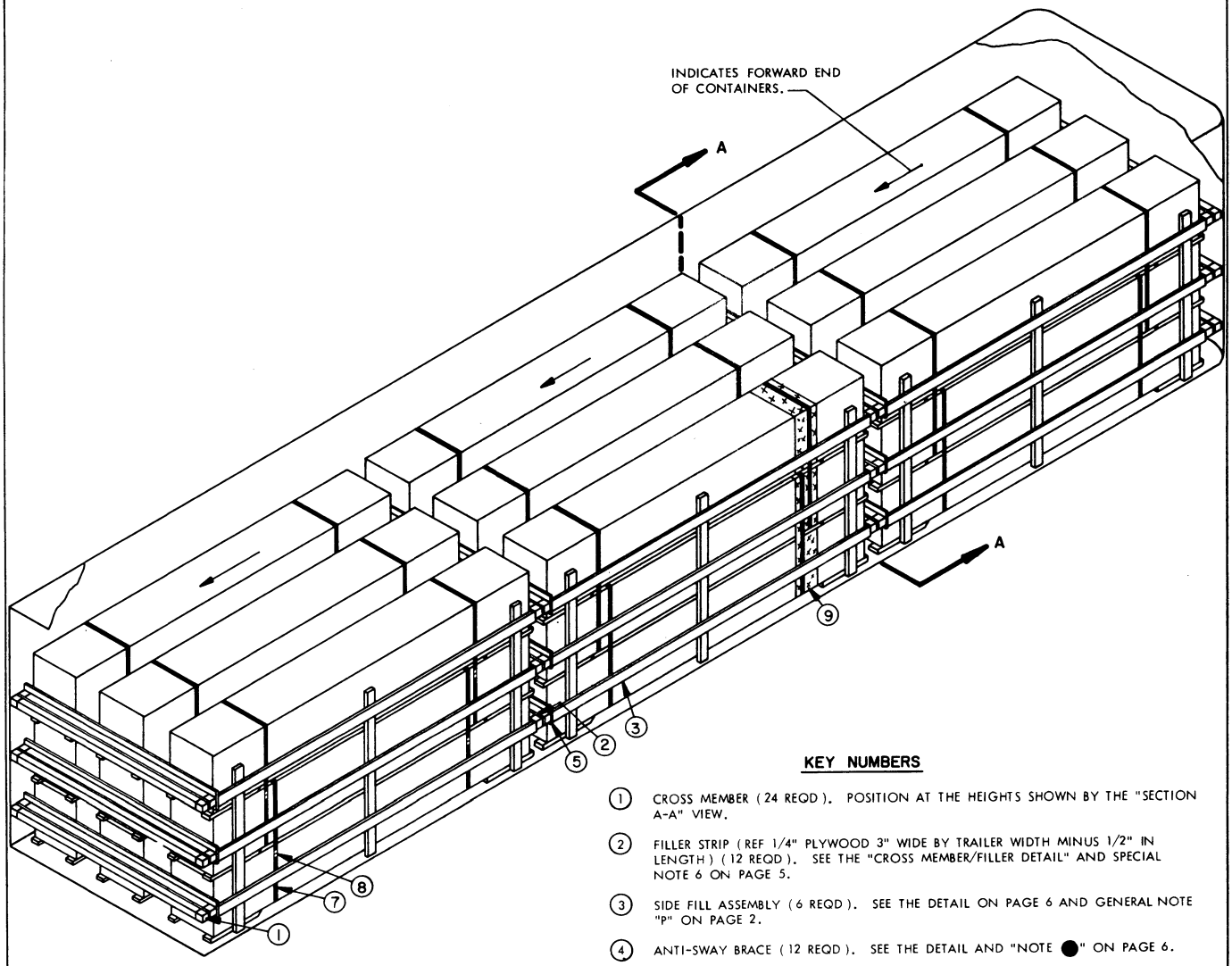
3. CONTAINER OR CONTAINER STACK HANDLING.

   NOTES: (1) APPROVED MATERIALS HANDLING EQUIPMENT (MHE) IS SPECIFIED IN OTHER DOCUMENTS. MHE IS INTENDED TO MEAN EQUIPMENT SUCH AS FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS AND SPREADER BARS.
   (2) PRECAUTIONARY HANDLING TECHNIQUES NORMALLY EMPLOYED OR AS SPECIFIED FOR THE TYPE OF COMMODITY INVOLVED WILL BE OBSERVED.

   A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIALS HANDLING EQUIPMENT WILL BE USED FOR HANDLING THE DEPICTED CONTAINERS.

   B. IF HANDLING IS ACCOMPLISHED WITH A FORKLIFT, THE CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION WHEREVER POSSIBLE. CAUTION: THE USUALLY APPLIED END-HANDLING IS NOT PERMITTED; HOWEVER, FORK TINES MAY BE PLACED UNDER THE SKIDS FROM AN END POSITION. CARE MUST BE EXERCISED WHEN INSERTING FORKS UNDER A CONTAINER TO PREVENT DAMAGE TO THE CONTAINER BY THE FORK TINES OR THE FORKLIFT PACKAGE GUARD. FOR VERY SHORT "INCHING" SPEED MOVEMENTS, SUCH AS WILL BE EXPERIENCED DURING TRAILER LOADING, A UNITIZED TWO OR THREE-HIGH CONTAINER STACK MAY BE HANDLED BY INSERTING THE FORKS OF A FORKLIFT TRUCK UNDER THE SECOND-LAYER CONTAINER.

   C. IF ONE CONTAINER IS HANDLED BY SLINGING, THE SLING MAY BE ATTACHED TO THE LIFTING POINTS ON THE CONTAINER. HOWEVER, IF A TWO OR THREE-HIGH STACK IS HANDLED BY SLINGING, DO NOT ATTACH THE SLING TO THE LIFTING POINTS ON A CONTAINER. THE SLING USED MUST BE OF SUCH A DESIGN THAT THE LIFTING IS DONE ON THE BOTTOM OF THE LOWEST CONTAINER.




ISOMETRIC VIEW

## KEY NUMBERS

(1) CROSS MEMBER ( 24 REQD ). POSITION AT THE HEIGHTS SHOWN BY THE "SECTION A-A" VIEW.

(2) FILLER STRIP ( REF 1/4" PLYWOOD 3" WIDE BY TRAILER WIDTH MINUS 1/2" IN LENGTH ) ( 12 REQD ). SEE THE "CROSS MEMBER/FILLER DETAIL" AND SPECIAL NOTE 6 ON PAGE 5.

(3) SIDE FILL ASSEMBLY ( 6 REQD ). SEE THE DETAIL ON PAGE 6 AND GENERAL NOTE "P" ON PAGE 2.

(4) ANTI-SWAY BRACE ( 12 REQD ). SEE THE DETAIL AND "NOTE ●" ON PAGE 6.

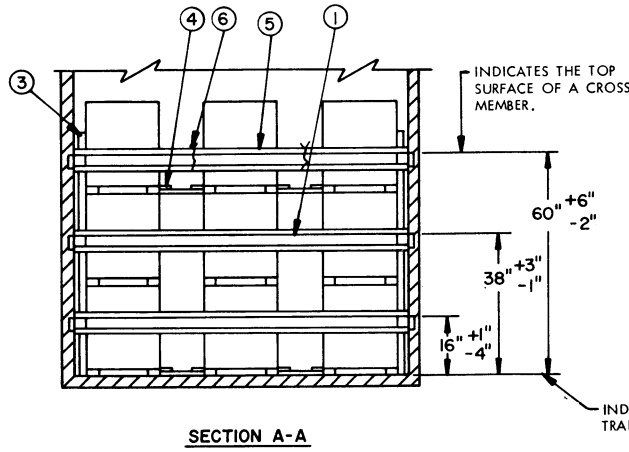
(5) LOAD BEARING PIECE, 1/2" PLYWOOD 6" WIDE BY TRAILER WIDTH MINUS 1/2" IN LENGTH ( 9 REQD, 3 WITH NOTCHES AND 6 PLAIN ). SEE THE "CROSS MEMBER/FILLER DETAIL" FOR THE SIZE AND LOCATION OF CUTOUTS WHICH MUST BE MADE TO PROVIDE FOR CLEARANCE OF THE HUMIDITY INDICATOR AND PRESSURE RELIEF VALVE ON THE FORWARD END OF THE THIRD-LAYER CONTAINERS. LOAD BEARING PIECES FOR THE FIRST AND SECOND LAYERS NEED NOT BE NOTCHED.

(6) TIE-WIRE, NO. 14 GAGE BLACK ANNEALED WIRE 60" LONG ( 36 REQD ). THREAD THROUGH THE 1/2" DIAMETER HOLES IN THE LOAD BEARING PIECE, ENCIRCLE THE CROSS MEMBERS THREE TIMES AND TWIST THE ENDS TAUT TO SECURE THE LOAD BEARING PIECE, THE FILLER STRIP, AND THE ANTI-CHAFING. SEE THE "END VIEW" ON PAGE 5. NOTE THAT IF NO. 14 GAGE WIRE IS NOT AVAILABLE, ONE WRAP OF NO. 8 GAGE MAY BE SUBSTITUTED AT EACH LOCATION.

(7) UNITIZING STRAP, 1-1/4" X .035" X 13'-0" LONG STEEL STRAPPING ( 36 REQD ). SEE THE "UNITIZATION AND HANDLING PROCEDURES" ON PAGE 3 AND GENERAL NOTES "L" AND "M" ON PAGE 2.

(8) SEAL FOR 1-1/4" STRAPPING ( 72 REQD, 2 PER STRAP JOINT ).

(9) ANTI-CHAFING, NEUTRAL BARRIER MATERIAL ( AS REQD ). PLACE OVER CROSS MEMBER TO PREVENT CROSS MEMBER/CONTAINER CONTACT ( REQD AT 9 PLACES ). ALSO, POSITION UNDER STEEL STRAPPING, PIECE MARKED (7) , AT ALL POINTS OF STRAPPING/CONTAINER CONTACT.




SECTION A-A



27-UNIT LOAD IN A 40'-0" LONG TRAILER

PROJECT FSA 96B-69

SPECIAL NOTES:

1. A 27-UNIT LOAD IS SHOWN IN A 40'-0" LONG BY 7'-6" WIDE (INSIDE DIMENSION) TRAILER WHICH IS EQUIPPED WITH A MECHANICAL LOAD BLOCKING SYSTEM THAT HAS A SYSTEM LENGTH OF NOT LESS THAN 38'-11", AND CONTAINS AT LEAST TWENTY-FOUR (24) CROSS MEMBERS.

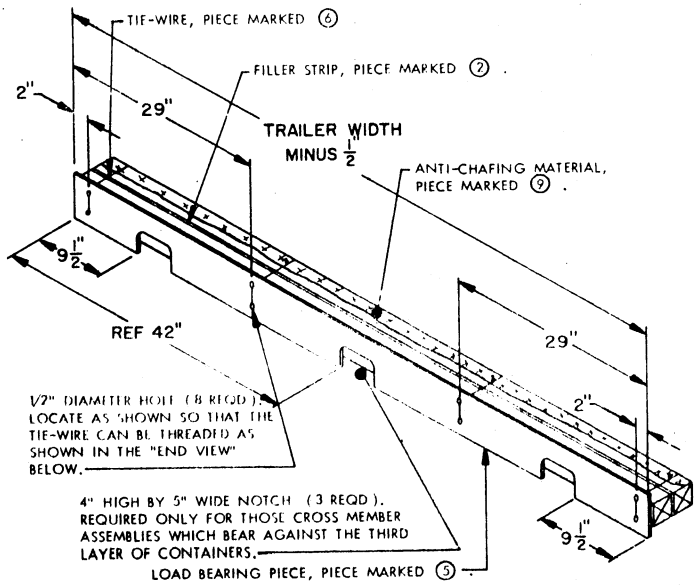
2. IF A TRAILER BEING LOADED DOES NOT HAVE A SYSTEM LENGTH OF 38'-11" AND/OR DOES NOT CONTAIN AT LEAST TWENTY-FOUR (24) CROSS MEMBERS, A 27-UNIT LOAD CANNOT BE SHIPPED. HOWEVER, IF THE TRAILER BEING LOADED IS EQUIPPED WITH A MECHANICAL LOAD BLOCKING SYSTEM THAT IS AT LEAST 26'-1" AND CONTAINS AT LEAST EIGHTEEN (18) CROSS MEMBERS, TWO (2) LOAD UNITS (AN 18-UNIT LOAD) MAY BE SHIPPED USING THE PROCEDURES DEPICTED ON PAGE 4.

3. WIDER OR NARROWER TRAILERS MAY BE USED FOR SHIPMENT OF THE DEPICTED LOAD BY ADJUSTING THE WIDTH OF THE ANTI-SWAY BRACE, PIECE MARKED (4)

4. IF ONE (1) OR TWO (2) CONTAINERS ARE TO BE OMITTED FROM THE LOAD SHOWN IN ORDER TO SATISFY THE QUANTITY TO BE SHIPPED, OMIT THE TOP CENTER CONTAINER FROM ONE OR TWO LOAD UNITS. WHEN A CONTAINER IS OMITTED, ONE OF THE TWO ANTI-SWAY BRACES WHICH ARE USED IN THE THIRD LAYER WILL ALSO BE OMITTED. THE LOAD BEARING PIECES OF THE REMAINING ASSEMBLY MUST BE EXTENDED TO CONTACT THE SKIDS OF THE CONTAINERS ADJACENT TO THE TRAILER SIDE WALLS AND THE LENGTH OF THE STOP PIECES MUST BE INCREASED SO AS TO EXTEND 3" UNDER THESE OUTER CONTAINERS.

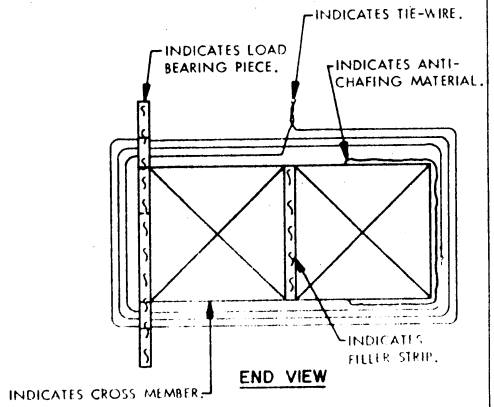
5. IF THREE (3) CONTAINERS ARE TO BE OMITTED FROM THE DEPICTED LOAD, THE ENTIRE TOP LAYER OF A LOAD UNIT SHOULD BE LEFT OFF. INSTALL THE ANTI-SWAY BRACES BETWEEN THE SECOND-LAYER CONTAINERS, ADJUST THE HEIGHT OF THE SIDE FILL ASSEMBLIES, AND OMIT SIX (6) UNITIZING STRAPS, PIECE MARKED (7).

6. A 1/4" THICK "FILLER STRIP" HAS BEEN SPECIFIED FOR THE DEPICTED LOAD. HOWEVER, IF THE VOID BETWEEN A PAIR OF LONGITUDINALLY ADJACENT CROSS MEMBERS IS GREATER THAN 1/4", FILLER MATERIAL OF A THICKNESS WHICH WILL COMPLETELY OCCUPY THE VOID SPACE BETWEEN THE TWO MEMBERS MUST BE USED.




CROSS MEMBER/FILLER DETAIL

NOTE THAT THE LOAD BEARING PIECE MAY BE INSTALLED WITH THE "NOTCHES" UPWARD IF NECESSARY IN ORDER TO MISS THE HUMIDITY INDICATOR AND RELIEF VALVE ON A CONTAINER.



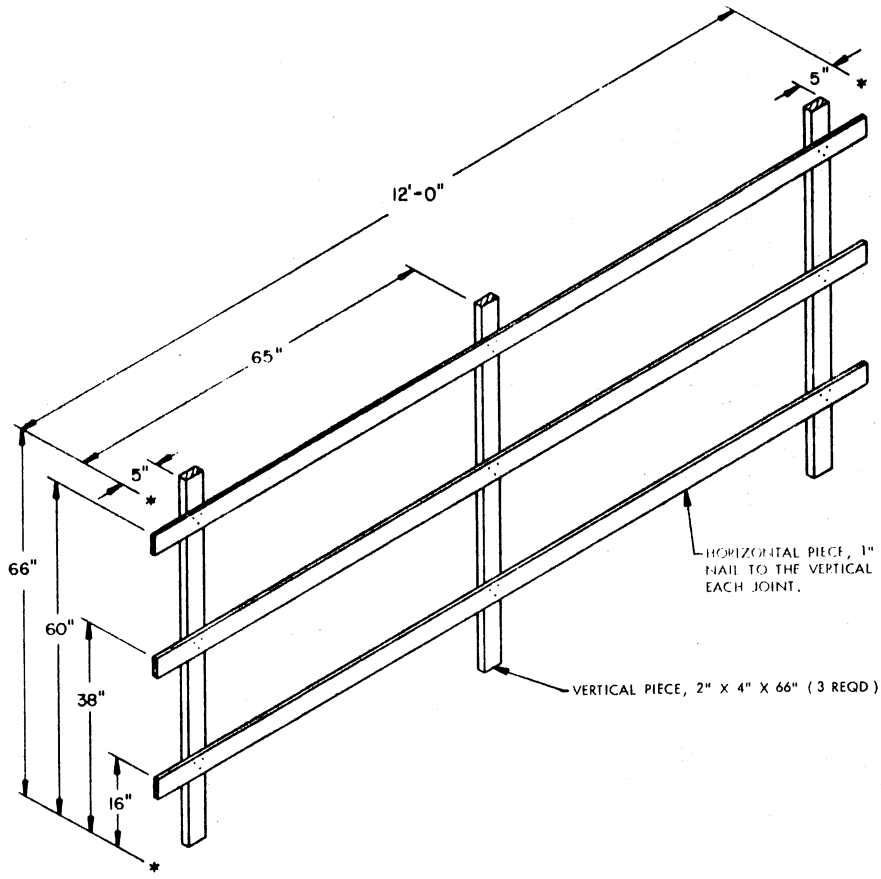

END VIEW

| BILL OF MATERIAL | | |
|---|---|---|
| LUMBER | LINEAR FEET | BOARD FEET |
| 1" X 4" | 456 | 152 |
| 2" X 4" | 165 | 110 |
| NAILS | NO. REQD | POUNDS |
| 6d (2") | 450 | 2-3/4 |
| STEEL STRAPPING, 1-1/4" X .035" | 468' REQD | 67 LBS |
| SEAL FOR 1-1/4" STRAPPING | 72 REQD | 4 LBS |
| ANTI-CHAFING MATERIAL | AS REQD | NIL |
| PLYWOOD, 1/4" X 3" | 90' REQD | 16 LBS |
| PLYWOOD, 1/2" X 6" | 68' REQD | 50 LBS |
| WIRE, NO. 14 GAGE | 180' REQD | 3 LBS |

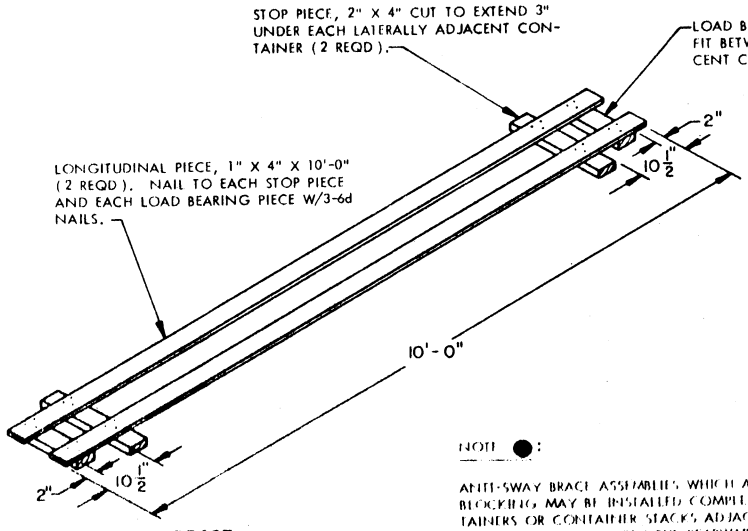
LOAD AS SHOWN

| ITEM | QUANTITY | WEIGHT (APPROX.) |
|---|---|---|
| CNU-123/E CONTAINER (W/CBU ITEMS) | 27 | 36,072 LBS |
| DUNNAGE | | 798 LBS |
| TOTAL WEIGHT | | 36,870 LBS |

27-UNIT LOAD IN A 40'-0" LONG TRAILER




**SIDE FILL ASSEMBLY**




**ANTI-SWAY BRACE**

SEE THE "NOTE ● " AT THE RIGHT FOR INSTALLATION GUIDANCE. NOTE THAT UP TO ONE-HALF INCH (1/2") TOLERANCE IS ACCEPTABLE FOR THE CUT-TO-FIT PIECES OF AN ASSEMBLY.

NOTE ●:

ANTI-SWAY BRACE ASSEMBLIES WHICH ARE TO BE USED FOR FLOOR-LINE BLOCKING, MAY BE INSTALLED COMPLETELY FABRICATED, AFTER THE CONTAINERS OR CONTAINER STACKS ADJACENT TO THE TRAILER WALLS HAVE BEEN POSITIONED. WITH THE REARWARD END OF THE MIDDLE CONTAINERS SUPPORTED ABOVE THE FLOOR BY A FORKLIFT TRUCK, AN ASSEMBLY CAN BE SLID BETWEEN THE ROWS UNTIL THE STOP PIECE OF THE ASSEMBLY CONTACTS THE FORWARDMOST SKIDS OF THE BOTTOM CONTAINERS. THEN, LOWER THE CONTAINERS INTO FINAL POSITION. AN ASSEMBLY WHICH IS TO BE USED BETWEEN CONTAINERS IN THE UPPER LAYER OF A LOAD CAN BE PREFABRICATED WITH THE EXCEPTION OF THE STOP PIECES WHICH MUST BE POSITIONED UNDER THE TOP CONTAINERS PRIOR TO POSITIONING AND NAILING THE REST OF THE ASSEMBLY.