

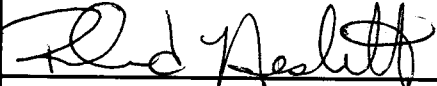

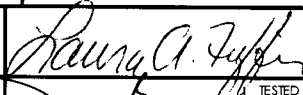

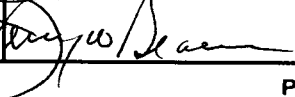
# LOADING AND BRACING (TL & LTL) IN VAN TRAILERS\* OF JSOW (AGM-154) MISSILES PACKED IN CNU-575/E SHIPPING AND STORAGE CONTAINERS

## INDEX

ITEM	PAGE(S)
GENERAL NOTES AND MATERIAL SPECIFICATIONS - - - - -	2
UNITIZATION AND HANDLING PROCEDURES - - - - -	3
17-UNIT LOAD IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	4-5
13-UNIT LOAD IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	6-7
14-UNIT LOAD IN A 48'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	8-9
7-UNIT LOAD IN A 48'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	10-11
10-UNIT LOAD IN A 45'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	12-13
7-UNIT LOAD IN A 40'-0" LONG BY 8'-2" WIDE VAN TRAILER - - - - -	14-15
TYPICAL LTL (TWO-UNIT LOAD) - - - - -	16-17
TYPICAL LTL (ONE-UNIT LOAD) - - - - -	18
DETAILS - - - - -	19-26

**CAUTION:** THE PROCEDURES SHOWN HEREIN ARE ONLY APPLICABLE FOR HIGHWAY MOVEMENTS, NOT FOR TRAILER-ON-FLATCAR (TOFC) MOVEMENTS.

## U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND  	<b>CAUTION: VERIFY PRIOR TO USE AT WWW.DAC.ARMY.MIL/DET THAT THIS IS THE MOST CURRENT VERSION OF THIS DOCUMENT. THIS IS PAGE 1 OF 26.</b>			
	<b>DO NOT SCALE</b>		<b>APRIL 2003</b>	
APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND   U.S. ARMY DEFENSE AMMUNITION CENTER	ENGINEER OR TECHNICIAN	BASIC REV.	WALTER GORDON	
	TRANSPORTATION ENGINEERING DIVISION			CLASS
	VALIDATION ENGINEERING DIVISION		DIVISION	DRAWING
ENGINEERING DIRECTORATE		19	48	8693 SP11J105

PROJECT SP 392-00

**GENERAL NOTES**

**(GENERAL NOTES CONTINUED)**

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE OUTLOADING PROCEDURES SPECIFIED IN THIS DRAWING ARE APPLICABLE TO LOADS OF JSOW MISSILES PACKED IN THE CNU-575/E CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE INSTALLED. SEE PAGE 3 FOR DETAILS OF THE CONTAINER.  
  
CONTAINER DIMENSIONS - - - - - 179-3/4" LONG X 31" WIDE X 31" HIGH (STACKING: 30-1/2")  
GROSS WEIGHT - - - - - 2,217 POUNDS (APPROX)  
CUBE - - - - - 100.0 CUBIC FEET (APPROX)
- C. THE OUTLOADING PROCEDURES DEPICTED WITHIN THIS DOCUMENT ARE APPLICABLE FOR SHIPMENTS IN CONVENTIONAL TYPE VAN TRAILERS AND APPLY TO TRAILERS HAVING WOOD, OR WOOD AND METAL, OR ALL METAL FLOORS. REGARDLESS OF THE DIMENSIONS OF THE VAN TRAILERS SHOWN, THE PROCEDURES ARE ALSO APPLICABLE FOR TRAILERS WHICH ARE 89" THRU 99" IN WIDTH AND FOR TRAILERS OF OTHER LENGTHS FROM THE SHORTEST TO THE LONGEST AVAILABLE (REF: 24' TO 53'), AND FOR STRAIGHT TRUCK VANS. THE SPECIFIED BRACING IS ADEQUATE FOR LOADS WEIGHING UP TO AND INCLUDING THE MAXIMUM WEIGHTS PERMITTED BY LAW.
- D. SELECTION OF A VEHICLE FOR THE TRANSPORT OF THE DESIGNATED ITEM IS THE RESPONSIBILITY OF THE ORIGINATING CARRIER AND THE SHIPPER. ONLY VEHICLES IN ACCORDANCE WITH THE REQUIREMENTS OF THE APPLICABLE REGULATORY DOCUMENTS WILL BE SELECTED FOR USE.
- E. 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. THE TOTAL WEIGHT OF THE LADING, OF THE DUNNAGE, OF THE TRACTOR, AND OF THE SEMITRAILER CARRYING THE LADING MUST NOT EXCEED THE MAXIMUM GROSS WEIGHT ALLOWED FOR THE STATE OR STATES THRU WHICH THE LOAD IS TO BE TRANSPORTED BY MOTOR CARRIER. LIKEWISE, THE GROSS WEIGHT ON A SINGLE OR TANDEM AXLE MUST NOT EXCEED THE MAXIMUM ALLOWABLE WEIGHT. IF THERE IS ANY DOUBT AS TO WHETHER THE TOTAL GROSS WEIGHT OR AXLE WEIGHT EXCEEDS THE MAXIMUM ALLOWED, WEIGHT SHOULD BE VERIFIED BY ACTUALLY WEIGHING THE LOADED VEHICLE.
- F. **NOTICE:** A SHIPMENT WILL BE POSITIONED IN THE TRAILER CONSISTENT WITH STATE WEIGHT LAWS. THE NUMBER OF LADING UNITS MAY BE ADJUSTED TO FIT THE SIZE OF THE TRAILER TO BE LOADED OR THE QUANTITY TO BE SHIPPED. COMBINATIONS OF THE OUTLOADING PROCEDURES SPECIFIED MAY BE USED; HOWEVER, THE APPROVED METHODS SHOWN MUST BE FOLLOWED AS CLOSELY AS POSSIBLE FOR BLOCKING, BRACING, AND STAYING OF THE DESIGNATED ITEMS.
- G. THE "LOAD AS SHOWN" FOR MOST OF THE FULL LOADS DEPICTED HEREIN IS BASED ON AN APPROXIMATE LADING WEIGHT OF 38,000 POUNDS. THE SPECIFIED BLOCKING AND BRACING FOR THE FULL LOADS IS ADEQUATE FOR THE RETENTION OF LOADS UP TO 45,000 POUNDS, IF IT IS DESIRED TO INCREASE THE LADING WEIGHT.
- H. OTHER TYPES OF LADING ITEMS MAY BE LOADED INTO TRAILERS WHICH ARE PARTIALLY LOADED WITH CNU-575/E CONTAINERS, 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.

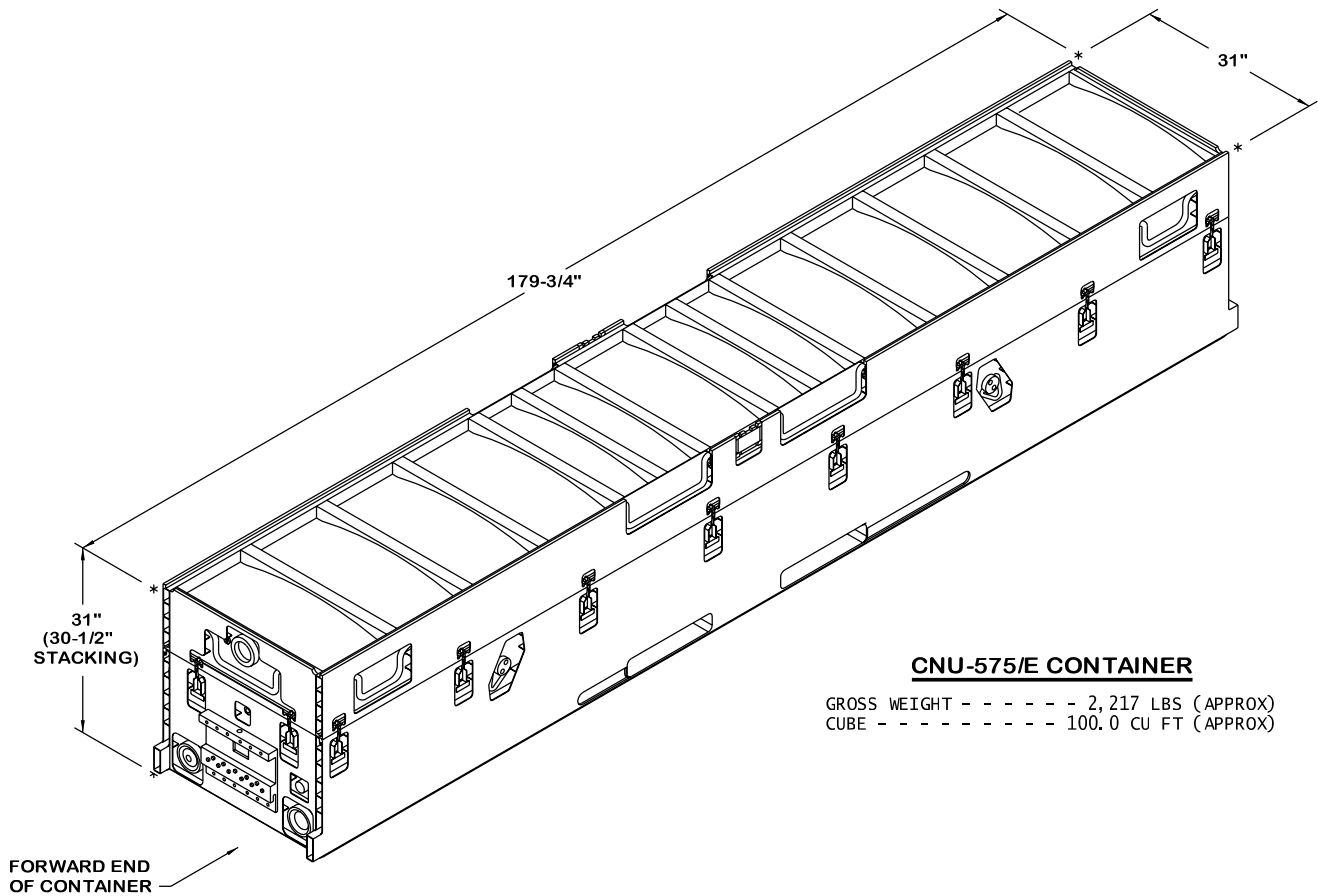
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**MATERIAL SPECIFICATIONS**

- LUMBER - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS - - - - - : ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
- STRAPPING, STEEL - - : ASTM D3953; FLAT STRAPPING, TYPE 1 OR 2, HEAVY DUTY, FINISH A, B (GRADE 2), OR C.
- SEAL, STRAP - - - - : ASTM D3953; CLASS H, FINISH A, B (GRADE 2), OR C, DOUBLE NOTCH TYPE, STYLE I, II, OR IV.

- J. WHEN STEEL STRAPPING IS SEALED AT AN END-OVER-END LAP JOINT, A MINIMUM OF ONE SEAL WITH TWO PAIR OF NOTCHES WILL BE USED TO SEAL THE JOINT WHEN A NOTCH-TYPE SEALER IS BEING USED. A MINIMUM OF TWO SEALS, BUTTED TOGETHER WITH TWO PAIR OF CRIMPS PER SEAL WILL BE USED TO SEAL THE JOINT WHEN A CRIMP-TYPE SEALER IS BEING USED. REFER TO THE "STRAP JOINT A" AND "STRAP JOINT B" DETAILS ON PAGE 19 FOR GUIDANCE.
- K. DUNNAGE LUMBER SPECIFIED THROUGHOUT THIS PROCEDURAL DRAWING IS OF NOMINAL SIZE. FOR EXAMPLE, 2" X 4" MATERIAL IS ACTUALLY 1-1/2" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- L. **NOTICE:** A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES. ALSO, A STAGGERED NAILING PATTERN WILL BE USED WHEN DUNNAGE IS NAILED TO THE FLOOR OF THE TRANSPORTING VEHICLE, OR WHEN LAMINATING DUNNAGE. THE NAILING PATTERN WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL DOES NOT PENETRATE INTO OR NEAR A CRACK BETWEEN FLOOR BOARDS. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH THE PIECE, ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.
- M. POWER DRIVEN STAPLES MAY BE USED AS ALTERNATIVE FASTENERS FOR NAILS WHEN CONSTRUCTING DUNNAGE ASSEMBLIES, WHICH ARE TO BE USED IN THE DELINEATED TRAILER LOADS SHOWN THROUGHOUT THIS DRAWING. THE STAPLES TO BE USED MUST BE EQUAL IN LENGTH TO THE SPECIFIED NAIL SIZE AND MUST BE SUBSTITUTED ON A ONE STAPLE FOR ONE NAIL BASIS. STAPLES WHICH ARE 2-1/2" OR LESS IN LENGTH SHOULD BE IN ACCORDANCE WITH ASTM F1667 AS NEARLY AS PRACTICABLE. STAPLES WHICH ARE LONGER THAN 2-1/2", WILL BE A COMMERCIAL GRADE AND OF A QUALITY EQUIVALENT TO THOSE MANUFACTURED BY SENCO PRODUCTS INCORPORATED. **NOTE:** STAPLES WILL NOT BE SUBSTITUTED FOR NAILS IN ANY LOAD RESTRAINING FLOOR DUNNAGE APPLICATION.
- N. PORTIONS OF THE TRAILERS, SUCH AS SIDEWALLS, ENDWALLS, AND ROOFS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- O. THE UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS NOT TO EXCEED 6". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY INSTALLING 1" OR 2" X 4" X 14'-11" SIDE BLOCKING BETWEEN THE CONTAINER AND VAN TRAILER SIDEWALL AS REQUIRED. ADDITIONAL PIECES MAY BE LAMINATED TO THE SIDE BLOCKING IF REQUIRED. LAMINATE EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". THE THICKNESS AND QUANTITY OF THE LUMBER USED IN THE SIDE BLOCKING MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE WIDTH OF THE VAN TRAILER.
- P. IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR MEASURES 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE SOLID FILL AS DEPICTED IN THE ISOMETRIC VIEW ON PAGE 10. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY" AS DEPICTED IN THE ISOMETRIC VIEWS ON PAGES 4, 8, AND 12 OR NAILED HEADERS AS DEPICTED IN THE ISOMETRIC VIEWS ON PAGES 6 AND 14. **NOTE:** REAR BLOCKING ASSEMBLIES MAY BE REPLACED WITH NAILED HEADERS AT THE REAR OF THE LOAD, PROVIDED THE TRAILER FLOOR IS CONFIGURED SUCH AS TO ALLOW NAILING IN THIS AREA. **CAUTION:** THE NAILED HEADER METHOD IS REQUIRED WHEN LOADING VAN TRAILERS EQUIPPED WITH ROLL-UP TYPE DOORS.

- Q. **CAUTION:** WHEN POWER OR PNEUMATIC NAILERS ARE BEING USED IN THE APPLICATION OF NAILED FLOORLINE BLOCKING OR BRACING, PALLET UNITS BEING LOADED INTO THE CONVEYANCE MUST BE POSITIONED TO ALLOW A CLEAR PATH OF EXIT FOR THE OPERATOR AT ALL TIMES, SHOULD AN EMERGENCY EXIT BECOME NECESSARY.
- R. THESE PROCEDURES CAN ALSO BE UTILIZED FOR THE SHIPMENT OF CNU-575/E CONTAINERS WHEN THEY ARE LOADED WITH AN ITEM OTHER THAN THE SPECIFIED MISSILE, OR WHEN THEY ARE EMPTY.
- S. **CONVERSION TO METRIC EQUIVALENTS:** DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES, AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4MM AND ONE POUND EQUALS 0.454 KG.



**CNU-575/E CONTAINER**

GROSS WEIGHT - - - - - 2,217 LBS (APPROX)  
 CUBE - - - - - 100.0 CU FT (APPROX)

FORWARD END OF CONTAINER →

**UNITIZATION AND HANDLING NOTES**

1. STACKING CONTAINERS FOR LOADING.

- A. AN UPPER CONTAINER SHALL BE PLACED AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE NEXT LOWER CONTAINER.
- B. POSITION THE AFT END OF AN UPPER CONTAINER ABOVE THE AFT END OF THE NEXT LOWER CONTAINER.
- C. THE CONTAINER SKIDS OF AN UPPER CONTAINER SHOULD BE FULLY SEATED AGAINST THE SKID LOCATOR PIECES ON THE COVER OF THE NEXT LOWER CONTAINER.

2. INSTALLATION OF 1-1/4" X .035" OR .031" UNITIZING STRAPPING.

- A. ONE SET OF TWO UNITIZING STRAPS IS REQUIRED FOR A STACK OF TWO CONTAINERS.
- B. EACH SET OF UNITIZING STRAPS SHOULD BE POSITIONED AROUND THE CONTAINERS AS SHOWN IN THE LOAD VIEWS. PLACE STRAPPING THROUGH FORK LIFT OPENINGS AS FAR APART AS OPENINGS PERMIT, AND PLACE SO THAT STRAPPING LAYS FLAT AND STRAIGHT WITH THE BODY SURFACES OF THE CONTAINERS; I.E., VERTICAL ALONG SIDES AND STRAIGHT ACROSS TOP AND BOTTOM OF THE STACK.
- C. STRAPPING WILL BE FIRMLY TENSIONED AND EACH END-OVER-END LAP JOINT WILL BE SEALED IN THE MANNER DEPICTED IN THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 19. THE LAP JOINTS WILL BE MADE ALONG THE SIDE OF THE STACK. 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.

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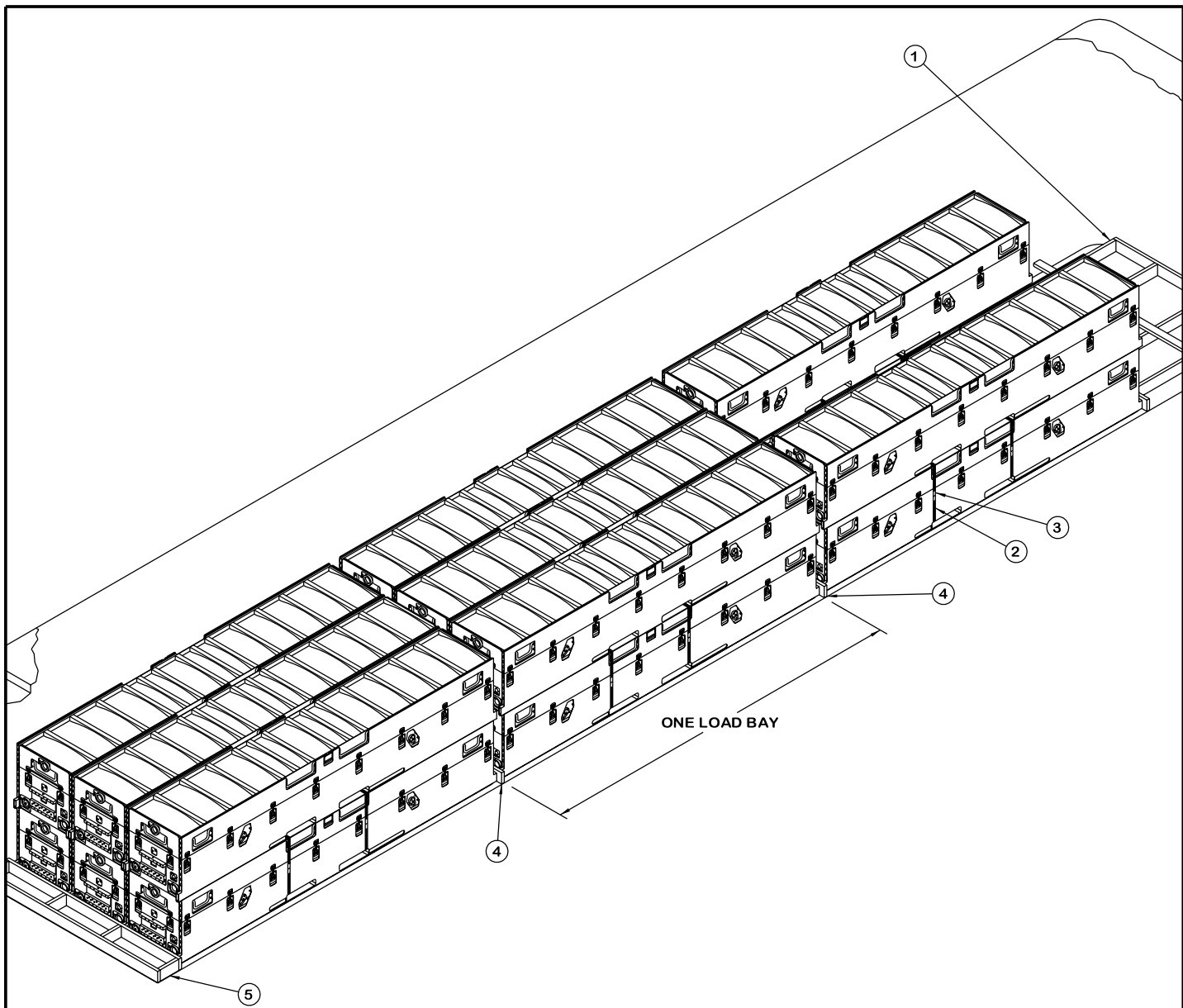
**(UNITIZATION AND HANDLING NOTES CONTINUED)**

3. CONTAINER OR CONTAINER STACK HANDLING.

NOTES: (1) APPROVED MATERIAL HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS, SPREADER BARS, etc.) IS SPECIFIED ELSEWHERE.

(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 TRUCK, THE CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION AS MUCH AS POSSIBLE. 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 VAN TRAILER LOADING, A UNITIZED CONTAINER STACK MAY BE HANDLED BY INSERTING THE FORKS OF A FORKLIFT TRUCK INTO THE FORK RECEPTACLES OF AN UPPER CONTAINER. IF ONE CONTAINER IS HANDLED BY SLINGING, THE SLING MAY BE ATTACHED TO THE LIFTING POINTS ON THE CONTAINER. HOWEVER, IF A TWO-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.
- C. WHEN UNLOADING CONTAINERS, REMOVE THE LATERAL DUNNAGE, AND SHIFT THE NEAR END OF THE CONTAINER STACK TOWARDS THE CENTER OF THE TRAILER. ATTACH A CHAIN FROM THE CONTAINER LIFTING POINT ON ONE SIDE OF THE CONTAINER, AROUND THE FORKLIFT MAST, TO THE CONTAINER LIFTING POINT ON THE OPPOSITE SIDE OF THE CONTAINER. SLIGHTLY ELEVATE AND INSERT THE FORK TINES UNDER THE END OF THE CONTAINER STACK AND SLOWLY DRAG THE CONTAINER STACK REARWARD UNTIL IT CAN BE HANDLED FROM THE SIDE, TAKING CARE NOT TO DAMAGE THE CONTAINERS.



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 22. SEE SPECIAL NOTES 2 THRU 4 ON PAGE 5.
- ② STACK UNITIZING STRAP, 1-1/4" X .031" OR .035" X 11'-3" LONG STEEL STRAPPING (16 REQD, 2 PER STACK). INSTALL AS FAR APART AS FORKLIFT OPENINGS ALLOW.
- ③ SEAL FOR 1-1/4" STRAPPING (32 REQD, 2 PER STRAP). DOUBLE CRIMP EACH SEAL.
- ④ SEPARATOR ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 21. SEE SPECIAL NOTE 6 ON PAGE 5.
- ⑤ REAR BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 23. SEE SPECIAL NOTE 7 ON PAGE 5.

**SPECIAL NOTES:**

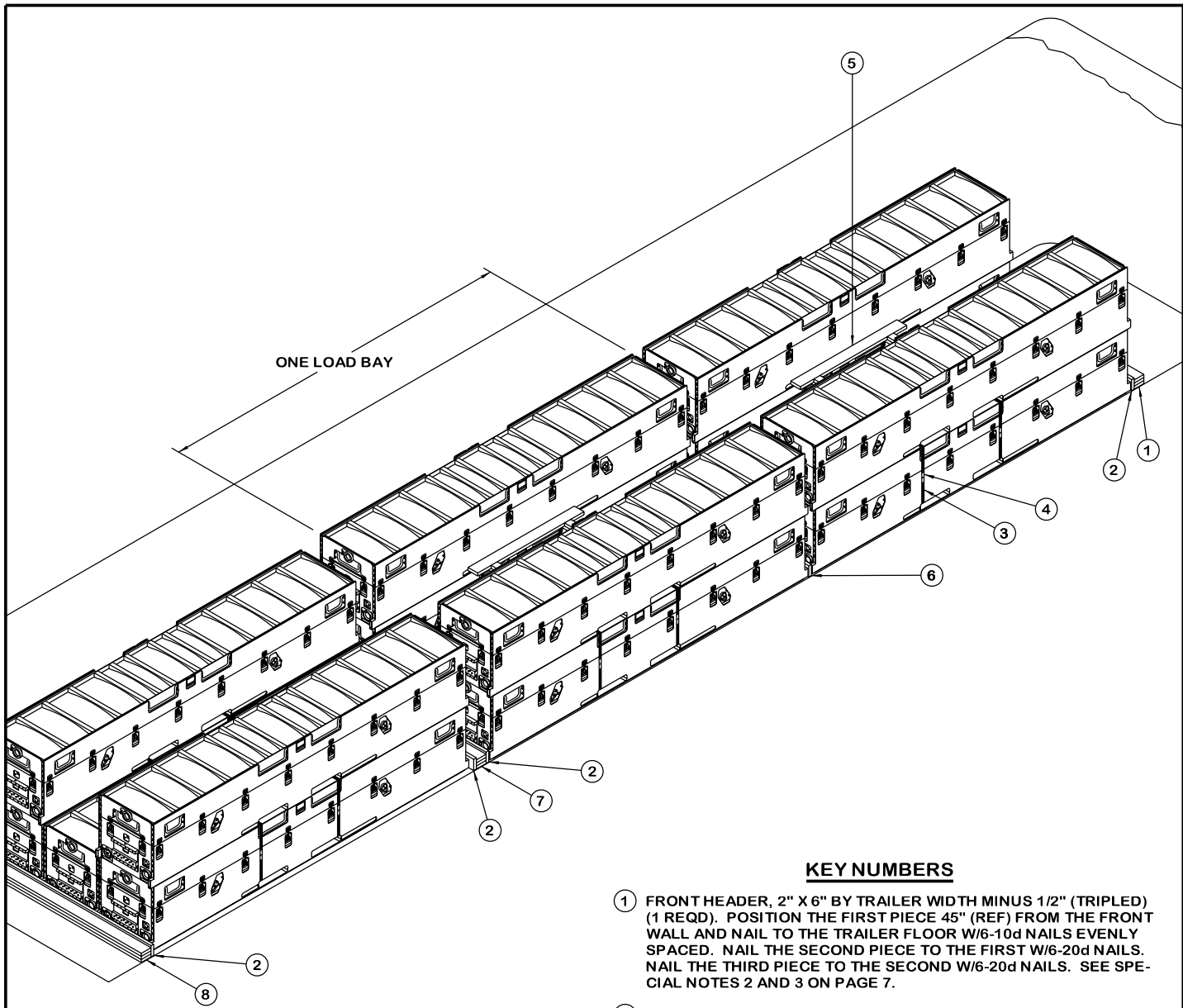
1. A 17-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 53'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. A TRAILER WITH ROUND FRONT CORNERS IS SHOWN. IF A TRAILER WITH SQUARE FRONT CORNERS IS TO BE LOADED, THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ① ON PAGE 4, WILL NEED TO BE MODIFIED. SEE THE DETAIL ON PAGE 22.
3. THE LENGTH OF THE STRUTS IN THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ① ON PAGE 4, CAN BE ADJUSTED TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER. THE STRUTS SHOWN ARE TYPICAL ONLY. SEE GENERAL NOTE "E" ON PAGE 2.
4. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE FRONT OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE FORWARD END BLOCKING ASSEMBLY. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER.
5. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
6. SEPARATOR ASSEMBLIES, PIECES MARKED ④ ON PAGE 4, SHALL ONLY BE INSTALLED WHEN THERE IS A LONGITUDINALLY ADJACENT CONTAINER FOR EACH CONTAINER ON ONE SIDE OF THE SEPARATOR ASSEMBLY. OTHERWISE, NAILED HEADERS AND BEARING ASSEMBLIES ARE REQUIRED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE.
7. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE REAR OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE REAR BLOCKING ASSEMBLY, PIECE MARKED ⑤ ON PAGE 4, IF DESIRED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", SOLID FILL MAY BE USED. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON INSTALLING SOLID FILL.
8. THE DEPICTED LOAD CAN BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. ONE TO EIGHT CONTAINERS MAY BE REMOVED FROM THE TOP LAYER OF THE LOAD SHOWN ON PAGE 4 WITH NO CHANGE REQUIRED IN THE BLOCKING AND BRACING PROCEDURES. SEE THE PROCEDURES DEPICTED ON PAGES 6 THRU 18 FOR GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS OTHER THAN 17.

**BILL OF MATERIAL**

LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	34	11
2" X 4"	42	28
2" X 6"	73	73
NAILS	NO. REQD	POUNDS
6d (2")	36	1/4
10d (3")	92	1-1/2
STEEL STRAPPING, 1-1/4" - - 180' REQD - - - 26 LBS		
SEAL FOR 1-1/4" STRAPPING - - 32 REQD - - - 2 LBS		

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER - - - - -	17 - - - - -	37,689 LBS
DUNNAGE - - - - -	- - - - -	253 LBS
TOTAL WEIGHT - - - - -		37,942 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FRONT HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). POSITION THE FIRST PIECE 45" (REF) FROM THE FRONT WALL AND NAIL TO THE TRAILER FLOOR W/6-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/6-20d NAILS. SEE SPECIAL NOTES 2 AND 3 ON PAGE 7.
- ② BEARING ASSEMBLY (4 REQD). SEE THE DETAIL ON PAGE 20. INSTALL THE ASSEMBLY SO THAT THE FILLER PIECES OF THE ASSEMBLY WILL CONTACT THE ENDWALLS OF THE CONTAINERS WHEN THEY ARE LOADED.
- ③ STACK UNITIZING STRAP, 1-1/4" X .031" OR .035" X 11'-3" LONG STEEL STRAPPING (12 REQD, 2 PER STACK). INSTALL AS FAR APART AS FORKLIFT OPENINGS ALLOW.
- ④ SEAL FOR 1-1/4" STRAPPING (24 REQD, 2 PER STRAP). DOUBLE CRIMP EACH SEAL.
- ⑤ ANTI-SWAY BRACE (4 REQD). SEE THE DETAIL ON PAGE 24. SEE SPECIAL NOTE 8 ON PAGE 7.
- ⑥ SEPARATOR ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 21. SEE SPECIAL NOTE 5 ON PAGE 7.
- ⑦ CENTER HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). POSITION THE FIRST PIECE TIGHT AGAINST THE REAR BEARING ASSEMBLY AND NAIL TO THE TRAILER FLOOR W/6-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/6-20d NAILS. SEE SPECIAL NOTE 6 ON PAGE 7.
- ⑧ REAR HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). POSITION THE FIRST PIECE TIGHT AGAINST THE REAR BEARING ASSEMBLY AND NAIL TO THE TRAILER FLOOR W/6-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/6-20d NAILS. SEE SPECIAL NOTE 7 ON PAGE 7.

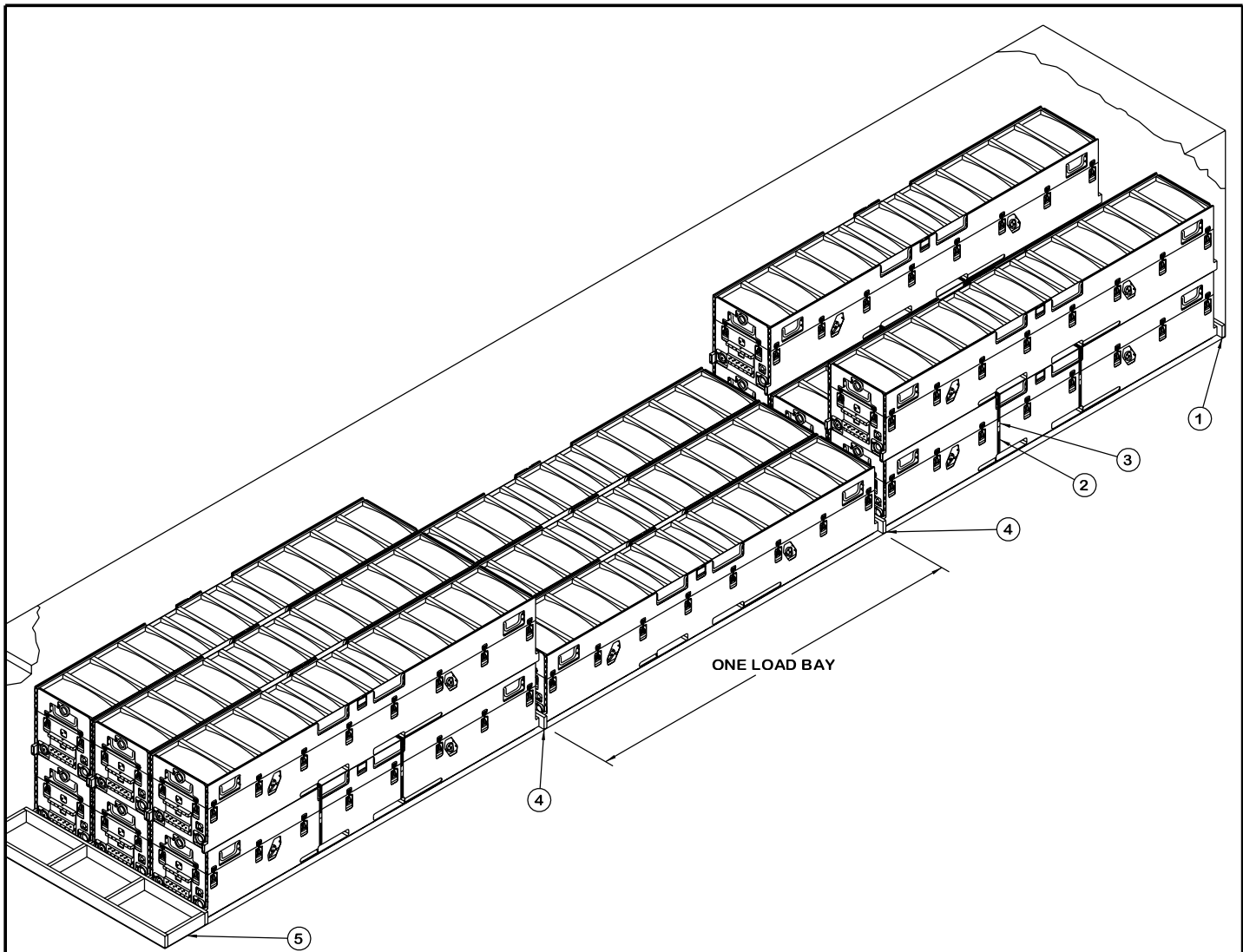
**SPECIAL NOTES:**

1. A 13-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 53'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. THE POSITION OF THE FRONT HEADER, PIECE MARKED ① ON PAGE 6, CAN BE ADJUSTED TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER. THE DIMENSION GIVEN IN KEY NUMBER ① ON PAGE 6 IS FOR REFERENCE ONLY.
3. A FORWARD BLOCKING ASSEMBLY MAY BE USED AT THE FRONT OF THE LOAD IN PLACE OF THE NAILED HEADER, PIECE MARKED ① ON PAGE 6, IF DESIRED. SEE THE LOAD ON PAGE 4.
4. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
5. THE SEPARATOR ASSEMBLY, PIECE MARKED ⑥ ON PAGE 6, SHALL ONLY BE INSTALLED WHEN THERE IS A LONGITUDINALLY ADJACENT CONTAINER OR FILLER ASSEMBLY FOR EACH CONTAINER ON ONE SIDE OF THE SEPARATOR ASSEMBLY. OTHERWISE, NAILED HEADERS AND BEARING ASSEMBLIES ARE REQUIRED. SEE THE LOAD ON PAGE 8 FOR FURTHER GUIDANCE ON SEPARATOR ASSEMBLIES AND SEE THE LOAD ON PAGE 12 FOR GUIDANCE ON INSTALLING FILLER ASSEMBLIES.
6. A NAILED HEADER IS REQUIRED FOR A CONTAINER OR CONTAINER STACK THAT DOES NOT HAVE A CONTAINER OR A FILLER ASSEMBLY LONGITUDINALLY ADJACENT TO IT. IF DESIRED, THE CENTER NAILED HEADER, PIECE MARKED ⑧ ON PAGE 6, AND THE ADJACENT BEARING ASSEMBLIES, PIECES MARKED ② AND ⑦ ON PAGE 6, MAY BE REMOVED AND REPLACED WITH A SEPARATOR ASSEMBLY IF TWO CONTAINERS ARE ADDED TO THE LOWER LAYER OF CONTAINERS OR IF FILLER ASSEMBLIES ARE INSTALLED. SEE THE LOAD ON PAGE 12 FOR GUIDANCE ON INSTALLING FILLER ASSEMBLIES.
7. A REAR BLOCKING ASSEMBLY MAY BE USED AT THE REAR OF THE LOAD IN PLACE OF THE NAILED HEADER, PIECE MARKED ⑨ ON PAGE 6, IF DESIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", SOLID FILL MAY BE USED. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON INSTALLING SOLID FILL.
8. NO ANTI-SWAY BRACES ARE REQUIRED WHEN THE LOWER LAYER OF CONTAINERS IS FULL.
9. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED BY ADDING CONTAINERS IN THE CENTER ROW. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. ONE TO SIX CONTAINERS MAY BE REMOVED FROM THE UPPER LAYER OF THE LOAD SHOWN ON PAGE 6. ADDITIONAL CONTAINERS CAN BE REMOVED FROM THE LOWER LAYER AS REQUIRED. SEE THE PROCEDURES DEPICTED ON PAGE 4 AND PAGES 8 THRU 18 FOR GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS OTHER THAN 13.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	30	10
2" X 4"	78	52
2" X 6"	154	154
NAILS	NO. REQD	POUNDS
6d (2")	48	1/2
10d (3")	150	2-1/2
16d (3-1/2")	12	1/2
20d (4")	36	1-1/4
STEEL STRAPPING, 1-1/4" - - 135' REQD - - - - 19 LBS		
SEAL FOR 1-1/4" STRAPPING - - 24 REQD - - - - 1 LBS		

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER - - - - -	13 - - - - -	28, 821 LBS
DUNNAGE - - - - -	- - - - -	457 LBS
TOTAL WEIGHT - - - - -		29, 278 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① BEARING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 20. INSTALL THE ASSEMBLY SO THAT THE FILLER PIECES OF THE ASSEMBLY WILL CONTACT THE ENDWALLS OF THE CONTAINERS WHEN THEY ARE LOADED. SEE SPECIAL NOTES 2 AND 3 ON PAGE 9.
- ② STACK UNITIZING STRAP, 1-1/4" X .031" OR .035" X 11'-3" LONG STEEL STRAPPING (10 REQD, 2 PER STACK). INSTALL AS FAR APART AS FORKLIFT OPENINGS ALLOW.
- ③ SEAL FOR 1-1/4" STRAPPING (20 REQD, 2 PER STRAP). DOUBLE CRIMP EACH SEAL.
- ④ SEPARATOR ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 21. SEE SPECIAL NOTE 5 ON PAGE 9.
- ⑤ REAR BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 23. SEE SPECIAL NOTE 7 ON PAGE 9.



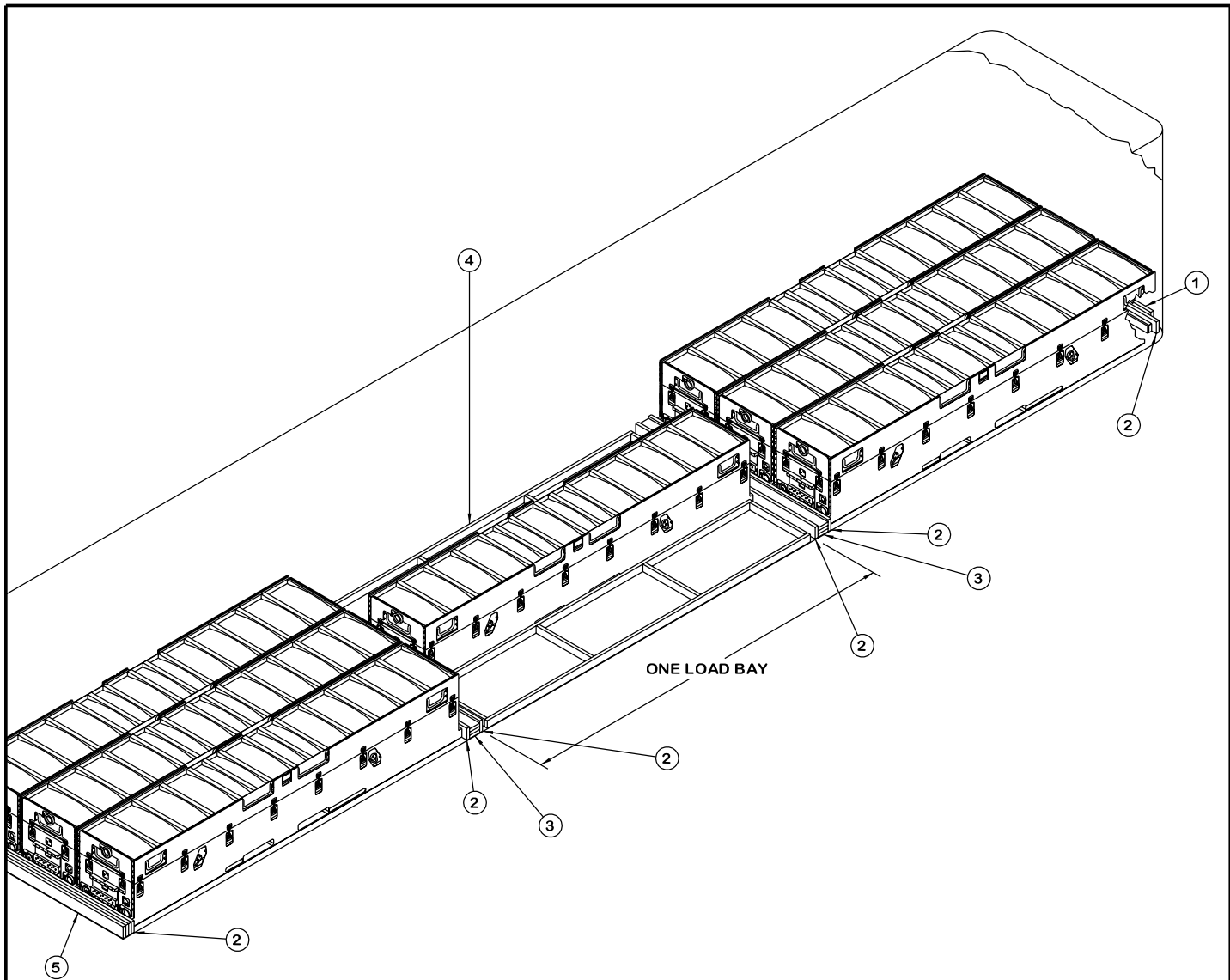
**SPECIAL NOTES:**

1. A 14-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ON PAGE 8 DEPICTS THE USE OF A BEARING ASSEMBLY TO SEPARATE THE CONTAINERS FROM THE FRONT WALL OF THE TRAILER.
3. A TRAILER WITH SQUARE FRONT CORNERS IS SHOWN. IF A TRAILER WITH ROUND FRONT CORNERS IS TO BE LOADED, THE LENGTH OF THE BEARING ASSEMBLY AT THE FRONT OF THE LOAD, PIECE MARKED ① ON PAGE 8, WILL NEED TO BE SHORTENED AND FILL PIECES MAY BE REQUIRED, DEPENDING ON THE RADII OF THE FRONT CORNERS. IF MORE THAN FOUR FILL PIECES ARE REQUIRED, IT IS RECOMMENDED THAT A FORWARD END BLOCKING ASSEMBLY OR A NAILED HEADER BE INSTALLED. SEE THE LOAD ON PAGE 4 FOR GUIDANCE ON INSTALLING A FORWARD END BLOCKING ASSEMBLY. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER AT THE FRONT OF THE LOAD. SEE THE LOAD ON PAGE 10 FOR GUIDANCE IN INSTALLING SOLID FILL AT THE FRONT OF THE LOAD.
4. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
5. THE SEPARATOR ASSEMBLY, PIECE MARKED ④ ON PAGE 8, SHALL ONLY BE INSTALLED WHEN THERE IS A LONGITUDINALLY ADJACENT CONTAINER OR FILLER ASSEMBLY FOR EACH CONTAINER ON ONE SIDE OF THE SEPARATOR ASSEMBLY. OTHERWISE, NAILED HEADERS AND BEARING ASSEMBLIES ARE REQUIRED. SEE THE LOADS ON PAGES 4 AND 6 FOR FURTHER GUIDANCE ON SEPARATOR ASSEMBLIES AND SEE THE LOAD ON PAGE 12 FOR GUIDANCE ON INSTALLING FILLER ASSEMBLIES.
6. A FORWARD BLOCKING ASSEMBLY MAY BE USED AT THE FRONT OF THE LOAD IN PLACE OF THE BEARING ASSEMBLY, PIECE MARKED ① ON PAGE 8, IF DESIRED. SEE THE LOAD ON PAGE 4. OR, A NAILED HEADER MAY BE USED IN CONJUNCTION WITH THE BEARING ASSEMBLY, IF DESIRED. SEE THE LOAD ON PAGE 6.
7. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE REAR OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE REAR BLOCKING ASSEMBLY, PIECE MARKED ⑤ ON PAGE 8, IF DESIRED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", SOLID FILL MAY BE USED. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON INSTALLING SOLID FILL.
8. NAILED HEADERS AND ANTI-SWAY BRACES, NAILED SIDE BLOCKING, OR SIDE BLOCKING ASSEMBLIES ARE REQUIRED IF A CONTAINER IS REMOVED FROM THE LOWER LAYER IN THE LOAD SHOWN ON PAGE 8. SEE THE LOAD ON PAGE 6 FOR GUIDANCE. NAILED SIDE BLOCKING OR SIDE BLOCKING ASSEMBLIES SHALL NOT BE INSTALLED IN A LOAD BAY CONTAINING AN UPPER LAYER OF CONTAINERS.
9. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED BY ADDING ONE TO FOUR CONTAINERS IN THE UPPER LAYER. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. ONE TO FIVE CONTAINERS MAY BE REMOVED FROM THE UPPER LAYER OF THE LOAD SHOWN ON PAGE 8 WITH NO CHANGE IN THE BLOCKING AND BRACING PROCEDURES. ADDITIONAL CONTAINERS CAN BE REMOVED FROM THE LOWER LAYER AS REQUIRED. SEE THE PROCEDURES DEPICTED ON PAGES 4 THRU 7 AND PAGES 10 THRU 18 FOR GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS OTHER THAN 14.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	34	11
2" X 4"	34	23
2" X 6"	47	47
NAILS	NO. REQD	POUNDS
6d (2")	54	1/2
10d (3")	78	1-1/4
STEEL STRAPPING, 1-1/4" - - 113' REQD - - - - 16 LBS		
SEAL FOR 1-1/4" STRAPPING - - 20 REQD - - - - 1 LB		

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER	14	31,038 LBS
DUNNAGE		181 LBS
TOTAL WEIGHT		31,219 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD FILL PIECES, 2" X 6" BY A LENGTH TO SUIT (AS REQD). LAMINATE THE FIRST PIECE TO THE FORWARD BEARING ASSEMBLY, PIECE MARKED ②. W/1 APPROPRIATELY SIZED NAIL EVERY 12". LAMINATE THE REMAINING PIECES IN A LIKE MANNER. SEE SPECIAL NOTES 2 AND 3 ON PAGE 11.
- ② BEARING ASSEMBLY (6 REQD). SEE THE DETAIL ON PAGE 20. INSTALL THE ASSEMBLIES SO THAT THE FILLER PIECES OF THE ASSEMBLIES WILL CONTACT THE ENDWALLS OF THE CONTAINERS. SEE SPECIAL NOTES 2 AND 3 ON PAGE 11.
- ③ HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (2 REQD). POSITION THE FIRST PIECE TIGHT AGAINST A BEARING ASSEMBLY AND NAIL TO THE TRAILER FLOOR W/6-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/6-20d NAILS. SEE SPECIAL NOTE 5 ON PAGE 11.
- ④ SIDE BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 24. SEE SPECIAL NOTES 6 AND 7 ON PAGE 11.
- ⑤ SOLID FILL, 1" OR 2" X 6" BY INSIDE TRAILER WIDTH MINUS 1/2" (AS REQD). LAMINATE THE FIRST PIECE TO THE BEARING ASSEMBLY, PIECE MARKED ②. W/6-10d NAILS. LAMINATE THE REMAINING PIECES IN A LIKE MANNER. SEE SPECIAL NOTES 8 AND 9 ON PAGE 11.

(SPECIAL NOTES CONTINUED)

8. IF SOLID FILL IS INSTALLED AT THE REAR OF THE LOAD AND THE TRAILER IS EQUIPPED WITH REAR CORNER POSTS, INSTALL A FILLER PIECE 6" WIDE BY 48" LONG BY THE THICKNESS REQUIRED TO FILL THE EXCESS SPACE BETWEEN THE SOLID FILL AND THE REAR DOORS OF THE TRAILER WHEN THEY ARE CLOSED. NAIL THE FILLER PIECE TO THE SOLID FILL W/4 APPROPRIATELY SIZED NAILS.
9. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE REAR OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE SOLID FILL, PIECES MARKED ⑤ ON PAGE 10, IF DESIRED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD EXCEEDS 9", A REAR BLOCKING ASSEMBLY MAY BE USED IN PLACE OF THE SOLID FILL. SEE THE LOADS ON PAGES 4 OR 8 FOR GUIDANCE ON INSTALLING AN AFT END BLOCKING ASSEMBLY.
10. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED BY ADDING ONE OR TWO CONTAINERS IN THE LOWER LAYER. ADDITIONAL CONTAINERS MAY THEN BE ADDED TO THE UPPER LAYER. SEE SPECIAL NOTE 4 AT RIGHT. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. IF CONTAINERS ARE REMOVED FROM THE FORWARD OR AFT LOAD BAYS, NAILED SIDE BLOCKING OR ANTI-SWAY BRACES WILL BE REQUIRED. SEE THE PROCEDURES DEPICTED ON PAGES 14 THRU 18 FOR GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS LESS THAN SEVEN.

SPECIAL NOTES:

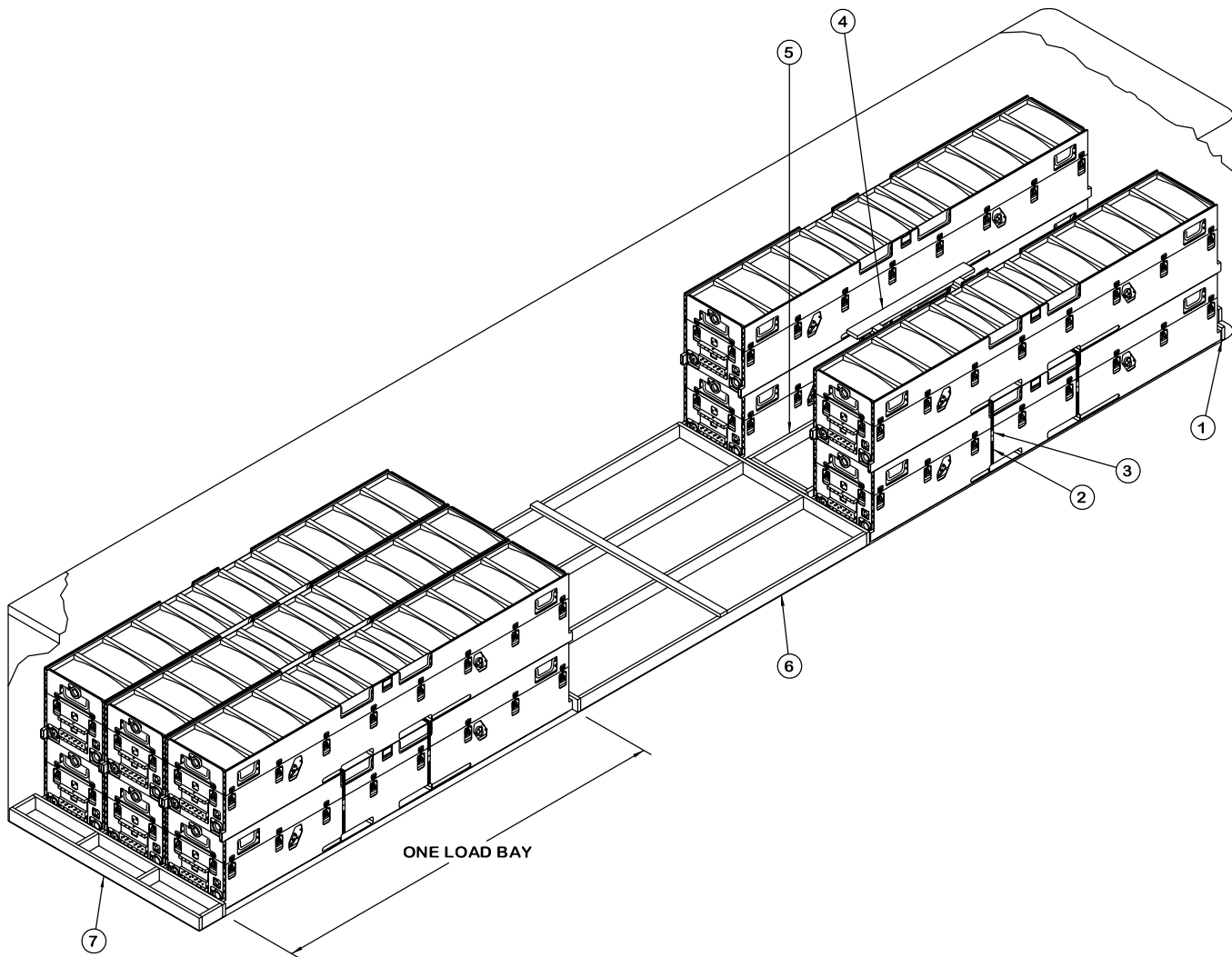
1. A 7-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ON PAGE 10 DEPICTS THE USE OF A BEARING ASSEMBLY AND FILL PIECES TO SEPARATE THE CONTAINERS FROM THE FRONT WALL OF THE TRAILER.
3. A TRAILER WITH ROUND FRONT CORNERS IS SHOWN. IF A TRAILER WITH ROUND FRONT CORNERS IS TO BE LOADED, THE LENGTH OF THE BEARING ASSEMBLY AT THE FRONT OF THE LOAD, PIECE MARKED ② ON PAGE 10, WILL NEED TO BE SHORTENED AND FILL PIECES MAY BE REQUIRED, DEPENDING ON THE RADII OF THE FRONT CORNERS. IF MORE THAN FOUR FILL PIECES ARE REQUIRED, IT IS RECOMMENDED THAT A FORWARD END BLOCKING ASSEMBLY OR A NAILED HEADER BE INSTALLED. SEE THE LOAD ON PAGE 4 FOR GUIDANCE ON INSTALLING A FORWARD END BLOCKING ASSEMBLY. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER AT THE FRONT OF THE LOAD.
4. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
5. A NAILED HEADER IS REQUIRED FOR A CONTAINER OR CONTAINER STACK THAT DOES NOT HAVE A CONTAINER OR FILLER ASSEMBLY LONGITUDINALLY ADJACENT TO IT. IF DESIRED, THE NAILED HEADERS, PIECES MARKED ③ ON PAGE 10, AND THE ADJACENT BEARING ASSEMBLIES, PIECES MARKED ② ON PAGE 10, MAY BE REMOVED AND REPLACED WITH SEPARATOR ASSEMBLIES IF TWO CONTAINERS OR TWO FILLER ASSEMBLIES ARE ADDED TO THE LOWER LAYER OF CONTAINERS. SEE THE PROCEDURES ON PAGES 4 THRU 9 FOR GUIDANCE ON SEPARATOR ASSEMBLIES. SEE THE LOAD ON PAGE 12 FOR GUIDANCE ON INSTALLING A FILLER ASSEMBLY.
6. THE SIDE BLOCKING ASSEMBLY, PIECE MARKED ④ ON PAGE 10, SHALL ONLY BE INSTALLED WHEN THERE ARE LONGITUDINALLY ADJACENT NAILED HEADERS.
7. NAILED SIDE BLOCKING MAY BE SUBSTITUTED FOR THE SIDE BLOCKING ASSEMBLIES, IF DESIRED. SEE THE LOAD ON PAGE 18 FOR GUIDANCE IN INSTALLING NAILED SIDE BLOCKING. SIDE BLOCKING ASSEMBLIES AND NAILED SIDE BLOCKING SHALL NOT BE INSTALLED IN A LOAD BAY CONTAINING AN UPPER LAYER OF CONTAINERS.

(CONTINUED AT LEFT)

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	26	9
2" X 4"	118	78
2" X 6"	122	122
NAILS	NO. REQD	POUNDS
6d (2")	126	3/4
10d (3")	202	3
20d (4")	24	1

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER	7	15,519 LBS
DUNNAGE		423 LBS
TOTAL WEIGHT		15,942 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 22. SEE SPECIAL NOTES 2 THRU 4 ON PAGE 13.
- ② STACK UNITIZING STRAP, 1-1/4" X .031" OR .035" X 11'-3" LONG STEEL STRAPPING (10 REQD, 2 PER STACK). INSTALL AS FAR APART AS FORKLIFT OPENINGS ALLOW
- ③ SEAL FOR 1-1/4" STRAPPING (20 REQD, 2 PER STRAP). DOUBLE CRIMP EACH SEAL.
- ④ ANTI-SWAY BRACE (1 REQD). SEE THE DETAIL ON PAGE 24. SEE SPECIAL NOTE 8 ON PAGE 13.
- ⑤ FILLER ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 25. SEE SPECIAL NOTE 9 ON PAGE 13.
- ⑥ SPACER ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 26. SEE SPECIAL NOTE 10 ON PAGE 13.
- ⑦ REAR BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 23. SEE SPECIAL NOTE 12 ON PAGE 13.

(SPECIAL NOTES CONTINUED)

- 10. SIDE BLOCKING ASSEMBLIES AND NAILED SIDE BLOCKING SHALL NOT BE INSTALLED IN A LOAD BAY CONTAINING AN UPPER LAYER OF CONTAINERS. INSTALL ANTI-SWAY BRACES AND/OR A FILLER ASSEMBLY AS REQUIRED.
- 11. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE REAR OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE REAR BLOCKING ASSEMBLY, PIECE MARKED ⑦ ON PAGE 12, IF DESIRED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER AT THE REAR OF THE LOAD.
- 12. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED BY ADDING ONE OR TWO CONTAINERS IN THE FORWARD LOAD BAY. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. SEE THE PROCEDURES DEPICTED ON PAGES 10 AND 11 AND PAGES 14 THRU 18 FOR GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS LESS THAN TEN.

SPECIAL NOTES:

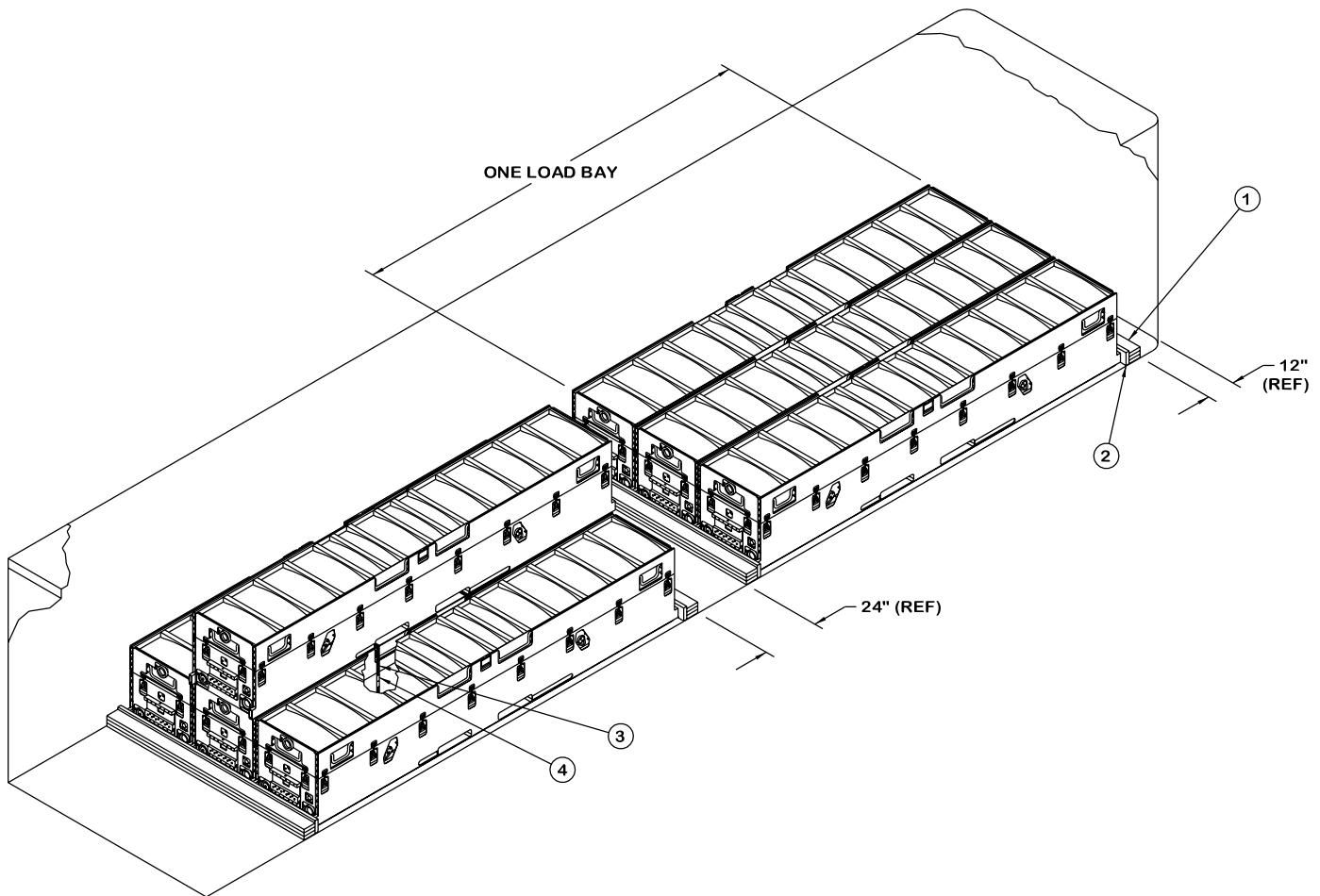
- 1. A 10-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 45'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
- 2. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ON PAGE 12 DEPICTS THE USE OF A FORWARD BLOCKING ASSEMBLY TO SEPARATE THE CONTAINERS FROM THE FRONT WALL OF THE TRAILER.
- 3. A TRAILER WITH ROUND FRONT CORNERS IS SHOWN. IF A TRAILER WITH SQUARE FRONT CORNERS IS TO BE LOADED, THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ① ON PAGE 12, WILL NEED TO BE MODIFIED. SEE THE DETAILS ON PAGE 22.
- 4. THE LENGTH OF THE STRUTS IN THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ① ON PAGE 12, CAN BE ADJUSTED TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER. THE ASSEMBLY SHOWN IS TYPICAL ONLY. SEE GENERAL NOTE "E" ON PAGE 2.
- 5. IF THE TRAILER HAS SUFFICIENT NAILING AREA AT THE FRONT OF THE LOAD, A NAILED HEADER MAY BE USED IN PLACE OF THE FORWARD BLOCKING ASSEMBLY. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON INSTALLING A NAILED HEADER.
- 6. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
- 7. A NAILED HEADER, A SPACER ASSEMBLY, OR A FILLER ASSEMBLY IS REQUIRED FOR A CONTAINER OR CONTAINER STACK THAT DOES NOT HAVE A CONTAINER LONGITUDINALLY ADJACENT TO IT. IF DESIRED, THE FILLER ASSEMBLY, PIECE MARKED ⑤ ON PAGE 12, AND THE SPACER ASSEMBLY, PIECE MARKED ⑥ ON PAGE 12, MAY BE REMOVED AND REPLACED WITH NAILED HEADERS. NOTE THAT AN ADDITIONAL ANTI-SWAY BRACE WILL BE REQUIRED IN THE FORWARD LOAD BAY IF THE HEADERS AND FILLER ASSEMBLY ARE REMOVED. SEE THE LOAD ON PAGE 6 FOR GUIDANCE ON THE INSTALLATION OF ANTI-SWAY BRACES. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON THE INSTALLATION OF NAILED HEADERS.
- 8. AN ANTI-SWAY BRACE IS REQUIRED IN THE UPPER LAYER OF A LOAD BAY WHEN A FILLER ASSEMBLY IS INSTALLED BETWEEN STACKS OF CONTAINERS. NO ANTI-SWAY BRACES OR FILLER ASSEMBLIES ARE REQUIRED WHEN THE LOWER LAYER OF CONTAINERS IN A LOAD BAY IS FULL.
- 9. THE SPACER ASSEMBLY, PIECE MARKED ⑥ ON PAGE 12, IS TO BE USED FOR THE PURPOSE OF PROPER WEIGHT DISTRIBUTION, AND IS SHOWN AS TYPICAL ONLY. IF THE TRAILER LENGTH DIFFERS FROM WHAT IS SHOWN, THE LENGTHS OF THE STRUTS IN THE ASSEMBLY MAY BE DIFFERENT FROM WHAT IS SHOWN. THE SPACER ASSEMBLY SHALL NOT BE INSTALLED IN A FORWARD OR AFT LOAD BAY.

(CONTINUED AT LEFT)

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	19	6
2" X 4"	39	26
2" X 6"	156	156
NAILS	NO. REQD	POUNDS
6d (2")	30	1/4
10d (3")	158	2-1/2
STEEL STRAPPING, 1-1/4" - - 113' REQD - - - - 16 LBS		
SEAL FOR 1-1/4" STRAPPING - - 20 REQD - - - - 1 LB		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER	10	22,170 LBS
DUNNAGE		396 LBS
TOTAL WEIGHT		22,566 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (4 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/6-20d NAILS. SEE SPECIAL NOTES 2 THRU 5 ON PAGE 15.
- ② BEARING ASSEMBLY (4 REQD). SEE THE DETAIL ON PAGE 20. INSTALL THE ASSEMBLY SO THAT THE FILLER PIECES OF THE ASSEMBLY WILL CONTACT THE ENDWALLS OF THE CONTAINERS. SEE SPECIAL NOTES 2, 3, AND 5 ON PAGE 15.
- ③ STACK UNITIZING STRAP, 1-1/4" X .031" OR .035" X 11'-3" LONG STEEL STRAPPING (2 REQD, 2 PER STACK). INSTALL AS FAR APART AS FORKLIFT OPENINGS ALLOW.
- ④ SEAL FOR 1-1/4" STRAPPING (4 REQD, 2 PER STRAP). DOUBLE CRIMP EACH SEAL.

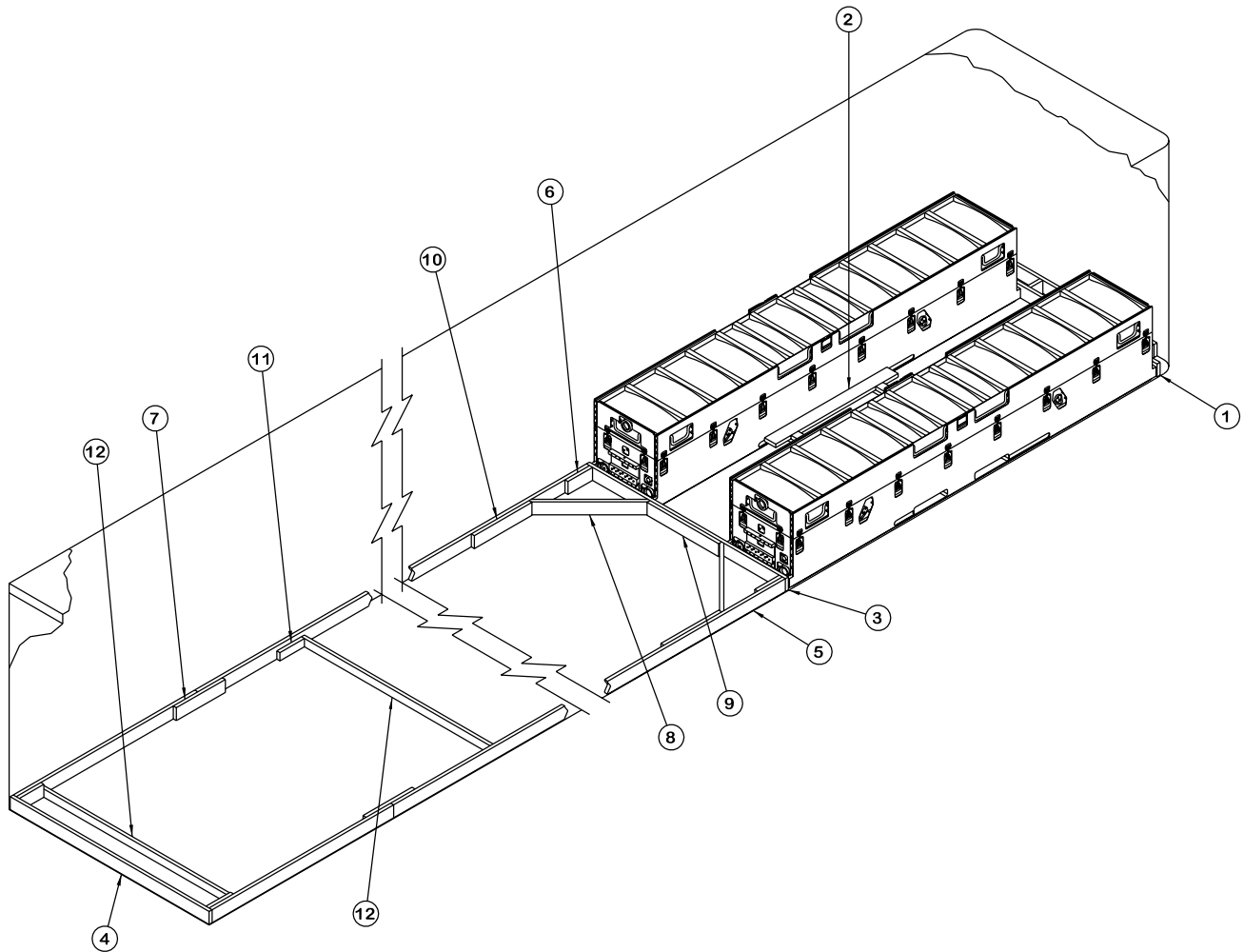
**SPECIAL NOTES:**

1. A 7-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN A 40'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSIONS) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER LENGTHS AND WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ON PAGE 14 DEPICTS THE USE OF A NAILED HEADER. THE POSITION OF THE FRONT NAILED HEADER, PIECE MARKED ① ON PAGE 14, CAN BE ADJUSTED TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER.
3. A FORWARD BLOCKING ASSEMBLY OR A BEARING ASSEMBLY MAY BE USED AT THE FRONT OF THE LOAD IN PLACE OF THE FRONT NAILED HEADER, PIECE MARKED ① ON PAGE 14, IF DESIRED. SEE THE LOADS ON PAGES 4 OR 12 FOR GUIDANCE ON INSTALLING A FORWARD BLOCKING ASSEMBLY. SEE THE LOADS ON PAGES 8 OR 10 FOR GUIDANCE ON INSTALLING A BEARING ASSEMBLY.
4. THE POSITION OF THE FORWARD HEADER IN THE AFT LOAD BAY CAN BE ADJUSTED TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER.
5. IF DESIRED, THE HEADERS AND BEARING ASSEMBLIES LOCATED BETWEEN THE TWO LOAD BAYS IN THE LOAD ON PAGE 14 MAY BE REPLACED WITH A SEPARATOR ASSEMBLY, PROVIDED THE CONTAINERS IN THE TWO LOAD BAYS ARE LOADED SO THAT THEY ARE LONGITUDINALLY ADJACENT. SEE THE LOAD ON PAGE 8 FOR GUIDANCE. THESE HEADERS AND BEARING ASSEMBLIES MAY ALSO BE REPLACED WITH A SPACER ASSEMBLY, IF DESIRED. SEE THE LOAD ON PAGE 12 FOR GUIDANCE.
6. A STACK, CONSISTING OF TWO CONTAINERS, MUST BE UNITIZED PRIOR TO LOADING INTO THE VAN TRAILER. THE STACKS WILL BE FORMED AT THE REAR OF THE TRAILER BY POSITIONING THE CONTAINERS WITH ONE END RESTING JUST INSIDE THE REAR OF THE TRAILER. SEE THE "UNITIZATION AND HANDLING NOTES" ON PAGE 3.
7. SIDE BLOCKING ASSEMBLIES AND NAILED SIDE BLOCKING SHALL NOT BE INSTALLED IN A LOAD BAY CONTAINING AN UPPER LAYER OF CONTAINERS. INSTALL ANTI-SWAY BRACES AND/OR A FILLER ASSEMBLY AS REQUIRED. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON SIDE BLOCKING ASSEMBLIES. SEE THE LOAD ON PAGE 18 FOR GUIDANCE ON INSTALLING NAILED SIDE BLOCKING. SEE THE LOAD ON PAGE 12 FOR GUIDANCE ON FILLER ASSEMBLIES.
8. A REAR BLOCKING ASSEMBLY MAY BE USED AT THE REAR OF THE LOAD IN PLACE OF THE REAR NAILED HEADER, IF DESIRED. SEE THE LOADS ON PAGES 4, 8 AND 12 FOR GUIDANCE ON INSTALLING A REAR BLOCKING ASSEMBLY. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1'-1/2" BUT LESS THAN 9", SOLID FILL MAY BE USED. SEE THE LOAD ON PAGE 10 FOR GUIDANCE ON INSTALLING SOLID FILL.
9. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED BY ADDING ONE TO FIVE CONTAINERS IN THE UPPER LAYER. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. THE SINGLE CONTAINER IN THE UPPER LAYER CAN BE REMOVED. ADDITIONALLY, ONE TO THREE CONTAINERS CAN BE REMOVED FROM THE FORWARD LOAD BAY AND/OR ONE TO FOUR CONTAINERS CAN BE REMOVED FROM THE AFT LOAD BAY. NOTE THAT SIDE BLOCKING ASSEMBLIES OR NAILED SIDE BLOCKING MAY BE REQUIRED. SEE SPECIAL NOTE 7 ABOVE. SEE THE PROCEDURES DEPICTED ON PAGES 16 THRU 18 FOR FURTHER GUIDANCE ON SHIPPING A QUANTITY OF CONTAINERS LESS THAN SEVEN.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	23	8
2" X 4"	23	15
2" X 6"	130	130
NAILS	NO. REQD	POUNDS
6d (2")	36	1/4
10d (3")	60	1
20d (4")	48	1-3/4
STEEL STRAPPING, 1-1/4" - - 23' REQD - - - - 3 LBS		
SEAL FOR 1-1/4" STRAPPING - - 4 REQD - - - - - NIL		

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER - - - - -	7 - - - - -	15,519 LBS
DUNNAGE - - - - -	- - - - -	312 LBS
TOTAL WEIGHT - - - - -		15,831 LBS (APPROX)



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 22. SEE SPECIAL NOTES 2 THRU 4 ON PAGE 17.
- ② ANTI-SWAY BRACE (1 REQD). SEE THE DETAIL ON PAGE 24. SEE SPECIAL NOTE 5 ON PAGE 17.
- ③ BEARING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 20. INSTALL THE ASSEMBLY SO THAT THE FILLER PIECES OF THE ASSEMBLY WILL CONTACT THE ENDWALLS OF THE CONTAINERS WHEN THEY ARE LOADED.
- ④ REAR HEADER, 2" X 6" X TRAILER WIDTH (1 REQD).
- ⑤ SIDE STRUT, 2" X 6" BY CUT-TO-FIT BETWEEN THE BEARING ASSEMBLY, PIECE MARKED ③, AND THE REAR HEADER, PIECE MARKED ④ (2 REQD). SEE SPECIAL NOTE 6 ON PAGE 17.
- ⑥ POCKET CLEAT, 2" X 6" X 12" (4 REQD). NAIL TO A SIDE STRUT, PIECE MARKED ⑤, W/3-10d NAILS. TOENAIL TO THE ADJACENT BEARING ASSEMBLY, PIECE MARKED ③, W/3-12d NAILS.
- ⑦ SPLICE PIECE, 2" X 6" X 24" (AS REQD). CENTER ON JOINT OF SIDE STRUTS, PIECES MARKED ⑤, AND NAIL W/4-10d NAILS TO EACH END OF SIDE STRUTS. SEE SPECIAL NOTE 6 ON PAGE 17.
- ⑧ DIAGONAL BRACE, 2" X 6" X 42" (2 REQD). DOUBLE BEVEL EACH END WITH 45° CUTS. INSTALL AS SHOWN AND TOENAIL TO THE ADJACENT BEARING ASSEMBLY AND SIDE STRUT, PIECES MARKED ③ AND ⑤, W/2-16d NAILS AT EACH END. SEE THE "DIAGONAL BRACE BEVEL DETAIL" ON PAGE 19.

(CONTINUED AT LEFT)

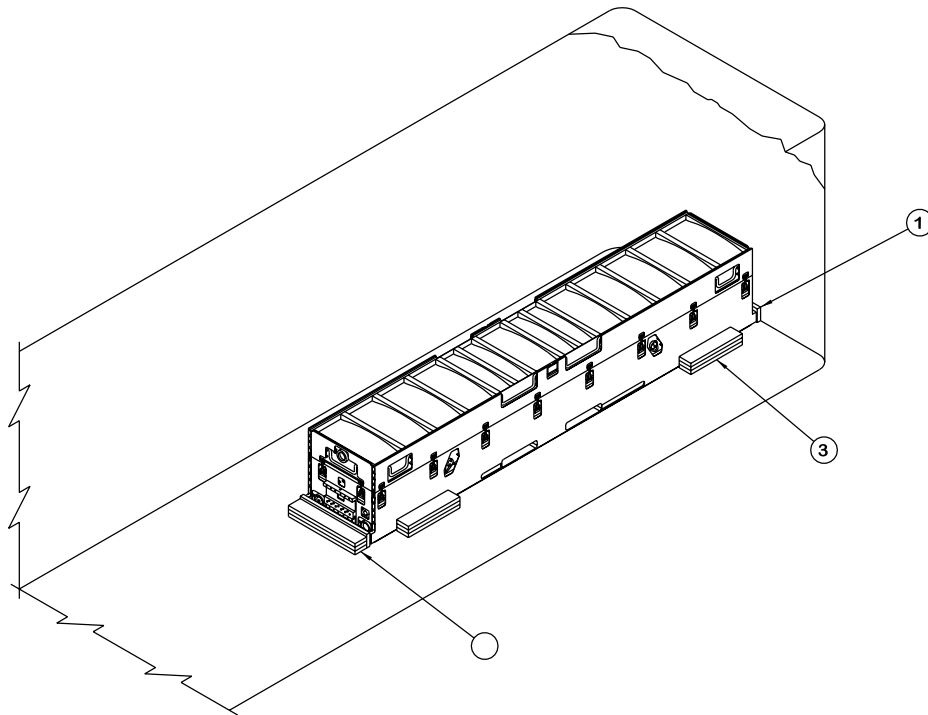
**(KEY NUMBERS CONTINUED)**

- CENTER CLEAT, 2" X 6" BY CUT-TO-FIT BETWEEN THE DIAGONAL BRACES, PIECES MARKED ⑧ (1 REQD). NAIL TO THE BEARING ASSEMBLY, PIECE MARKED ③, W/6-10d NAILS.
- ⑩ BACK-UP CLEAT, 2" X 6" X 24" (2 REQD). NAIL TO A SIDE STRUT, PIECE MARKED ⑤, W/8-10d NAILS.
- ⑪ STRUT BRACE RETAINING CLEAT, 2" X 4" X 12" (AS REQD). NAIL TO A SIDE STRUT, PIECE MARKED ⑤, W/3-10d NAILS. SEE SPECIAL NOTE 6 ON PAGE 17.
- ⑫ STRUT BRACE, 2" X 4" BY TRAILER WIDTH MINUS 3" IN LENGTH (MINIMUM OF ONE REQD). NAIL TO THE POCKET CLEATS, PIECES MARKED ⑥, AND/OR TO THE STRUT BRACE RETAINING CLEATS, PIECES MARKED ⑪, W/2-12d NAILS AT EACH END. SEE SPECIAL NOTES 6 AND 7 ON PAGE 17.



**SPECIAL NOTES:**

1. A 2-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN AN 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ON PAGE 16 DEPICTS THE USE OF A FORWARD BLOCKING ASSEMBLY TO SEPARATE THE CONTAINERS FROM THE FRONT WALL OF THE TRAILER.
3. A TRAILER WITH ROUND FRONT CORNERS IS SHOWN. IF A TRAILER WITH SQUARE FRONT CORNERS IS TO BE LOADED, THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ① ON PAGE 16, WILL NEED TO BE MODIFIED. SEE THE DETAILS ON PAGE 22.
4. A NAILED HEADER MAY BE USED IN PLACE OF THE FORWARD BLOCKING ASSEMBLY, IF DESIRED. SEE THE LOADS ON PAGES 6 OR 14 FOR GUIDANCE ON INSTALLING A NAILED HEADER.
5. THE ANTI-SWAY BRACE MAY BE REPLACED WITH NAILED SIDE BLOCKING, IF DESIRED. SEE THE LOAD ON PAGE 18 FOR GUIDANCE ON INSTALLING NAILED SIDE BLOCKING.
6. DEPENDING ON THE NUMBER OF CONTAINERS BEING LOADED, EACH OF THE SIDE STRUTS, PIECES MARKED ⑤ ON PAGE 16, MAY NEED TO BE FORMED FROM MORE THAN ONE PIECE OF MATERIAL. IF SUCH IS THE CASE, THE SIDE STRUTS MUST BE SPLICED. SPLICING CAN BE ACCOMPLISHED BY CENTERING A 2" X 6" X 24" PIECE ON THE JOINT OF THE SIDE STRUTS AND NAILING IT W/4-10d NAILS AT EACH END OF THE SIDE STRUTS. NOTE: IF DESIRED, THE STRUT BRACES, PIECES MARKED ② ON PAGE 16, MAY BE NAILED TO THE SPLICE PIECES IN LIEU OF USING ADDITIONAL STRUT BRACE RETAINING CLEATS, PIECES MARKED ①.
7. ALL LOADS THAT UTILIZE THE BLOCKING PROCEDURES DEPICTED ON PAGE 16, REGARDLESS OF THE NUMBER OF CONTAINERS, REQUIRE ONE STRUT BRACE POSITIONED AT THE REAR OF THE TRAILER AND NAILED TO THE POCKET CLEATS, PIECES MARKED ⑥. IF THE SIDE STRUTS, PIECES MARKED ⑤, ARE LONGER THAN 7'-0", AN ADDITIONAL STRUT BRACE, PIECE MARKED ②, AND TWO STRUT BRACE RETAINING CLEATS, PIECES MARKED ①, MUST BE APPLIED FOR EVERY 7'-0" OF SIDE STRUT LENGTH.
8. THE "K-BRACE" BLOCKING, SHOWN AS PIECES MARKED ③ THRU ④, IS ADEQUATE FOR RETAINING A MAXIMUM LOAD OF 20,000 POUNDS.
9. THE DEPICTED LOAD CAN BE INCREASED TO SUIT THE QUANTITY TO BE SHIPPED. SEE THE PROCEDURES ON PAGES 4 THRU 15 FOR GUIDANCE. THE DEPICTED LOAD CAN ALSO BE REDUCED TO SUIT THE QUANTITY TO BE SHIPPED. SEE THE PROCEDURES ON PAGE 18 FOR GUIDANCE ON SHIPPING A SINGLE CONTAINER.



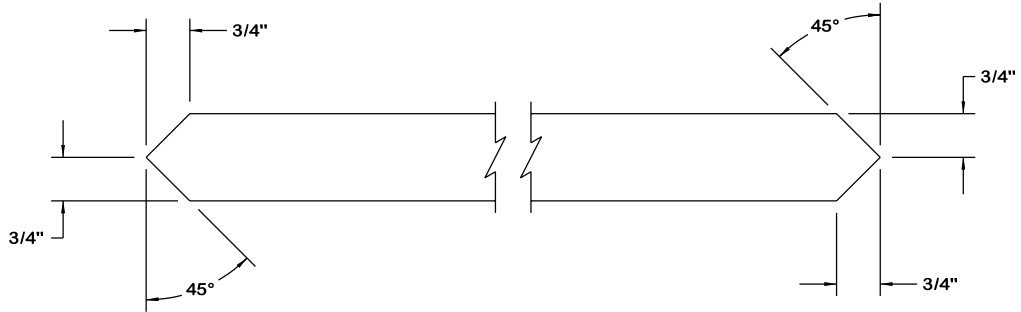
**ISOMETRIC VIEW**

**SPECIAL NOTES:**

1. A 1-UNIT LOAD OF CNU-575/E CONTAINERS IS SHOWN IN AN 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER. TRAILERS OF OTHER WIDTHS MAY BE USED. SEE GENERAL NOTE "E" ON PAGE 2.
2. IF MORE THAN ONE CONTAINER IS TO BE TRANSPORTED, THE LOAD SHOULD BE FORMED IN ROWS, WITH THE CONTAINERS POSITIONED AGAINST OPPOSITE SIDEWALLS, AS SHOWN IN THE LOAD ON PAGE 16.
3. CONTAINERS SHALL NOT BE LOADED DIRECTLY AGAINST THE FRONT WALL OF THE TRAILER. A NAILED HEADER, A FORWARD BLOCKING ASSEMBLY, OR A BEARING ASSEMBLY MUST BE INSTALLED. THE LOAD ABOVE DEPICTS THE USE OF A BEARING ASSEMBLY TO SEPARATE THE CONTAINERS FROM THE FRONT WALL OF THE TRAILER.
4. A TRAILER WITH ROUND FRONT CORNERS IS SHOWN. IF THE TRAILER TO BE LOADED HAS SQUARE FRONT CORNERS, THE CONTAINER MAY BE LOADED WITH ONE OF ITS SIDES IN TIGHT CONTACT WITH THE TRAILER SIDEWALL. IF LOADING A TRAILER IN THIS MANNER, ELIMINATE TWO OF THE SIDE BLOCKING PIECES.
5. NAILED SIDE BLOCKING SHALL NOT BE USED TO BLOCK A CONTAINER STACK.

**KEY NUMBERS**

- ① BEARING ASSEMBLY (2 REQD). INSTALL THE ASSEMBLY SO THAT THE FILLER PIECES OF THE ASSEMBLY WILL CONTACT THE END-WALL OF THE CONTAINER WHEN IT IS LOADED. SEE THE "BEARING ASSEMBLY" DETAIL ON PAGE 20. SEE SPECIAL NOTES 2 AND 3 AT LEFT AND SPECIAL NOTE 3 ON PAGE 20.
- ② HEADER, 2" X 6" X 31" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/3-10d NAILS EVENLY SPACED. NAIL THE SECOND PIECE TO THE FIRST W/3-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND W/3-20d NAILS.
- ③ SIDE BLOCKING, 2" X 6" X 24" (TRIPLED) (4 REQD). POSITION TOWARD THE END OF THE CONTAINER AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE AND THE THIRD PIECE IN A LIKE MANNER.



**DIAGONAL BRACE BEVEL DETAIL**

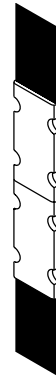
DEPICTED ABOVE IS THE TOP VIEW OF 2" X 6" MATERIAL. SEE THE LOAD ON PAGE 16.



ONE SEAL WITH TWO PAIR OF NOTCHES.

**STRAP JOINT A**

METHOD OF SECURING A STRAP JOINT WHEN USING A NOTCH-TYPE SEALER.



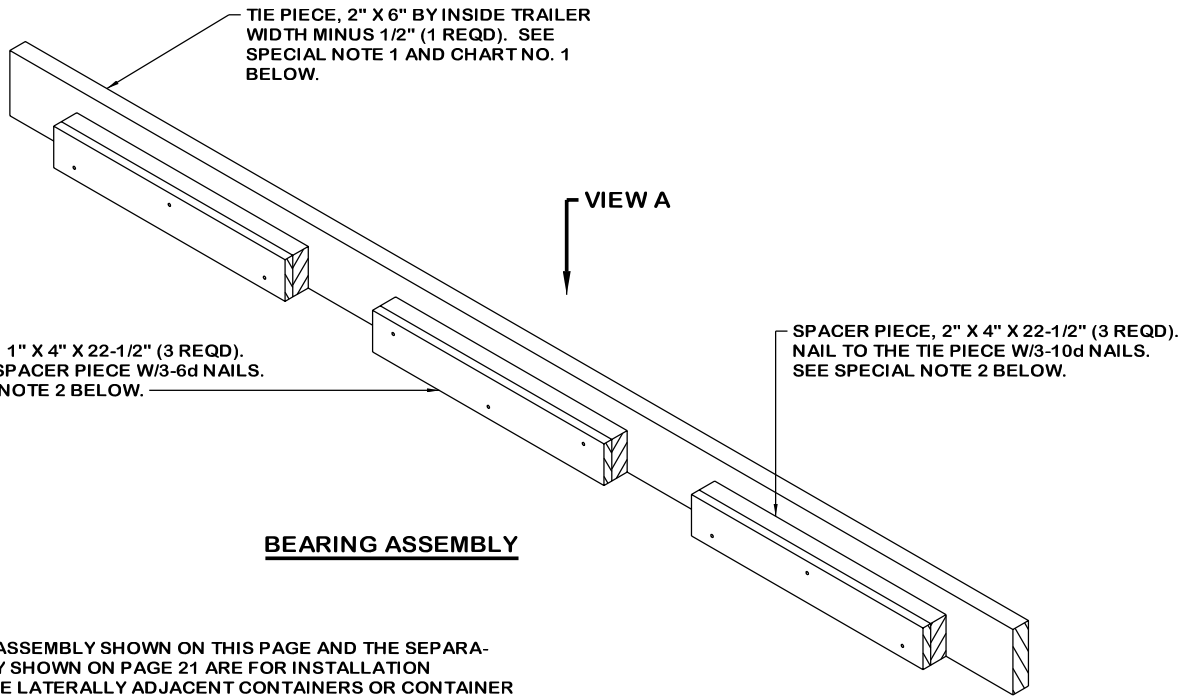
TWO SEALS, BUTTED TOGETHER, WITH TWO PAIR OF CRIMPS EACH SEAL.

**STRAP JOINT B**

METHOD OF SECURING A STRAP JOINT WHEN USING A CRIMP-TYPE SEALER.

**END-OVER-END LAP JOINT DETAILS**

SEE GENERAL NOTE "J" ON PAGE 2.

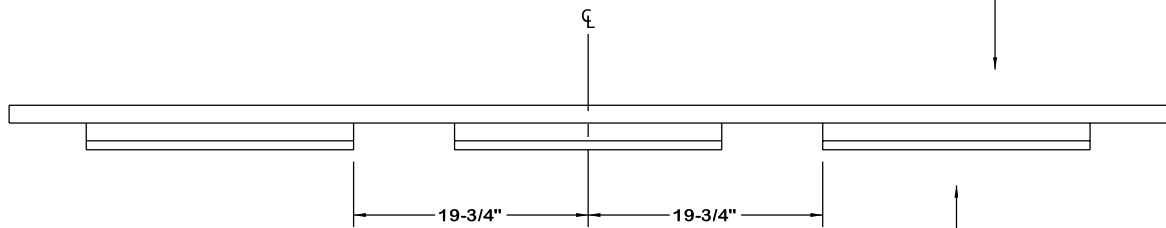


**BEARING ASSEMBLY**

**SPECIAL NOTES:**

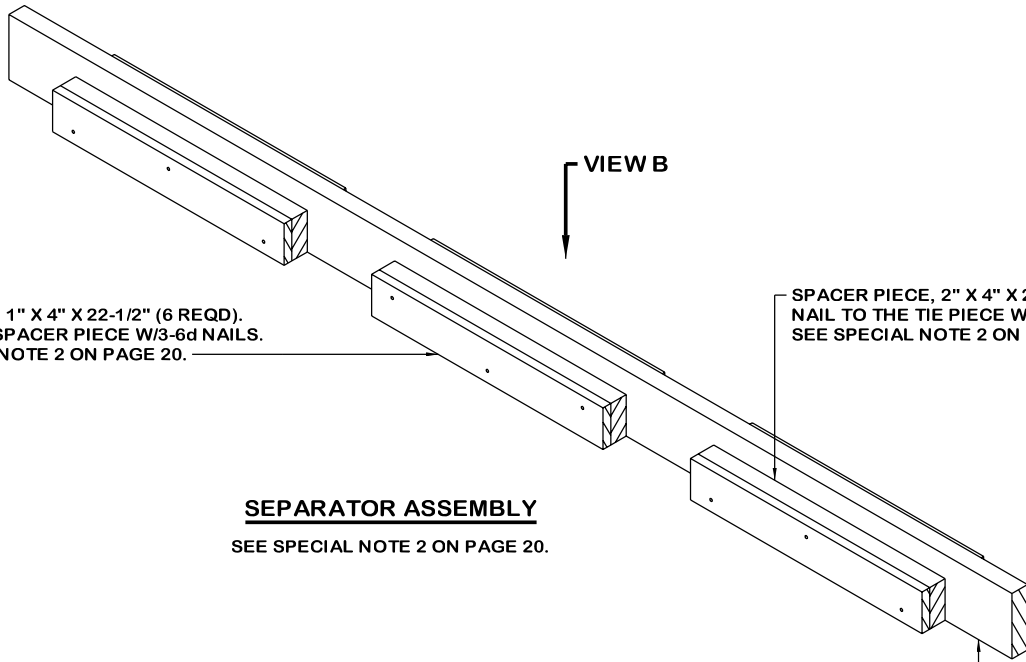
1. THE BEARING ASSEMBLY SHOWN ON THIS PAGE AND THE SEPARATOR ASSEMBLY SHOWN ON PAGE 21 ARE FOR INSTALLATION AGAINST THREE LATERALLY ADJACENT CONTAINERS OR CONTAINER STACKS. IF THE CENTER CONTAINER OR CONTAINER STACK IS NOT LOADED, THE CENTER SPACER PIECE AND FILLER PIECE SHALL NOT BE INSTALLED. IF ONLY THE CENTER CONTAINER IS LOADED IN A LOAD BAY, THE OUTER SPACER PIECES AND OUTER FILLER PIECES SHALL NOT BE INSTALLED.
2. THE LENGTH OF THE TIE PIECE FOR A SINGLE CONTAINER OR CONTAINER STACK BEARING ASSEMBLY IS 31". FOR A SINGLE CONTAINER BEARING ASSEMBLY, CENTER THE SPACER PIECE LATERALLY ON THE TIE PIECE. NAIL THE SPACER PIECE AND THE FILLER PIECE AS INSTRUCTED ABOVE.
3. THE MINIMUM LENGTH OF THE TIE PIECE FOR A TWO OR THREE CONTAINER OR CONTAINER STACK-WIDE LOAD IS 7'-1/2". WHEN THE BEARING ASSEMBLY IS INSTALLED AT THE FRONT WALL OF A TRAILER WITH ROUNDED FRONT CORNERS AND THERE IS NOT FULL CONTACT OF THE TIE PIECE WITH THE FRONT WALL, FILL PIECES OF A LENGTH AND WIDTH AS REQUIRED, SHALL BE INSTALLED BETWEEN THE TIE PIECE AND THE FRONT WALL OF THE TRAILER. SEE THE PROCEDURES ON PAGES 10 AND 11.

IF FILL PIECES ARE REQUIRED, LAMINATE TO THIS SIDE OF THE BEARING ASSEMBLY W/1 APPROPRIATELY SIZED NAIL EVERY 12". SEE SPECIAL NOTE 3 AT LEFT.



**VIEW A**

INSTALL THIS SIDE OF THE BEARING ASSEMBLY AGAINST THE CNU-575/E CONTAINERS.



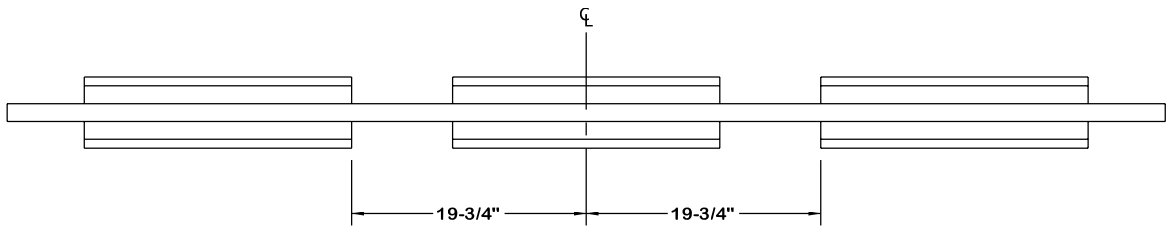
FILLER PIECE, 1" X 4" X 22-1/2" (6 REQD).  
 NAIL TO THE SPACER PIECE W/3-6d NAILS.  
 SEE SPECIAL NOTE 2 ON PAGE 20.

SPACER PIECE, 2" X 4" X 22-1/2" (6 REQD).  
 NAIL TO THE TIE PIECE W/3-10d NAILS.  
 SEE SPECIAL NOTE 2 ON PAGE 20.

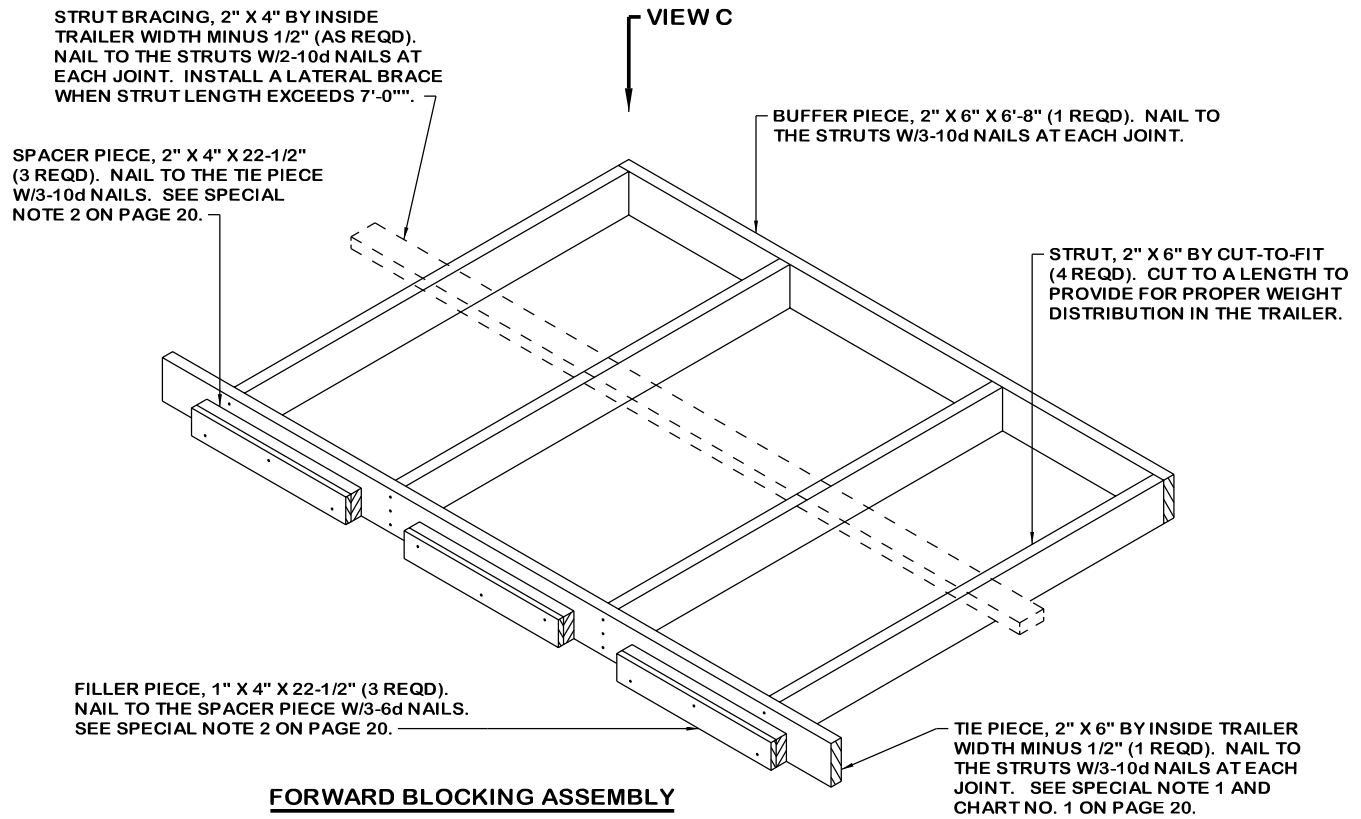
**SEPARATOR ASSEMBLY**

SEE SPECIAL NOTE 2 ON PAGE 20.

TIE PIECE, 2" X 6" BY INSIDE TRAILER WIDTH MINUS 1/2"  
 (1 REQD). SEE SPECIAL NOTE 1 AND CHART NO. 1 ON PAGE 20.

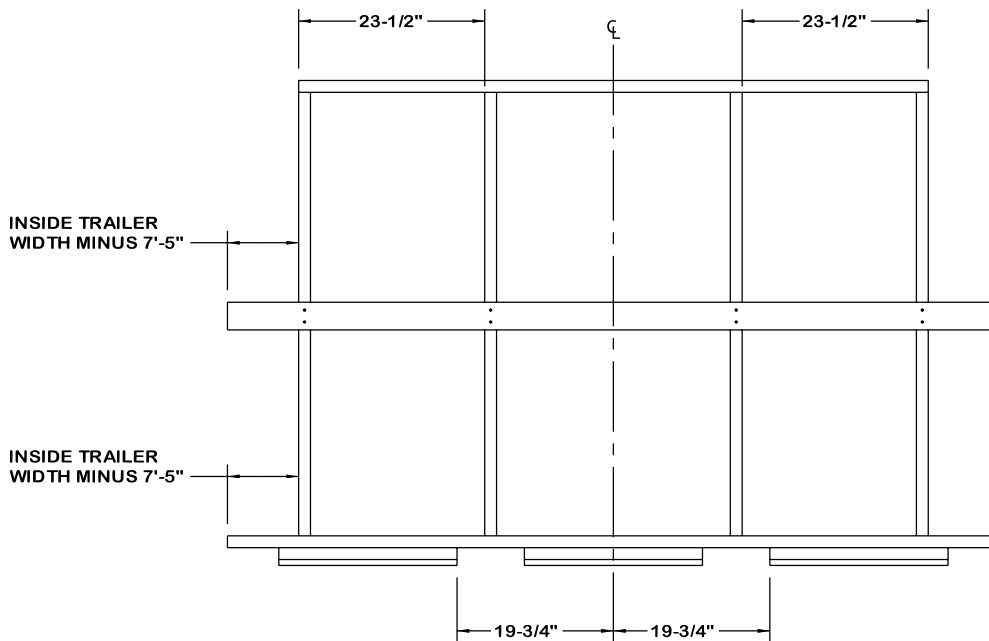


**VIEW B**



**SPECIAL NOTE:**

IF THE TRAILER TO BE LOADED HAS SQUARE INSIDE FRONT CORNERS, INCREASE THE BUFFER PIECE LENGTH TO "INSIDE TRAILER WIDTH MINUS 1/2 INCH", INSTALL THE OUTER STRUTS AT THE ENDS OF THE BUFFER AND TIE PIECES, AND INSTALL THE INNER STRUTS AT 32-1/2" INSTEAD OF THE 23-1/2" SHOWN IN VIEW C BELOW.



**VIEW C**

STRUT BRACE, 2" X 4" BY TRAILER WIDTH MINUS 1/2" IN LENGTH (1 REQD FOR EVERY 7'-0" OF STRUT LENGTH FOR STRUTS LONGER THAN 7'-0"). NAIL TO THE STRUTS W/2-10d NAILS AT EACH JOINT.

STRUT, 2" X 6" BY CUT-TO-FIT (4 REQD). CUT TO A LENGTH TO PROVIDE FOR PROPER WEIGHT DISTRIBUTION IN THE TRAILER AND TO FILL THE VOID BETWEEN THE LOAD AND THE REAR DOORS OF THE TRAILER.

BUFFER PIECE, 2" X 6" BY INSIDE TRAILER WIDTH MINUS 1/2" (1 REQD). NAIL TO THE STRUTS W/3-10d NAILS AT EACH JOINT.

VIEW D

SOLID FILL, 1" OR 2" X 6" X 48" (AS REQD). NAIL TO THE BUFFER PIECE W/4 APPROPRIATELY SIZED NAILS. SEE THE SPECIAL NOTE BELOW.

SPACER PIECE, 2" X 4" X 22-1/2" (6 REQD). NAIL TO THE TIE PIECE W/3-10d NAILS. SEE SPECIAL NOTE 2 ON PAGE 20.

FILLER PIECE, 1" X 4" X 22-1/2" (6 REQD). NAIL TO THE SPACER PIECE W/3-6d NAILS. SEE SPECIAL NOTE 2 ON PAGE 20.

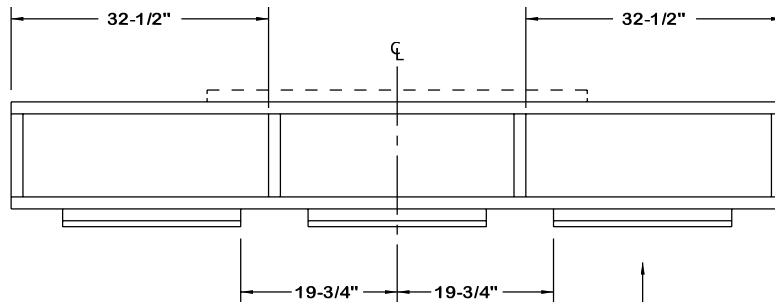
**REAR BLOCKING ASSEMBLY**

THE ASSEMBLY ABOVE HAS BEEN ROTATED 180° FROM THE INSTALLED POSITION.

TIE PIECE, 2" X 6" BY INSIDE TRAILER WIDTH MINUS 1/2" (1 REQD). NAIL TO THE STRUTS W/3-10d NAILS AT EACH JOINT. SEE SPECIAL NOTE 1 AND CHART NO. 1 ON PAGE 20.

**SPECIAL NOTE:**

IF THE TRAILER IS EQUIPPED WITH REAR CORNER POSTS, INSTALL SOLID FILL AS REQUIRED TO FILL THE EXCESS SPACE BETWEEN THE AFT END BLOCKING ASSEMBLY AND THE REAR DOORS OF THE TRAILER WHEN THEY ARE CLOSED. NAIL ADDITIONAL PIECES TO THE PREVIOUSLY NAILED PIECE W/4 APPROPRIATELY SIZED NAILS.



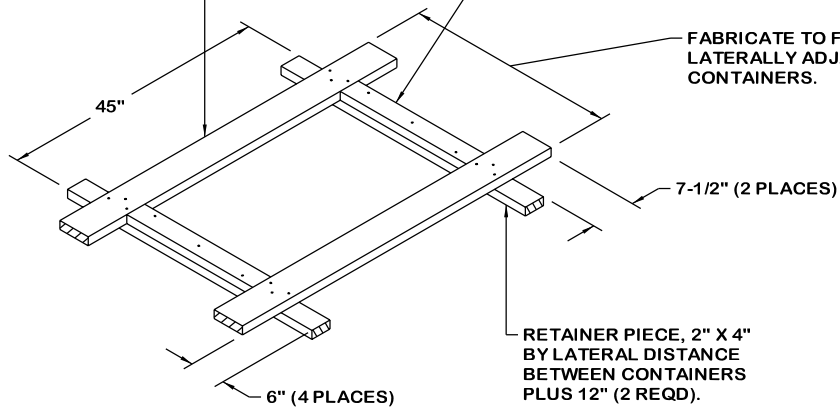
INSTALL THIS SIDE OF THE AFT END BLOCKING ASSEMBLY AGAINST THE CNU-575/E CONTAINERS.

VIEW D

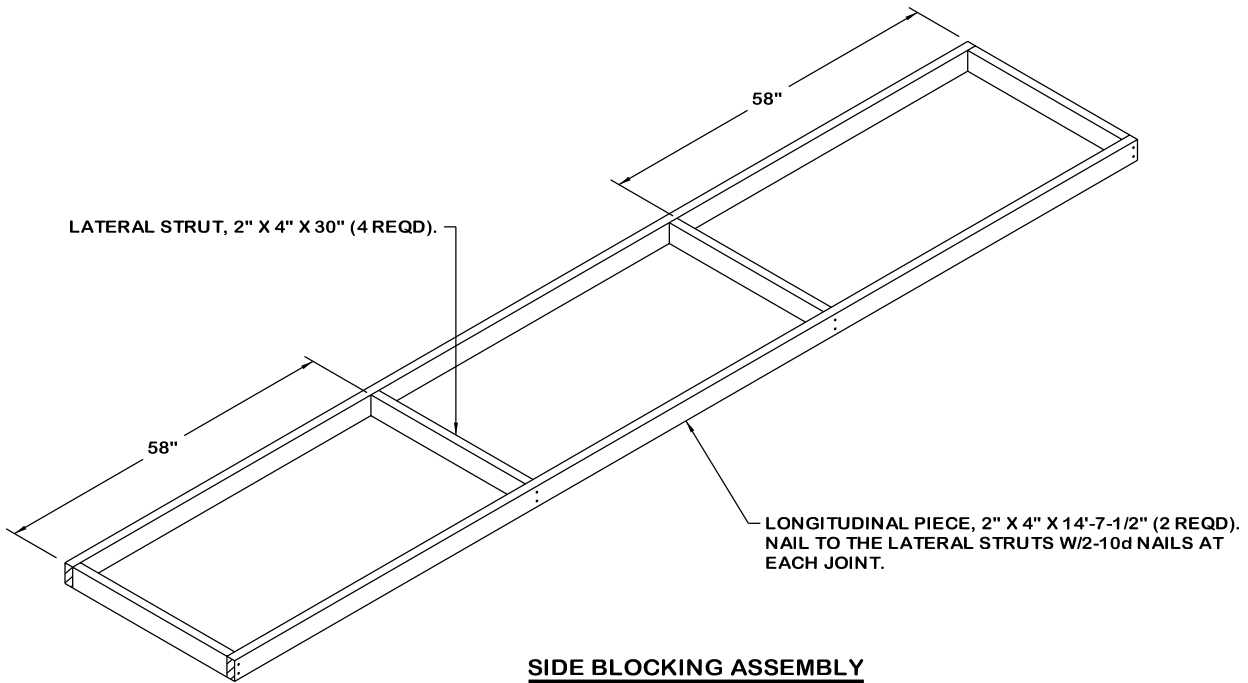
BUFFER PIECE, 2" X 6" X 60" (2 REQD).  
NAIL TO THE RETAINER PIECES  
W/3-10d NAILS AT EACH JOINT.

SPACER PIECE, 2" X 4" BY CUT-  
TO-FIT BETWEEN BUFFER PIECES  
(2 REQD). NAIL TO THE RETAINER  
PIECE W/3-10d NAILS.

FABRICATE TO FIT BETWEEN  
LATERALLY ADJACENT  
CONTAINERS.



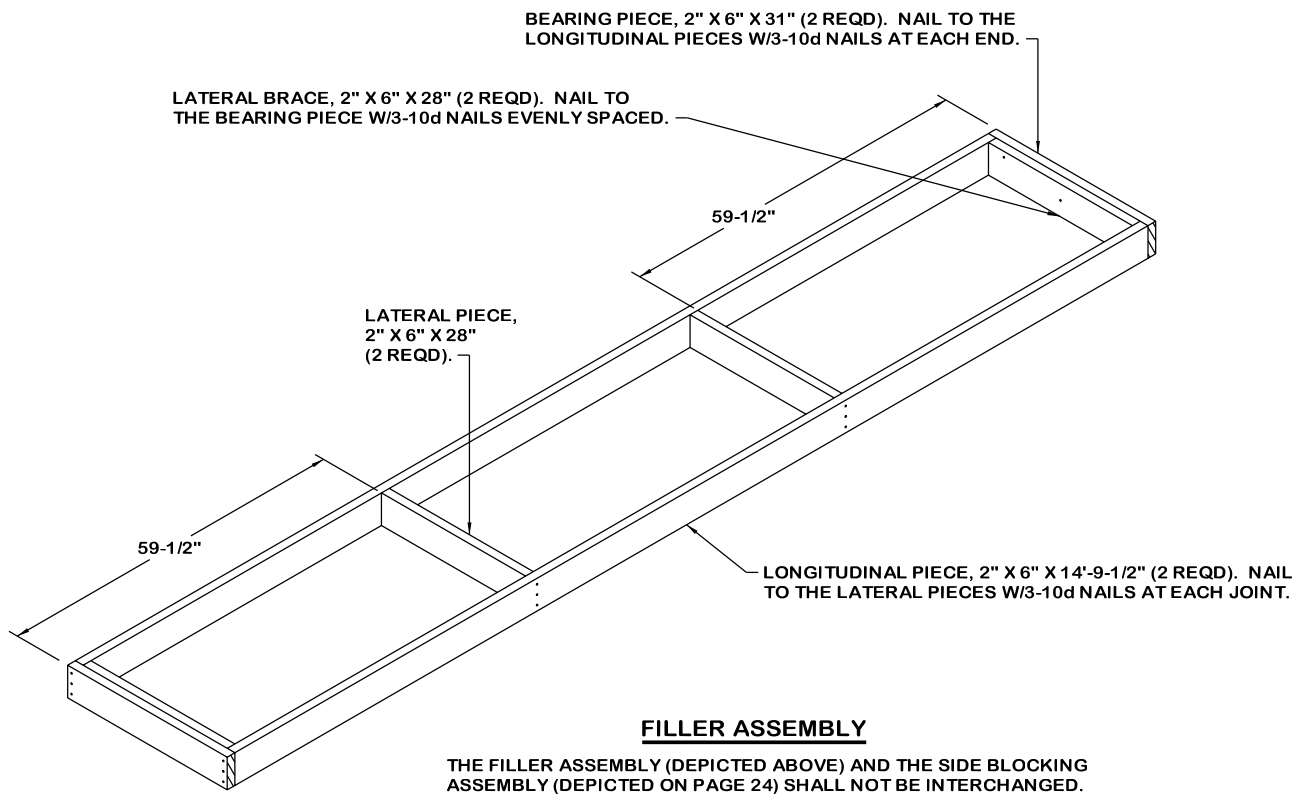
**ANTI-SWAY BRACE**



**SIDE BLOCKING ASSEMBLY**

THE SIDE BLOCKING ASSEMBLY (DEPICTED ABOVE) AND THE FILLER  
ASSEMBLY (DEPICTED ON PAGE 25) SHALL NOT BE INTERCHANGED.





**FILLER ASSEMBLY**

THE FILLER ASSEMBLY (DEPICTED ABOVE) AND THE SIDE BLOCKING ASSEMBLY (DEPICTED ON PAGE 24) SHALL NOT BE INTERCHANGED.

**VIEW E**

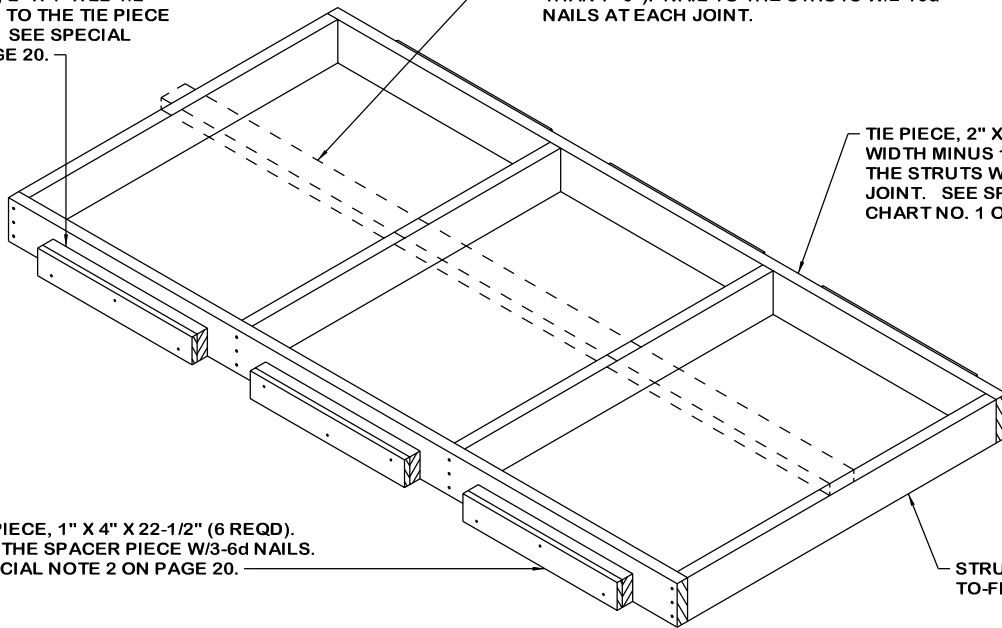
SPACER PIECE, 2" X 4" X 22-1/2"  
(6 REQD). NAIL TO THE TIE PIECE  
W/3-10d NAILS. SEE SPECIAL  
NOTE 2 ON PAGE 20.

STRUT BRACE, 2" X 4" BY TRAILER WIDTH  
MINUS 1/2" IN LENGTH (1 REQD FOR EVERY  
7'-0" OF STRUT LENGTH FOR STRUTS LONGER  
THAN 7'-0"). NAIL TO THE STRUTS W/2-10d  
NAILS AT EACH JOINT.

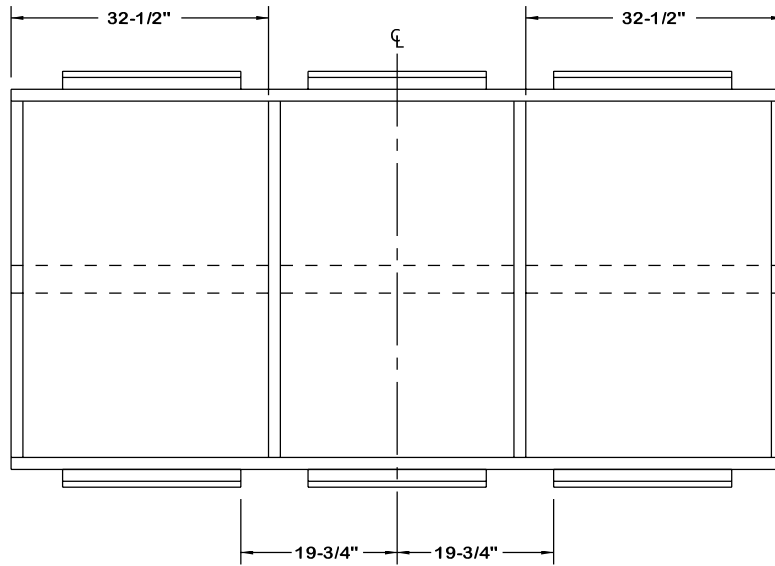
TIE PIECE, 2" X 6" BY INSIDE TRAILER  
WIDTH MINUS 1/2" (2 REQD). NAIL TO  
THE STRUTS W/3-10d NAILS AT EACH  
JOINT. SEE SPECIAL NOTE 1 AND  
CHART NO. 1 ON PAGE 20.

FILLER PIECE, 1" X 4" X 22-1/2" (6 REQD).  
NAIL TO THE SPACER PIECE W/3-6d NAILS.  
SEE SPECIAL NOTE 2 ON PAGE 20.

STRUT, 2" X 6" BY CUT-  
TO-FIT (4 REQD).



**SPACER ASSEMBLY**



**VIEW E**