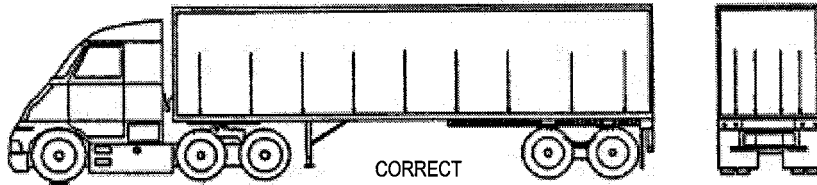


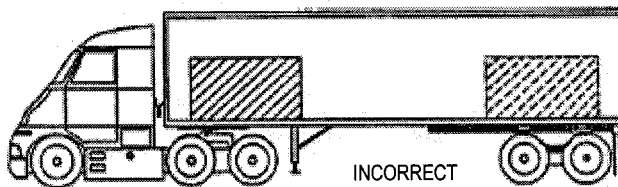
## 6. Special Equipment

Some trailers and containers are equipped with special interior fixtures. Properly fasten and lock such equipment in place. Properly secure all special equipment in trailers and containers when empty. The use of any type of material handling equipment to unlock and raise or lower and lock special equipment is prohibited.



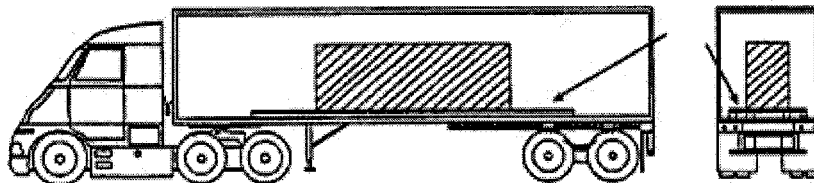
Trailers/containers are designed for uniform load distribution as shown. Distribute the lading equally between the rear tires and the king pin that transfers its load to the truck tractor.

**Illustration No. 1**



Units loaded in either position indicated are incorrect because weight is not equally distributed to tires and king pin.

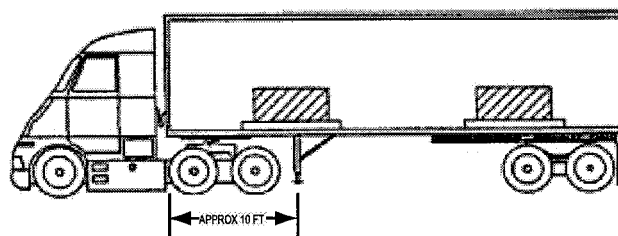
**Illustration No. 2**



### HIGHLY CONCENTRATED LOADS

Not more than 25,000 lb uniformly distributed in any 10 linear ft can be loaded on trailers meeting the specifications of *AAR Manual of Standards and Recommended Practices*, Specification M-931 or on containers meeting the specifications of *MSRP Specification M-930*. Item A is a skid of adequate length, width, and construction to properly distribute weight. Trailers in intermodal service not meeting the M-931 specifications or containers in intermodal service not meeting the M-930 specifications may be of lower floor strength. Considerations of such must be a part of any load planning, particularly that of highly concentrated loads, e.g., steel coils.

**Illustration No. 3**



TOFC trailers and containers on chassis are often left unsupported by truck tractors and are lifted by cranes. In positioning two concentrated weight units as illustrated, position the forward unit for equal weight distribution on the landing gear (approximately 10 ft from nose).

**Illustration No. 4**