Shipper Built Unit Guidelines

The purpose of this document is to standardize procedures and expectations for shipper built ULDs. Pre-built units tendered as a shipment to UA Cargo or accepting agent must be built by qualified staff, and the team must ensure that the units are “Ready for Carriage.”

United reserves the right to amend these guidelines based on updates to the UA Cargo Manual and IATA Guidelines.

UNITED CARGO

Table of Contents

ULD and Aircraft Compatibility Chart

	777	787	767-300	767-400	Max Gross LB	Max Gross KG
LD-2	×	×	✓	✓	2700 LB	1224 KG
LD-3	✓	✓	×	×	3500 LB	1587 KG
LD-4	×	×	✓	✓	5400 LB	2449 KG
LD-8	×	×	✓	✓	5400 LB	2449 KG
LD-11	✓	✓	×	×	7000 LB	3175 KG
RKN	✓	✓	✓	✓	3500 LB	1587 KG
RAP	✓	✓	✓	✓	10200 LB	4626 KG
FQF	×	×	✓	×	5400 LB	2449 KG
FNA	✓	✓	×	✓	5400 LB	2449 KG
LD7-P	✓	✓	✓	✓	10200 LB	4626 KG
LD-11	✓	✓	×	×	7000 LB	3175 KG
PMC	✓	✓	✓	✓	11100 LB	5034 KG

787 LD3 Restriction: Some of United Cargo's older metal LD3 cannot be loaded on the 787. These units are signified by the below sticker and should not be tendered if the routing involves a 787.

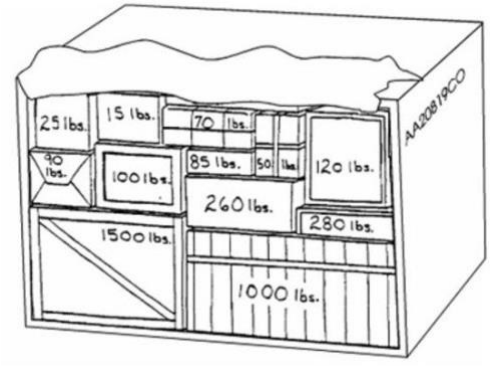
Cleanliness

- Before using or storing containers, remove all skids, plastic, nets, straps, dirt and debris, old tags and unreadable placards and any other loose items not part of the container. This will reduce misrouting and damage to cargo.

Loading Containers

- The maximum gross weight, which includes the tare weight, is based on how much weight a unit may safely hold within the structural limitations of the aircraft. The floor bearing weight must also be considered when loading ULDs. This is why careful pre-planning must be done before loading any ULD. Visualize the layout / positions of the ULDs prior to loading. For proper load distribution, load heavy or dense items on the floor of the ULD, with soft and light pieces on top.
- Position items carefully to prevent shifting. For example, a 55-gallon drum should be secured by banding to a wooden pallet and by using tie down straps inside the container.

NOTE: Heavy items should be placed evenly on the floor of the ULD to prevent shifting.



- Load ULDs along the back and side walls first, building toward the center. This will provide maximum cubic utilization and prevent loads from tumbling during loading.
- Do not load excessively heavy pieces all on one side of a ULD, but distribute evenly throughout. This makes handling ULDs much easier and prevents damage to the ULD walls and / or pallet.
- Always close the curtain carefully after you have loaded the unit; use the straps and / or locking mechanisms on the container to close it properly.
- Be especially careful when loading a LD-2, LD-3 or a LD-8 unit. Heavy items in the “dog leg” or “wedge” end may cause the ULD to tip.
- Pieces with sharp exposed edges can cause a tear in the aluminum and should not be placed against side walls.
- Do not use any device or action to spread the door opening so that pieces larger than the door will fit. This action damages the container frame and will make the ULD unserviceable
- If it is necessary to move a ULD on or off a truck with a forklift, be sure to push the forklift blades all the way underneath the container before raising the blades. This will keep the forklift blades from damaging the ULD and prevent it from tipping or falling off the forklift blades.

Securing Cargo in Containers

- Some cargo is susceptible of shifting within containers. If not secured properly it may result in damage to personal and or equipment.
- Secure the item with Cargo straps rated to 5000lb / 2267kg

Example: Drums, machines, top heavy / unstable cargo, motorcycles.

- This type of cargo should be secured with the use of straps and or securing with other cargo. Containers have enough tie-down fixtures available for tying down cargo.

Wrapping Containers

- **There is not a requirement to plastic wrap ULD containers**, but if done these guidelines must be followed:
    - Apply material around the ULD body.
    - IATA ULD ID code; ODLN & TSO (Manufacturer's) plate must be legible through the plastic, or ULD may be refused
    - Place wrapping so it does not cover any part of the container base and is a minimum 3 inches above the base
    - Securely fasten all wrapping material

NOTE: If wrapping on the container prevents inspection of the container prior to aircraft loading the container may be rejected for carriage. Apply wrapping material only to a container that is fully serviceable. Do not wrap containers to conceal damage!

Storage

- Whenever possible, it is recommended that containers are stored up, off the ground to prevent damage to the container base.
- It is recommended that containers stored outside are placed on:
    - Dollies
    - Storage racks
    - Full sized wooden pallets
    - 4x4 runners to prevent damage to the container base
- All containers should have their doors closed, strapped and latched. When stored inside, containers may be placed on:
    - Transport dollies
    - Storage racks
    - Wooden pallets
    - On a clean flat floor

Stacking

If containers must be stacked, ensure they are done so in a manner to prevent damage to personnel, property, and equipment.

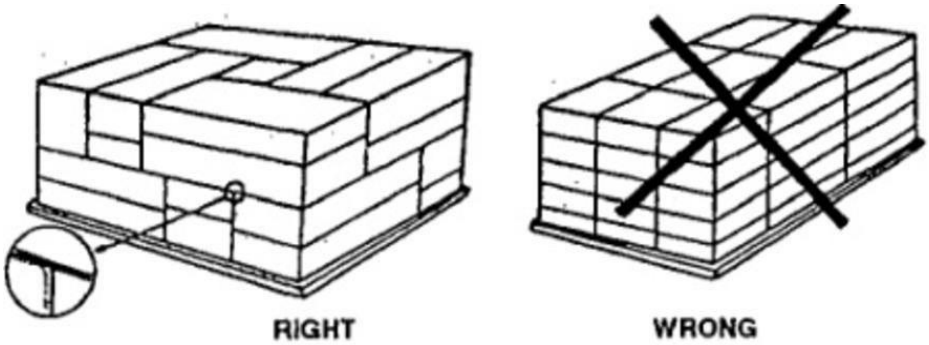
Pallets

Loading

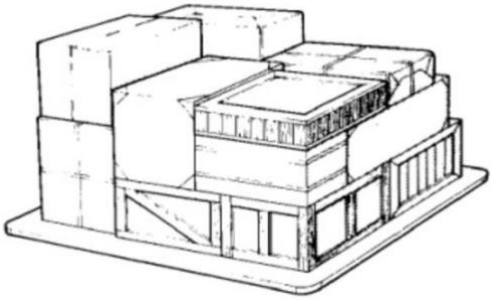
- Check the serviceability of the equipment; both the pallet and the net assembly
- A properly built pallet consists of a serviceable pallet and a serviceable cargo net. No pallet should be shipped without a net.
    - The cargo net is the primary cargo restraint.
    - Cargo straps can be used as a supplemental restraint but cannot act as the primary restraint.

Build-Up

- To avoid warping or damaging, pallets should meet ***one*** of the following requirements:
    - Pallets should be built on a pallet dolly, roller-equipped loading platform (ball mats), on a side entry moveable roller deck or build up pallet, a pallet pit, or on the ground
- If a pallet is built-up on the ground it should be:
    - On a clean, flat floor or surface
    - Care must be taken to protect the pallet and contents from damage
- Pallets should not be pushed or dragged when transported
- Be aware of the pallet size and contour that is required for the aircraft
    - Overhangs may be used to maximize the cargo load or to move large pieces
    - A two-inch clearance must always be maintained around the perimeter of the pallet so that the net locking assembly can be attached
- Because the configuration of the cargo pit varies with the type of aircraft, pallets with overhanging cargo may not fit on certain equipment types.
    - Please ensure pallets travelling on interline carriers meet that carrier's overhang requirements
- Use a bricklayer method to stabilize the cargo. Interlocking layers of similar sized pieces secure the load and avoid shifting. (See illustration below.)



- Cargo must be placed evenly to maintain an equal distribution
    - Load light pieces on top
    - Building heavier items around smaller pieces will prevent potential damage. (See illustration below)

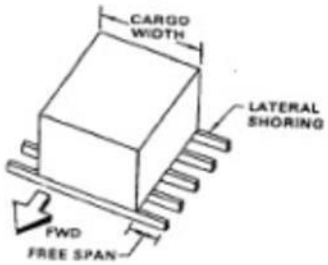


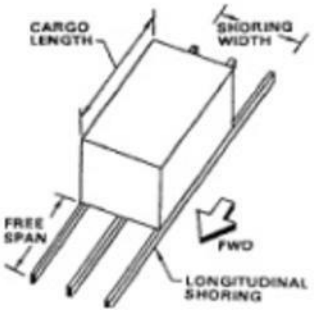
    - Survey the load and consolidate a complete shipment on one pallet, if possible.
    - Build shipments to the same destination on the same pallet, if possible.
- Items with wheels must be strapped and when possible chocked or elevated on blocks or skids.
- The maximum height for any pallet or container carried on United Airlines aircraft is 64 inches. This measurement includes the height of the pallet board, net, and straps
- Pallets should be carefully measured during and after the build-up process to ensure that the height of the pallet and cargo does not exceed 64 inches

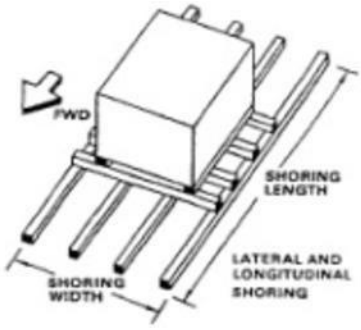
WARNING: DO NOT BUILD ANY PALLET THAT EXCEEDS 64 INCHES IN HEIGHT. THIS LIMITATION MUST BE ADHERED TO WITHOUT EXCEPTION TO PREVENT INJURY TO PERSONNEL AND DAMAGE TO AIRCRAFT OR OTHER EQUIPMENT!

Shoring, Spreader Boards, Skids

- Some heavy items may require the use of spreader boards or shoring.
- Spreader boards (1" x 12" timber, wooden pallets) can be placed under a piece to increase the surface contact area and spread the pressure per square foot over a greater surface area. This practice will also prevent the bowing of the pallet when straps and nets are tightened which can make it difficult (if not impossible) to lock the unit in the aircraft when loading. (See examples below.)







- Individual pieces over 999 lb./ 453 kg. can be addressed as per diagrams above
- Individual pieces 1000- 2200 lb. or 454kg-997kg. should be built up on standard 40 x 47 in. wooden pallets (banded and shrink wrapped to pallet where possible)
- Two 40 x 47in. wooden pallets adjacent to each other can support up to 4500 lb./ 2041kg

Securing Cargo

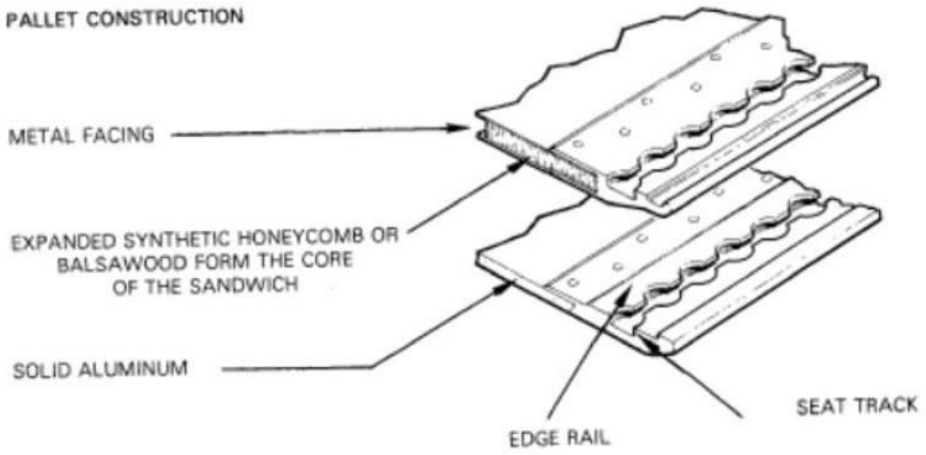
- Items over 3500 lb./ 1587kg should be individually strapped to the pallet with a minimum of 2 Cargo straps to ensure movement on the pallet is restricted. (straps should be rated to 5000lb/ 2267 kg)
- Cargo Straps (rated to 5000 lb./ 2267kg.) when needed with Pallet nets must be used so that the cargo would be secure even if the pallet were suspended on its edge or held upside down.
  Note: Cargo Straps are secondary restraints. The primary restraint will always be the pallet net.

Dimensions

Because net fittings must be secured into the pallet edge rail track. Cargo should not be placed within 2 inches of the outside edge of the pallet. IATA Serial Numbers and Tare Weights – are stamped into the edge rail of each pallet.

Pallet Seat Tracks

- Pallet seat tracks are from 1" to 3" thick, depending on the type and manufacturer. Cargo loads must be positioned entirely within the seat tracks to ensure a level load



Tall Loads

- Tall loads are defined as a load that is twice as tall as its narrowest horizontal dimension i.e. 60 inches high and 25 wide at its narrowest point would be considered a tall load and could have a center of gravity that makes it susceptible to tip/move, especially on takeoff and landing.
- Such tall cargo should be palletized fully enclosed/blocked on potential tipping sides by other cargo that is higher than the center of gravity of the tall piece. As a rule, at a minimum this support cargo's height should be 50% above the narrowest width of the tall piece and the top of the tall cargo.
- If supporting of cargo is not possible, the tall cargo must be shrink-wrapped, banded and palletized to a wooden or similar pallet with a wider base than the cargo, to protect against the chance of tipping. It can also be strapped to the pallet itself using cargo straps protecting against movement.

Cargo on Wooden or Plastic Pallets within the Shipper Built unit

- If multiple pieces are tendered/loaded on a wooded or plastic pallet they must be shrink wrapped and securely banded to a skid.
- The contents should be "banded" to the skid so that everything feels like one solid unit, without any shifting.
- Use edge protectors or scrap cardboard to protect shipment

Barrels and Drums

- Drums/barrels without a flat base that have a lip on the bottom (of all sizes) must be shrink wrapped and securely banded to a skid to avoid any chance of exceeding the structural limitations of the aircraft floor and reduce the risk of puncture when being removed.
- Drums with a flat base that are loaded adjacent to the edge of a pallet are at risk of puncture from aircraft restraint hardware. These must be banded secured to a wooden or similar pallet to raise them 4 inches from the pallet base.

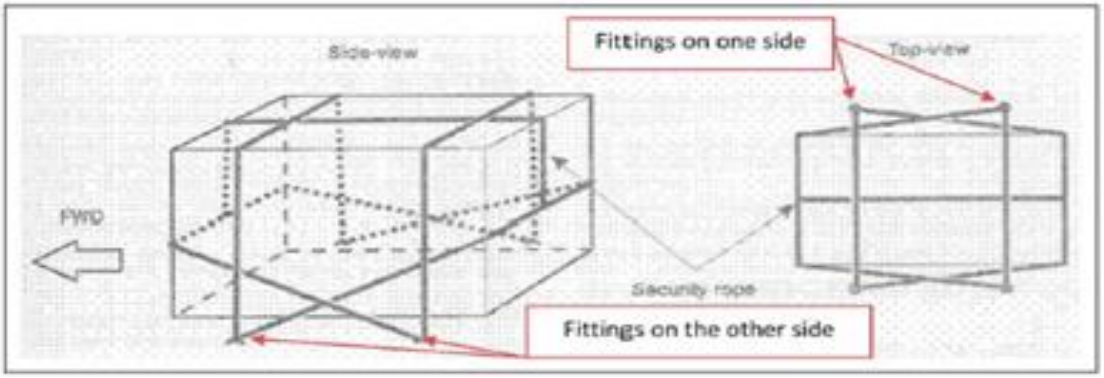
Guidelines for using straps for additional restraint of a complete shipper-built unit before applying Cargo Net

- To apply tie down equipment to restrain a complete load before applying the cargo net, the following criteria can be used.
    - Cargo must have sufficient contact area for straps passing over, through or around the piece of cargo and straps cannot come in contact with sharp or cutting edges.
    - When applying tie-down on the pallet, ensure they don't bend the pallet's edge rail upward.
    - 4-5 straps (2 on each side minimum) can be used to bind the load together. Where possible use edge protectors to protect and extend the support offered by the straps. Straps should be a minimum of 20 inches from the edge of the pallet and placed equidistantly apart.
    - For more complex loads, care must be taken to provide protection and avoid tie-down straps bearing in a horizontal direction of restraint, so they will not slide down accidentally. A security rope should be used if the load itself does not hold the straps in place (See Fig 1). This rope should be tied securely to the angled strap as shown to stop the strap from slipping down the pallet. A lashing rope or rope with a minimum thickness of ½ inch is recommended.
    - Items loaded onto a pallet must be secured in a manner that prevents the freight from moving in any direction including upward, side-to-side or end-to-end. It must be

restrained to ensure that no part of the load can shift on the pallet during transport or flight.

- Final inspection shall verify all straps are sufficiently and approximately equally tensioned. A practical way to assess it is pulling each strap at 90 degrees from its direction of restraint: a correctly tensioned strap should not move away by more than a hands width.

Fig 1



- **<u>All straps and secondary restraints must be under the pallet net as the pallet net is the only approved primary restraint</u>.**

FQF Pallet on 767-300

- All FQFs built up for travel on the 767-300 must be built to a minimum height
- Should you wish to ship an FQF contact local station management to ensure your build is to the required standard.

Overhang

- Overhang is defined as any cargo that exceeds the length or width of the pallet
- As a general guideline, freight must be raised one inch for each inch of overhang on each or either end. For example, a car 147 in (374cm) long exceeds the pallet length by 22 in (56cm) or 11 in (28cm) on each end. This piece must be raised at least 11 (28cm) inches to conform to the contour of the aircraft
- Pallets with overhang may be accepted on United flights, so long as the overhang fits the contour of the aircraft
- All cargo must fit securely inside of the net attached to the pallet, including any overhang

Aircraft	Overhang Allowed
767	No overhang allowed
777 & 787	17 n (43cm) either side

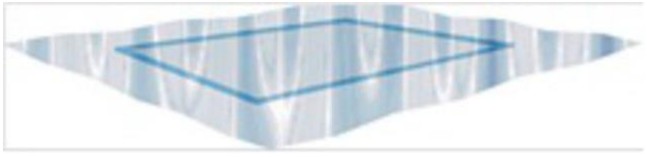
- Pallets with overhang that do not fit all aircraft may experience transit delays due to weight and balance requirements

Shrink Wrap Guidelines for stability of freight

- The plastic stretch wrap should first be applied around the base of the pallet load (bottom three inches must be left clear to avoid interfering with pallet locks) and continued upward around the load. Overlap each by 50% and make sure it's tight to prevent shifting, get assistance especially when starting to wrap the pallet to ensure an effective wrap of the pallet.
- Clear or see through wrapping is preferred to allow United to inspect the load and build at acceptance.
    - To start, tuck the beginning under a piece of freight to keep it in place, at least three inches from the base of the pallet.
    - Start wrapping and slowly working up the pallet overlapping each rotation by 50%
    - Pull the roll tightly before going around each corner.
    - Twisting the wrap as you go around will increase the strength of it. Maintain overlapping if you use this twisting process.
    - Ensure the wrapping is tight to ensure secure packaging.
    - Tuck in or secure end piece of plastic.

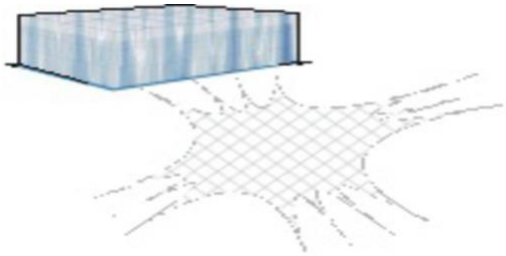
Cargo Protection

- Clear or see through wrapping is preferred to allow United to inspect the load and build at acceptance
- To avoid weather damage to cargo (caused by rain, snow, etc.) and to prevent aircraft damage, all shipper-built pallets must use **double sheet** protection (bottom up and top down) as described below.
    - Exception: Special attention must be given to perishable shipments often packed in specialized boxes which allow for ventilation of contents. Ventilation must be maintained throughout the duration of such shipments and therefore these shipments should not be wrapped with plastic sheets.
- All materials used to cover a ULD in its entirety for weather protection or other purposes constitutes a cargo cover, as defined in the regulatory documents such as FAA 14 CFR Part 25 or EASE CS-25 Appendix F
- Process for cargo protection using plastic wraps on top and bottom:
    - Step 1: Lay one plastic sheet on the pallet before loading any cargo. This sheet will protect the bottom of the first tier of cargo (usually the most water-damaged during rainy conditions).



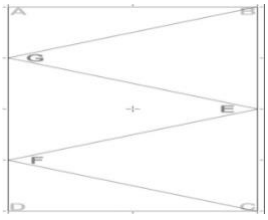
- Step 2: Load the cargo onto the pallet.

- Step 3: Take a second sheet of plastic and place over the entire pallet to protect the rest of the cargo from weather conditions. Tape together both pieces when possible



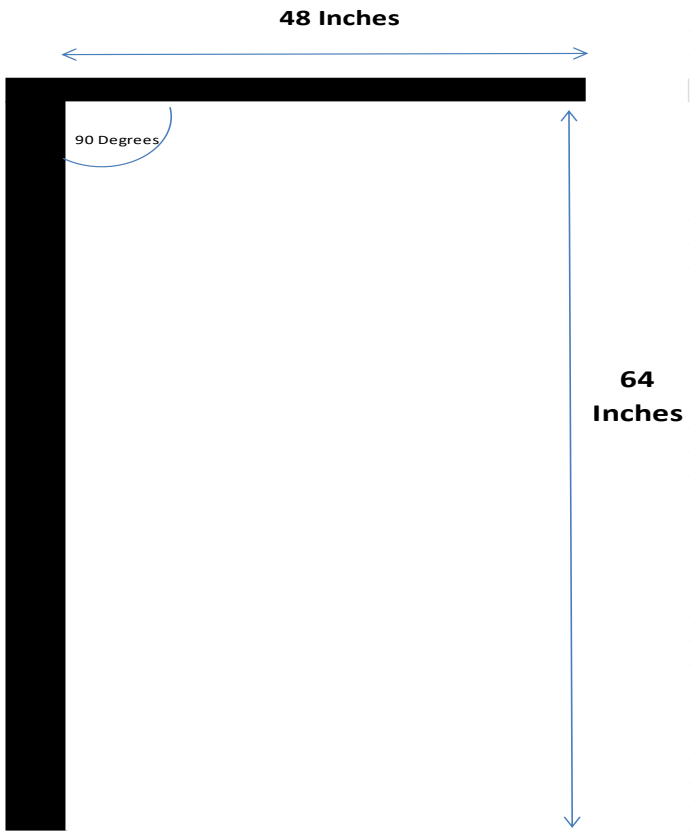
- Step 4: Using a helper, place the cargo net over the pallet and secure in the normal manner, making sure that all sides of the net are pulled tight.

- Step 5: Tie and knot all four (4) corner lashings in a crisscross fashion.



Height verification

- It is recommended that a measuring tool be used to verify that the whole top surface, including all sides, does not exceed 64 in / 162cm in height at any point. A tape measure is acceptable during buildup process, but a physical tool that verifies the height should be used once buildup is complete. An example of an acceptable tool included below



Care and Storage

- Separate pallets by type and store them in racks to avoid damage.
- Pallets must be inspected before each use.
- Any unserviceable pallet must be immediately returned to United Airlines.

Construction of Sandwich Pallets

- Place base pallet onto build-up system or build up pallet.
- Place four wooden skids onto the base pallet evenly spaced.
- Step 2 may be repeated up to a maximum height of three wooden skids.
    - As a general guideline, freight must be raised one inch for each inch of overhang on each or either end. For example, freight 147 inches long exceeds the pallet length by 22 inches or 11 inches on each end. This piece must be raised at least 11 inches to conform to the contour of the aircraft.
    - Remember: no pallet can exceed 64 inches in height including the height of the pallet board (and any constructed sandwich pallet) and the freight. If the overhang cannot be equal on both ends (to keep a car's wheels on the pallet, for example) the build-up height required must be calculated using the longest overhang.
    - The maximum allowable overhang on each or either end for pallets carried on 777 and 787 aircraft is 17 inches.
    - Position a single top pallet directly in line above the base pallet.
    - Using more than one aircraft pallet on top, offset, to extend the length of the top pallet is not allowed. There is no reliable method to ensure offset pallets remain stable and do not shift in transport.
    - Attach two straps evenly spaced to the base pallet, stretch the straps over the length of the top pallet and attach to a similar location on the base pallet directly opposite. Attach three more straps evenly spaced to the base pallet, stretch these over the width of the top pallet and attach to a similar location on the base pallet directly opposite. Tighten all straps sufficiently to prevent any movement.
    - Once all five straps are tightened, ensure that the platform is stable, and the top pallet does not move or shift before loading any cargo on the sandwich pallet.
    - Sandwich pallets can be used only if their construction conforms to the principles above and only if the freight loaded on the pallet can be secured to prevent any shifting and movement during transport or flight.

Seafood Packaging Requirements

ULD Requirement

- ULD must be lined with a polyethylene or plastic liner with absorbent material between the liner and the seafood unit.
- Shipments in ULDs must be loaded straight with the correct end up.
- Shipments in ULDs must comply with all refrigerant and packaging rules below.
- Shipments in ULDs must be able to withstand the weight of any stacking without crumpling, crushing or leaking.

Packaging Requirement

- Gel packs, dry ice, and wet ice are the only acceptable refrigerants. A shipper using wet ice as refrigerant must be pre-validated and comply with specific inner packaging, outer packaging, and ULD packaging requirements as outlined on the Perishable Foodstuff Acceptance Checklist. (See unitedcargo.com)
    - Seafood must be tendered in durable watertight packaging and packaged to withstand up to 48 hours intra-U.S. transit time and up to 72 hours international transit time.
    - Seafood shipping units must be able to withstand stacking to a height of 56 inches (142 cm) without crumpling.
    - Units must have wax-impregnated or waterproof coating inside or outside.
    - Units must have leak-proof construction with gusseted corners at the top and bottom. Top must extend fully over bottom.
    - A minimum of one 4-mil (or two 2-mil) plastic or polyethylene liner(s) must line the inside of each shipping unit.
    - Absorbent material must be placed between the liner and the inner bag.
    - Seafood (except live seafood) must be completely sealed in one 4-mil (or two 2-mil) bag(s). The inner bag seal must be leak-proof even when tipped or inverted.
    - Fish with sharp claws, fins or projections must be packaged with a corrugated liner so claws, fins or projections do not come into contact with the inner bag.
    - Minimum of two bands must be wrapped around the width of each unit.
    - Styrofoam boxes must be protected by a sturdy fiberboard over pack container.
    - Canisters/buckets must be leak-proof even when tipped or inverted.

ULD Safety Items

- Safety is an essential part of ULD handling. The equipment should be protected from abuse. The prevention of injuries is a top priority. To prevent injury or damage to aircraft all unserviceable ULDs must be immediately removed from service and returned to United Airlines
- Best practices to ensure personnel and ULD safety include:
    - Do not overload containers or pallets.
    - ULD movement and transfers shall be conducted in a safe and efficient manner.
    - Exercise caution and safe handling practices when pulling dollies or transporting units on fork blades.
    - Do not leave pallets lying around in areas where tugs, forklifts or other vehicles or equipment can run over them.
    - Never drive on, into or over any ULD or Net.
    - Use dollies or build up pallets to move ULDs whenever possible.
    - Do not cut nets at any time to remove or access contents of the ULD.
    - All containers should have their doors closed, strapped and latched. Damaged units must be immediately returned to United for Repair.
    - ULDs are most often damaged while being loaded or unloaded.
    - Do not load heavy items on top.
    - Tie down heavy items so they won't move or shift in the container.
    - Do not put heavy items in the overhang area of LD-2, LD-3 or LD-8 units.
    - Do not push ULDs off a loading platform, truck or dollies for any reason.
    - Do not lift the top of a container to get large pieces of cargo inside.
    - Do not pull straps too tight on pallet loads – this distorts the bottom of the pallet.
    - Use spreader boards on extremely heavy items to help properly distribute the pressure per square foot.
    - Never lift containers by the roof.
    - Secure stacks of pallets with straps to prevent movement as they are being shipped.
    - Where possible, ULDs not in use should be placed on stationary rollers, dollies or in designated ULD racks where available rather than on the ground.
    - **Do not lean on ULDs or store them on their sides or top at any time.**

Restrictions on contents in Shipper Built Units

- No HAZMAT/Dangerous Goods with the exception of:
  - Consumer Commodity – ID 8000 (includes Drugs n.o.s. and Cosmetics).
  - Dry Ice – UN1845 to allowed levels.
  - Magnetized Material.
  - Radioactive Material White I.

The following cannot be shipped as Shipper Built Units

- Live Animals.
- Human Remains.
- Firearms, swords and other weapons.

Validation and Serviceability

- Serviceable Checks of ULD's
  - Applicable to all ULD's in the United Cargo inventory and any OA or other containers United may transport on aircraft, truck or other means of United Cargo transportation.
  - Use the following criteria to determine whether containers are serviceable for use.
  - Containers with any of the unserviceable conditions found below must be taken out of service and returned to United Cargo
- Serviceability of Unit Load Devices (ULD)
  - Before you start to load unit load devices with cargo, you must check their serviceability. Normally all ULD are checked prior to their release to the Agent/Customer. Nevertheless, we advise before you load take a look at the unit for damage.
- How can you check the serviceability?
  - The following paragraphs will provide items that need to be checked periodically using the appropriate guidelines.
  - All regulations are also valid for ULD from other airlines when transported on United aircraft
- Basic rules for all ULDs
  - Type label or type markings must be affixed or engraved and readable.
  - It must be possible to restrain the ULD correctly in the aircraft with all necessary restraint elements. This means if you discover badly bent or bowed pallets they will most likely not fit into the locking system in the aircraft. The result being an offloaded pallet and rebuilding time and charges.
  - The door mechanism must work properly and must keep the load secure in the container, regardless of the door construction (tarpaulin or door net or solid door)
  - Any ULD with damaged or missing pallet corners are to be considered unserviceable
- All metal containers are unserviceable if:
  - Rivets 3 per row or 5 per panel are missing.
  - In the remaining area:
    - One tear or hole of 3 inches or less per panel
    - More than 3 holes per panel
    - If the space between any holes is less than 12 in.
  - Frame, Extrusions and Base:
    - Maximum 2 cracks or holes with no more than 2 inch in diameter per side
    - Screws or rivets are missing or stiffeners are damaged
    - Screws or rivets are missing or gussets are damaged

- Flexible Door:
  - No damage to the door/canvas that negatively affect its operation
  - The Velcro straps must have no damaged or worn out webbing, and no missing stitching. They should not peel open when a light pull is applied

Zodiac 3S Herculight S Lightweight ULD Container (AKE 10000-19000 UA range)

- Panels/Roof/Canvas: Max 2 holes per side, Max 6" each, with 12" distance between each damage, no less than 2 inches from fasteners
  - Panel Rivets/Fasteners: Max 1 missing or broken per extrusion
  - Base: Max 1 tear or hole per base, Max 4" no damaged or missing corners
  - Base Rivets/Fasteners: Max 2 missing or broken rivets each row/side
  - Frame/Extrusions: Max 1 crack or hole in extrusion (refer to ODLN plate on unit for detailed, acceptable sizes)
  - Door/Canvas: No damage to the door/canvas, or attachments that negatively affect its operation; Max 3 holes/cuts, Max 6" each, no less than 12 inches apart, and no less than 2 inches from outer edges
  - The Velcro straps must have no damaged or worn out webbing, and no missing stitching they should not peel open when a light pull is applied
  - Legible manufacturers Data/TSO Plates in place
- **Pallets are unserviceable if:**
  - Holes or cracks greater than 2 in. x 2 in.
  - More than 3 missing rivet or screws per side
  - Minimum 3 serviceable lock tracks on each side of each attach point, all lock clicks present and functional
- **Pallet nets are unserviceable if:**
  - No cuts or breaks
  - 1 missing or unserviceable net- fitting is allowed per net. Replacement lock clicks are allowed
  - No missing or damaged net lashing rope
  - The net is older than 5 years for United nets or 3 years for all others.
- **Tie down material is not serviceable if:**
  - Tie-down ropes:
    - They are torn or cut or
    - Have torn fibers or
    - They cannot be used any longer according to their specification
  - Tie-down rings/ Tie-down fittings
    - They are damaged or distorted or
    - Parts of the ring are missing or
    - The ring is open or
    - They cannot be used any longer according to their specification
  - Tie-down straps
    - Straps are torn or cut
    - Stitches are torn or missing
    - Tie-down rings are missing, damaged or distorted
    - The expiration date is exceeded or is older than 3 years.

Demurrage and Accessorial Charges

See www.unitedcargo.com for current charges

Compliance with United Cargo Shipper Built Requirements

United Cargo reserves the right to check the all listed points above before accepting the goods for carriage.

United Cargo reserves the right to revoke the authorization to accept shipper built ULDs with immediate effect at any time.

Current versions of this document will be stored on Unitedcargo.com under 'Container Specifications.'