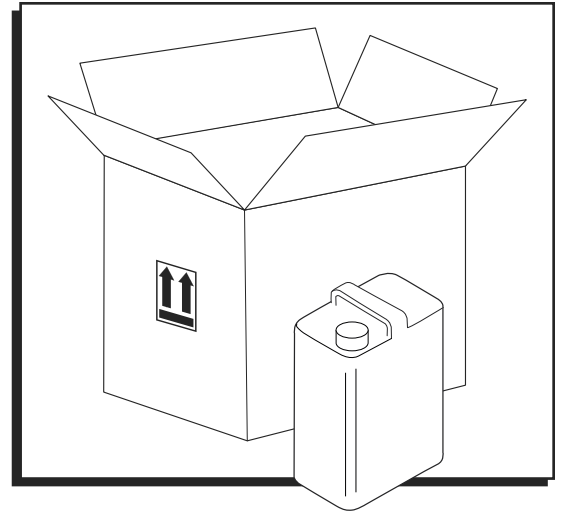


4-1 GALLON F-STYLE CAN SHIPPER

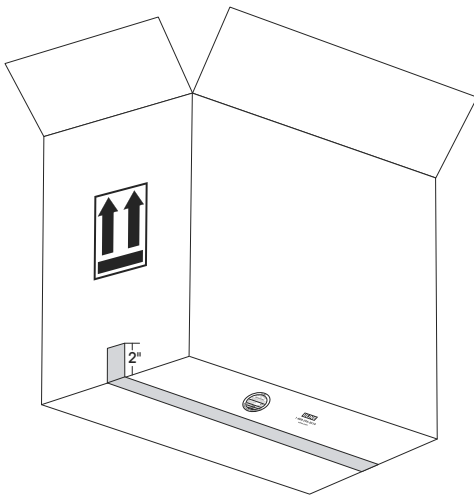


COMPONENTS

- 1 Corrugated Carton
- 4-1 Gallon F-Style Metal Cans
- 4 Screw Cap Closures and Inner Seals
- 1 1 mil Poly Bag
- 1 4" Cable Tie

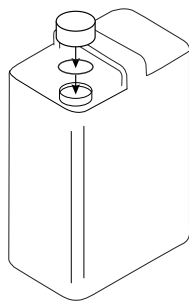
ASSEMBLY INSTRUCTIONS

Figure 1



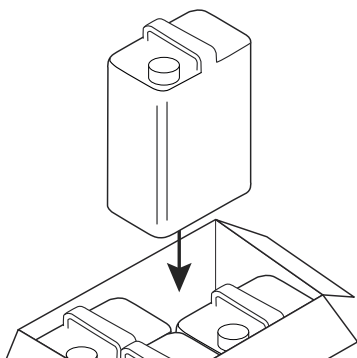
1. Fold flaps on bottom of carton. Manufacturer's certification must be visible on the outside of the carton.
2. Seal bottom of carton down the center seam where the flaps meet with one strip of 2" wide (3.1 mil) clear tape (Uline model # S-1034). The tape must extend at least 2" over each end of the carton. (See Figure 1)
3. Fill cans. Do not overfill.

Figure 2



4. Place one inner seal inside each opening. Seal cans by threading caps onto opening with 23 in-lbs of torque. (See Figure 2)

Figure 3



5. Place cans into carton - bottom first. (See Figure 3)



Note: If shipping by air, place sealed cans into included 1 mil poly bag and seal bag with included 4" cable tie.

ASSEMBLY INSTRUCTIONS CONTINUED

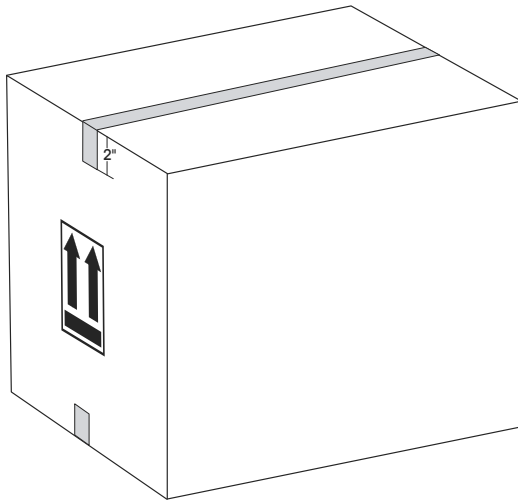


Figure 4

6. Fold flaps on top of carton.
7. Seal top of carton down the center seam where the flaps meet with one strip of 2" wide (3.1 mil) clear tape (Uline model # S-1034). The tape must extend at least 2" over each end of the carton. (See Figure 4)

PACKAGING SUBSTITUTIONS



Uline, Inc. recommends using only the tested packaging components, as to ensure the efficacy of this certified packaging system.

Per 49CFR, 178.601(g) (1) Selective testing of combination packagings. Variation 1. Variations are permitted in inner packagings of a tested combination package, without further testing of the package, provided an equivalent level of performance is maintained, as follows:

(i) Inner packagings of equivalent or smaller size may be used provided —

(A) The inner packagings are of similar design to the tested inner packagings (i.e. shape — round, rectangular, etc.);

(B) The material of construction of the inner packagings (glass, plastic, metal, etc.) offers resistance to impact and stacking forces equal to or greater than that of the originally tested inner packaging;

(C) The inner packagings have the same or smaller openings and the closure is of similar design (e.g., screw cap, friction lid, etc.);

(D) Sufficient additional cushioning material is used to take up void spaces and to prevent significant moving of the inner packagings;

(E) Inner packagings are oriented within the outer packaging in the same manner as in the tested package; and,

(F) The gross mass of the package does not exceed that originally tested.

(ii) A lesser number of the tested inner packagings, or of the alternative types of inner packagings identified in paragraph (g)(1)(i) of this section, may be used provided sufficient cushioning is added to fill void space(s) and to prevent a significant moving of the inner packagings.

DISCLAIMER

Shipper's responsibilities include:

- Ensuring that all inner containers, closures, liners, cushioning and absorbent (when applicable) will not react dangerously with the contents.
- Ensuring that inner containers for liquids are capable of meeting a minimum internal pressure differential of 95kPa without leakage for air shipments. Some volatile liquids may require a higher test pressure. See ICAO Technical Instruction, Part 3, Chapter 1, Sec 1.1.6.1 or IATA DGR 5.0.2.9.

- Ensuring that the UN Certified Packaging System is packaging in accordance with the above listed Packing Instructions Document and Test Report; deviation may result in non-compliance and voiding of the certification.

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