

**Secure, Restrain, and Protect your Density Gauge,
to Comply with USNRC and USDOT Regulations.**

***Seaman Nuclear is proud to offer a convenient
and user friendly design.***



Shipping Case Restraint – Patent Pending

Features:

- Two independent locking mechanisms, as required by the USNRC.
- Self-locking clamp mechanism holds shipping case securely, prevents movement during transport.
- Does not require any modification to the shipping case, works with your existing cases.
- Assembly options allow configurations for use in pick-up trucks, vans, other job-site vehicles.
- Weather resistant and durable. Stainless steel utilized where function, longevity, and/or appearance is important, majority of parts powder coated for maximum protection and durability.

The Shipping Case Restraint is fast and easy to use

To Restrain Shipping Case:

(Use when locked security not required)



1. **Release latch and swing door open.**
 - Door eliminates need to lift a heavy shipping case.
 - Protector on bottom of door prevents scratches or damage to vehicle during use.



2. **Slide shipping case into restraint, close and latch door.**
 - Spring loaded latch securely holds door closed.



3. **Attach cable to hook then press lever down firmly to immobilize shipping case.**
 - Lever provides good mechanical advantage and is self-locking, keeps cable tight and shipping case immobilized when released.
 - Complete restraint is accomplished with a single cable!

To Provide Locked Security:

(Use when gauge unattended)

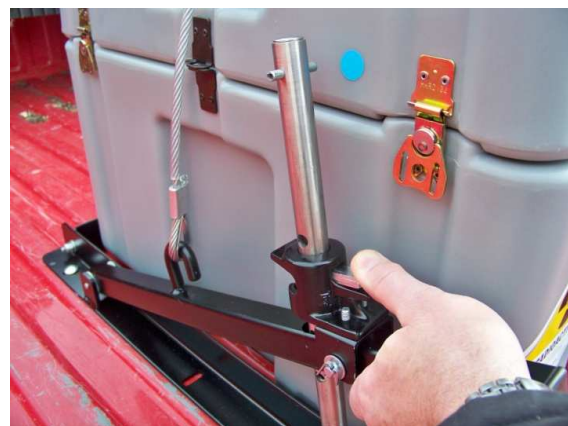


1. **Install padlock into lowest available hole on lever.**



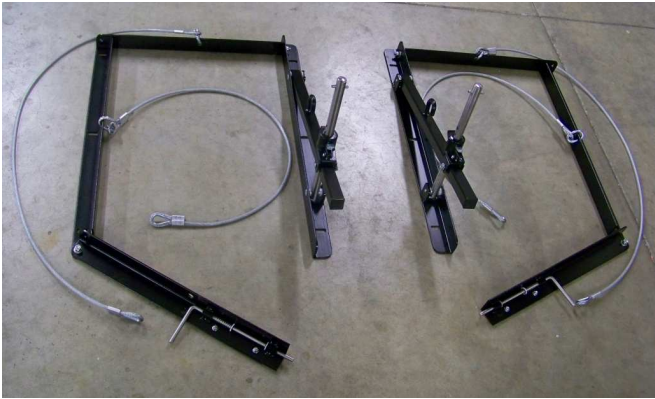
2. **Thread 2nd cable through shipping case handles, install second padlock.**
 - Padlock secures both cable and door latch.
 - Two independent locking mechanisms are in force.

To Remove Shipping Case :



1. **Remove padlocks.**
2. **Depress release lever to relieve cable tension.**
3. **Remove cables.**
4. **Open door and slide shipping case out.**

Additional Features



Shipping Case Restraint can be assembled in right or left handed configurations, providing flexibility in placement and use.



Installation to bed of vehicle is easy using four tamper resistant bolts. Steel frame provides ample area to relocate holes if needed to clear under vehicle obstructions.



User is not required to climb into vehicle to access all functions of the Shipping Case Restraint. For example, cable assembly is easily threaded through rear shipping case handle as shown.

Cable assemblies are constructed from sever resistant, large diameter, vinyl coated aircraft cable.



It is not necessary to remove shipping case from Restraint to access contents.



Use of standard padlocks allows for quick replacement, upgrades, master keys, etc.



Shipping Case Restraint mounted in rear of a mini-van.

The Shipping Case Restraint is available in various sizes, to fit both large and small Seaman shipping cases, as well as cases provided by other sources.

Custom sizes can be easily accommodated and may be available upon request.

What are the Requirements for Gauge Security?

The United States Nuclear Regulatory Commission (USNRC) document: Consolidated Guidance About Materials Licenses (NUREG-1556) includes security procedures licensees are required to follow, among them are:

- **Gauge must be transported in shipping case:**

"Before transporting the gauge...Place the portable gauge in the transport case and lock the case."

- **Shipping case must be immobilized during gauge transport:**

"Block and brace the portable gauge to prevent movement during transport and lock the portable gauge in or to the vehicle. Follow all applicable Department of Transportation (DOT) requirements when transporting the portable gauge."

- **Security and restraint cannot involve shipping case modification:**

All gauge polyethylene shipping cases provided by Seaman Nuclear are certified to meet Type A requirements, as required by US DOT Regulations: 49 CFR 173.415 Authorized TYPE A Packages. The case cannot be modified in any significant manner from the tested case in order for it to remain in compliance, as referred to in NUREG-1556: *"While transporting a portable gauge, a licensee should not modify the transportation case if it is being used as the Type A container for transporting the device. This includes but is not limited to, drilling holes to mount the case to the vehicle or to mount brackets or other devices used for securing the case to the vehicle."*

- **Two independent physical controls must be used to secure the gauge:**

"NRC regulations require a portable gauge licensee to use a minimum of two independent physical controls that form tangible barriers to secure portable gauges from unauthorized removal whenever the portable gauge is not under the control and constant surveillance by the licensee." "The security requirements apply to (1) storage on vehicles..."

- **A padlock on shipping case cannot be considered a physical control, since the shipping case is portable:**

"Similarly, because the transportation case is also portable, it must be protected by two independent physical controls if the portable gauge is inside. A lock on the transportation case, or a lock on the portable gauge source rod handle, is not sufficient because both the case and the gauge are portable."

***The Shipping Case Restraint addresses these requirements
and will bring you into compliance.***



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