

BP/LBP Bearing Plates

Bearing Plates give greater bearing surface than standard cut washers, and help distribute the load at these critical connections.

The BP $\frac{1}{2}$ -3 and BP $\frac{5}{8}$ -3 are available uncoated or with a hot-dip galvanized (HDG) finish.

MATERIAL: See table

FINISH: LBP, LBPS & BP $\frac{5}{8}$ S—Galvanized; BP $\frac{7}{8}$ -2—Zinc Plated;

BPS, BP—None. BP's may be ordered HDG; LBP and LBPS products may be ordered ZMAX[®]; check factory. Refer to page 12–13 for Corrosion Information.

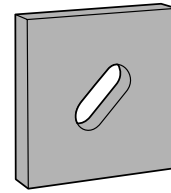
INSTALLATION: See General Notes.

CODES: See page 8 for Code Listing Key Chart. IRC R602.11.1, IBC 2305.3.11

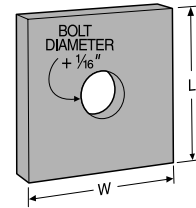
These products are available with additional corrosion protection. Additional products on this page may also be available with this option, check with Simpson for details.

Model No.	Thickness	Dimensions		Bolt Dia.	Code Ref.
		W	L		
LBP $\frac{1}{2}$	$\frac{9}{64}$	2	2	$\frac{1}{2}$	180
LBP $\frac{5}{8}$	$\frac{9}{64}$	2	2	$\frac{5}{8}$	
LBPS $\frac{1}{2}$	$\frac{9}{64}$	3	3	$\frac{1}{2}$	190
LBPS $\frac{5}{8}$	$\frac{9}{64}$	3	3	$\frac{5}{8}$	
BPS $\frac{1}{2}$ -3	$\frac{1}{4}$	3	3	$\frac{1}{2}$	180
BPS $\frac{5}{8}$ -3	$\frac{1}{4}$	3	3	$\frac{5}{8}$	
BP $\frac{1}{2}$	$\frac{3}{16}$	2	2	$\frac{1}{2}$	97, 190
BP $\frac{1}{2}$ -3	$\frac{1}{4}$	3	3	$\frac{1}{2}$	
BP $\frac{5}{8}$ -2	$\frac{3}{16}$	2	2	$\frac{5}{8}$	97
BP $\frac{5}{8}$	$\frac{1}{4}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	$\frac{5}{8}$	
BP $\frac{5}{8}$ -3	$\frac{1}{4}$	3	3	$\frac{5}{8}$	190
BP $\frac{3}{4}$	$\frac{5}{16}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	$\frac{3}{4}$	97
BP $\frac{7}{8}$ -2	$\frac{3}{8}$	1 $\frac{15}{16}$	2 $\frac{1}{4}$	$\frac{7}{8}$	180
BP $\frac{7}{8}$	$\frac{5}{16}$	3	3	$\frac{7}{8}$	97
BP1	$\frac{3}{8}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1	

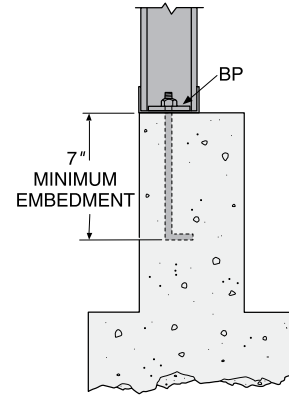
1. Standard cut washer required with BPS $\frac{1}{2}$ -3 and BPS $\frac{5}{8}$ -3 (not provided).



BPS
(LPBS similar)



BP
(LBP similar)



Typical BP Installed with a Bottom Track Anchor Bolt

CNW Coupler Nuts

Simpson coupler nuts are a tested and load rated method to join threaded rod and anchor bolts. "Witness" holes in the nut provide a means to verify when rods are properly installed. The holes are aligned to allow inspection of both rods from one viewpoint. The positive stop feature helps ensure even threading into each end of the nut. CNW's meet and exceed the capacity of corresponding ASTM A36 bolts and threaded rod. HSCNW's meet and exceed the capacity of corresponding ASTM A449 Grade B7 bolts and threaded rod. Contact factory for other coupler nut sizes.

FINISH: Zinc Plated

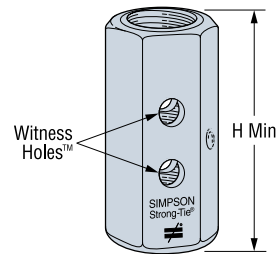
INSTALLATION:

- Tighten the two rods until each all-thread rod is visible in the witness hole.
- For non-hot dipped galvanized all-thread rod only.
- $\frac{5}{8}$ " and $\frac{7}{8}$ " diameter couplers available with oversized threads for installation to galvanized bolts (order CNW $\frac{5}{8}$ - $\frac{5}{8}$ OST and CNW $\frac{7}{8}$ - $\frac{7}{8}$ OST).

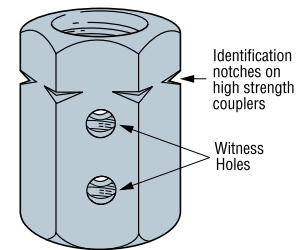
CODES: See page 8 for Code Listing Key Chart.

Model No.	Rod Diameter	H Min	Allowable Tension Load (lbs.)	Code Ref.	
			(100)		
CNW $\frac{1}{2}$	0.500	1 $\frac{1}{2}$	3750	145	
CNW $\frac{5}{8}$	0.625	1 $\frac{7}{8}$	5875		
CNW $\frac{3}{4}$	0.750	2 $\frac{1}{4}$	8460		
CNW $\frac{7}{8}$	0.875	2 $\frac{1}{2}$	11500		
CNW1	1.000	2 $\frac{3}{4}$	15035		
CNW1 $\frac{1}{4}$	1.250	3	23490		
HSCNW $\frac{3}{4}$	0.750	2 $\frac{1}{4}$	17495		
HSCNW1	1.000	2 $\frac{3}{4}$	31100		
Transition Couplers					
CNW $\frac{5}{8}$ - $\frac{1}{2}$	0.625 to 0.500	1 $\frac{1}{2}$	3750		
CNW $\frac{3}{4}$ - $\frac{5}{8}$	0.750 to 0.625	1 $\frac{3}{4}$	5875		
CNW $\frac{7}{8}$ - $\frac{5}{8}$	0.875 to 0.625	2	5875		
CNW1- $\frac{7}{8}$	1.000 to 0.875	2 $\frac{1}{4}$	11500		

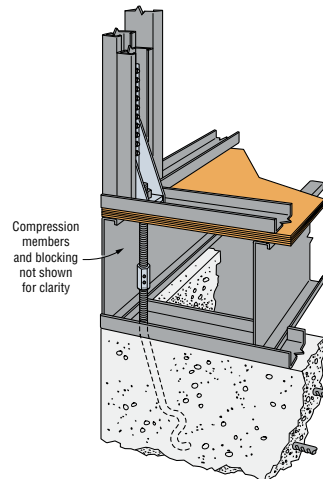
1. Allowable loads may be increased as permitted by the applicable building code as shown on page 12.
2. Allowable loads shown are based on threaded rod allowable load.



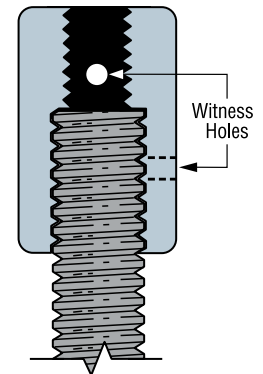
CNW allows fast visual check for correct all thread rod installation



HSCNW High Strength Coupler Nut



Typical CNW Rim Joist Installation



CNW Transition Coupler Nut