APPENDIX 48B

UNITIZATION PROCEDURES FOR BOXED AMMUNITION AND COMPONENTS ON 4-WAY ENTRY PALLETS

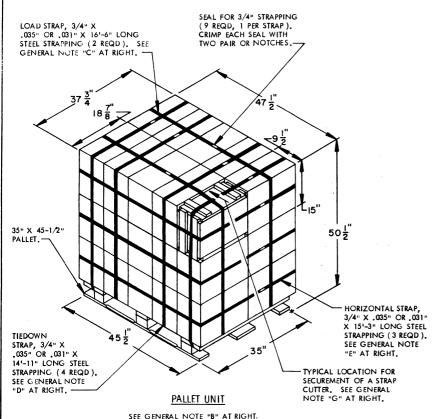
REDUCER, FLASH, PROPELLING CHARGE, M3, PACKED 40 PER WOODEN BOX, UNITIZED 30 BOXES PER 35" X $45\frac{1}{2}$ " PALLET; APPROX BOX SIZE $18\frac{7}{8}$ " L X $9\frac{1}{2}$ " W X 15" H

PALLET UNIT DATA							
ITEMS IN	CLUDED	HAZARD CLASSIFICATION				WEIGHT	
NSN	DODIC	DOT CLASS	CG CLASS	QD CLASS	COMP GROUP	(LBS)	
1320- 00-926-9303	D681	А	IX-A	1. 1	D	2, 055	

NOTICE: THIS APPENDIX CANNOT STAND ALONE BUT MUST BE USED IN CONJUNCTION WITH THE BASIC UNITIZATION PROCEDURES DRAWING 19-48-4116-20PA1002.

REVISIONS		DRAFTSMAN CHECKER	PROJ E	HULL HULL			
			RSN/ DE SAME AND APPROVED, U. S. ARMY ARMANERT MATERIEL READINESS CO				
			DRSAR-LEP		DRSAR - TMD	/	
	 		APPROVED BY ORDER OF COMMANDING GENERAL, U. S. ARMY UNDER THE OEVELOPMENT AND READINESS COMMAND (DARCOM)				
	H/I	U. S. /	U.S. ARMY DARCOM DRAWING MARCH 1983				
			CLASS	DIVISION	DRAWING	FILE	
			19	48	4116/48B	20PA 1002	

DO NOT SCALE



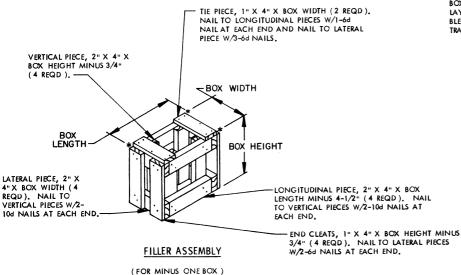
CUBE		52.4 CUBIC FEET (APPROX)
		1
BILL OF MATERIAL		
PALLET, 35" X 45-1/2" 1 REQD	65 LBS	

STEEL STRAPPING, 3/4" --- 138.42' REQU ----- 9.89 LBS SEAL FOR 3/4" STRAPPING ----- 9 REQD ----- NIL

30 BOXES OF FLASH REDUCER (40 PER BOX) 4 66 LBS----- 1,980 LBS (APPROX)

TOTAL WEIGHT----- 2,055 LBS (APPROX)

65 LBS



GENERAL NOTES

- A. THIS APPENDIX CANNOT STAND ALONE BUT MUST BE USED IN CONJUNCTION WITH THE BASIC UNITIZATION PROCEDURES DRAWING 19-48-4116-20PA1002. TO PRODUCE AN APPROVED UNIT LOAD, ALL PERTINENT PROCEDURES, SPECIFICATIONS AND CRITERIA SET FORTH WITHIN THE BASIC DRAWING WILL APPLY TO THE PROCEDURES DELINEATED IN THIS APPENDIX. ANY EXCEPTIONS TO THE BASIC PROCEDURES ARE SPECIFIED IN THIS APPENDIX
- B. DIMENSIONS, CUBE AND WEIGHT OF A PALLET UNIT WILL VARY SLIGHTLY DEPENDING UPON THE ACTUAL DIMENSIONS OF THE BOXES AND THE WEIGHT OF THE SPECIFIC ITEM BEING UNITIZED.
- C. THE LOAD STRAPS MAY BE THREADED THROUGH THE STRAP SLOTS
 OF A PALLET OR PRE-POSITIONED ON THE PALLET DECK PRIOR
 TO PLACING BOXES ON THE PALLET. LOAD STRAPS MUST BE
 TENSIONED AND SEALED PRIOR TO APPLICATION OF HORIZONTAL
 STRAPS
- D. INSTALL EACH TIEDOWN STRAP TO PASS UNDER THE DECK/ STRINGER BOARDS OF THE PALLET AND LOCATE AS SHOWN. TIEDOWN STRAPS WILL BE APPLIED BUT NOT TENSIONED UNTIL THE HORIZONTAL STRAPS HAVE BEEN INSTALLED AND TENSIONED
- E. INSTALL EACH HORIZONTAL STRAP TO ENCIRCLE A LAYER OF BOXES ON THE PALLET, HORIZONTAL STRAPS MUST BE TEN-SIONED AND SEALEU FRIOR TO TENSIONING OF TIEDOWN STRAPS,
- F. THE FOLLOWING DARCOM DRAWINGS ARE APPLICABLE FOR CUT-LOADING AND STORAGE OF THE ITEMS COVERED BY THIS APPENDIX.

CARLOA DING ------ DRAWING 19-48-4115-5PA1002
TRUCKLOA DING----- DRAWING 19-48-4117-11PA1003
STORAGE ----- DRAWING 19-48-4118-1-2-3-4-14-22PA-

- G. FOR METHOD OF SECURING A STRAP CUTTER TO THE PALLET UNIT, SEE DARCOM DRAWING 19-48-4127-20P1000.
- H. IF ITEMS COVERED HEREIN ARE UNITIZED PRIOR TO ISSUANCE OF THIS APPENDIX, THE BOXES NEED NOT BE REUNITIZED SOLELY TO CONFORM TO THIS APPENDIX.
- J. THE UNITIZATION PROCEDURES DEPICTED HEREIN MAY ALSO BE USED FOR UNITIZING FLASH REDUCER WHEN IDENTIFIED BY DIFFERENT NATIONAL STOCK NUMBERS (NSN.) THAN WHAT IS SHOWN ON THE TITLE PAGE, PROVIDED THE BOX PACK DOES NOT VARY FROM WHAT IS DELINEATED HEREIN. THE EXPLOSIVE CLASSIFICATION OF OTHER ITEMS MAY BE DIFFERENT THAN WHAT IS SHOWN.
- K. WHEN THE UNIT LOAD DEPICTED AT LEFT IS TO BE USED FOR UNITIZING MARINE CORPS AMMUNITION, ONE LAYER OF BOXES MUST BE OMITTED, TIEDOWN STRAP LENGTHS MUST BE DECREASED TO 12'-5", LOAD STRAP LENGTHS MUST BE DECREASED TO 14'-0", AND ONE HORIZONTAL STRAP MUST BE OMITTED. THIS WILL RESULT IN AN OVERALL UNIT HEIGHT OF 35-1/2", A GROSS UNIT WEIGHT OF 1,391 POUNDS, AND A UNIT CUBE OF 36.8 CUBIC FEET. ADDITIONALLY, THE UNIT LOAD MAY BE MODIFIED AS DESCRIBED WHEN BEING SHIPPED BY MILVAN OR COMMERCIAL INTERMODAL FREIGHT CONTAINER, CONVENTIONAL VAN TRAILER OR CONVENTIONAL OR HIGH-CAPACITY BOXCAR. THE DETERMINATION TO REDUCE THE LOAD BY A LAYER FOR TRANSPORTATION WILL BE MADE BY THE RESPONSIBLE COMMAND AND WILL BE BASED UPON ECONOMICS OF TRANSPORTATION AND HANDLING.