

APPROVED BY
 BUREAU OF EXPLOSIVES
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LOADING AND BRACING¹ WITH WOODEN DUNNAGE IN COMMERCIAL CONTAINERS OF FIN ASSEMBLY, FOR 1,000-LB MK 83 BOMB

¹ LOADING AND BRACING SPECIFICATIONS SET FORTH WITHIN THIS DRAWING ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLAT-CAR (T/COFC) RAIL CARRIER SERVICE. THESE SPECIFICATIONS MAY ALSO BE USED FOR LOADS THAT ARE TO BE MOVED BY MOTOR OR WATER CARRIERS. SEE GENERAL NOTE "L" ON PAGE 3.

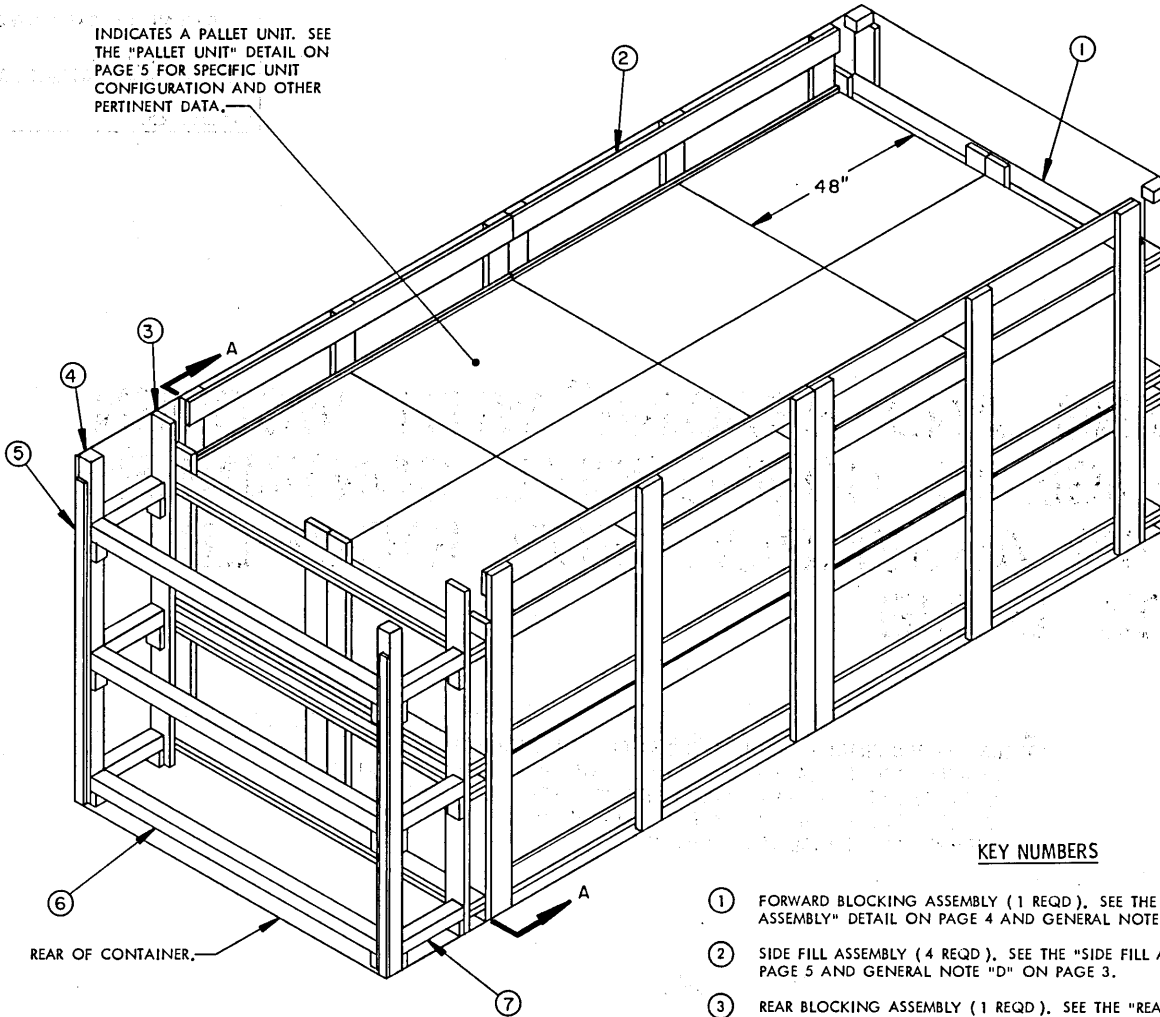
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REVISIONS				DRAFTSMAN <i>JEH</i>	PROJ ENG <i>WRF/WRF</i>
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				APPROVED U.S. ARMY ARMAMENT, MUNITIONS AND CHEMICAL COMMAND <i>B. J. [Signature]</i>	
				APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND (AMC) <i>[Signature]</i> U.S. ARMY DEFENSE AMMUNITION CENTER AND SCHOOL	
				U.S. ARMY AMC DRAWING AUGUST 1984	
				CLASS	DIVISION
				DRAWING	FILE
				19	48
				4194	15PB 1003

DO NOT SCALE

INDICATES A PALLET UNIT. SEE THE "PALLET UNIT" DETAIL ON PAGE 5 FOR SPECIFIC UNIT CONFIGURATION AND OTHER PERTINENT DATA.

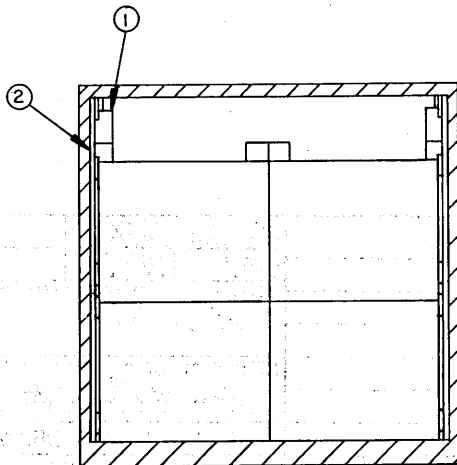


ISOMETRIC VIEW

REAR OF CONTAINER.

KEY NUMBERS

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE "FORWARD BLOCKING ASSEMBLY" DETAIL ON PAGE 4 AND GENERAL NOTE "F" ON PAGE 3.
- ② SIDE FILL ASSEMBLY (4 REQD). SEE THE "SIDE FILL ASSEMBLY" DETAIL ON PAGE 5 AND GENERAL NOTE "D" ON PAGE 3.
- ③ REAR BLOCKING ASSEMBLY (1 REQD). SEE THE "REAR BLOCKING ASSEMBLY" DETAIL ON PAGE 4 AND GENERAL NOTE "F" ON PAGE 3.
- ④ DOOR POST VERTICAL (2 REQD). SEE THE "DOOR POST VERTICAL" DETAIL AND "DETAIL A" ON PAGE 7.
- ⑤ DOOR POST VERTICAL RETAINER (2 REQD). SEE THE "DOOR POST VERTICAL RETAINER" DETAILS ON PAGE 6. NAIL THROUGH THE HOLES INTO THE DOOR POST VERTICAL W/4-10d NAILS.
- ⑥ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE FOR A DRIVE FIT (REF: 7'-1-3/8") (3 REQD). TOENAIL TO THE DOOR POST VERTICALS W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7. AFTER INSTALLING THE BOTTOM AND THE TOP DOOR SPANNERS, THE STRUTS, PIECES MARKED ⑦, ARE TO BE INSTALLED.
- ⑦ STRUT, 4" X 4" BY CUT-TO-FIT (6 REQD). TOENAIL TO THE BUFFER PIECES OF THE "REAR BLOCKING ASSEMBLY" AND THE "DOOR POST VERTICAL" W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.



SECTION A-A

(GENERAL NOTES CONTINUED)

- L. REQUIREMENTS CITED WITHIN THE BUREAU OF EXPLOSIVES PAMPHLET 6C APPLY WHEN THE SHIPMENT MOVES BY TRAILER/CONTAINER-ON-FLAT-CAR (T/COFC). SPECIAL T/COFC NOTES FOLLOW.
 - 1. A LOADED CONTAINER MUST BE ON A CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE.
 - 2. THE LOAD LIMIT OF A T/COFC RAIL CAR MUST NOT BE EXCEEDED, NOR WILL A CAR BE LOADED SO THAT THE TRUCK UNDER ONE END OF THE CAR CARRIES MORE THAN ONE-HALF OF THE LOAD LIMIT FOR THAT CAR.
- M. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS/MODIFIED FLAT BED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES INVOLVED.
- N. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
 - 1. PREFABRICATE ONE FORWARD BLOCKING ASSEMBLY, FOUR SIDE FILL ASSEMBLIES, ONE REAR BLOCKING ASSEMBLY, AND NAIL A DOOR POST VERTICAL RETAINER TO EACH DOOR POST VERTICAL, ONE RIGHT HAND AND ONE LEFT HAND.
 - 2. INSTALL FORWARD BLOCKING ASSEMBLY.
 - 3. INSTALL ONE SIDE FILL ASSEMBLY AND LOAD TWO PALLET UNITS.
 - 4. REPEAT STEP 3.
 - 5. LOAD FOUR PALLET UNITS.
 - 6. REPEAT STEP 3.
 - 7. REPEAT STEP 3.
 - 8. REPEAT STEP 5.
 - 9. INSTALL REAR BLOCKING ASSEMBLY.
 - 10. INSTALL THE TWO DOOR POST VERTICAL ASSEMBLIES (ONE RIGHT HAND AND ONE LEFT HAND).
 - 11. INSTALL TWO DOOR SPANNER PIECES (ONE AT THE LOWEST POSITION AND ONE AT THE UPPERMOST POSITION).
 - 12. INSTALL THE STRUTS BETWEEN THE REAR BLOCKING ASSEMBLY AND THE DOOR POST VERTICALS.
 - 13. INSTALL THE REMAINING DOOR SPANNER PIECE.
- O. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES, AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4MM AND ONE POUND EQUALS 0.454KG.

GENERAL NOTES

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1, AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURE IS APPLICABLE TO A LOAD OF 16 PALLET UNITS OF 1,000-LB MK 83 BOMB FIN ASSEMBLIES. SUBSEQUENT REFERENCE TO PALLET UNIT MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 5 FOR THE DETAIL OF THE PALLET UNIT. CAUTION: REGARDLESS OF THE QUANTITY OF UNITS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF 44,800 POUNDS MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 4,700 POUND 20' LONG BY 8' WIDE BY 8' HIGH INTERMODAL COMMERCIAL CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 89" HIGH. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLAT-CAR (T/COFC) SHIPMENT; HOWEVER, THE LOAD AS DESIGNED CAN ALSO BE MOVED BY OTHER SURFACE MODES OF TRANSPORT. NOTICE: OTHER CONTAINERS OF THE SAME DESIGN CONFIGURATION CAN BE USED.
- D. WHEN LOADING PALLET UNITS, THEY ARE TO BE POSITIONED SO AS TO ACHIEVE A TIGHT LOAD (TIGHT AGAINST THE FORWARD AND SIDE DUNNAGE ASSEMBLIES). ALTHOUGH A TOTAL OF ONE AND ONE-HALF INCHES (1-1/2") OF UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS PERMITTED, LATERAL VOIDS WITHIN THE LOAD ARE TO BE HELD TO A MINIMUM. EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE BEARING PIECES ON THE SIDE FILL ASSEMBLIES ON ONE OR BOTH SIDES OF THE CONTAINER. NAIL EACH ADDITIONAL PIECE TO THE BEARING PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE NUMBER AND THICKNESS OF THE BEARING PIECES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE LENGTH OF THE PALLET UNIT.
- E. DUNNAGE LUMBER SPECIFIED IS OF A NOMINAL SIZE. FOR EXAMPLE, 1" X 6" MATERIAL IS ACTUALLY 3/4" THICK BY 5-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- F. A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.
- G. IN SOME CONTAINERS, SUCH AS SOME ALL STEEL CONTAINERS, THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. A PIECE OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD BLOCKING ASSEMBLY TO PROVIDE A FLAT SURFACE FOR THE 2" X 6" BUFFER PIECES. A PIECE OF 2" X 4", 2" X 3", OR A SPECIAL WIDTH PIECE CUT-TO-FIT CAN BE USED. THIS FILL PIECE WILL BE NAILED WITH ONE APPROPRIATELY SIZED NAIL EVERY 12". THIS PIECE IS NOT REQUIRED WHEN THE FRONT WALL OF THE CONTAINER IS SMOOTH AND FLAT.
- H. CAUTION: DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- J. PORTIONS OF THE CONTAINERS DEPICTED WITHIN THIS DRAWING, SUCH AS ONE OF THE SIDE WALLS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- K. TO MAKE LOADING EASIER, TO HELP ACHIEVE A TIGHT LOAD ACROSS A CONTAINER AND TO PREVENT UNACCEPTABLE DAMAGE TO LADING UNITS WHEN LOADING A CONTAINER, A SLIP-SHEET CAN BE USED EFFECTIVELY AS A "SHOE-HORN" TYPE DEVICE. THE SLIP-SHEET WILL PROVIDE A SMOOTH SURFACE THAT WILL PREVENT UNIT STRAPS AND/OR BOXES FROM INTER-LOCKING OR CATCHING ON OTHER PROJECTIONS WHEN LATERALLY ADJACENT LADING UNITS ARE BEING LOADED. A SLIP-SHEET WILL BE USED AFTER ONE-HALF OF A STACK IS LOADED WITH ONE OF ITS SIDES IN TIGHT CONTACT AT ONE SIDE OF THE CONTAINER. THE SLIP-SHEET IS TO BE PLACED AGAINST THE OTHER SIDE OF THE HALF-STACK BEFORE THE LAST HALF OF THE STACK IS LOADED. AFTER A STACK IS COMPLETED, THE SLIP-SHEET IS TO BE REMOVED FOR SUBSEQUENT USE WITH THE NEXT STACK. A SLIP-SHEET OF SUITABLE SIZE CAN BE MADE FROM A SHEET OF 1/8" TEMPERED HARDBOARD (MASONITE) OR FROM A SHEET OF ANY OTHER MATERIAL THAT WILL SATISFY THE REQUIREMENT.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	32	11
1" X 6"	128	64
2" X 4"	8	6
2" X 6"	291	291
4" X 4"	46	61
NAILS	NO. REQD	POUNDS
6d (2")	168	1
10d (3")	276	4-1/4
12d (3-1/4")	36	3/4
DOOR POST VERTICAL RETAINER --- 2 REQD --- 64 LBS		

(CONTINUED AT LEFT)

MATERIAL SPECIFICATIONS

- LUMBER ----- : TM-743-200-1 (DUNNAGE LUMBER) AND FED SPEC MM-L-751.
- NAILS ----- : FED SPEC FF-N-105; COMMON.
- STEEL, STRUCTURAL ----- : FED SPEC QQ-5-741; SQUARE STRUCTURAL TUBING AND HOT-ROLLED STRIP.

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT -----	16 -----	14,160 LBS
DUNNAGE -----		936 LBS
CONTAINER -----		4,700 LBS
TOTAL WEIGHT -----		19,796 LBS

SEE GENERAL NOTE "G"
ON PAGE 3.

BUFFER PIECE, 2" X 6" BY INSIDE CONTAINER
HEIGHT MINUS 1/2" (REF: 7'-1-1/2") (2 REQD).
NAIL TO THE BEAM ASSEMBLIES W/3-10d NAILS
AT EACH JOINT.

INSIDE CONTAINER
WIDTH MINUS 1"
(REF: 7'-7")

BEAM ASSEMBLY, 2" X 6" BY
INSIDE CONTAINER WIDTH
MINUS 1" (REF: 7'-7")
(DOUBLED) (4 REQD).
LAMINATE W/11-10d NAILS.

LOAD BEARING PIECE, 2" X 6" X 6'-6"
(4 REQD). NAIL TO THE BEAM
ASSEMBLIES W/3-10d NAILS AT EACH
JOINT.

6'-0 1/2"

44 1/2"

36"

8"

℄

BUFFER PIECE, 2" X 6" BY INSIDE CONTAINER
HEIGHT MINUS 1/2" (REF: 7'-4-1/2") (2 REQD).
NAIL TO THE BEAM ASSEMBLIES W/3-10d NAILS
AT EACH JOINT.

BEAM ASSEMBLY, 2" X 6" BY INSIDE CONTAINER
WIDTH MINUS 1" (REF: 7'-7") (DOUBLED)
(4 REQD). LAMINATE W/11-10d NAILS.

FORWARD BLOCKING ASSEMBLY

INSIDE CONTAINER
WIDTH MINUS 1"
(REF: 7'-7")

LOAD BEARING PIECE, 2" X 6" X 6'-6"
(4 REQD). NAIL TO THE BEAM ASSEMBLIES W/3-10d NAILS AT
EACH JOINT.

STRUT LEDGER, 2" X 4" X 6" (4 REQD).
NAIL TO THE BUFFER PIECE W/2-10d NAILS.

5'-8"

36"

4"

6'-0 1/2"

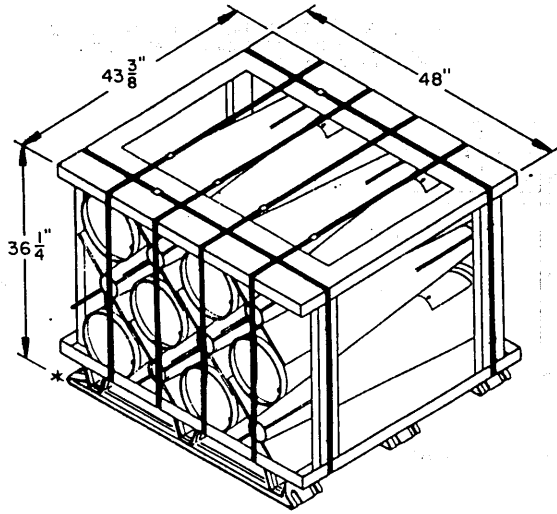
44 1/2"

36"

8"

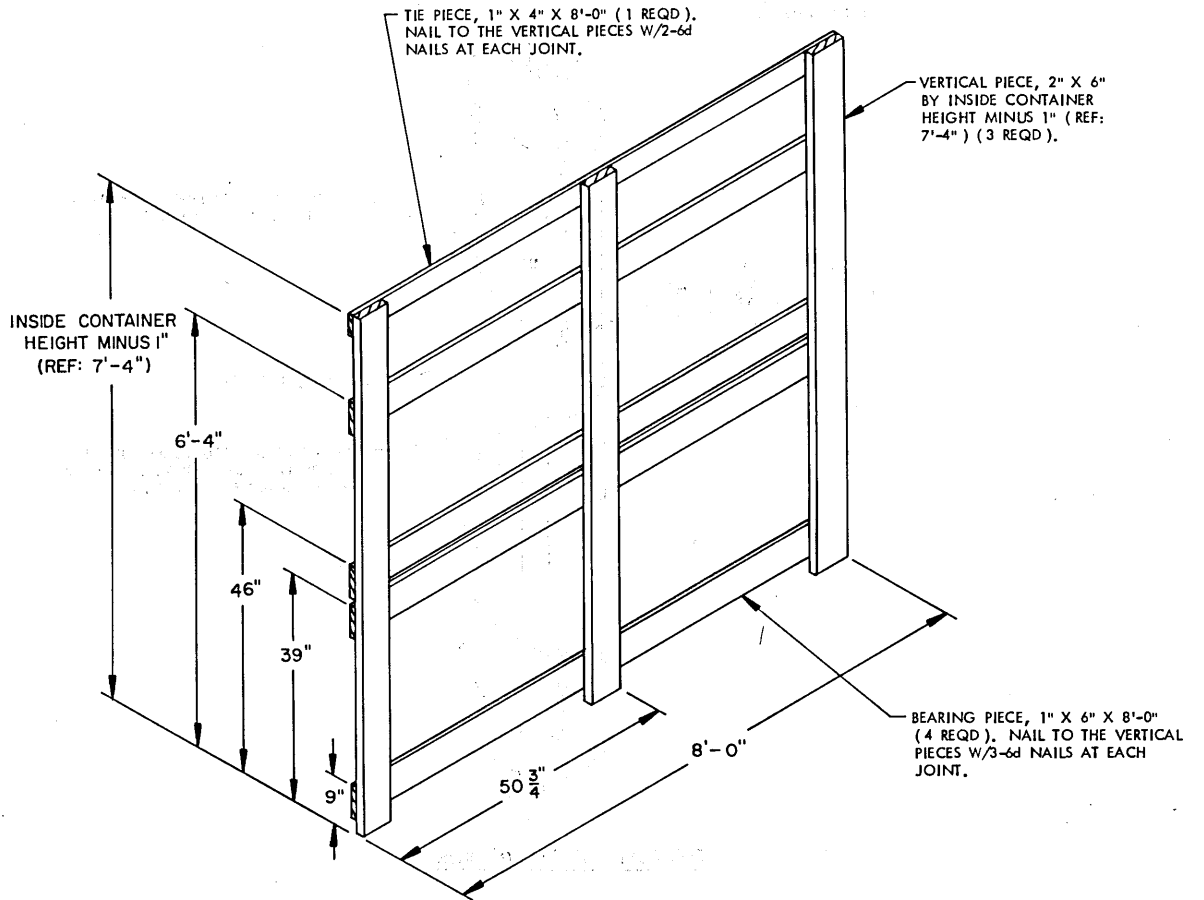
STRUT LEDGER, 2" X 4" X 4"
(2 REQD). NAIL TO THE
BUFFER PIECE W/2-10d NAILS.

REAR BLOCKING ASSEMBLY

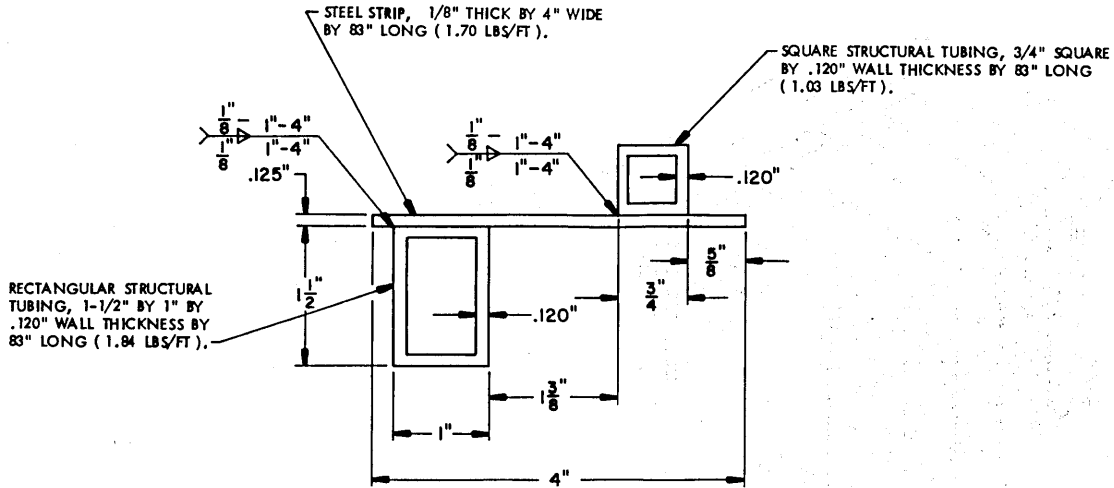


PALLET UNIT

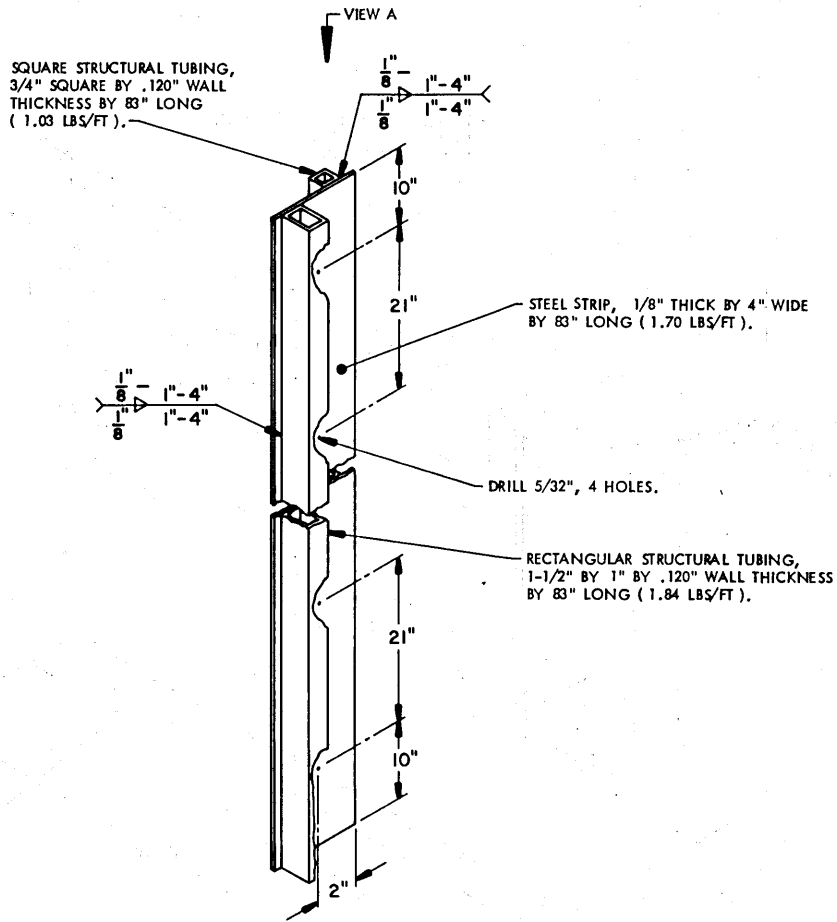
UNIT WEIGHT ----- 885 LBS (APPROX)
 CUBE ----- 43.7 CUBIC FEET



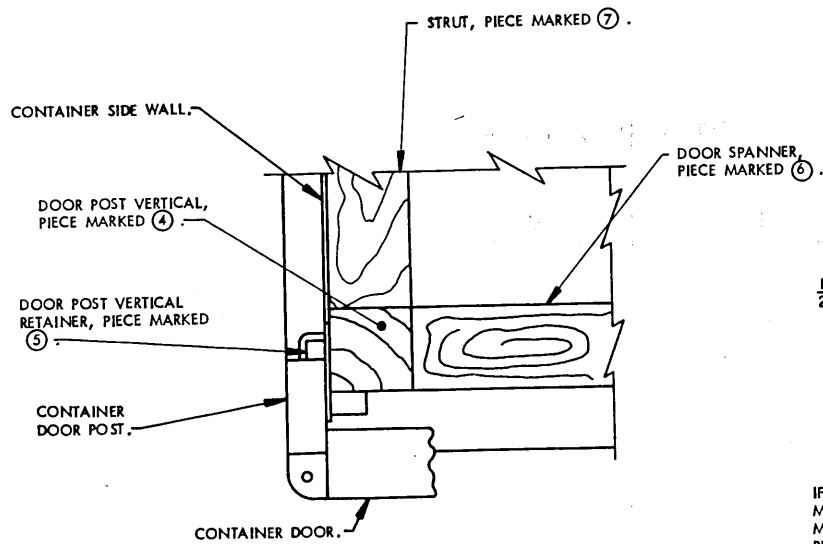
SIDE FILL ASSEMBLY



VIEW A

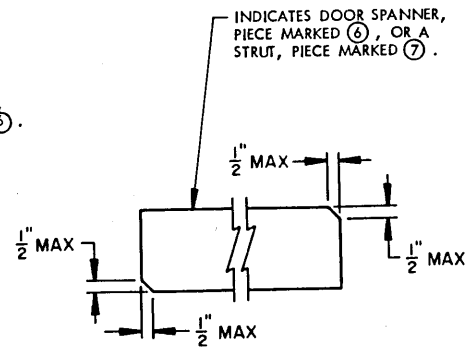


DOOR POST VERTICAL RETAINER



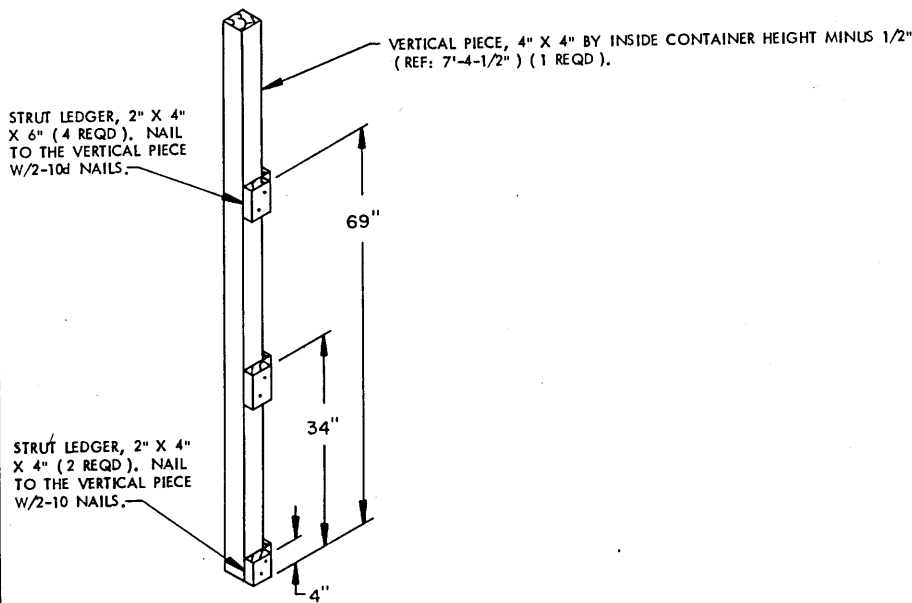
DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL AND ADJACENT DUNNAGE PIECES.



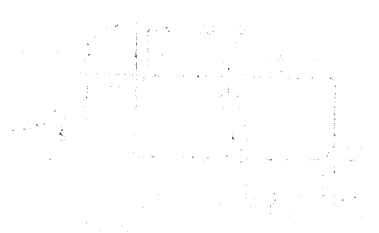
BEVEL-CUT

IF DESIRED, EACH END OF A DOOR SPANNER PIECE OR A STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE THE ACHIEVEMENT OF A TIGHT DOOR-POST-TO-DOOR-POST FIT OR A TIGHT REAR-OF-LOAD FIT.



DOOR POST VERTICAL

PROJECT CA 209-84



PLATE

AS SHOWN ON THE ATTACHED DRAWINGS
AND THE PROJECT RECORDS
FOR THE PROJECT.

FOR THE PROJECT RECORDS

PROJECT RECORDS

PROJECT RECORDS

PROJECT RECORDS