

LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF WIDE AREA MUNITION (WAM), M93, AND TRAINER, M98, PACKED IN PA160 CYLINDRICAL METAL CON- TAINERS ON METAL PALLETS

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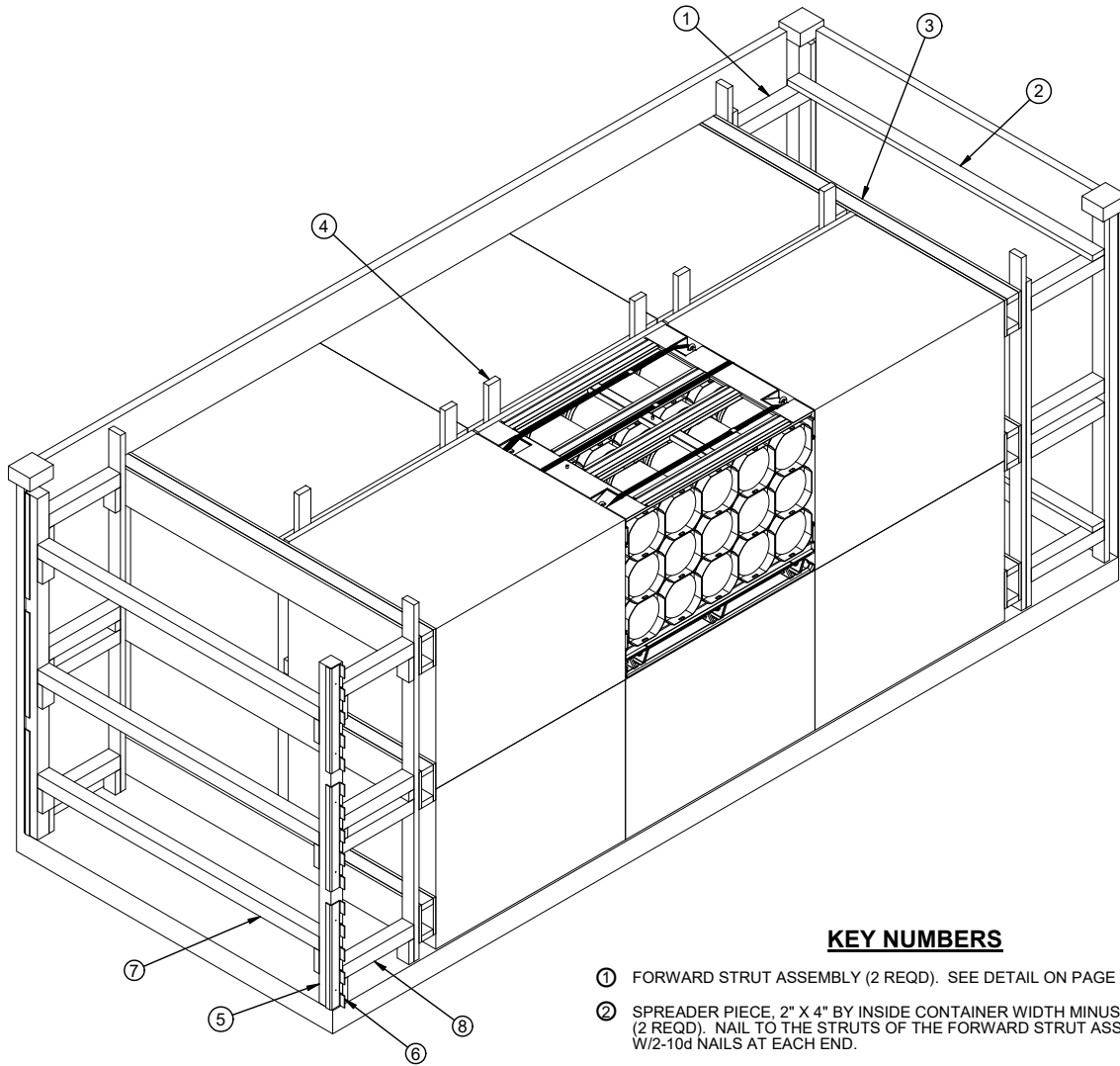
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[⊕] THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

<p>APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND</p> <p>RUS.ALLEN.J .1230354282</p> <p><small>Digitally signed by RUS.ALLEN.J.1230354282 Date: 2018.02.23 08:56:09 -06'00'</small></p>	<p>CAUTION: VERIFY PRIOR TO USE AT HTTPS://MHP.REDSTONE.ARMY.MIL THAT THIS IS THE MOST CURRENT VERSION OF THIS DOCUMENT. THIS IS PAGE 1 OF 8.</p>											
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<p>APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND</p> <p>SHIMP.UPTON .R.1231257183</p> <p><small>Digitally signed by SHIMP.UPTON.R.1231257183 Date: 2018.03.12 10:35:27 -05'00'</small></p> <p>U.S. ARMY DEFENSE AMMUNITION CENTER</p>	<p>DESIGN ENGINEER</p>	<p>BASIC</p>	<p>SPENCER HOVEY</p>									
	<p>ENGINEERING DIVISION</p>	<p>REV.</p>	<p>Digitally signed by FIEFFER.LAURA.A.1230375727 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=FIEFFER.LAURA.A.1230375727 Date: 2018.02.16 11:14:17 -06'00'</p>									
	<p>TEST ENGINEER</p>	<p>TEST REPORT</p>	<p>NA</p>	<p>FELICIANO.AD IN.1259200373</p> <p><small>Digitally signed by FELICIANO.ADIN.1259200373 Date: 2018.02.21 07:42:55 -06'00'</small></p>	<table border="1"> <tr> <th>CLASS</th> <th>DIVISION</th> <th>DRAWING</th> <th>FILE</th> </tr> <tr> <td>19</td> <td>48</td> <td>4245/100</td> <td>15PM1009</td> </tr> </table>	CLASS	DIVISION	DRAWING	FILE	19	48	4245/100
CLASS	DIVISION	DRAWING	FILE									
19	48	4245/100	15PM1009									



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE DETAIL ON PAGE 7.
- ② SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (2 REQD). NAIL TO THE STRUTS OF THE FORWARD STRUT ASSEMBLIES W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE FORWARD STRUT ASSEMBLY W/5-10d NAILS. **NOTE:** STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ④ CENTER FILL ASSEMBLY (3 REQD). SEE THE DETAIL ON PAGE 7.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, "DETAIL A" ON PAGE 5, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ UNIVERSAL LOAD RETAINER (6 REQD, 3 PER SIDE). NAIL THROUGH THE HOLES INTO THE DOOR POST VERTICAL W/2-10d NAILS. SEE DEPARTMENT OF ARMY DRAWING DA-116, "DETAIL A" ON PAGE 5, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑦ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-0") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.
- ⑧ REAR STRUT, 4" X 4" BY CUT TO FIT (REF: 21-1/4") (8 REQD). TOENAIL TO THE BUFFER PIECES OF THE REAR BLOCKING ASSEMBLY AND TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	263	176
4" X 4"	64	86
NAI LS	NO. REQD	POUNDS
6d (2")	288	1-3/4
10d (3")	176	2-3/4
12d (3-1/4")	44	3/4
PLYWOOD, 3/4"	72 SQ FT REQD	149 LBS
UNIVERSAL LOAD RETAI NER	6 REQD	39 LBS
ANTI-CHAFING MATERI AL	AS REQD	NIL

LOAD AS SHOWN

ITEM	QUANTI TY	WEI GHT (APPROX)
PALLET UNI T	12	24,936 LBS
DUNNAGE		676 LBS
CONTAI NER		4,700 LBS
TOTAL WEI GHT		30,312 LBS (APPROX)

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 PROCEDURES ARE APPLICABLE TO LOADS OF WIDE AREA MUNITIONS PACKED IN PA160 SERIES METAL CONTAINERS ON METAL PALLETS WITH TOP LIFT. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND AMC DRAWING 19-48-4231/100-20PM1006 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF PALLET UNITS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE END OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 4,700 POUND 20' LONG BY 8' WIDE BY 8'-6" HIGH END OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 93" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS. OLDER/OTHER CONTAINERS MAY HAVE A TOTAL INSIDE HEIGHT OF 95", BUT A CLEAR HEIGHT UNDER THE ROOF BOWS OF 93". VERIFY INSIDE CONTAINER HEIGHT PRIOR TO FABRICATING DUNNAGE. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLATCAR (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 DUNNAGE ASSEMBLIES), THE UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS NOT TO EXCEED 1-1/2". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE VERTICAL PIECES ON THE CENTER FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND/OR QUANTITY OF THE VERTICAL OR HORIZONTAL PIECES IN THE CENTER FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT. THE LOADS MUST BE AS TIGHT AS POSSIBLE LONGITUDINALLY, BUT THE VOID MUST NOT EXCEED 3/4" OVERALL. EXCESSIVE SLACK CAN BE ELIMINATED EITHER BY INCREASING THE LENGTH OF THE STRUTS IN THE TWO STRUT ASSEMBLIES ON ONE END OF THE LOAD, OR BY INCREASING THE LENGTH OF THE REAR STRUTS AGAINST THE REAR BLOCKING ASSEMBLY.
- E. DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" 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 WHENEVER 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 THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD STRUT ASSEMBLIES TO PROVIDE A FLAT SURFACE FOR THE 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". NOTE THAT SOME CONTAINERS ARE EQUIPPED WITH "TIE-BARS" IN THE CORNER SLOT, WHICH PRECLUDE THE USE OF A FULL HEIGHT FILL PIECE. WHEN "TIE-BARS" ARE PRESENT, THE FILL PIECE MUST BE INSTALLED IN SEGMENTS DESIGNED TO FIT BETWEEN THE "TIE-BARS" VERTICALLY. THE FILL PIECE(S) IS NOT REQUIRED WHEN THE CORNER PORTIONS OF THE CONTAINER FORWARD WALL ARE SMOOTH AND FLAT. DO NOT ALLOW ANY DUNNAGE ASSEMBLY TO CONTACT THE CONTAINER FORWARD WALL. ONLY THE CORNER POSTS OF THE CONTAINER SHOULD BE USED FOR FORWARD LONGITUDINAL BLOCKING.
- H. WHETHER A CONTAINER IS FULL OR IS LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF THE LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MID-POINT OF THE CONTAINER.
- J. **CAUTION:** DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- K. PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS THE SIDEWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- L. **MAXIMUM LOAD WEIGHT CRITERIA:**

THE MAXIMUM LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALTHOUGH THE HEAVIEST MAXIMUM LOADS ARE DELINEATED IN THE LOAD VIEWS, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOADS CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. DEPENDING ON TRANSPORTATION ROUTING, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY "WEIGHT LAWS" OF CERTAIN STATES. ALSO, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY OTHER WEIGHT RESTRICTIONS IMPOSED ON THE INTERMODAL CONTAINER SYSTEM.

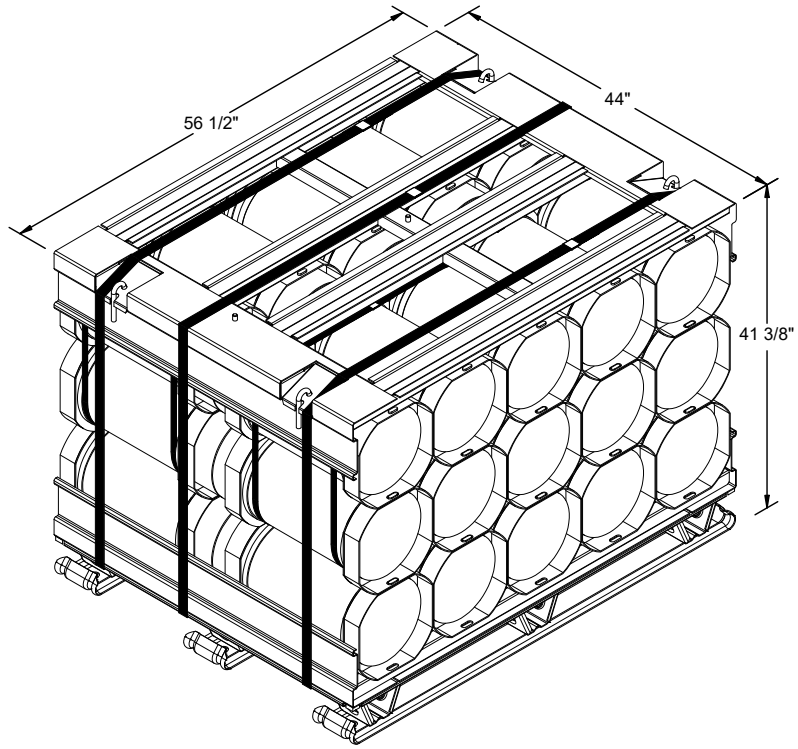
(CONTINUED AT RIGHT)

(GENERAL NOTES CONTINUED)

- M. REQUIREMENTS CITED WITHIN THE ASSOCIATION OF AMERICAN RAILROADS (AAR) INTERMODAL LOADING GUIDE APPLY WHEN THE SHIPMENT MOVES BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC). SPECIAL T/COFC NOTES FOLLOW:
1. A LOADED CONTAINER MUST BE ON A CHASSIS EQUIPPED WITH TWO BO-GIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE.
 2. THE LOAD LIMIT OF A T/COFC RAILCAR 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.
- N. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS OR MODIFIED FLATBED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES INVOLVED.
- 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 0.454 KG.
- P. THE QUANTITY OF PALLET UNITS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE FILLER ASSEMBLY AND THE "LESS-THAN-FULL LOAD PROCEDURE" ON PAGE 8.
1. IF A LOAD IS REDUCED BY ONLY A SMALL AMOUNT (ONE, TWO OR THREE LADING UNITS), LADING UNITS NORMALLY MAY BE ELIMINATED FROM THE CENTER OF THE LOAD.
 2. IF A LOAD IS REDUCED BY A LARGE AMOUNT (MORE THAN THREE LADING UNITS), LADING UNITS SHOULD BE ELIMINATED AS REQUIRED AND THE TOTAL LOAD SHIFTED FORE OR AFT, AS NECESSARY, TO ACHIEVE A SYMMETRICAL WEIGHT DISTRIBUTION. THE DEPICTED PROCEDURES WILL BE FOLLOWED AS CLOSELY AS POSSIBLE, MAKING ONLY THOSE ADJUSTMENTS TO THE DUNNAGE WHICH ARE REQUIRED TO ACCOMMODATE THE NUMBER OF UNITS TO BE SHIPPED.
- Q. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOAD ON PAGE 2 AND 8, ARE REQUIRED WHEN LOADING SEVEN THRU TWELVE PALLET UNITS. FOUR UNIVERSAL LOAD RETAINERS ARE REQUIRED WHEN LOADING ONE THRU SIX PALLET UNITS. REFER TO DAC DRAWING ACV00682 FOR DETAILS OF THE UNIVERSAL LOAD RETAINER CONSTRUCTION, AND TO DEPARTMENT OF THE ARMY DRAWING DA-116 FOR DETAILS FOR INSTALLATION TO THE DOOR POST VERTICAL, PLACEMENT INTO THE CONTAINER, AND FOR OTHER METHODS OF REAR-OF-LOAD RESTRAINT.
- R. LOAD-BLOCKING STRUTS WHICH ARE 48" OR LONGER MUST BE STIFFENED BY THE APPLICATION OF HORIZONTAL AND VERTICAL STRUT BRACING AS SHOWN IN THE "TYPICAL STRUT BRACING" DETAIL ON PAGE 73 OF DRAWING AMC 19-48-4153-15PA1002. BRACING IS NOT REQUIRED IF THE STRUTS FOR THE LOAD BEING SHIPPED ARE SHORTER THAN 48". THE LENGTH OF THE LOAD-BLOCKING STRUTS SHOULD BE KEPT AS SHORT AS POSSIBLE (APPROX 18" MINIMUM), BUT IN THE EVENT IT IS NECESSARY TO USE STRUTS WHICH ARE 8'-0" OR MORE IN LENGTH, IT WILL BE NECESSARY TO APPLY AN ADDITIONAL SET OF HORIZONTAL AND VERTICAL STRUT BRACING PIECES. STRUT BRACING SHOULD BE APPLIED SO AS TO PROVIDE NEARLY EQUAL SPACES BETWEEN THE BRACING PIECES AND THE CENTER GATES AND/OR BETWEEN ADJACENT STRUT BRACING PIECES. NOTE THAT HORIZONTAL STRUT BRACING PIECES FOR THE UPPER LEVEL OF STRUTS FOR ALL BUT THE UPPERMOST TIER OF A LOAD MAY BE DIFFICULT TO APPLY TO THE TOP SURFACES OF THE STRUT AS DEPICTED. STRUT BRACING WILL BE EQUALLY EFFECTIVE IF APPLIED TO THE UNDER SIDE OF THOSE STRUTS.
- S. DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- T. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN PALLETS, AND BETWEEN PALLETS AND THE END OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO PAINT AND MARKINGS.

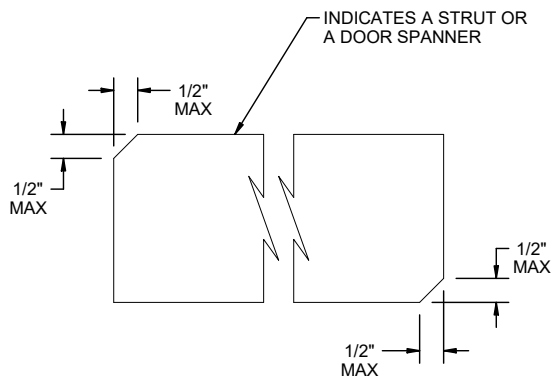
MATERIAL SPECIFICATIONS

LUMBER	---	SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOL-UNTARY PRODUCT STANDARD PS 20.
NAILS	---	ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
PLYWOOD	---	COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY BE SUBSTITUTED.
ANTI-CHAFING MATERIAL	---	MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
STEEL, STRUCTURAL	---	ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.
WIRE, CARBON STEEL	---	ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, 0.0800" DIA, GRADE 1006 OR BETTER.



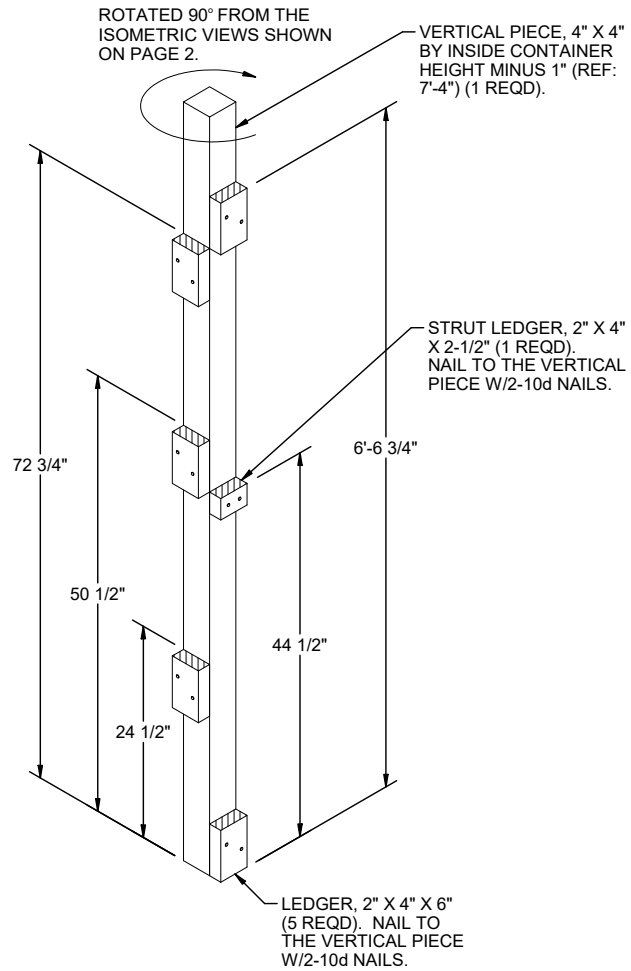
PALLET UNIT DATA

GROSS WEIGHT	-----	2,078 LBS
CUBE	-----	59.7 CU FT



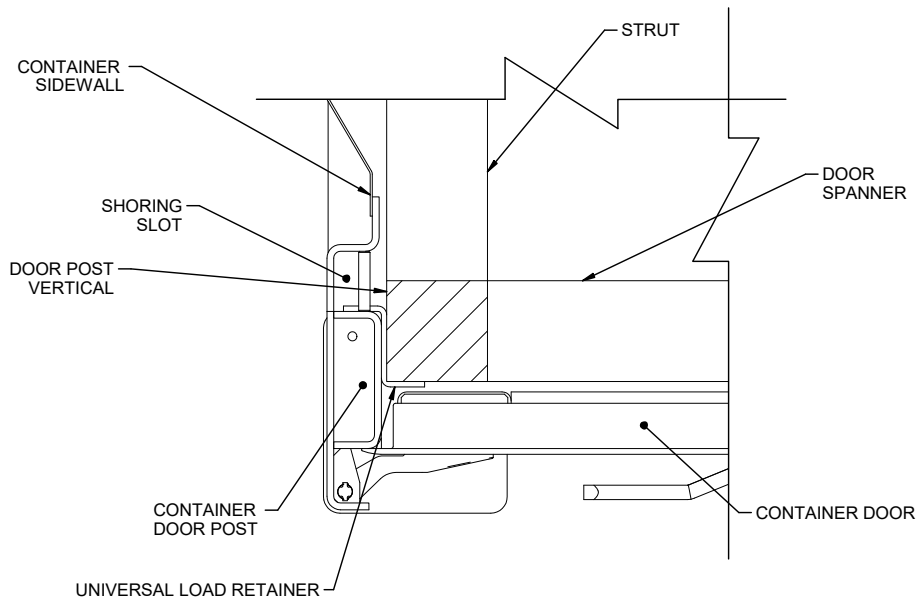
BEVEL CUT

IF DESIRED, EACH END OF A STRUT OR DOOR SPANNER MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING THE STRUTS WITH A "DRIVE" FIT.



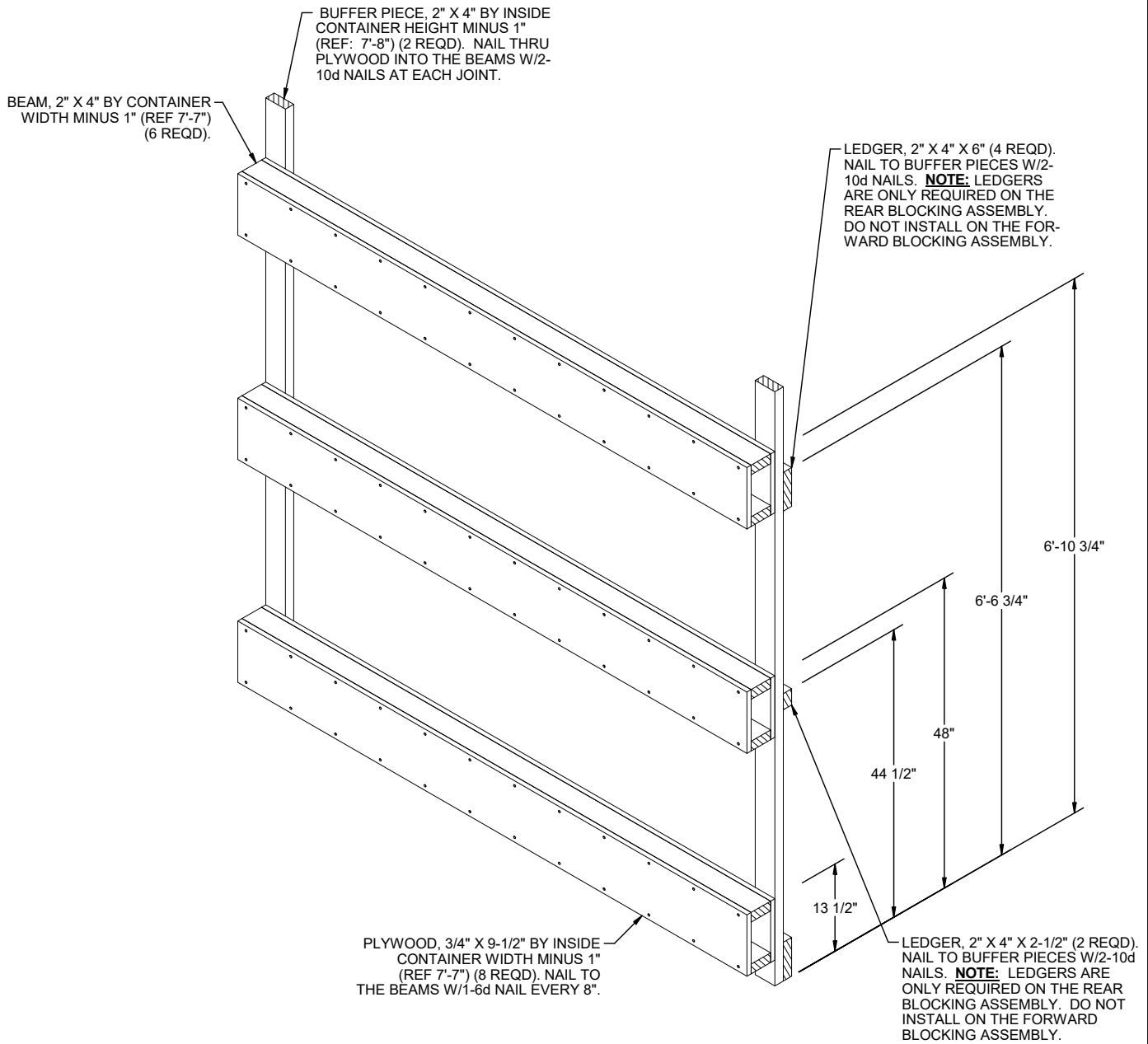
DOOR POST VERTICAL

A LEFT-HAND ASSEMBLY IS DEPICTED ABOVE, A RIGHT-HAND ASSEMBLY IS ALSO REQUIRED.



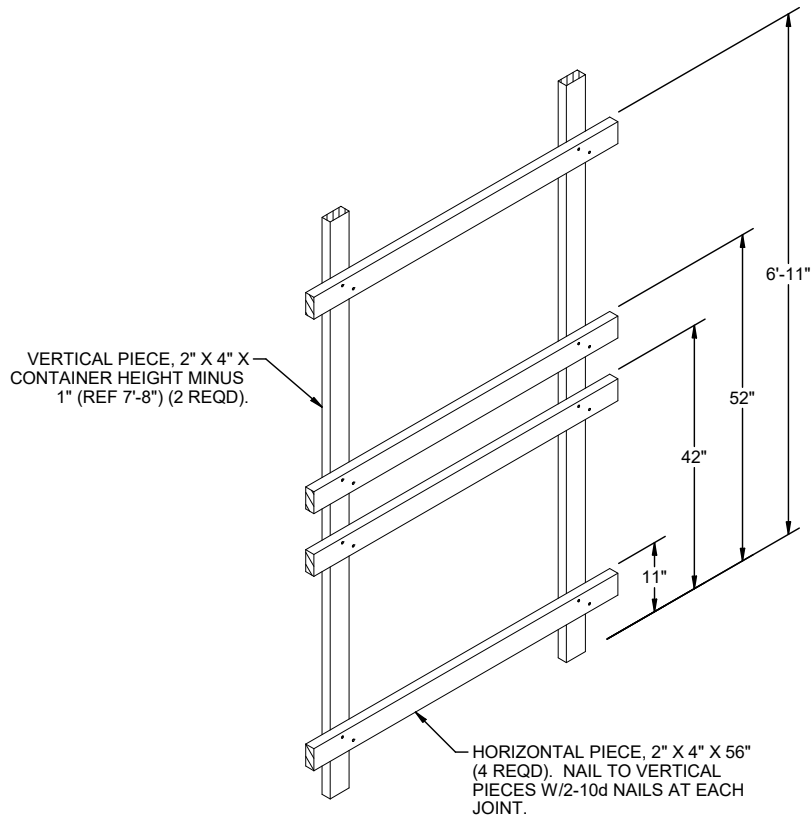
DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER ON PAGE 2 IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES.



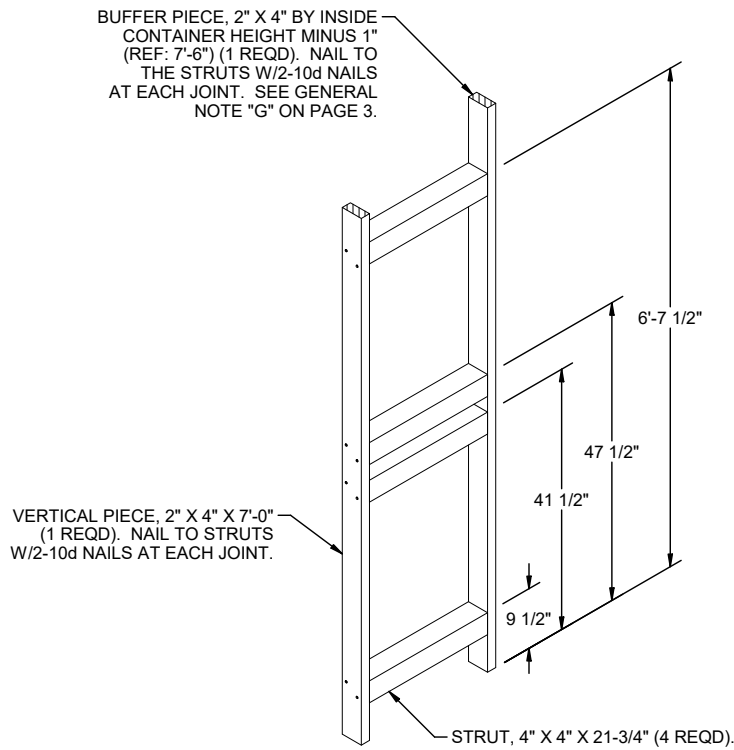
FORWARD/REAR BLOCKING ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE TOP BOX BEAM ASSEMBLY AND TOP TWO STRUT LEDGERS WHERE APPLICABLE. ALSO, LOWER THE MIDDLE BOX BEAM ASSEMBLY TO 41-1/4" AND THE TWO MIDDLE STRUT LEDGERS TO 37-3/4". **NOTE:** STRUT LEDGERS ARE ONLY REQUIRED ON THE REA BLOCKING ASSEMBLY. DO NOT INSTALL ON THE FORWARD BLOCKING ASSEMBLY.



CENTER FILL ASSEMBLY

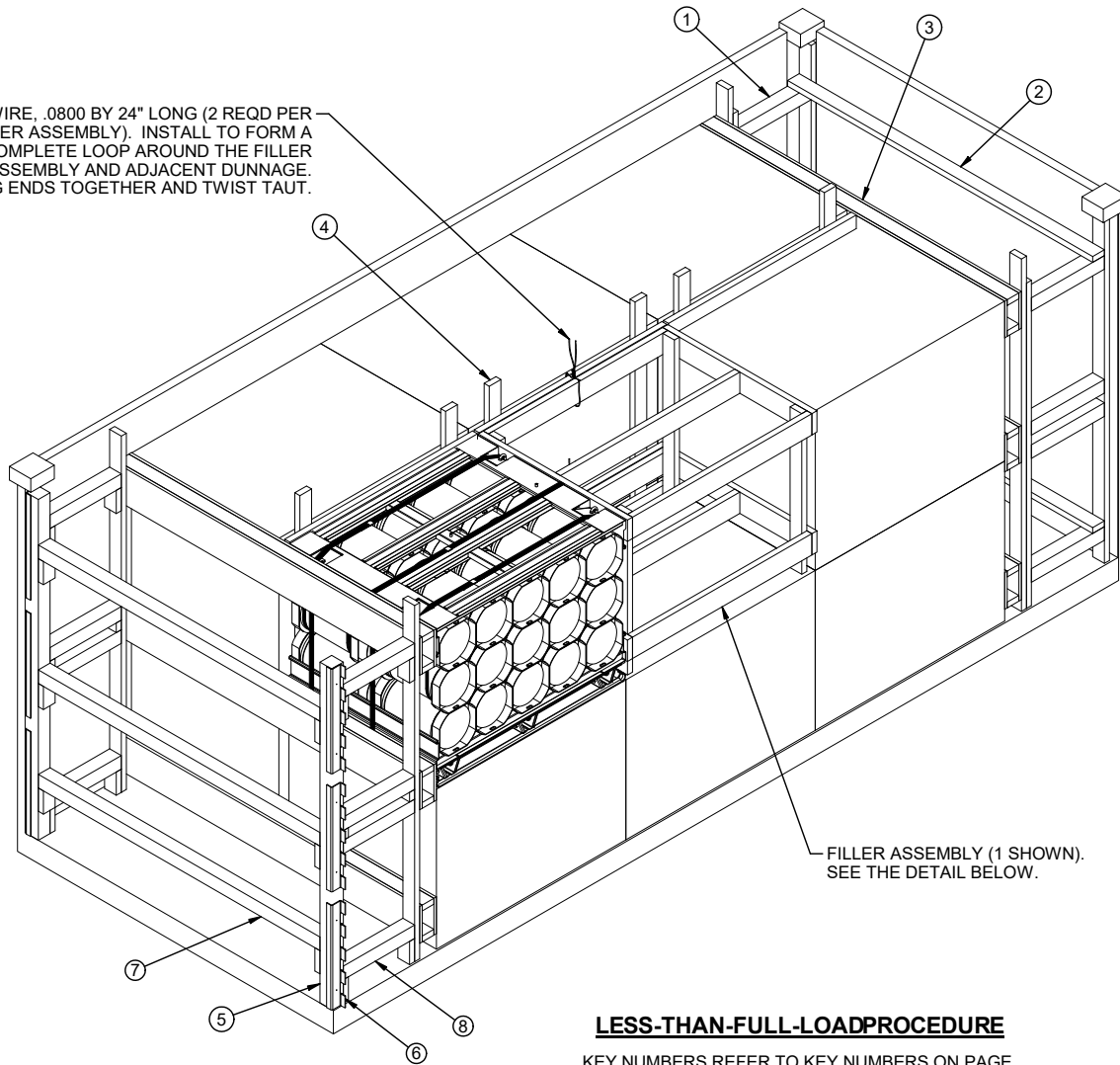
FOR A ONE-HIGH LOAD, ELIMINATE THE TOP TWO HORIZONTAL PIECES



FORWARD STRUT ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE TOP TWO STRUTS, LOWER THE MIDDLE STRUT TO 36-3/4", AND SHORTEN THE VERTICAL PIECE FROM 7'-0" TO 43".

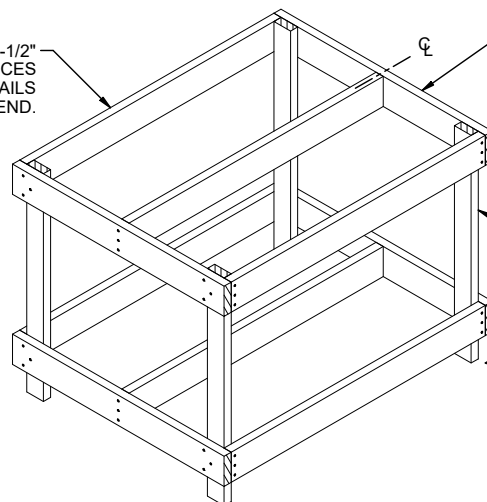
TIE WIRE, .0800 BY 24" LONG (2 REQD PER FILLER ASSEMBLY). INSTALL TO FORM A COMPLETE LOOP AROUND THE FILLER ASSEMBLY AND ADJACENT DUNNAGE. BRING ENDS TOGETHER AND TWIST TAUT.



LESS-THAN-FULL-LOADPROCEDURE

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTES "H" AND "P" ON PAGE 3.

LONGITUDINAL PIECE, 2" X 6" X 53-1/2" (6 REQD). NAIL THE OUTER FOUR PIECES TO THE VERTICAL PIECES W/ 3-10d NAILS AT EACH END.



LATERAL PIECE, 2" X 6" X 44-1/2" (4 REQD). NAIL TO THE VERTICAL PIECES AND TO THE CENTER LONGITUDINAL PIECES W/3-10dNAILS.

VERTICAL PIECE, 2" X 4" X 41-1/2" (4 REQD).

FILLER ASSEMBLY

THE ASSEMBLY DEPICTED ABOVE IS FOR USE IN PLACE OF AN OMITTED PALLET UNIT. FILLER ASSEMBLIES MUST BE WIRE TIED TO ADJACENT DUNNAGE TO PREVENT UNDUE MOVEMENT. A MAXIMUM OF THREE FILLER ASSEMBLIES CAN BE USED PER LOAD.