

# LOADING AND BRACING<sup>⊕</sup> IN END OPENING ISO CONTAINERS OF 2.75 INCH HYDRA ROCKETS PACKED IN M648 CYLINDRICAL METAL CON- TAINERS, ON METAL PALLETS

## INDEX

ITEM	PAGE(S)
TYPICAL LOADING PROCEDURES - - - - -	2
GENERAL NOTES AND MATERIAL SPECIFICATIONS - - - - -	3
PALLET UNIT DETAIL - - - - -	4
DETAILS - - - - -	4-10
ALTERNATE LOADING PROCEDURES - - - - -	8
LESS-THAN-FULL LOAD PROCEDURES - - - - -	10

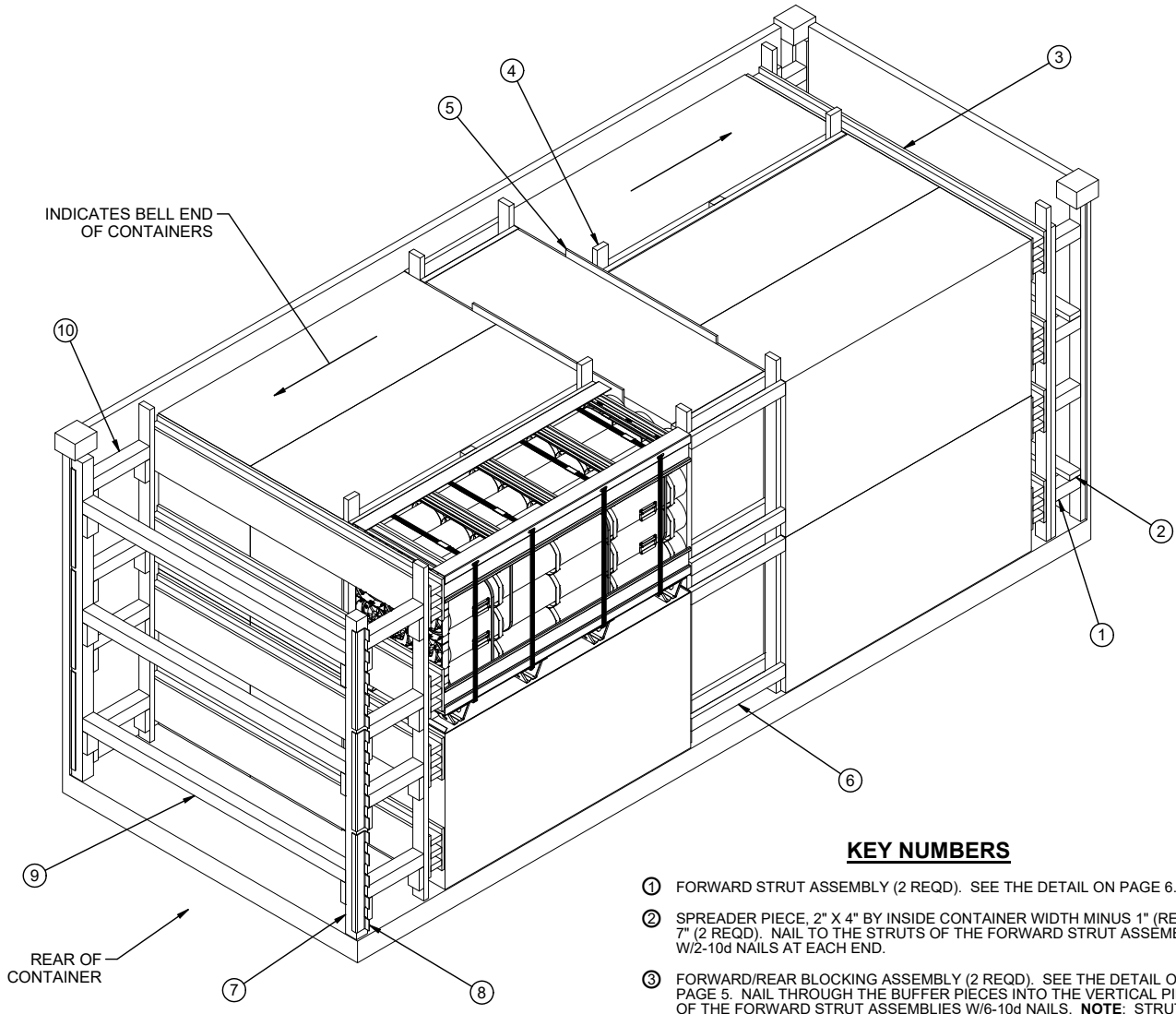
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⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO  
BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR  
WATER CARRIERS.

## U.S. ARMY MATERIEL COMMAND DRAWING

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		DESIGN ENGINEER	BASIC REV.		
APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND		ENGINEERING DIVISON	FIEFFER.LAUR A.A.1230375727	Digitally signed by FIEFFER.LAURA.A.1230375727 Date: 2021.03.04 07:42:19 -05'00'	
BRAILSFORD.KEITH H.ANTHONY.10286 55661	Digitally signed by BRAILSFORD.KEITH.ANTHONY. 1028655661 Date: 2021.04.14 17:05:48 -05'00'	TEST ENGINEER	FELICIANO.AD IN.1259200373	Digitally signed by FELICIANO.AD.IN.1259200373 Date: 2021.03.11 14:11:04 -05'00'	
		TEST REPORT	NA	IN.1259200373	CLASS
U.S. ARMY DEFENSE AMMUNITION CENTER		EXPLOSIVE SAFETY DIRECTORATE	FAIRHURST.ROBE RT.JOHN.10157668 80	Digitally signed by FAIRHURST.ROBERT.JOHN.101 5766880 Date: 2021.03.18 09:07:15 -05'00'	
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**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- 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 5. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE FORWARD STRUT ASSEMBLIES W/6-10d NAILS. **NOTE:** STRUT LEDGERS ARE NOT REQUIRED ON THE FORWARD BLOCKING ASSEMBLY DEPICTED ABOVE.
- ④ CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- ⑤ SEPARATOR (2 REQD). INSTALL WITH THE HOLD-DOWN PIECES TOWARDS THE CROSSWISE PALLET UNITS. SEE THE DETAIL ONE PAGE 7.
- ⑥ SIDE FILL ASSEMBLY A (2 REQD). SEE THE DETAIL ON PAGE 7.
- ⑦ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, "DETAIL A" ON PAGE 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑧ 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 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑨ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1-1/4") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.
- ⑩ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 18") (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.

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	14	37,058 LBS
DUNNAGE		1,096 LBS
CONTAINER		4,700 LBS
<b>TOTAL WEIGHT</b>		<b>42,854 LBS (APPROX)</b>

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	438	292
4" X 4"	53	71
NAI LS	NO. REQD	POUNDS
6d (2")	576	3-1/2
10d (3")	316	5
12d(3-1/4")	44	3/4
PLYWOOD, 1/2" - -	58.67 SQ FT REQD - -	81.00 LBS
PLYWOOD, 3/4" - -	116.28 SQ FT REQD - -	240.00 LBS
UNIVERSAL LOAD RETAINER	6 REQD - -	39.00 LBS

## GENERAL NOTES

(GENERAL NOTES CONTINUED)

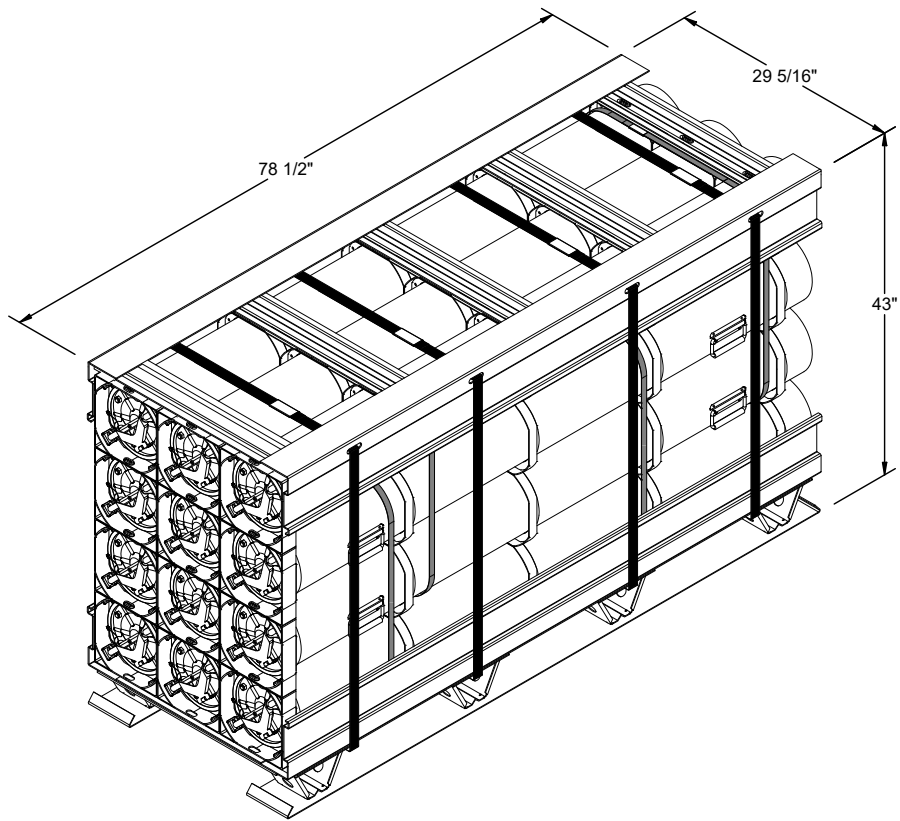
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF 2.75 INCH HYDRA ROCKETS PACKED IN M648 CYLINDRICAL METAL CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE AMC DRAWING 19-48-4231/60A-20PM1006 AND PAGE 4 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 UNLOCKED 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 HORIZONTAL PIECES ON THE SIDE OR CRIB 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 SIDE OR CRIB 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 BY INCREASING THE LENGTH OF THE REAR STRUTS.
- E. THIS DRAWING DEPICTS A 14-PALLET UNIT MAXIMUM CONFIGURATION, WITH A LADING WEIGHT OF 42,854 POUNDS. DUE TO RESTRICTIONS ENACTED BY THE SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND AND THE JOINT MUNITIONS COMMAND, ANY ISO CONTAINER DESTINED TO BE MOVED OVER CONUS HIGHWAYS CAN NOT EXCEED 40,000 POUNDS GROSS WEIGHT. IN ORDER TO COMPLY WITH THIS RESTRICTION, TWO PALLET UNITS MUST BE ELIMINATE FROM THE 14-PALLET UNIT MAXIMUM LOAD. THIS WILL RESULT IN A 12-PALLET UNIT LOAD BY REPLACING TWO CENTER PALLET UNITS WITH TWO FILLER ASSEMBLIES WITH A GROSS WEIGHT OF 37,706 POUNDS. SEE THE "LESS-THAN-FULL" LOAD PROCEDURES AND FILLER ASSEMBLY ON PAGE 10 FOR DETAILS.
- 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 BLOCKING ASSEMBLY OR 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)

- 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 BOGIE 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 10.
1. IF A LOAD IS REDUCED BY ONLY A SMALL AMOUNT (ONE OR TWO 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 TWO 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 LOADS ON PAGES 2, 8 AND 10, ARE REQUIRED WHEN LOADING TWO LAYERS OF PALLET UNITS, AND FOUR ARE REQUIRED WHEN LOADING ONE LAYER OF 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. 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.
- S. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN PALLET UNITS OR BETWEEN PALLET UNITS AND THE END OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.

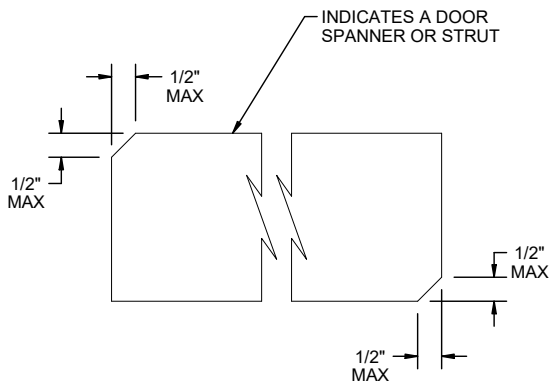
## MATERIAL SPECIFICATIONS

- LUMBER - - - - - -: SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS - - - - - -: ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMS).
- 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.
- 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.
- ANTI-CHAFING MATERIAL - - - - - -: MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.



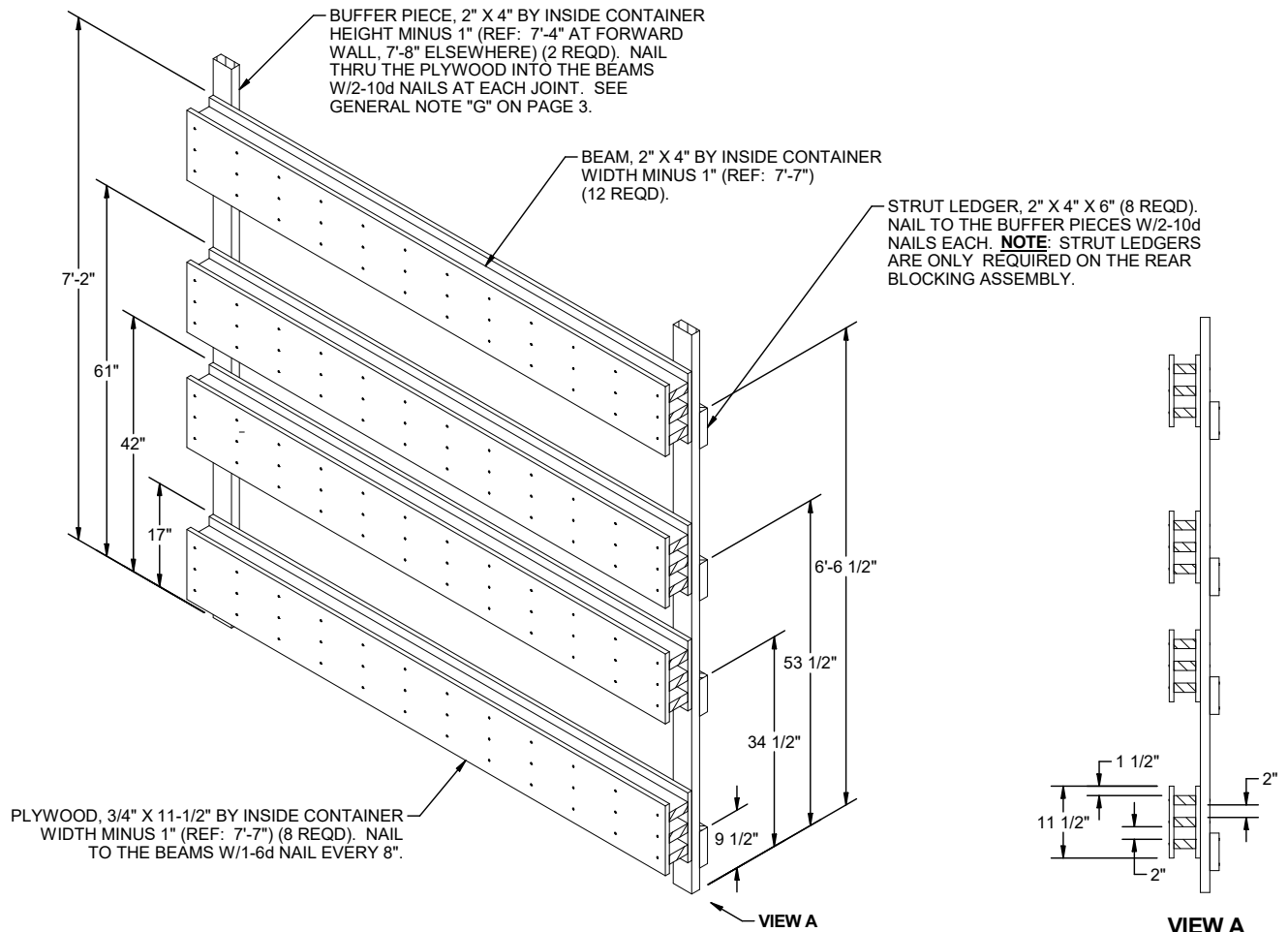
**PALLET UNIT**

GROSS WEIGHT - - - - - 2,647 LBS (APPROX)  
 CUBE - - - - - 57.3 CU FT (APPROX)



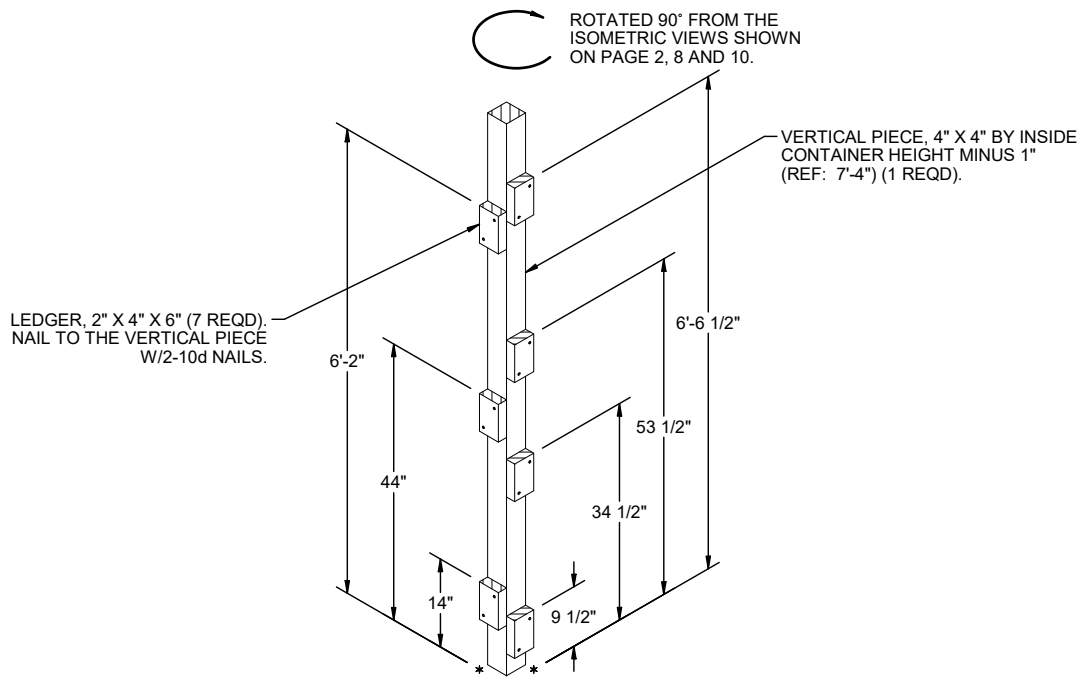
**BEVEL CUT**

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.



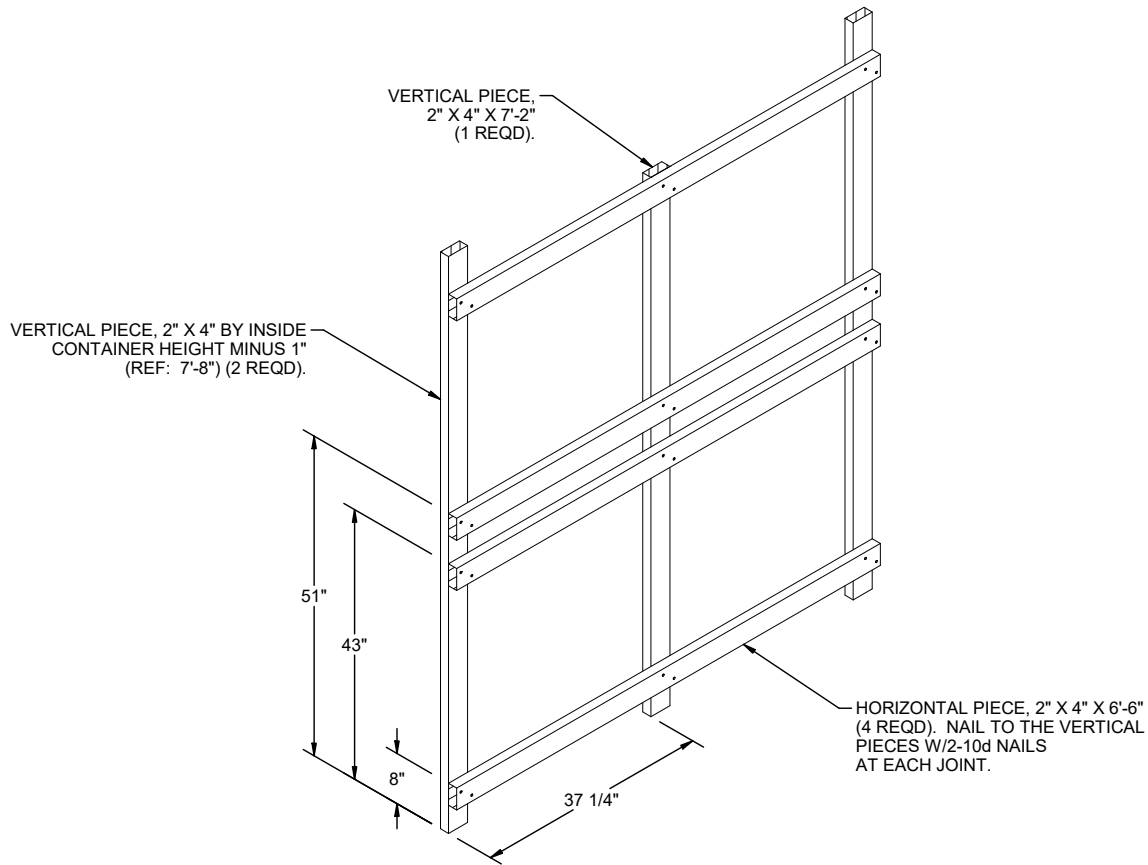
**FORWARD/REAR BLOCKING ASSEMBLY**

FOR A ONE-HIGH LOAD, ELIMINATE TOP TWO BOX BEAM ASSEMBLIES AND FOUR UPPER STRUT LEDGERS WHERE APPLICABLE.



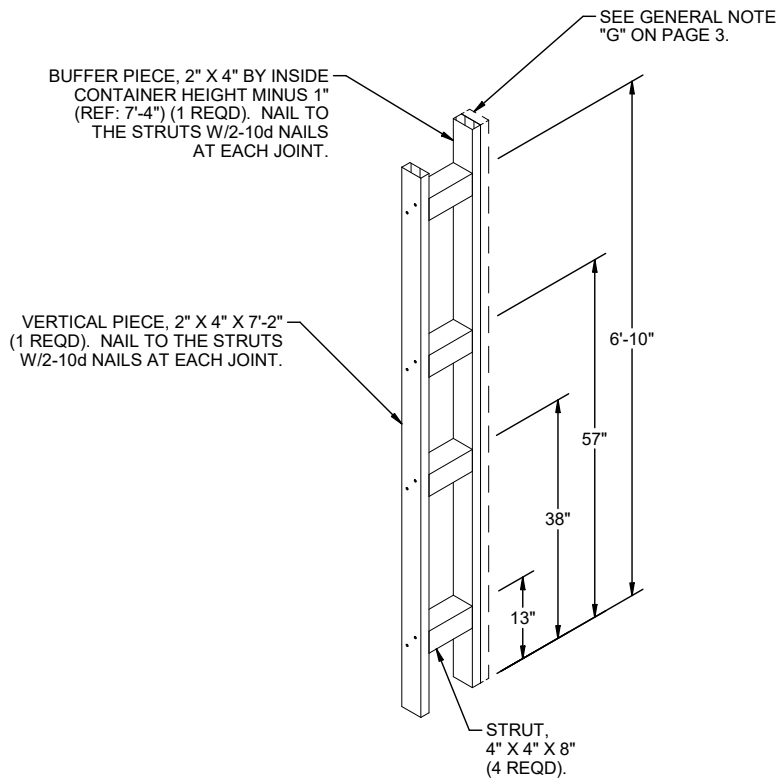
**DOOR POST VERTICAL**

FOR A ONE-HIGH LOAD, ELIMINATE THE TOP DOOR SPANNER LEDGER AND THE TOP TWO STRUT LEDGERS, AND REPOSITION THE MIDDLE DOOR SPANNER LEDGER AT 38".



**CRIB FILL ASSEMBLY**

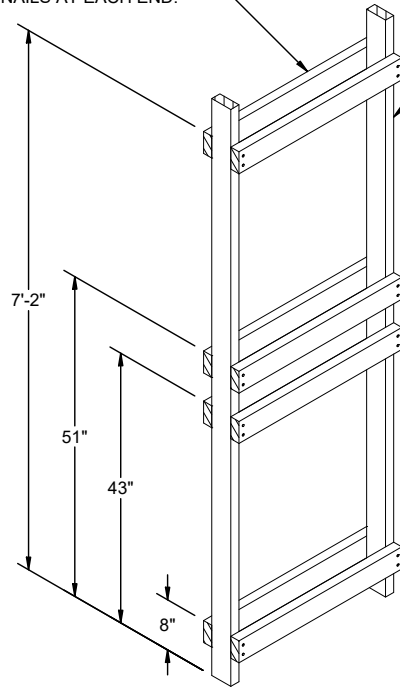
FOR A ONE-HIGH LOAD, ELIMINATE THE TOP TWO HORIZONTAL  
PIECES AND SHORTEN THE 7'-2" VERTICAL PIECES TO 43".



**FORWARD STRUT ASSEMBLY**

FOR A ONE HIGH LOAD, ELIMINATE TOP TWO STRUTS AND  
SHORTEN THE VERTICAL PIECE FROM 7'-2" TO 42".

HORIZONTAL PIECE, 2" X 4" X 30" (8 REQD).  
NAIL TO THE VERTICAL PIECES W/2-10d  
NAILS AT EACH END.



VERTICAL PIECE, 2" X 4" BY INSIDE  
CONTAINER HEIGHT MINUS 1"  
(REF: 7'-8") (2 REQD).

**SIDE FILL ASSEMBLY A**

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

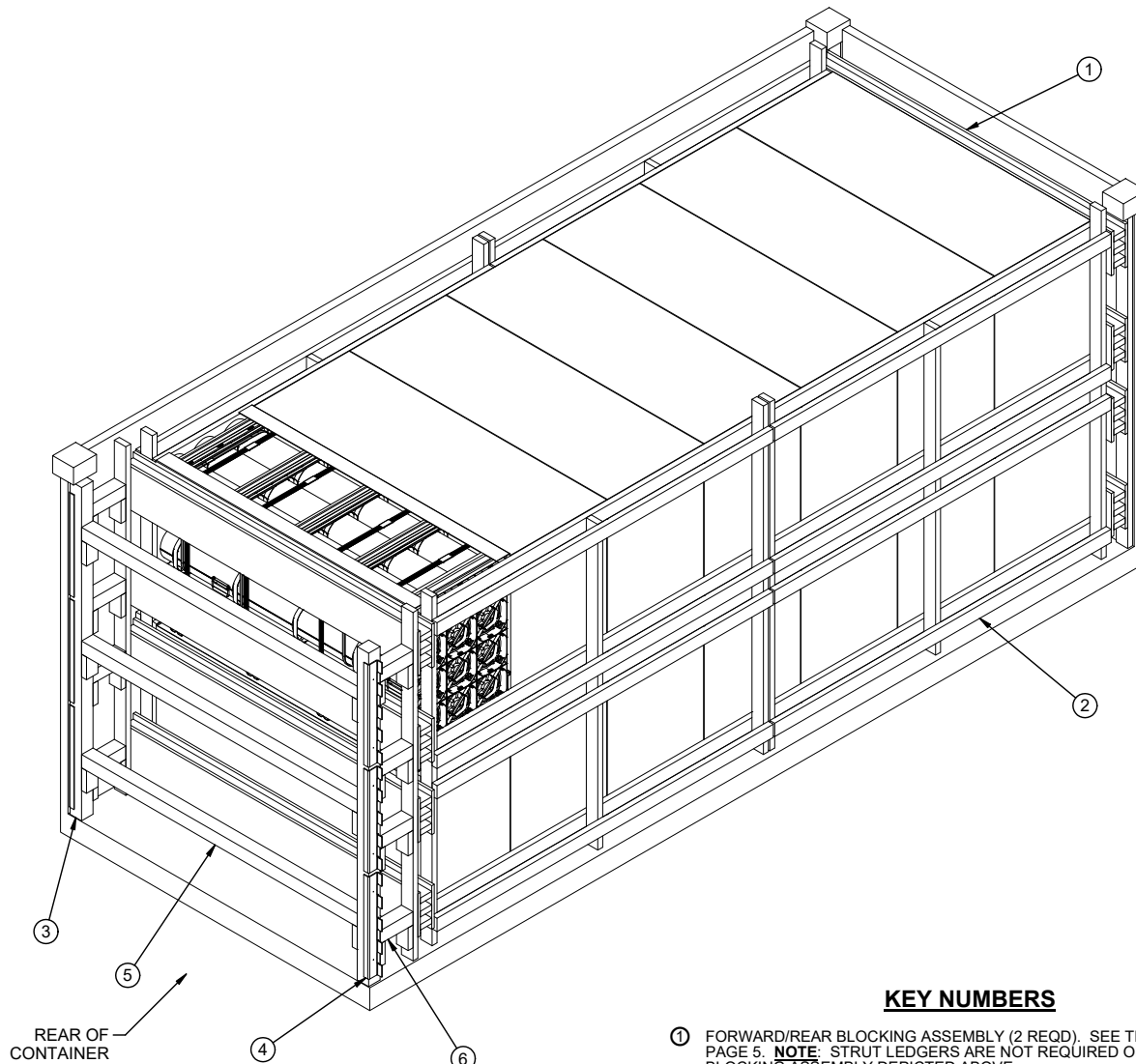
PLYWOOD, 1/2" X 48"  
X 7'-4" (1 REQD).

HOLD-DOWN PIECE, 2" X 4" X 8"  
(2 REQD). NAIL THROUGH THE  
PLYWOOD W/3-10d NAILS  
AND CLINCH.

INSTALL WITH THIS SIDE TOWARDS  
THE CROSSWISE LOADED  
PALLET UNITS.

**SEPARATOR**

FOR A ONE-HIGH LOAD, REDUCE THE HEIGHT OF THE PLYWOOD TO 44".



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5. **NOTE** - STRUT LEDGERS ARE NOT REQUIRED ON THE FORWARD BLOCKING ASSEMBLY DEPICTED ABOVE.
- ② SIDE FILL ASSEMBLY B (4 REQD). SEE THE DETAIL ON PAGE 9.
- ③ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, "DETAIL A" ON PAGE 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ④ 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 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑤ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1-1/4") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.
- ⑥ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 10") (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.

REAR OF CONTAINER

⑤

④

⑥

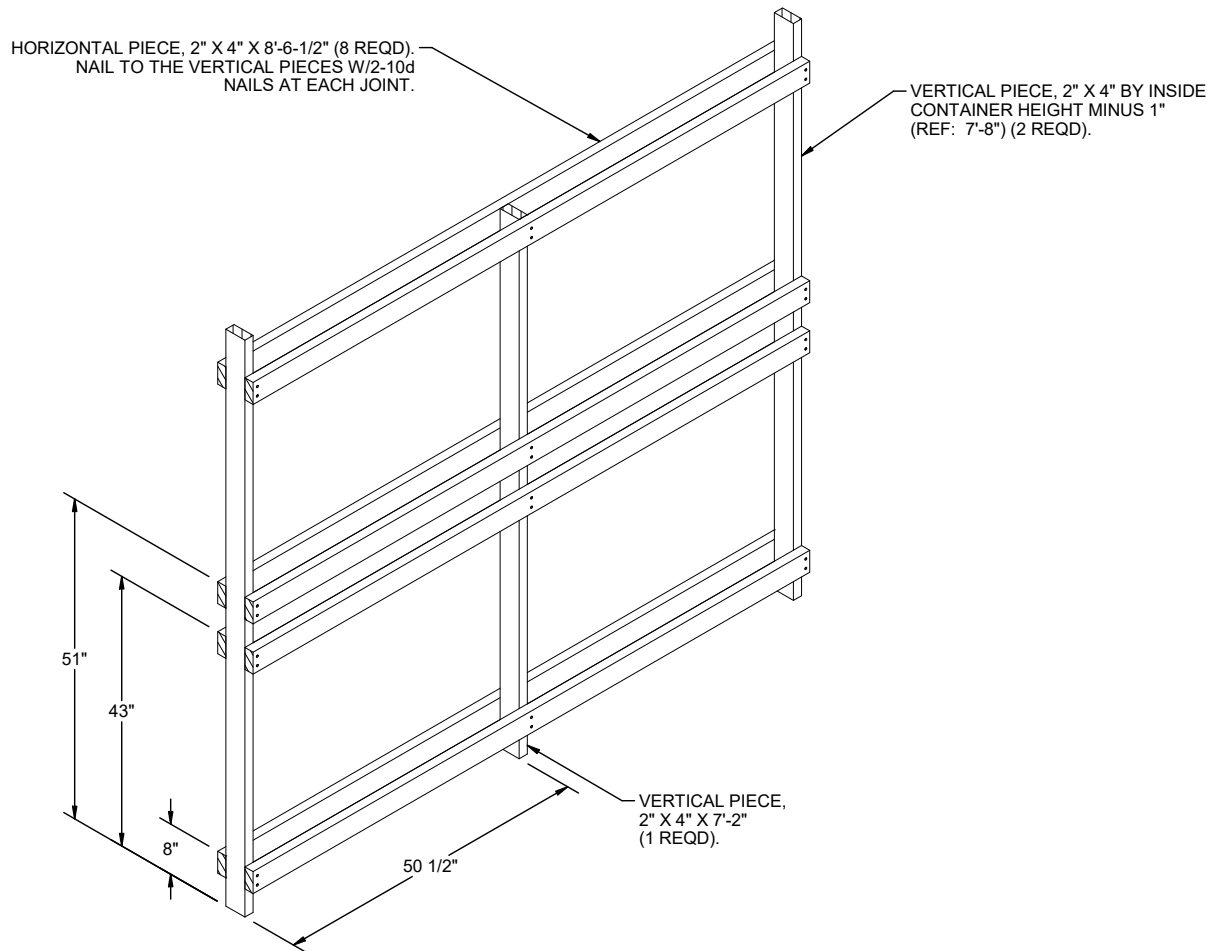
**BILL OF MATERIAL**

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	587	392
4" X 4"	43	57
NAI LS	NO. REQD	POUNDS
6d (2")	576	3-1/2
10d (3")	344	5-1/2
12d(3-1/4")	44	3/4
PLYWOOD, 3/4" - 116.28 SQ FT REQD - - 240.00 LBS		
UNI VERSAL LOAD RETAI NER - - 6 REQD - - 39.00 LBS		

**LOAD AS SHOWN**

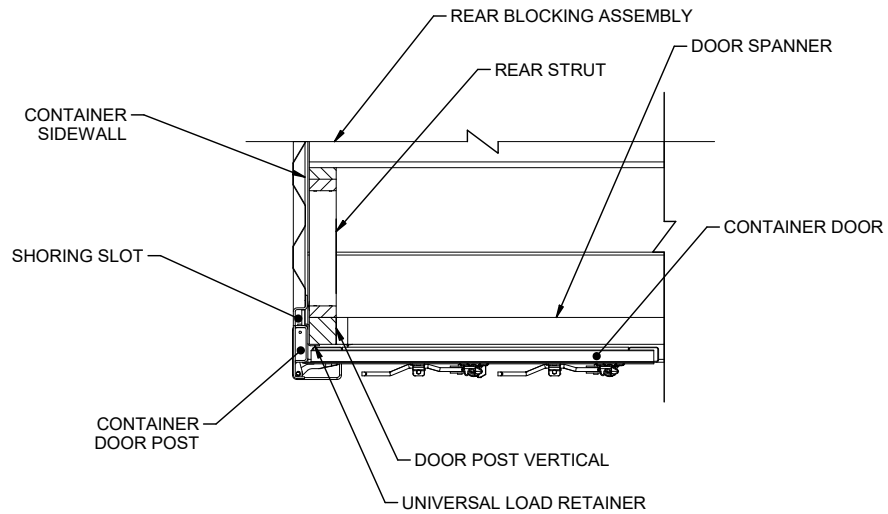
ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	14	37,058 LBS
DUNNAGE		1,187 LBS
CONTAINER		4,700 LBS
<b>TOTAL WEIGHT</b>		<b>42,945 LBS (APPROX)</b>





**SIDE FILL ASSEMBLY B**

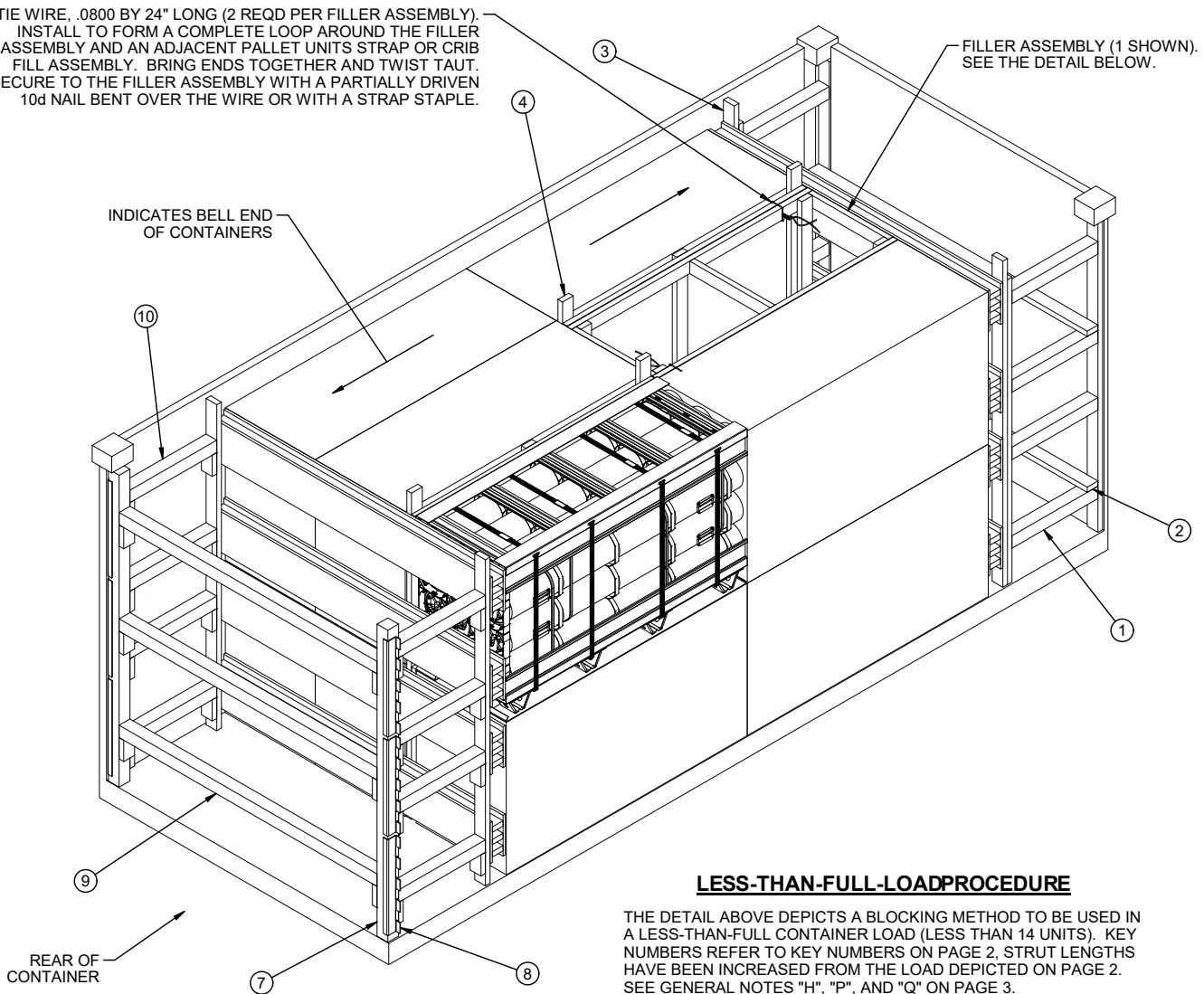
FOR A ONE-HIGH LOAD, ELIMINATE THE TOP FOUR HORIZONTAL PIECES AND SHORTEN THE CENTER VERTICAL PIECE TO 43".



**DETAIL A**

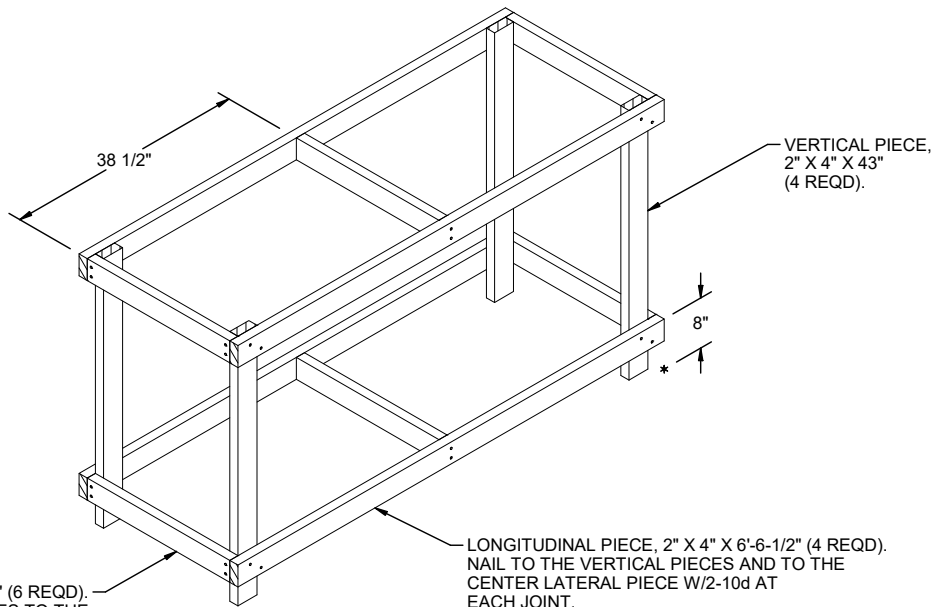
A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES.

TIE WIRE, .0800 BY 24" LONG (2 REQD PER FILLER ASSEMBLY).  
 INSTALL TO FORM A COMPLETE LOOP AROUND THE FILLER  
 ASSEMBLY AND AN ADJACENT PALLET UNITS STRAP OR CRIB  
 FILL ASSEMBLY. BRING ENDS TOGETHER AND TWIST TAUT.  
 SECURE TO THE FILLER ASSEMBLY WITH A PARTIALLY DRIVEN  
 10d NAIL BENT OVER THE WIRE OR WITH A STRAP STAPLE.



**LESS-THAN-FULL-LOADPROCEDURE**

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN  
 A LESS-THAN-FULL CONTAINER LOAD (LESS THAN 14 UNITS). KEY  
 NUMBERS REFER TO KEY NUMBERS ON PAGE 2. STRUT LENGTHS  
 HAVE BEEN INCREASED FROM THE LOAD DEPICTED ON PAGE 2.  
 SEE GENERAL NOTES "H", "P", AND "Q" ON PAGE 3.



LATERAL PIECE, 2" X 4" X 26-1/4" (6 REQD).  
 NAIL THE OUTER LATERAL PIECES TO THE  
 VERTICAL PIECES W/2-10d NAILS  
 AT EACH END.

**FILLER ASSEMBLY**

THE ASSEMBLY DEPICTED ABOVE IS FOR USE IN PLACE OF AN OMITTED PALLET  
 UNIT. FILLER ASSEMBLIES MUST BE WIRE TIED TO AN ADJACENT PALLET UNIT  
 STRAP OR CRIB FILL ASSEMBLY TO PREVENT UNDUE MOVEMENT. NO MORE  
 THAN THREE FILLER ASSEMBLIES WILL BE USED IN ANY LOAD.