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LOADING AND BRACING[⊕] IN SIDE OPENING ISO CONTAINERS OF 8” M2 PROPELLING CHARGES PACK- ED IN M10 CYLINDRICAL METAL CONTAINERS, PALLETIZED

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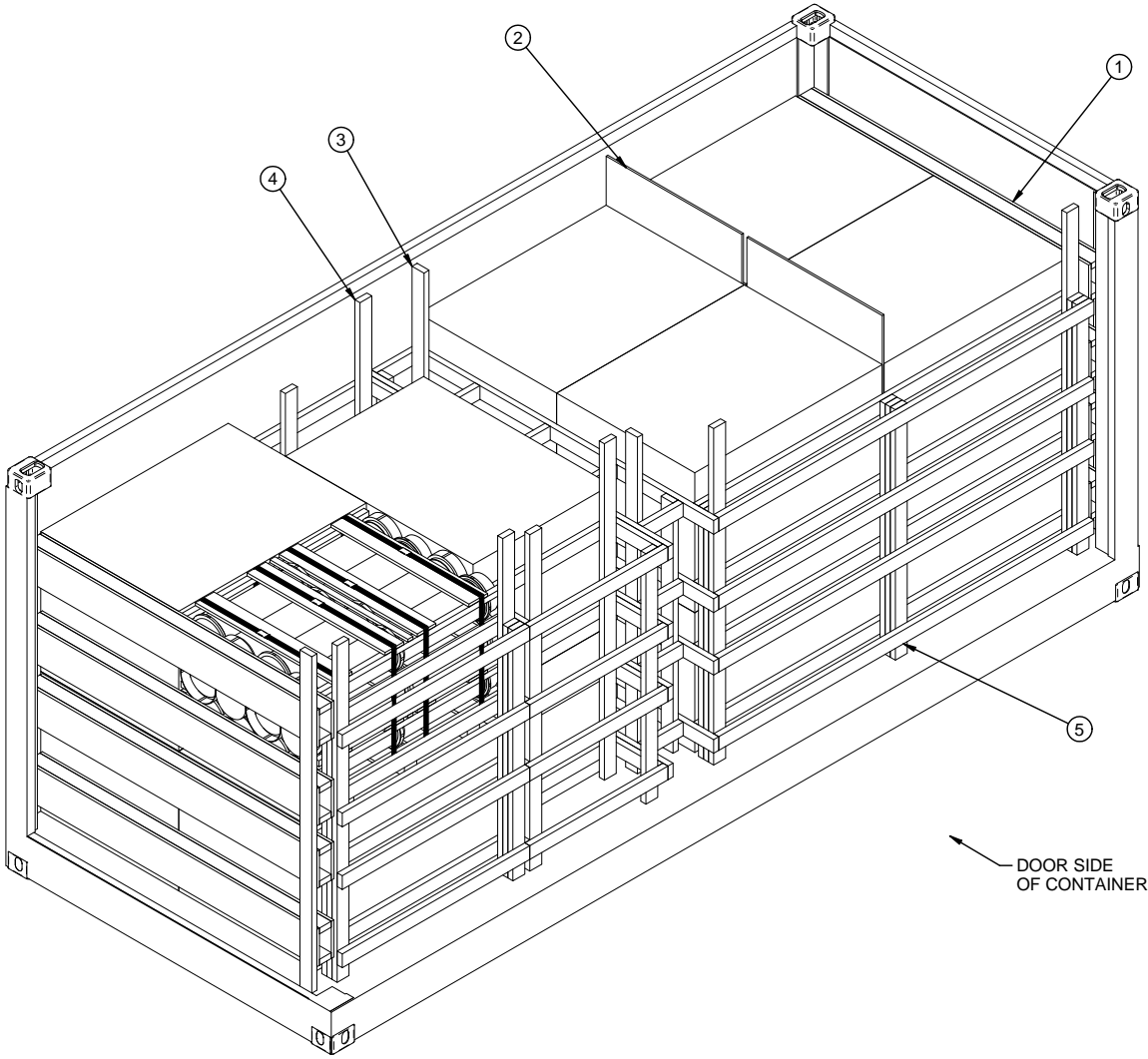
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⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

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ISOMETRIC VIEW

KEY NUMBERS

- ① END BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② SEPARATOR GATE (2 REQD). SEE THE DETAIL ON PAGE 7.
- ③ CENTER FILL ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 6.
- ④ CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6
- ⑤ SIDE FILL ASSEMBLY (2 REQD: 1 AT TWO-LONG, AND 1 AT ONE-LONG SHOWN). SEE THE DETAIL ON PAGE 7.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	517	344
NAILS	NO. REQD	POUNDS
6d (2")	358	2-1/4
10d (3")	416	6-1/2
PLYWOOD 1/2" - 64.00 SQ FT REQD	- - -	88.00 LBS
PLYWOOD 3/4" - 90.78 SQ FT REQD	- - -	187.23 LBS

LOAD AS SHOWN*

ITEM	QUANTITY	WEIGHT	(APPROX)
PALLET UNIT	14	29,736	LBS
DUNNAGE		973	LBS
CONTAINER		6,050	LBS
TOTAL WEIGHT		36,759	LBS (APPROX)

*LOAD DEPICTS ALTERNATED PALLET UNIT.

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 8' M2 PROPELLING CHARGES IN M10 CYLINDRICAL METAL CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND AMC DRAWING 19-48-4042A/1-20PM1001 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF PALLET UNITS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE SIDE OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 6,050 POUND 20' LONG BY 8' WIDE BY 8'-6" HIGH SIDE OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-5-1/4" LONG BY 89-3/4" WIDE BY 88" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS. OLDER/OTHER CONTAINERS MAY HAVE DIFFERENT INSIDE MEASUREMENTS, VERIFY INSIDE CONTAINER DIMENSIONS 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 PALLETS, 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 LONGITUDINAL PIECES ON THE CRIB FILL ASSEMBLIES OR THE HORIZONTAL PIECES ON THE SIDE FILL ASSEMBLY. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE LENGTH OF THE LATERAL PIECES OR STRUTS IN THE CRIB FILL ASSEMBLIES OR SIDE 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.
- 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 ENDWALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE END BLOCKING ASSEMBLY 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 ENDWALLS, 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.

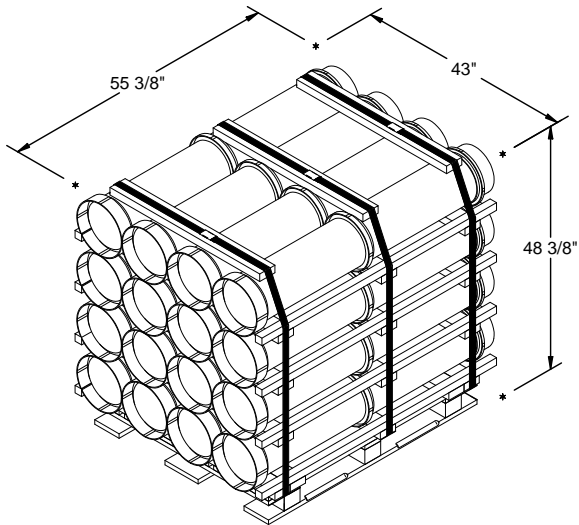
(CONTINUED AT RIGHT)

(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 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 PALLETS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL-LOAD PROCEDURE" ON PAGE 9.
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 VOID IN THE LONGITUDINAL CENTER OF THE CONTAINER 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. LOAD-BLOCKING STRUTS WHICH ARE 48" OR LONGER MUST BE STIFFENED BY THE APPLICATION OF HORIZONTAL AND VERTICAL STRUT BRACING AS SHOWN ON PAGE 9. 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.
- R. ANTI-CHAFING MATERIAL MUST BE INSTALLED AT POINTS OF METAL CONTACT BETWEEN PALLET UNITS, AND BETWEEN PALLET UNITS AND THE SIDE OPENING CONTAINER.

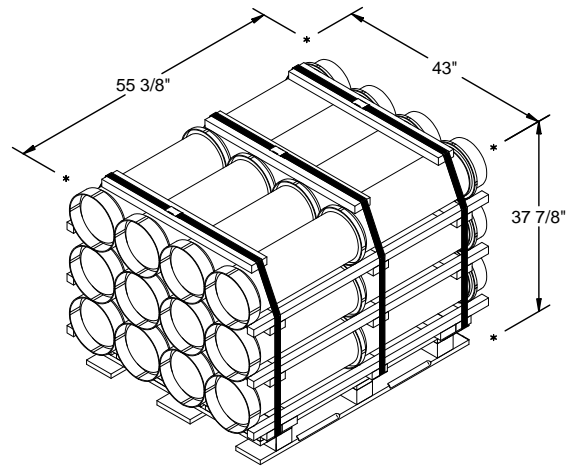
MATERIAL SPECIFICATIONS

- LUMBER - - - - - -: SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS - - - - - -: ASTM F1667; COMMON STEEL NAIL NLCMS OR NLCMMS).
- PLYWOOD - - - - - -: COMMERCIAL ITEM DESCRIPTION 1-1-55057, 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.
- 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.



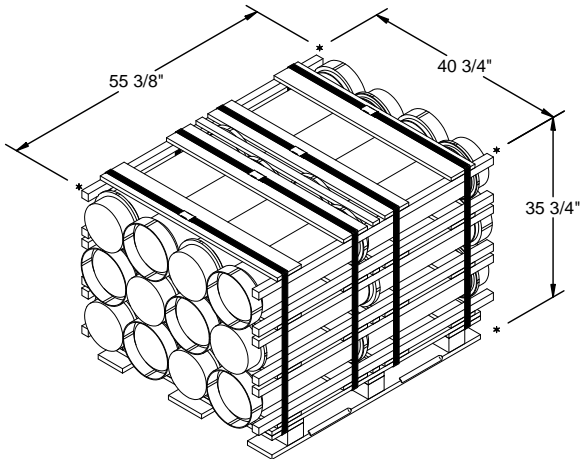
FLAT DUNNAGE PALLET UNIT

GROSS WEIGHT - - - - - 2,123 LBS
 CUBE - - - - - 67.5 CU FT



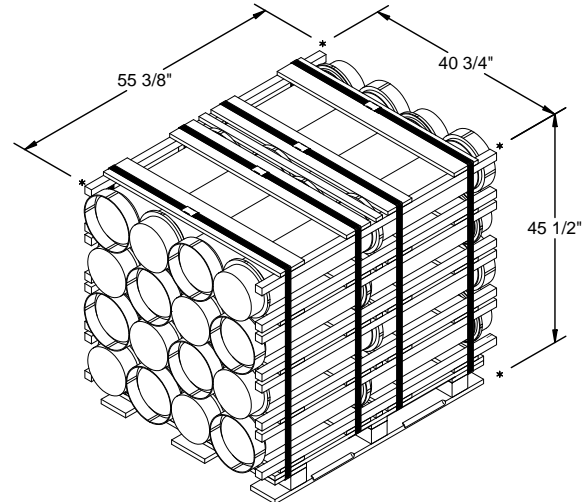
FLAT DUNNAGE REDUCED PALLET UNIT

GROSS WEIGHT - - - - - 1,634 LBS
 CUBE - - - - - 53.0 CU FT



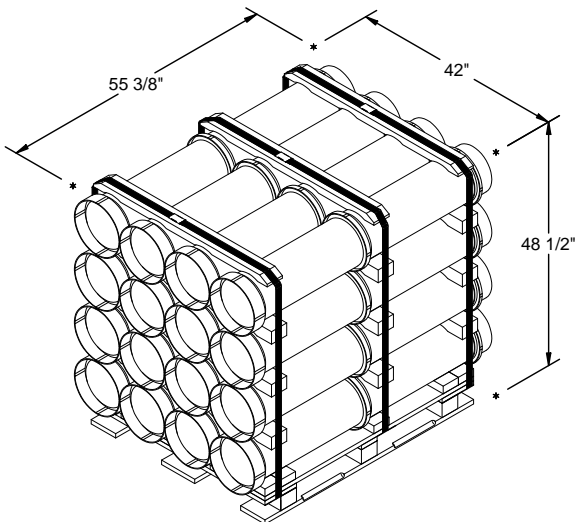
ALTERNATED PALLET UNIT

GROSS WEIGHT - - - - - 1,628 LBS
 CUBE - - - - - 46.4 CU FT



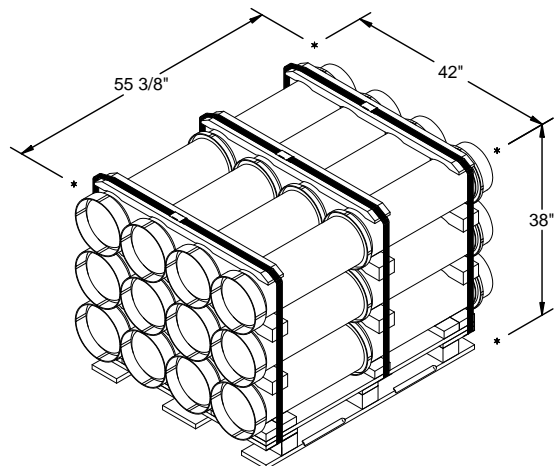
ALTERNATED INCREASED PALLET UNIT

GROSS WEIGHT - - - - - 2,124 LBS
 CUBE - - - - - 59.1 CU FT



ROUTED DUNNAGE PALLET UNIT

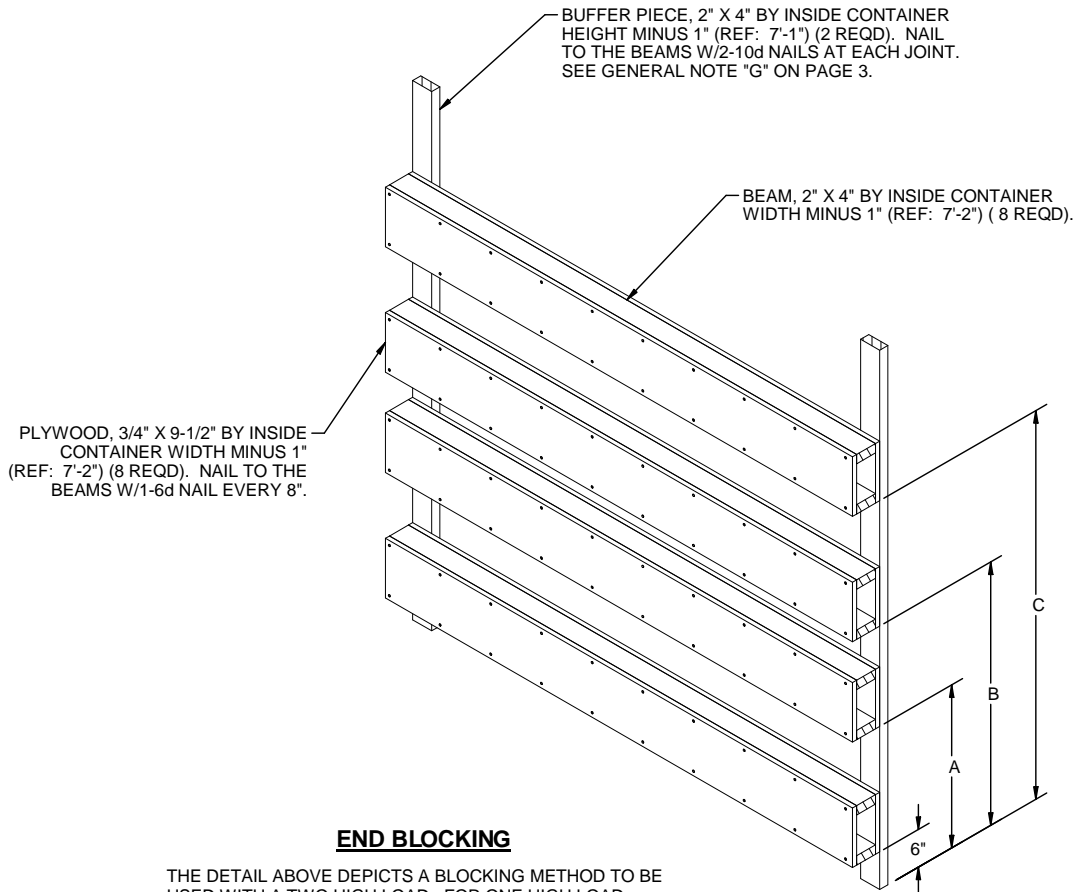
GROSS WEIGHT - - - - - 2,119 LBS
 CUBE - - - - - 65.4 CU FT



ROUTED DUNNAGE REDUCED PALLET UNIT

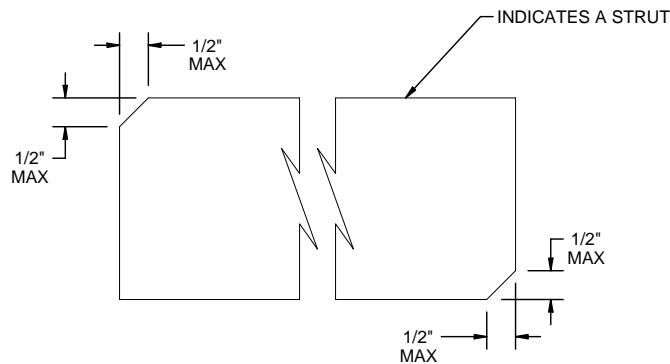
GROSS WEIGHT - - - - - 1,614 LBS
 CUBE - - - - - 51.1 CU FT

DIMENSION CHART									
PALLET UNIT	DIMENSION								
	A	B	C	D	E	F	G	H	J
ALTERNATED	27"	42"	60"	28"	44"	62"	24-1/2"	40-1/2"	58-1/2"
ALTERNATED INCREASED	37"	---	---	38"	---	---	34-1/2"	---	---
FLAT DUNNAGE	38"	---	---	40"	---	---	36-1/2"	---	---
FLAT DUNNAGE REDUCED	28"	44"	66"	30"	46"	68"	26-1/2"	42-1/2"	64-1/2"
ROUTED DUNNAGE	38"	---	---	40"	---	---	36-1/2"	---	---
ROUTED DUNNAGE REDUCED	28"	44"	66"	30"	46"	68"	26-1/2"	42-1/2"	64-1/2"



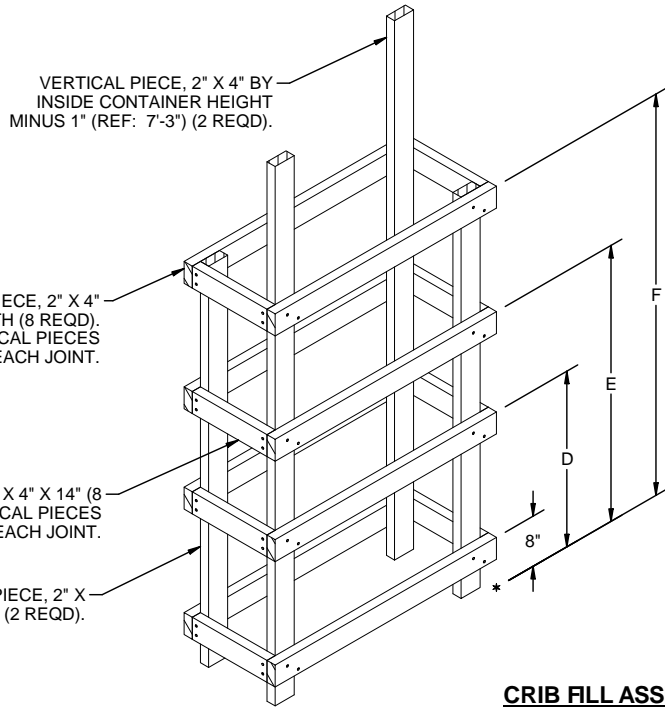
END BLOCKING

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED WITH A TWO HIGH LOAD. FOR ONE HIGH LOAD, ELIMINATE TOP TWO BEAM ASSEMBLIES.



BEVEL CUT

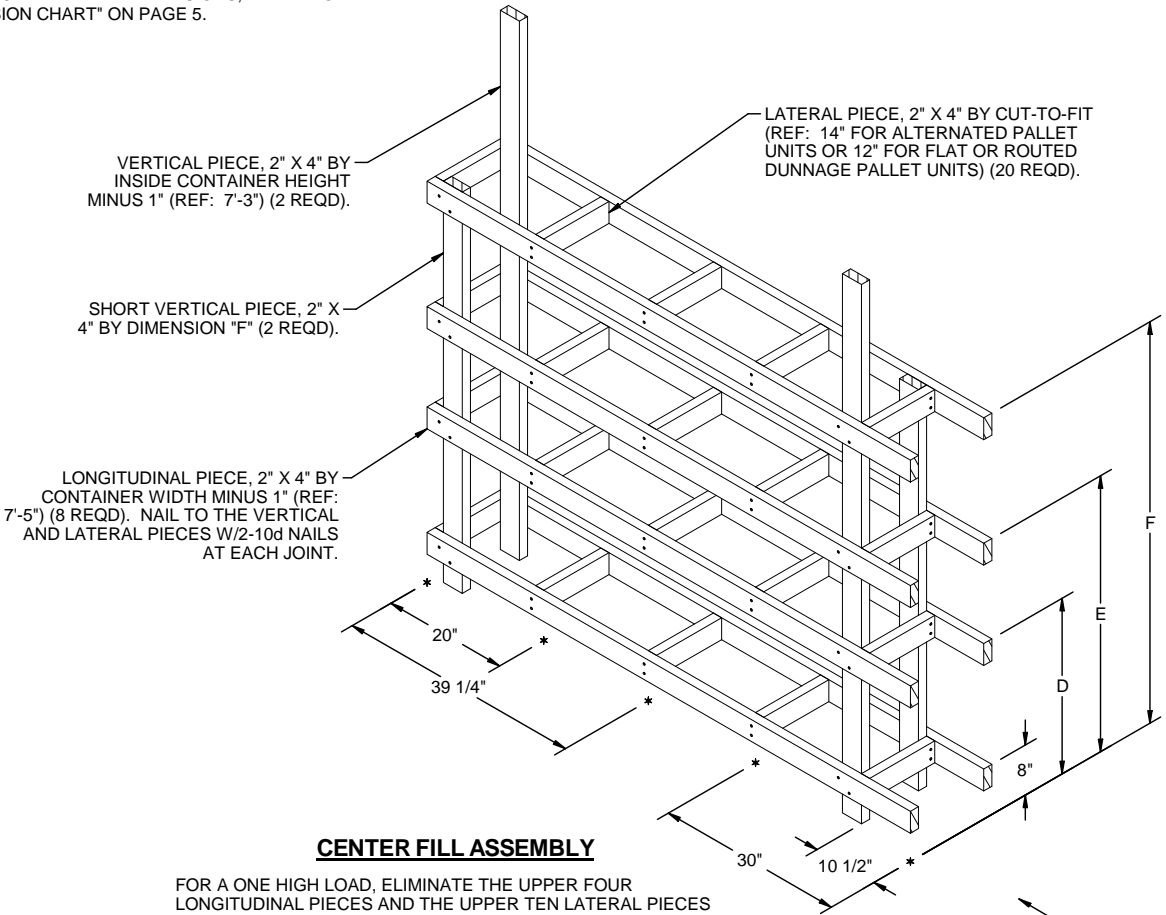
IF DESIRED, EACH END OF A STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING THE STRUTS WITH A "DRIVE" FIT.



CRIB FILL ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE FOUR UPPER LONGITUDINAL AND FOUR UPPER LATERAL PIECES AND REDUCE THE LENGTH OF THE SHORT VERTICAL PIECES TO DIMENSION "D".

NOTE: FOR LETTERED DIMENSIONS, REFER TO THE "DIMENSION CHART" ON PAGE 5.

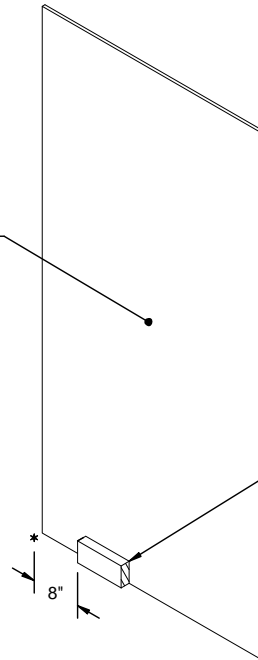


CENTER FILL ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE UPPER FOUR LONGITUDINAL PIECES AND THE UPPER TEN LATERAL PIECES AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES TO DIMENSION "D".

DOOR SIDE OF CONTAINER

PLYWOOD, 1/2" X 48" X 8'-0" (1 REQD).
NAIL THROUGH THE PLYWOOD INTO
THE HOLD-DOWN PIECE W/3-6d NAILS.



HOLD-DOWN PIECE, 2" X 4" X 8" (1 REQD).

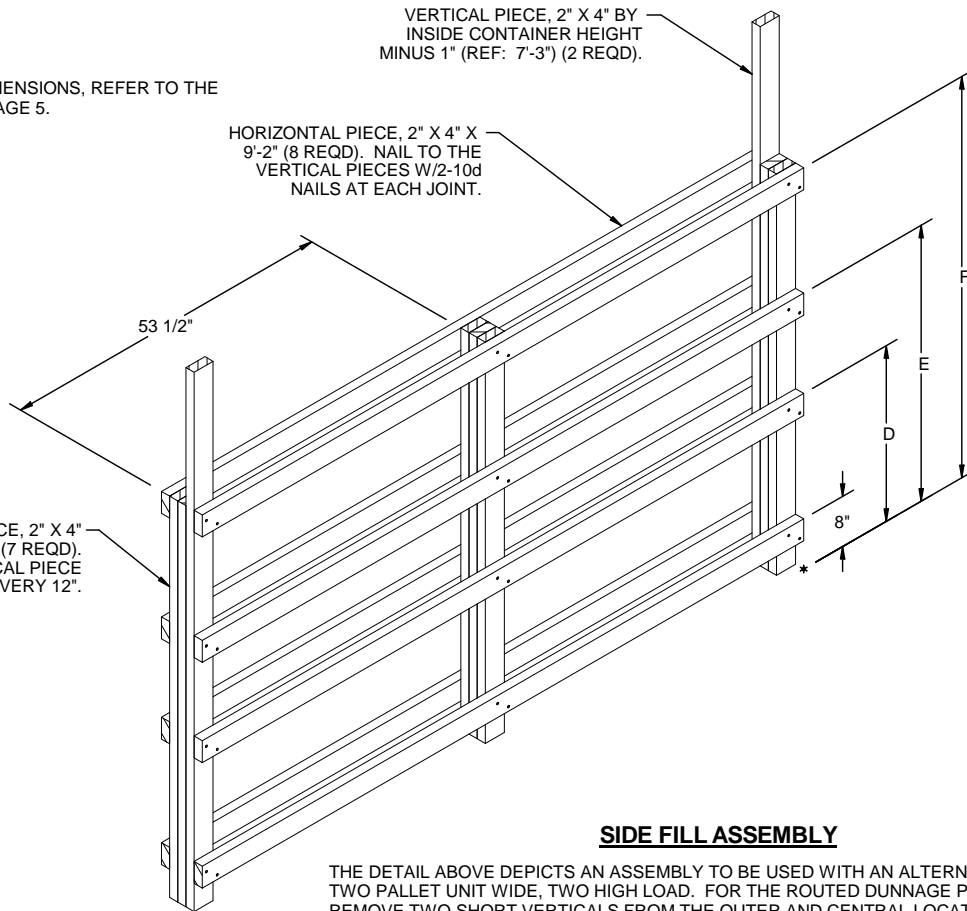
SEPARATOR GATE

FOR ONE HIGH LOAD, REDUCE THE HEIGHT OF
THE PLYWOOD TO 48".

NOTE: FOR LETTERED DIMENSIONS, REFER TO THE
"DIMENSION CHART" ON PAGE 5.

VERTICAL PIECE, 2" X 4" BY
INSIDE CONTAINER HEIGHT
MINUS 1" (REF: 7'-3") (2 REQD).

HORIZONTAL PIECE, 2" X 4" X
9'-2" (8 REQD). NAIL TO THE
VERTICAL PIECES W/2-10d
NAILS AT EACH JOINT.



SHORT VERTICAL PIECE, 2" X 4"
BY DIMENSION "F" (7 REQD).
LAMINATE TO VERTICAL PIECE
W/1-10d NAIL EVERY 12".

SIDE FILL ASSEMBLY

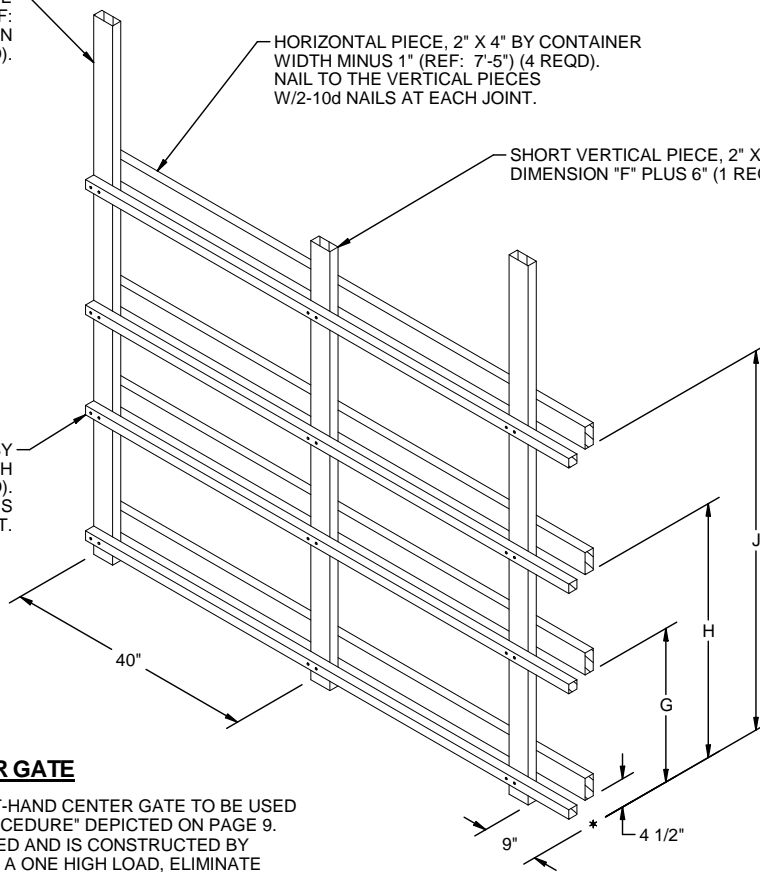
THE DETAIL ABOVE DEPICTS AN ASSEMBLY TO BE USED WITH AN ALTERNATED PALLET,
TWO PALLET UNIT WIDE, TWO HIGH LOAD. FOR THE ROUTED DUNNAGE PALLET UNIT,
REMOVE TWO SHORT VERTICALS FROM THE OUTER AND CENTRAL LOCATIONS. FOR THE
FLAT DUNNAGE PALLET UNIT, REMOVE TWO SHORT VERTICAL PIECES EACH FROM THE
OUTER AND CENTRAL LOCATIONS AND REDUCE THE THICKNESS OF THE HORIZONTAL
PIECES FROM A 2" X 4" TO A 1" X 4". FOR A ONE PALLET LONG GATE, ELIMINATE THE
CENTER VERTICALS AND REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO THE
PALLET UNIT LENGTH. FOR SINGLE LAYER LOAD, ELIMINATE THE UPPER FOUR HORIZONTAL
PIECES, AND REDUCE THE LENGTH OF THE SHORT VERTICAL PIECES TO DIMENSION "D".

VERTICAL PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-1" ON FAR SIDE OF CONTAINER, 7'-4" ON DOOR SIDE OF CONTAINER) (2 REQD).

HORIZONTAL PIECE, 2" X 4" BY CONTAINER WIDTH MINUS 1" (REF: 7'-5") (4 REQD). NAIL TO THE VERTICAL PIECES W/2-10d NAILS AT EACH JOINT.

SHORT VERTICAL PIECE, 2" X 4" BY DIMENSION "F" PLUS 6" (1 REQD).

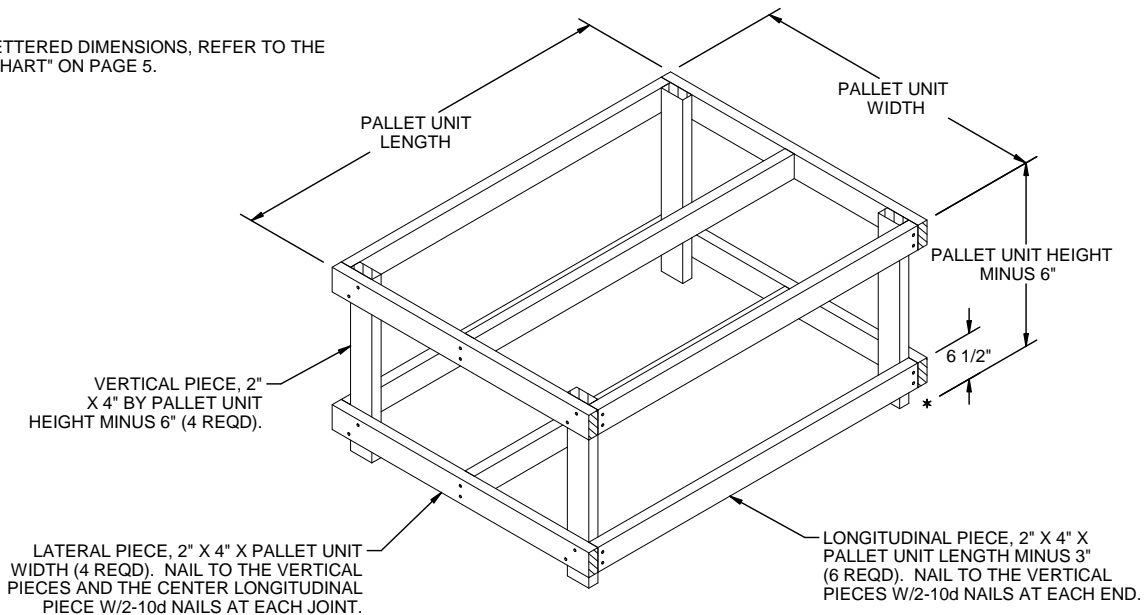
STRUT LEDGER, 2" X 2" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-5") (4 REQD). NAIL TO VERTICAL PIECES W/2-10d NAILS AT EACH JOINT.



CENTER GATE

THE DETAIL ABOVE DEPICTS A LEFT-HAND CENTER GATE TO BE USED IN THE "LESS-THAN-FULL LOAD PROCEDURE" DEPICTED ON PAGE 9. A RIGHT-HAND GATE IS ALSO NEEDED AND IS CONSTRUCTED BY REVERSING THE DIMENSIONS. FOR A ONE HIGH LOAD, ELIMINATE THE TWO UPPER HORIZONTAL PIECES AND TWO UPPER STRUT LEDGERS AND REDUCE THE SHORT VERTICAL PIECES TO DIMENSION "D" + 6".

NOTE: FOR LETTERED DIMENSIONS, REFER TO THE "DIMENSION CHART" ON PAGE 5.



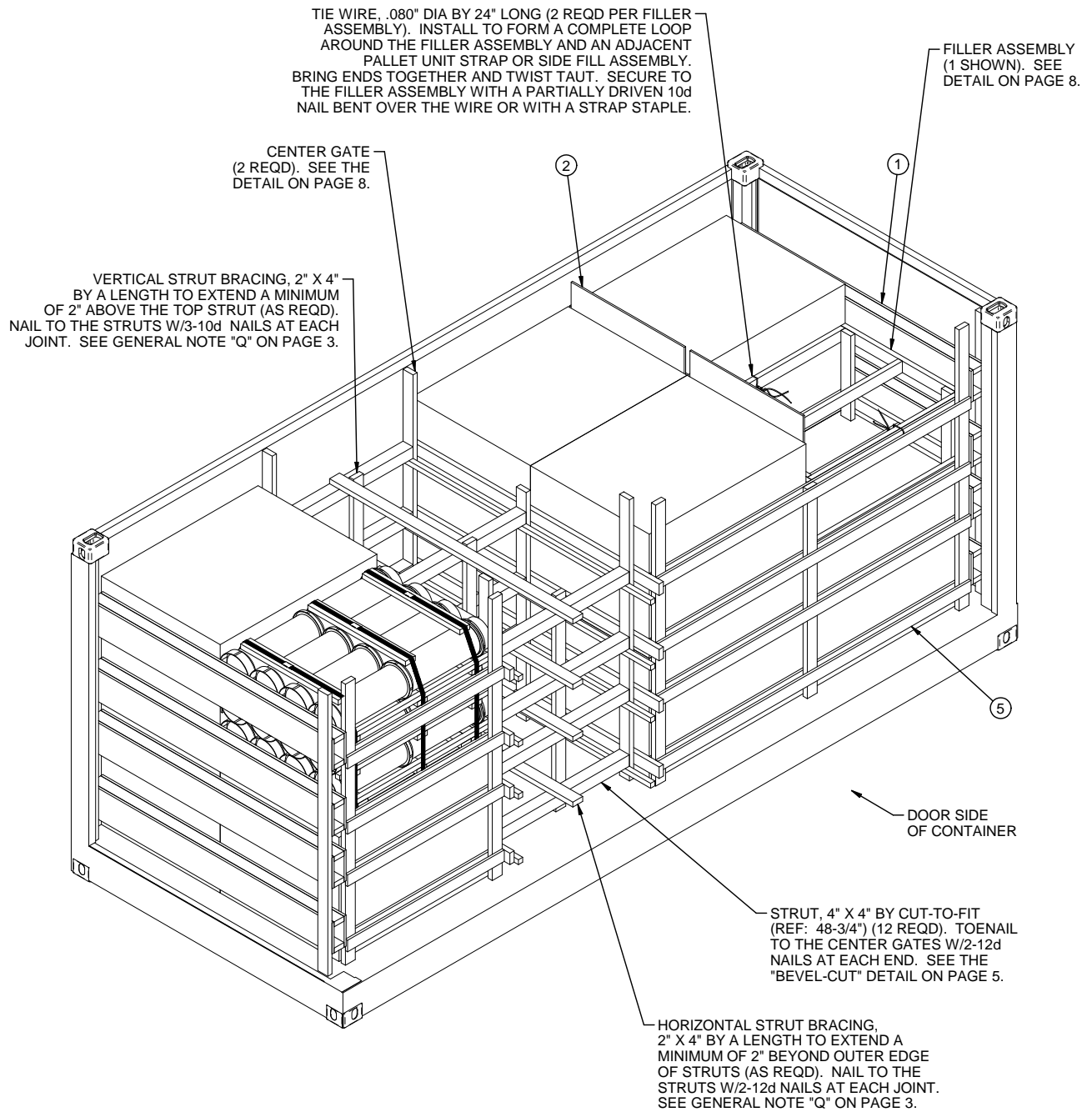
VERTICAL PIECE, 2" X 4" BY PALLET UNIT HEIGHT MINUS 6" (4 REQD).

LATERAL PIECE, 2" X 4" X PALLET UNIT WIDTH (4 REQD). NAIL TO THE VERTICAL PIECES AND THE CENTER LONGITUDINAL PIECE W/2-10d NAILS AT EACH JOINT.

LONGITUDINAL PIECE, 2" X 4" X PALLET UNIT LENGTH MINUS 3" (6 REQD). NAIL TO THE VERTICAL PIECES W/2-10d NAILS AT EACH END.

FILLER ASSEMBLY

FOR MINUS ONE PALLET UNIT. NO MORE THAN THREE FILLER ASSEMBLIES MAY BE USED PER TWO HIGH LOAD, AND NO MORE THAN ONE FILLER ASSEMBLY MAY BE USED PER ONE HIGH LOAD. DO NOT INSTALL FILLER ASSEMBLY IMMEDIATELY ADJACENT TO CENTER FILL ASSEMBLY OR GATE.



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) AND DEPICTS THE FLAT DUNNAGE REDUCED PALLET UNIT. KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTES "H" AND "P" ON PAGE 3.

