

APPROVED BY
BUREAU OF EXPLOSIVES

dan healy Digitally signed by dan healy
DN: cn=dan healy, o, ou,
email=dan_healy@aar.com,
c=US
Date: 2011.03.01 16:42:18 -06'00'

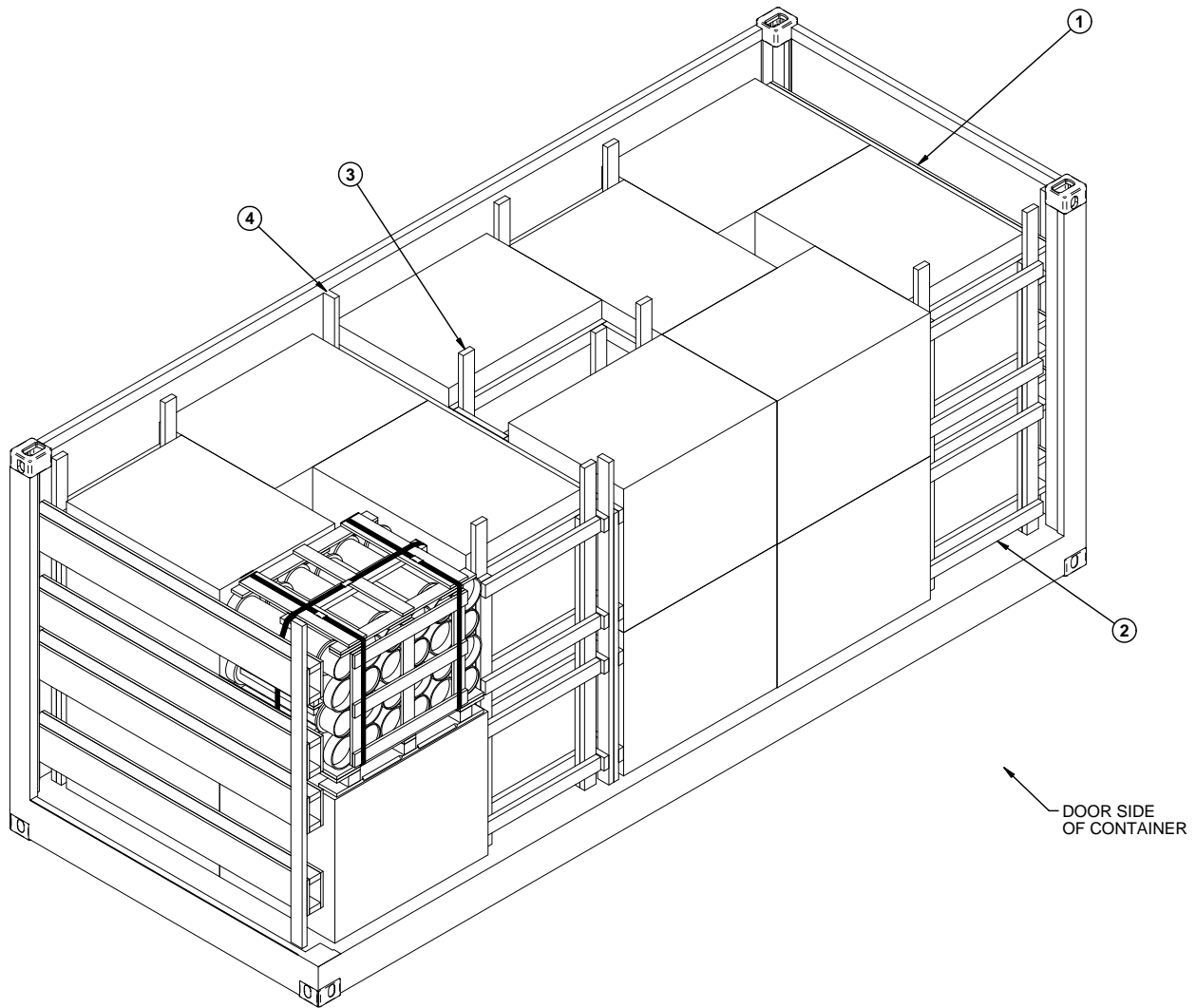
LOADING AND BRACING[⊕] IN SIDE OPENING ISO CONTAINERS OF 155MM M119 SERIES PROPELLING CHARGES, PACKED IN PA37 CY- LINDRICAL METAL CONTAINERS, ON WOODEN PALLETS

INDEX

ITEM	PAGE(S)
20 PALLET UNIT LOAD (ALTERNATED PALLET UNIT)	2
PALLET UNIT DETAILS	3
GENERAL NOTES AND MATERIAL SPECIFICATIONS	4
DETAILS	5-10
18 PALLET UNIT LOAD (FLAT DUNNAGE-REDUCED HEIGHT)	7
LESS-THAN-FULL-LOAD-PROCEDURES	10

U.S. ARMY MATERIEL COMMAND DRAWING

<p>APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND</p>		<p>CAUTION: VERIFY PRIOR TO USE AT WWW.DAC.ARMY.MIL THAT THIS IS THE MOST CURRENT VERSION OF THIS DOCUMENT. THIS IS PAGE 1 OF 10.</p>						
<p>RUS.ALLEN.J .1230354282</p> <p><small>Digitally signed by RUS.ALLEN.J.1230354282 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282 Date: 2011.03.10 16:02:06 -06'00'</small></p>		<p>DO NOT SCALE</p>			<p>MARCH 2011</p>			
<p>ENGINEER OR TECHNICIAN</p>		<p>BASIC</p>	<p>MADELINE BANKS</p>					
		<p>REV.</p>						
<p>APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND</p>		<p>TRANSPORTATION ENGINEERING DIVISION</p>	<p>FIEFFER.LAUR A.A.1230375727</p> <p><small>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: 2011.02.24 15:21:12 -06'00'</small></p>					
<p>CARNEY.GARY.BURTON.1038708038</p> <p><small>Digitally signed by CARNEY.GARY.BURTON.1038708038 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=CARNEY.GARY.BURTON.1038708038 Date: 2011.04.12 12:04:06 -05'00'</small></p>		<p>VALIDATION ENGINEERING DIVISION</p>	<p>BARICKMAN. PHILIP.W.123 0202202</p> <p><small>Digitally signed by BARICKMAN.PHELIP.W.1230202202 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BARICKMAN.PHELIP.W.1230202202 Date: 2011.03.24 15:22:38 -06'00'</small></p>	<p>TESTED</p>	<p>CLASS</p>	<p>DIVISION</p>	<p>DRAWING</p>	<p>FILE</p>
<p>U.S. ARMY DEFENSE AMMUNITION CENTER</p>		<p>ENGINEERING DIRECTORATE</p>	<p>BEAVER.JERRY. W.1230949952</p> <p><small>Digitally signed by BEAVER.JERRY.W.1230949952 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BEAVER.JERRY.W.1230949952 Date: 2011.03.01 15:27:57 -06'00'</small></p>		<p>19</p>	<p>48</p>	<p>4264/9</p>	<p>15PM1003</p>



ISOMETRIC VIEW

KEY NUMBERS

- ① END BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② SIDE FILL (4 REQD). SEE THE DETAIL ON PAGE 6.
- ③ CRIB FILL A (1 REQD). SEE THE DETAIL ON PAGE 8.
- ④ CENTER FILL (1 REQD). SEE THE DETAIL ON PAGE 6.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	519	346
NAILS	NO. REQD	POUNDS
6d (2")	352	2-1/4
10d (3")	360	5-1/2
PLYWOOD, 3/4" - - 90.78 SQ FT REQD - 187.23 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	20 - - - - -	23,200 LBS
DUNNAGE - - - - -	- - - - -	887 LBS
CONTAINER - - - - -	- - - - -	6,050 LBS
TOTAL WEIGHT - - - - -		30,137 LBS (APPROX)

GENERAL NOTES

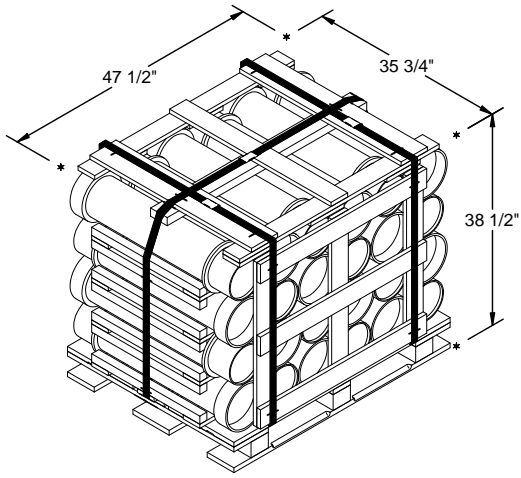
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF PROPELLING CHARGES PACKED IN PA37 SERIES METAL CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND AMC DRAWING 19-48-4042A/9-20PM1001 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF CONTAINERS 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 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 CRIB FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS, LENGTH AND/OR QUANTITY OF THE VERTICAL OR HORIZONTAL PIECES IN THE SIDE FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT. IN THE EVENT OF A VARIATION IN THE ISO CONTAINER DIMENSIONS, PLYWOOD FILL MAY BE ADDED AT THE DOOR SIDE OF THE LOAD SHOWN ON PAGE 7.
- 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.
- 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.

(CONTINUED AT RIGHT)

- 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 ON PAGE 8.
 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 FORWARD 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 DEPICTED ON PAGE 10. 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 MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN PALLET UNITS, AND BETWEEN PALLET UNITS AND THE SIDE OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.

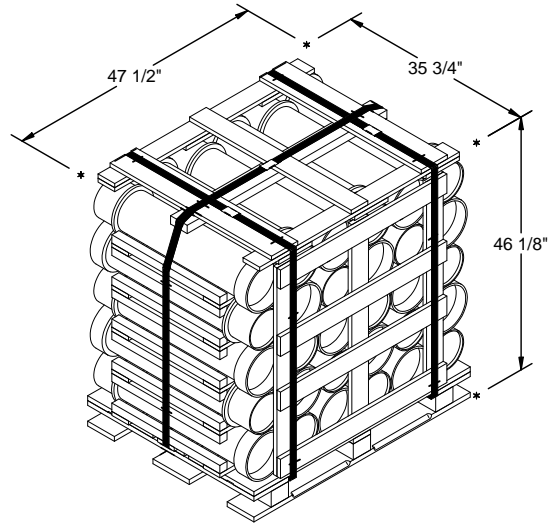
MATERIAL SPECIFICATIONS

- LUMBER** - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - : ASTM F1667; COMMON STEEL NAIL NLCMS OR 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.



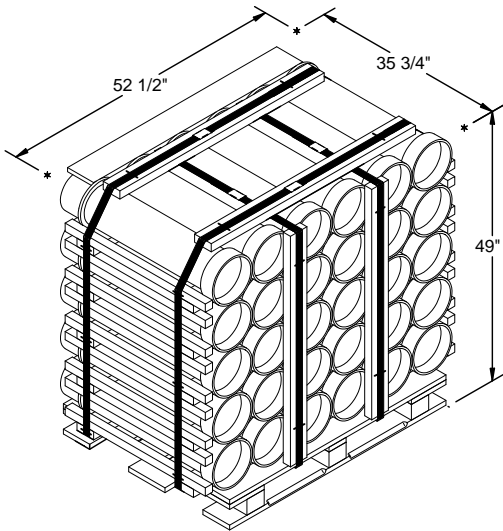
ALTERNATED PALLET UNIT

GROSS WEIGHT - - - - - 1,160 LBS
 CUBE - - - - - 37.8 CU FT



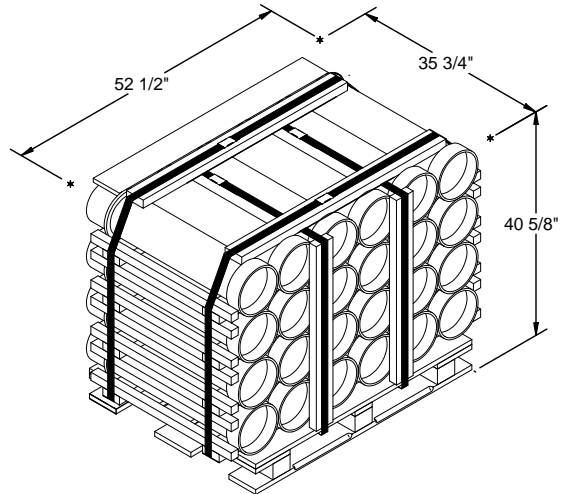
ALTERNATED INCREASED HEIGHT PALLET UNIT

GROSS WEIGHT - - - - - 1,432 LBS
 CUBE - - - - - 45.3 CU FT



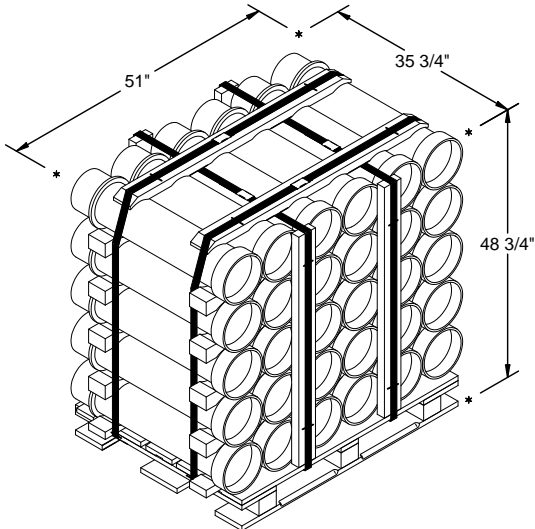
FLAT DUNNAGE PALLET UNIT

GROSS WEIGHT - - - - - 1,452 LBS
 CUBE - - - - - 53.2 CU FT



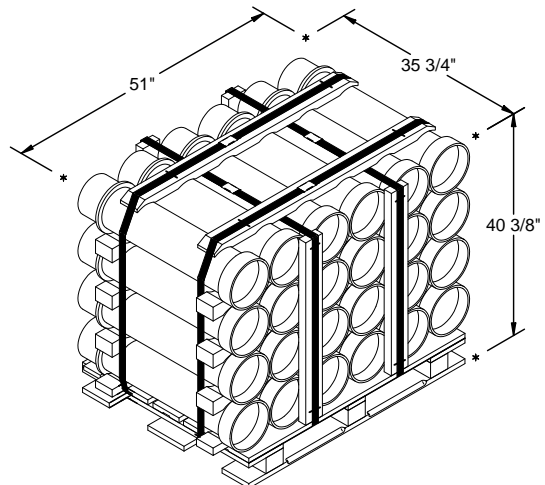
FLAT DUNNAGE REDUCED HEIGHT PALLET UNIT

GROSS WEIGHT - - - - - 1,195 LBS
 CUBE - - - - - 44.1 CU FT



ROUTED DUNNAGE PALLET UNIT

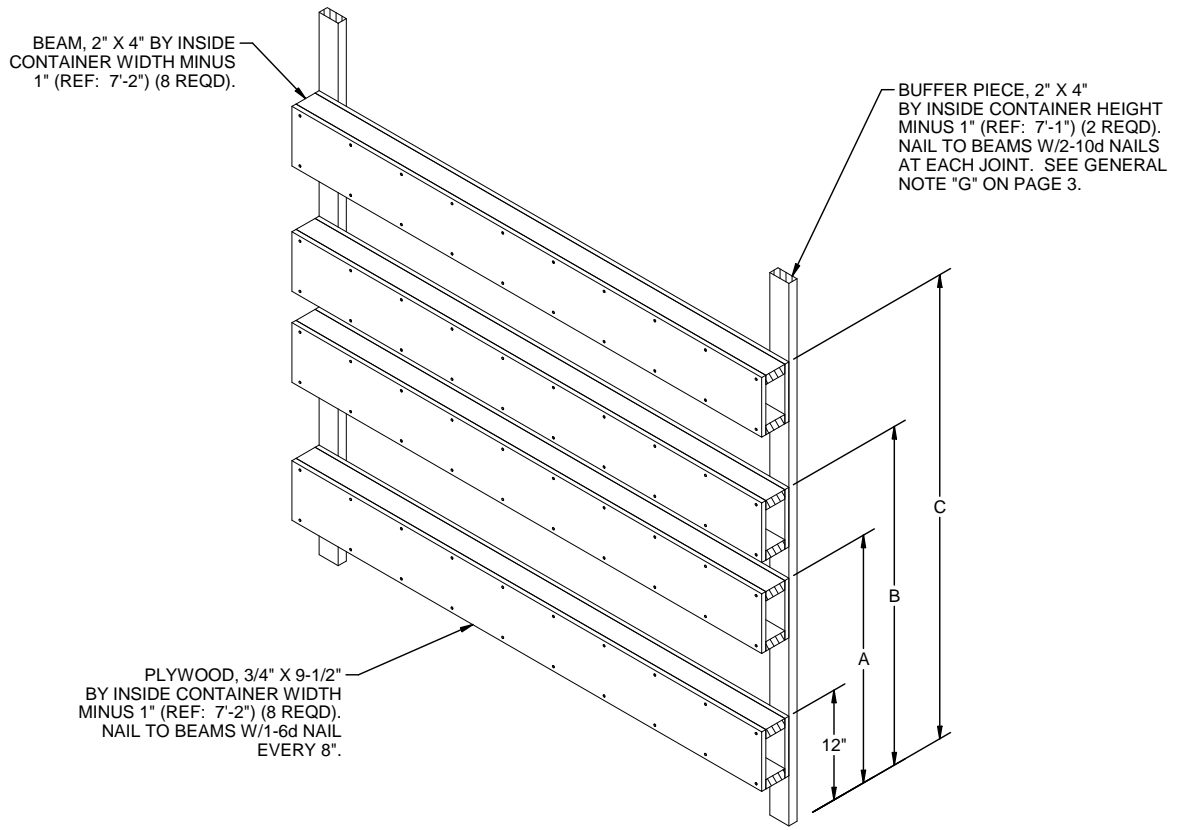
GROSS WEIGHT - - - - - 1,429 LBS
 CUBE - - - - - 51.4 CU FT



ROUTED DUNNAGE REDUCED HEIGHT PALLET UNIT

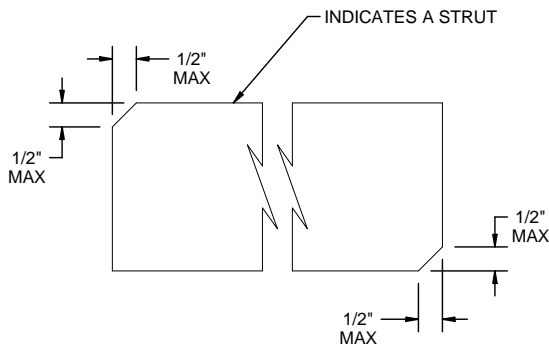
GROSS WEIGHT - - - - - 1,161 LBS
 CUBE - - - - - 44.1 CU FT

DIMENSION CHART								
PALLET UNIT	DIMENSION							
	A	B	C	D	E	F	G	H
ALTERNATED BASIC PALLET	34"	46"	68"	30"	46"	70"	27"	62"
ALTERNATED INCREASED PALLET	42"	---	---	38"	---	---	---	---
FLAT BASIC PALLET	46"	---	---	42"	---	---	---	---
FLAT REDUCED PALLET	36"	48"	6'-4"	34"	58"	6'-10"	30"	70"
ROUTED BASIC PALLET	46"	---	---	40"	---	---	---	---
ROUTED REDUCED PALLET	36"	48"	6'-4"	32"	56"	6'-8"	30"	70"



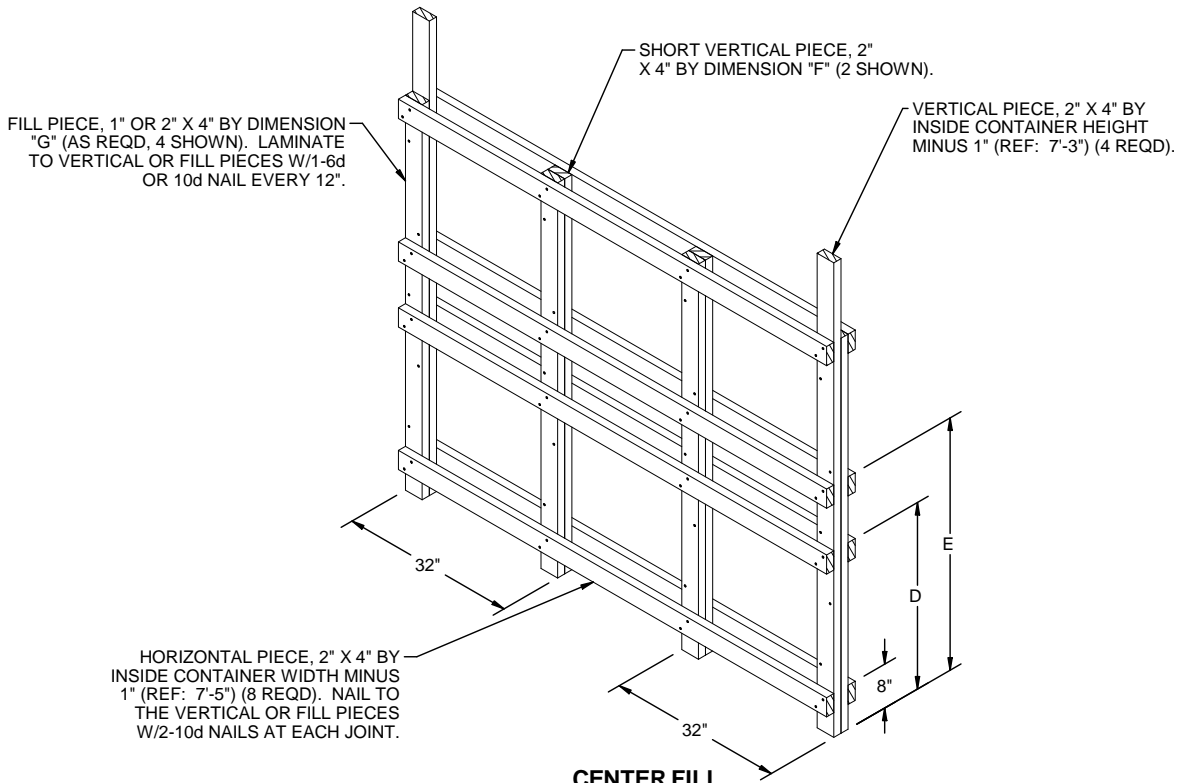
END BLOCKING ASSEMBLY

FOR SINGLE LAYER LOAD, ELIMINATE THE TOP TWO BEAM ASSEMBLIES.



BEVEL CUT

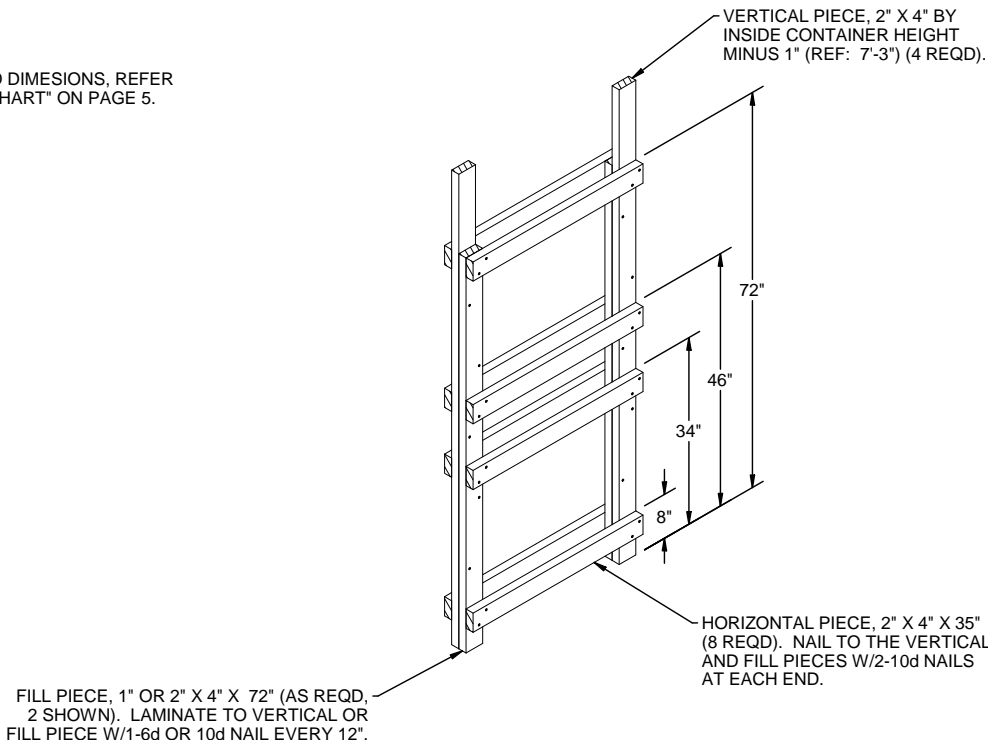
IF DESIRED, EACH END OF A STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING THE STRUTS WITH A "DRIVE" FIT.



CENTER FILL

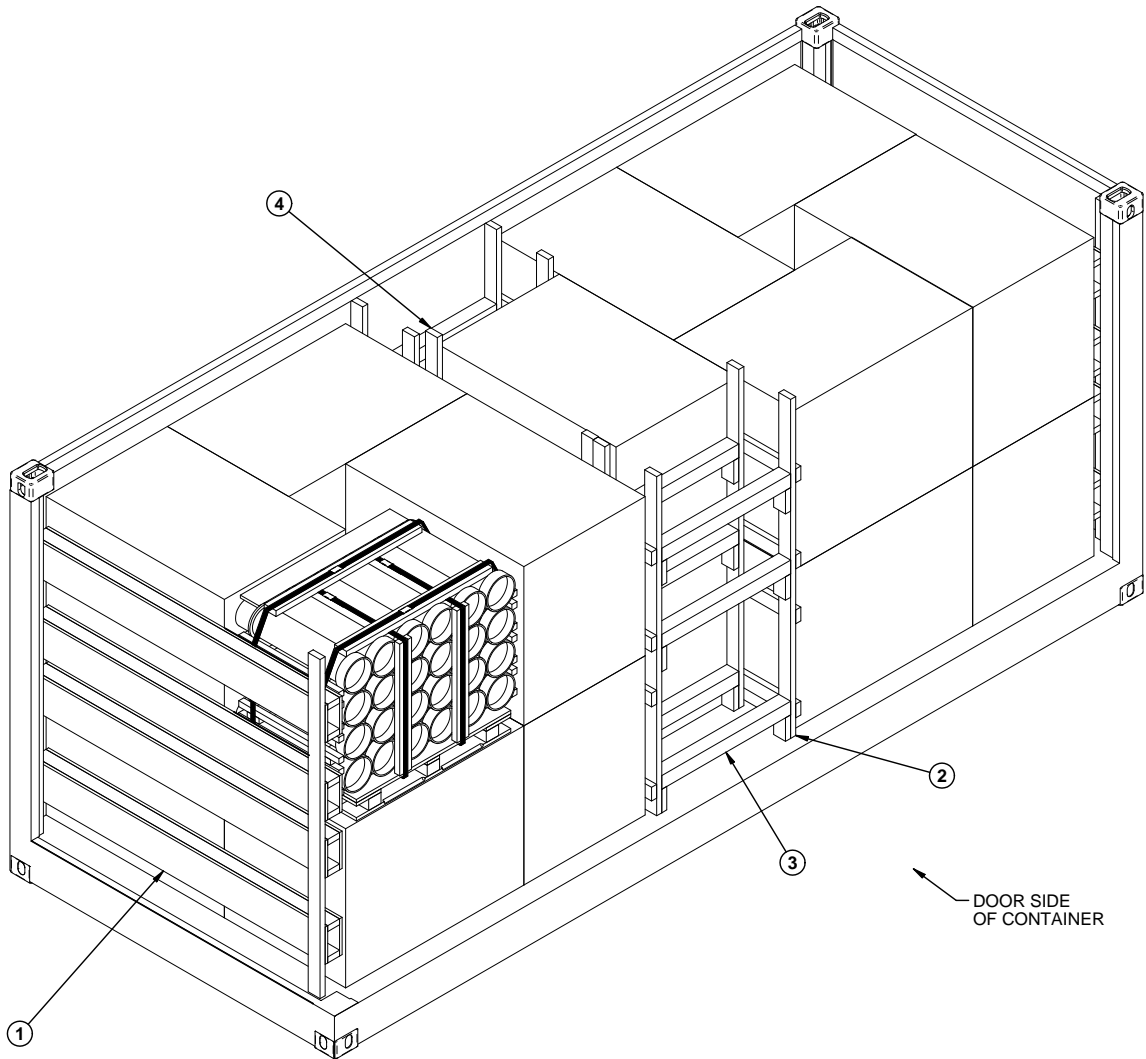
THE DETAIL ABOVE DEPICTS A CENTER FILL ASSEMBLY TO BE USED IN THE 20 PALLET UNIT LOAD AS SHOWN ON PAGE 2. FOR A SINGLE LAYER LOAD, ELIMINATE THE UPPER FOUR HORIZONTAL PIECES AND REDUCE THE HEIGHT OF THE FILL PIECE TO DIMENSION "D". **NOTE:** FOR THE 18 PALLET UNIT LOAD SHOWN ON PAGE 7, ELIMINATE THE TWO SHORT VERTICALS AND THE CENTER FILL PIECES AND REDUCE THE LENGTH OF THE HORIZONTAL TO PALLET UNIT LENGTH.

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



SIDE FILL

THE DETAIL ABOVE DEPICTS A SIDE FILL ASSEMBLY TO BE USED IN THE 20 PALLET UNIT LOAD AS SHOWN ON PAGE 2. FOR A SINGLE LAYER LOAD, ELIMINATE THE UPPER FOUR HORIZONTAL PIECES AND REDUCE THE HEIGHT OF THE FILL PIECES TO 34".



ISOMETRIC VIEW

KEY NUMBERS

- ① END BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② CENTER GATE A (4 REQD). SEE THE DETAIL ON PAGE 9.
- ③ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 38") (12 REQD). TOENAIL TO THE CENTER GATES W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 5.
- ④ CENTER FILL (1 REQD). SEE THE DETAIL ON PAGE 6.

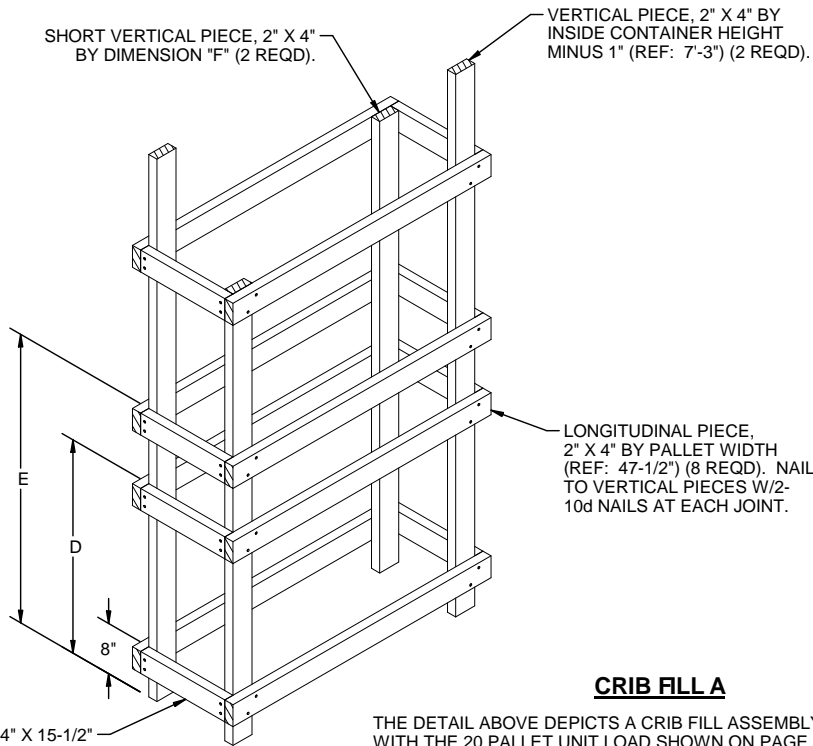
BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	286	190
4" X 4"	38	51
NAI LS	NO. REQD	POUNDS
6d (2")	352	2-1/4
10d (3")	256	4
12d (3-1/4")	48	1
PLYWOOD, 3/4" - - 88.67 SQ. FT REQD - 182.88 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	18 - - - - -	21,276 LBS
DUNNAGE - - - - -	- - - - -	672 LBS
CONTAINER - - - - -	- - - - -	6,050 LBS
TOTAL WEIGHT - - - - -		27,998 LBS (APPROX)

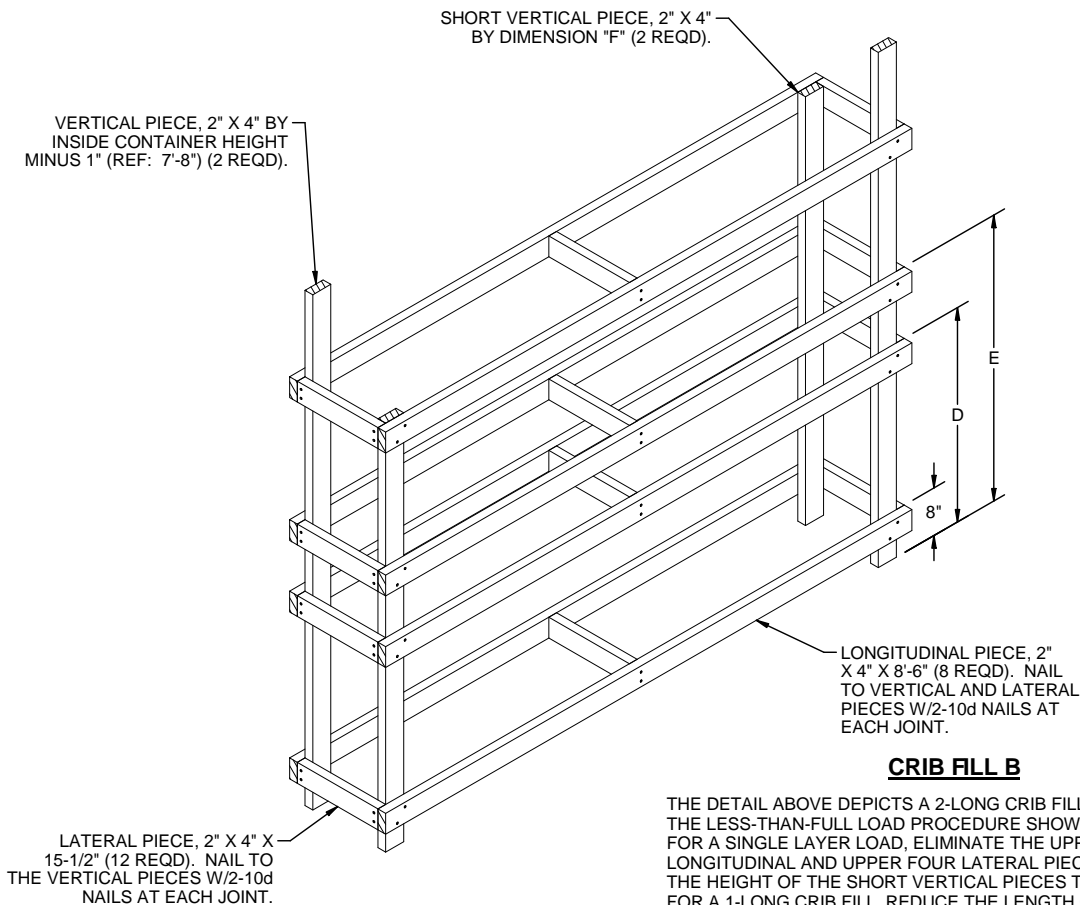
18 PALLET UNIT LOAD (FLAT DUNNAGE - REDUCED HEIGHT)



CRIB FILL A

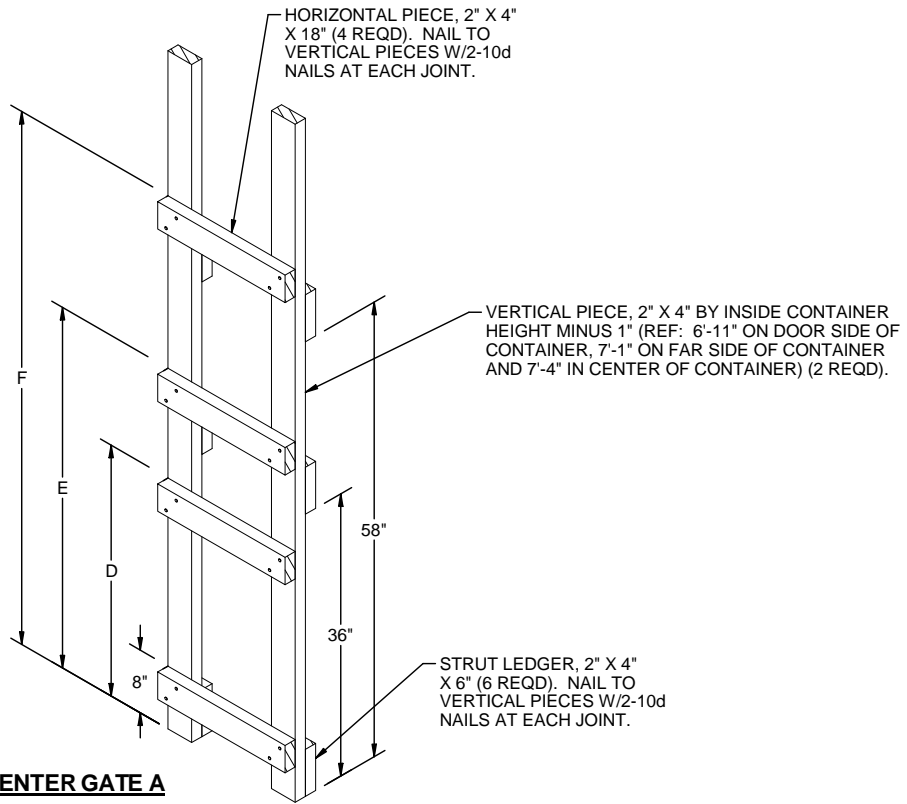
THE DETAIL ABOVE DEPICTS A CRIB FILL ASSEMBLY TO BE USED WITH THE 20 PALLET UNIT LOAD SHOWN ON PAGE 2. FOR A SINGLE LAYER LOAD, ELIMINATE THE UPPER FOUR HORIZONTAL AND UPPER FOUR LATERAL PIECES AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES TO DIMENSION "D".

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



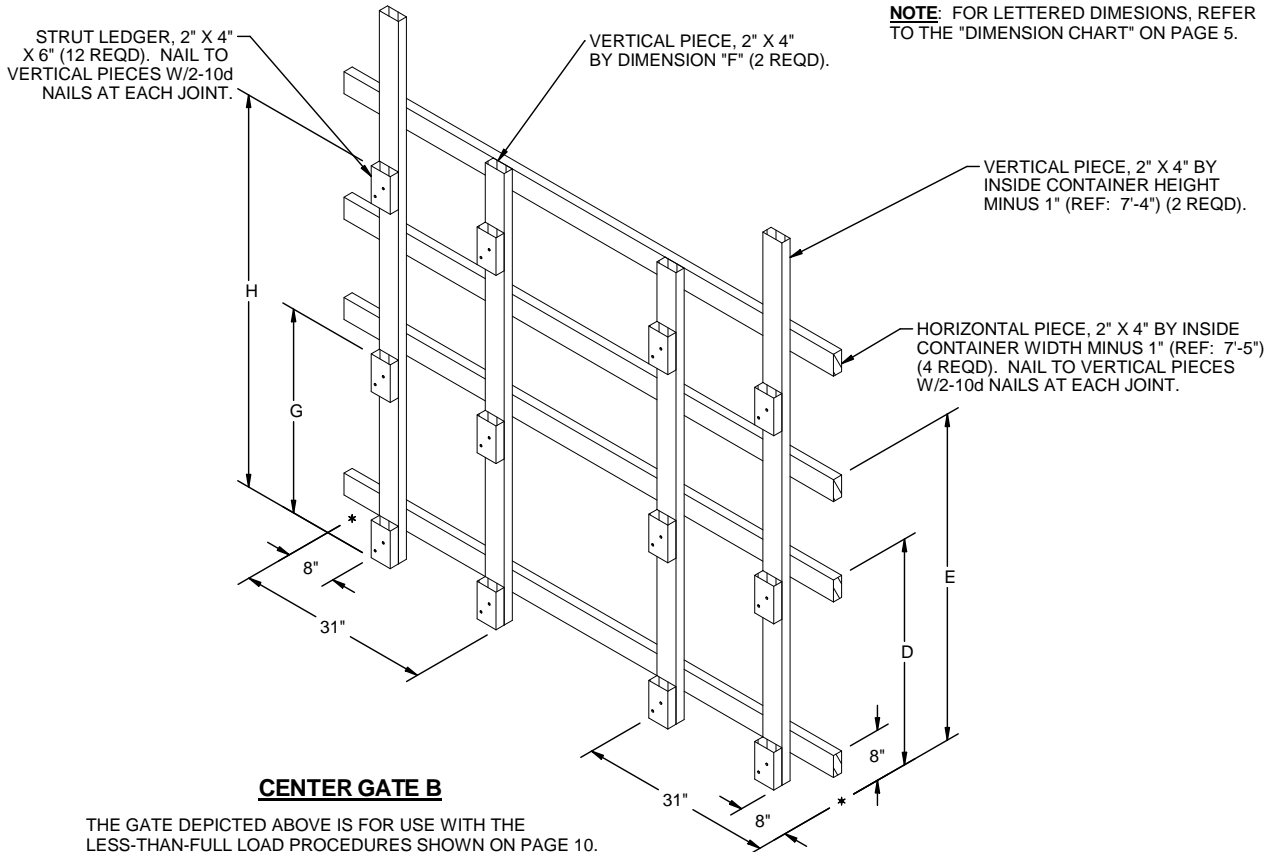
CRIB FILL B

THE DETAIL ABOVE DEPICTS A 2-LONG CRIB FILL TO BE USED IN THE LESS-THAN-FULL LOAD PROCEDURE SHOWN ON PAGE 10. FOR A SINGLE LAYER LOAD, ELIMINATE THE UPPER FOUR LONGITUDINAL AND UPPER FOUR LATERAL PIECES, AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES TO DIMENSION "D". FOR A 1-LONG CRIB FILL, REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO CORRESPOND TO THE PALLET WIDTH.



CENTER GATE A

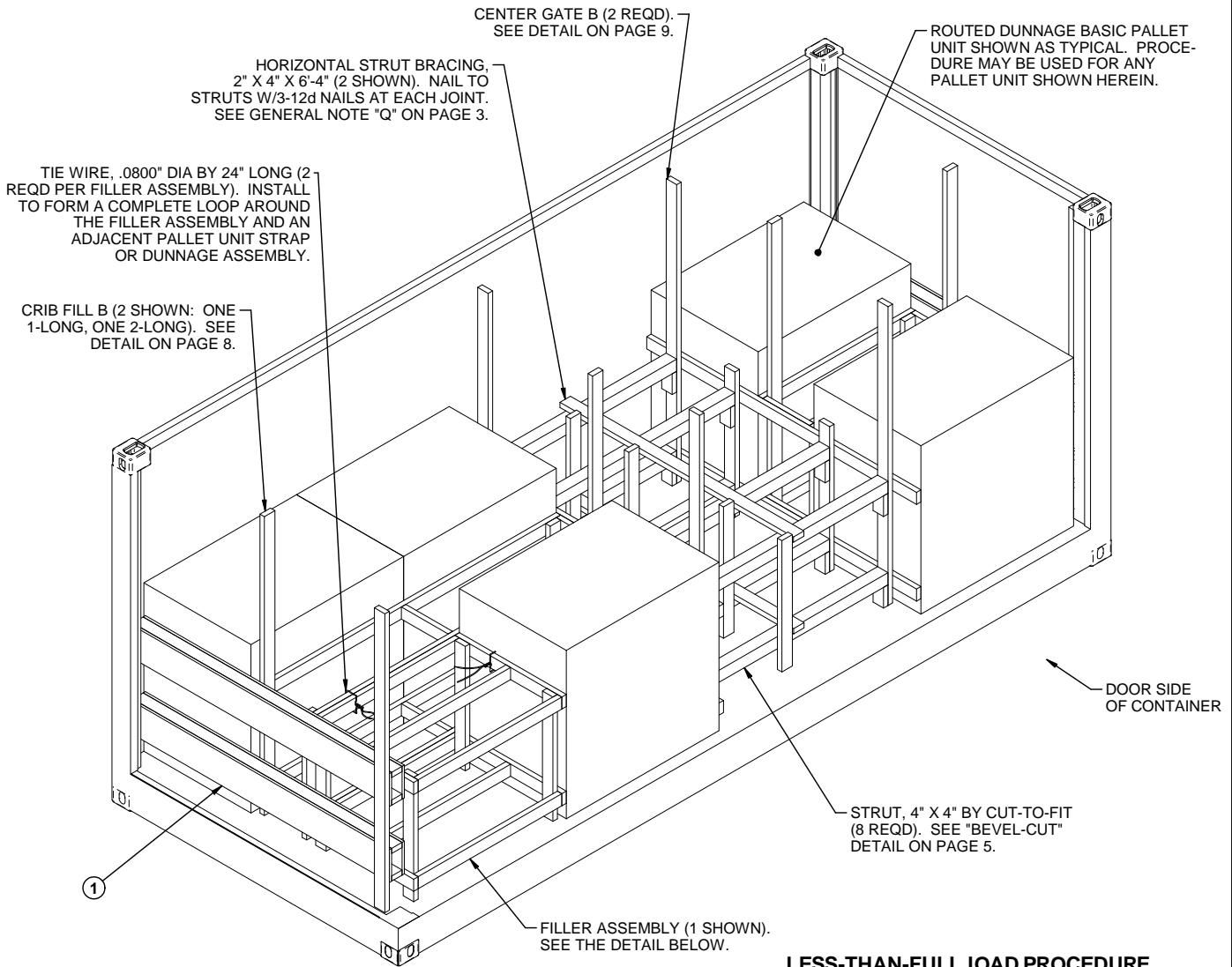
THE GATE DEPICTED ABOVE IS USED IN THE 18 PALLET UNIT LOAD SHOWN ON PAGE 7. FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO HORIZONTALS AND THE TOP STRUT LEDGER AND RELOCATE THE MIDDLE STRUT LEDGER TO 24". FOR USE WITH ALTERNATED PALLET UNITS, INCREASE THE LENGTH OF THE HORIZONTAL PIECES TO 21".



CENTER GATE B

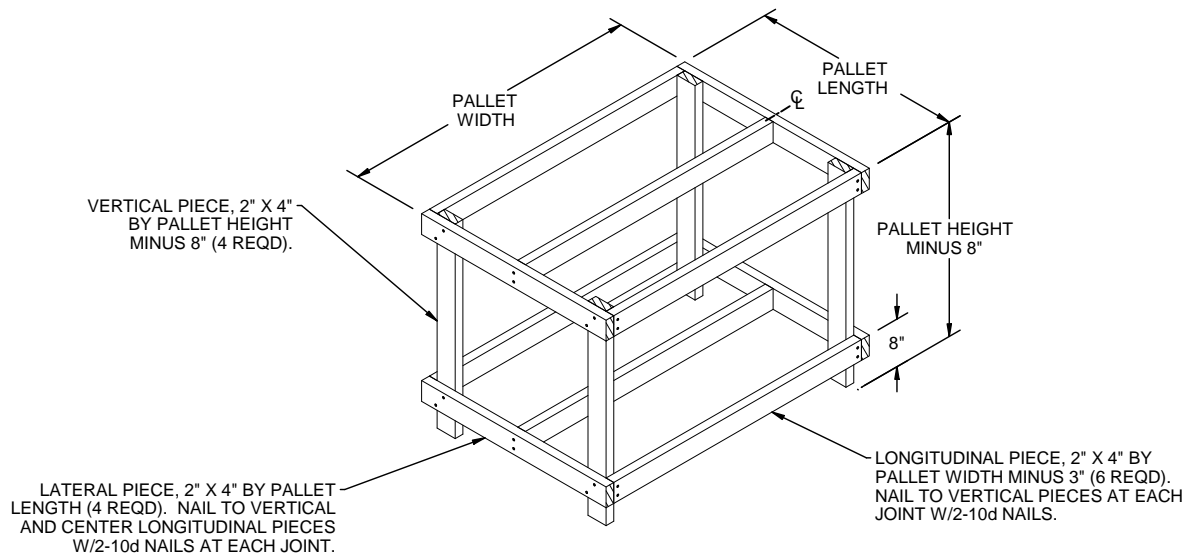
THE GATE DEPICTED ABOVE IS FOR USE WITH THE LESS-THAN-FULL LOAD PROCEDURES SHOWN ON PAGE 10. FOR SINGLE LAYER LOAD, ELIMINATE THE FOUR UPPER STRUT LEDGERS AND THE TWO UPPER HORIZONTAL PIECES AND REDUCE THE HEIGHT OF THE SHORTER VERTICAL PIECES TO DIMENSION "D".

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



LESS-THAN-FULL LOAD PROCEDURE

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN A LESS-THAN-FULL CONTAINER LOAD (LESS THAN 20 OR 18 UNITS). KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTES "H" AND "P" ON PAGE 3.



FILLER ASSEMBLY

FOR MINUS ONE PALLET UNIT. NO MORE THAN ONE FILLER ASSEMBLY MAY BE USED PER ONE-HIGH LOAD. DO NOT INSTALL FILLER ASSEMBLY IMMEDIATELY ADJACENT TO CENTER GATE.