

LOADING AND BRACING[⊕] IN SIDE OPENING ISO CONTAINERS OF PALLETIZED UNITS OF SEPARATE LOADING PROJECTILES

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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> <small>Digitally signed by RUS.ALLEN.J.1230354282 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282 Date: 2014.09.19 09:06:42 -05'00'</small>		<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 12.</p>						
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		TEST REPORT	NA		19	48	4292	15PE1010
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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 PALLETIZED SEPARATE LOADING PROJECTILES. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 3 FOR DETAILS OF THE PALLET UNITS. SEE AMC DRAWING 19-48-4076-20PE1001 FOR PALLET UNIT BUNDLING REQUIREMENTS. **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 LOADS 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'-6-1/4" LONG BY 90" WIDE BY 89" 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 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 SPACER PIECES OR BY INCREASING THE THICKNESS OF THE PLYWOOD ON THE SIDE FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS, LENGTH AND/OR QUANTITY OF THE PLYWOOD OR SPACER PIECES IN THE SIDE FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNITS. 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, OR BY INCREASING THE NUMBER OF VERTICAL PIECES IN THE CENTER GATE "B".
- E. THIS DRAWING DEPICTS A 42-PALLET MAXIMUM CONFIGURATION, WITH A LADING WEIGHT OF 33,600 POUNDS (SMALL WOODEN PALLET), 36,708 POUNDS (LARGE WOODEN PALLET), AND 37,842 POUNDS (METAL PALLET). DUE TO RESTRICTIONS ENACTED BY THE SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND AND THE JOINT MUNITION 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, PALLET UNITS MUST BE ELIMINATED FROM THE 42-PALLET MAXIMUM LOAD TO REDUCE THE GROSS WEIGHT TO LESS THAN 40,000 POUNDS. SEE THE "LESS-THAN-FULL LOAD PROCEDURES ON PAGE 12 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 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:**

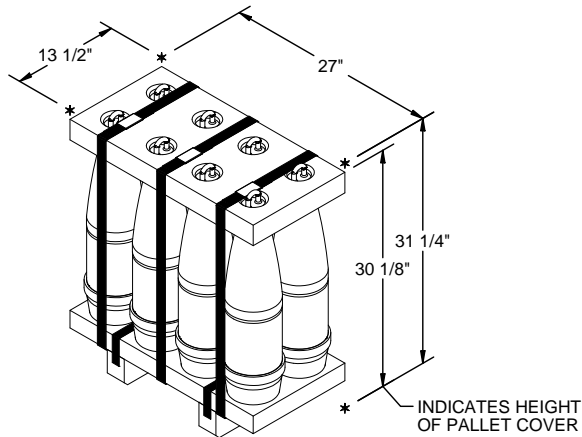
THE MAXIMUM LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALTHOUGH THE HEAVIEST MAXIMUM LOADS ARE DELINEATED IN THE LOAD VIEWS, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOADS CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. DEPENDING ON TRANSPORTATION 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)

- M. REQUIREMENTS CITED WITHIN THE ASSOCIATION OF AMERICAN RAILROADS (AAR) INTERNATIONAL 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 LOADS ON PAGES 4 THRU 6 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL LOAD PROCEDURE" ON PAGE 12.
 1. IF A LOAD IS REDUCED BY ONLY A SMALL AMOUNT (FIVE OR LESS 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 FIVE 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. 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.
- 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 "LESS-THAN-FULL LOAD PROCEDURE" ON PAGE 12. 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. PALLET UNITS WHICH ARE ALREADY BUNDLED TOGETHER WITH STEEL STRAPPING INTO GROUPS OF THREE MAY REMAIN BUNDLED FOR SHIPMENT. BUNDLING STRAPS HAVE BEEN SHOWN AS TYPICAL ONLY, AND ARE NOT SPECIFICALLY REQUIRED WHEN LOADING IN ACCORDANCE WITH THE PROCEDURES DETAILED ON PAGES 4 THRU 6 AND PAGE 12. IF ANY OF THE PALLET UNITS LOADED IN ONE OR TWO LONGITUDINALLY ADJACENT ROWS ARE NOT BUNDLED INTO GROUPS OF THREE, RETAINER PIECES, AS SHOWN ON PAGE 10, MUST BE INSTALLED ON THE TOP OF THE LOAD BEARING GATES. THIS PIECE IS SHOWN ON ONE ASSEMBLY IN THE LOAD ON PAGE 4 FOR ILLUSTRATION PURPOSES.

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.
- WIRE, CARBON STEEL - - : ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, 0.0800" DIA, GRADE 1006 OR BETTER.

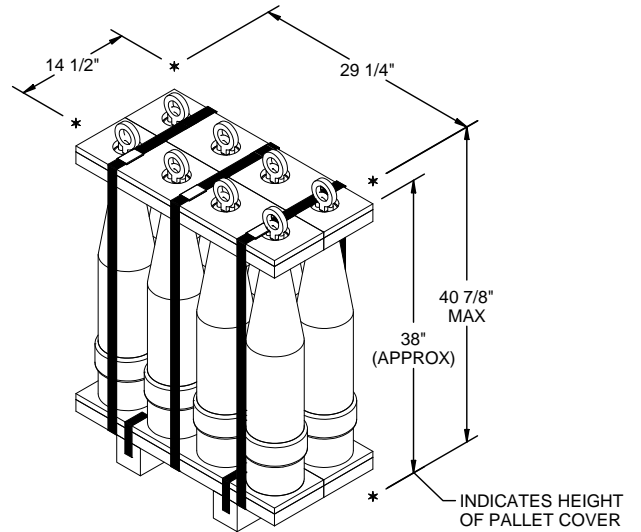


155MM SLP. 8/SMALL WOODEN PALLET

UNIT WEIGHT - - - - - 800 LBS (APPROX)
 CUBE - - - - - 6.6 CU FT

REFER TO THE LOAD ON PAGE 4

INCLUDES, BUT IS NOT LIMITED TO DODICS:
 D505, D506, D542, D544, D545, D547, D548, D549,
 D550, D551, D554, D561, D562, D568, AND D571

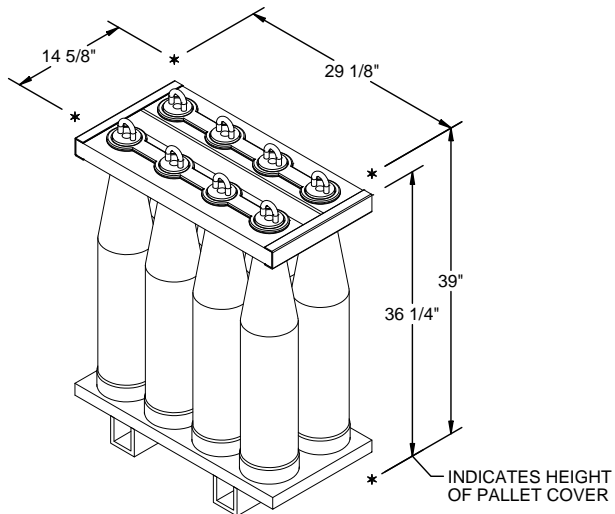


155MM SLP. 8/LARGE WOODEN PALLET

UNIT WEIGHT - - - - - 874 LBS (APPROX)
 CUBE - - - - - 9.7 CU FT

REFER TO THE LOAD ON PAGE 5

INCLUDES, BUT IS NOT LIMITED TO DODICS:
 D273, D501, D502, D503, D509, D514, D515, D528,
 D529, D563, D579, AND D864



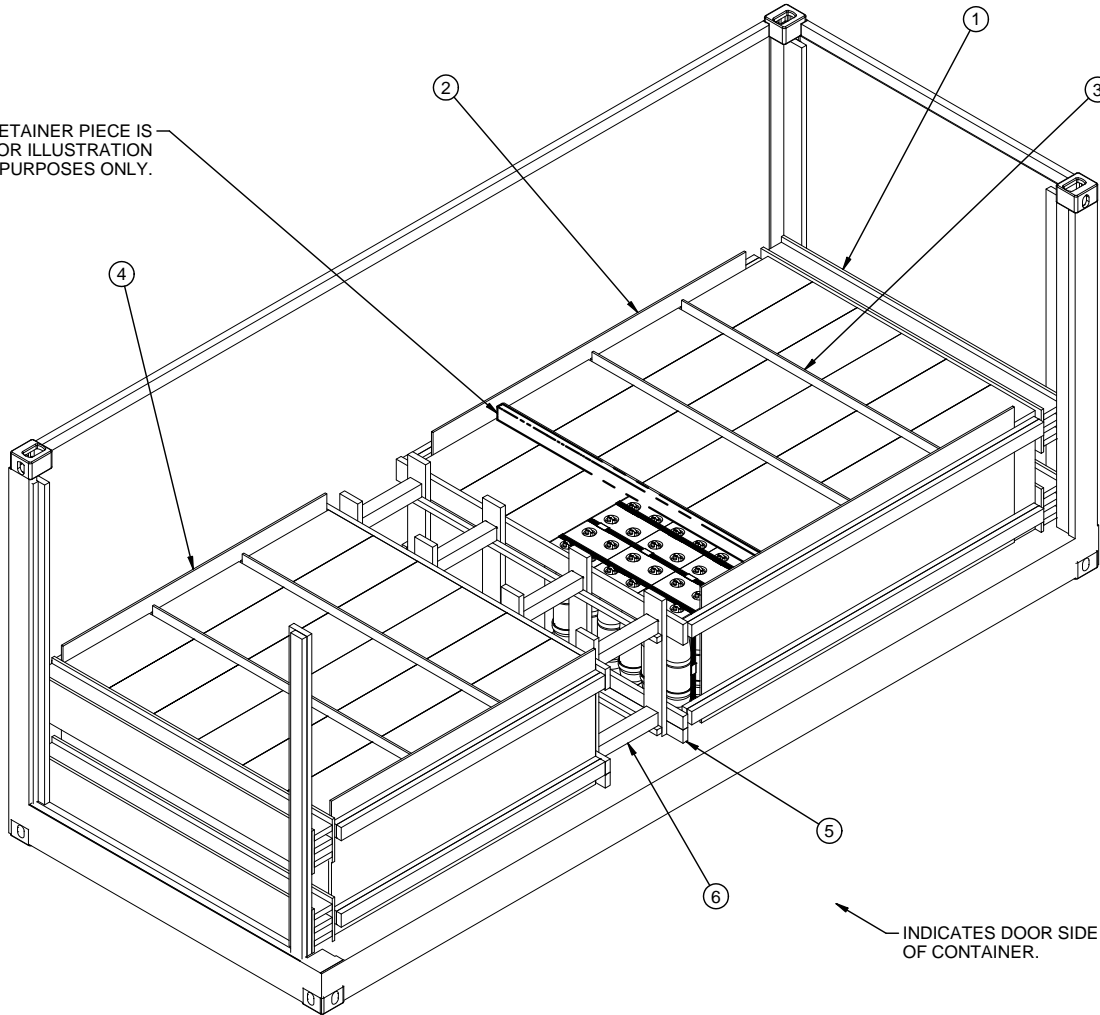
155MM SLP. 8/METAL PALLET

UNIT WEIGHT - - - - - 901 LBS (APPROX)
 CUBE - - - - - 9.6 CU FT

REFER TO THE LOAD ON PAGE 6

INCLUDES, BUT IS NOT LIMITED TO DODICS:
 D061, D501, D502, D503, D504, D505, D509, D513,
 D514, D515, D517, D528, D529, D544, D550, D561,
 D562, D563, D579, D864, DA17, DA44

THE RETAINER PIECE IS SHOWN FOR ILLUSTRATION PURPOSES ONLY.



ISOMETRIC VIEW

KEY NUMBERS

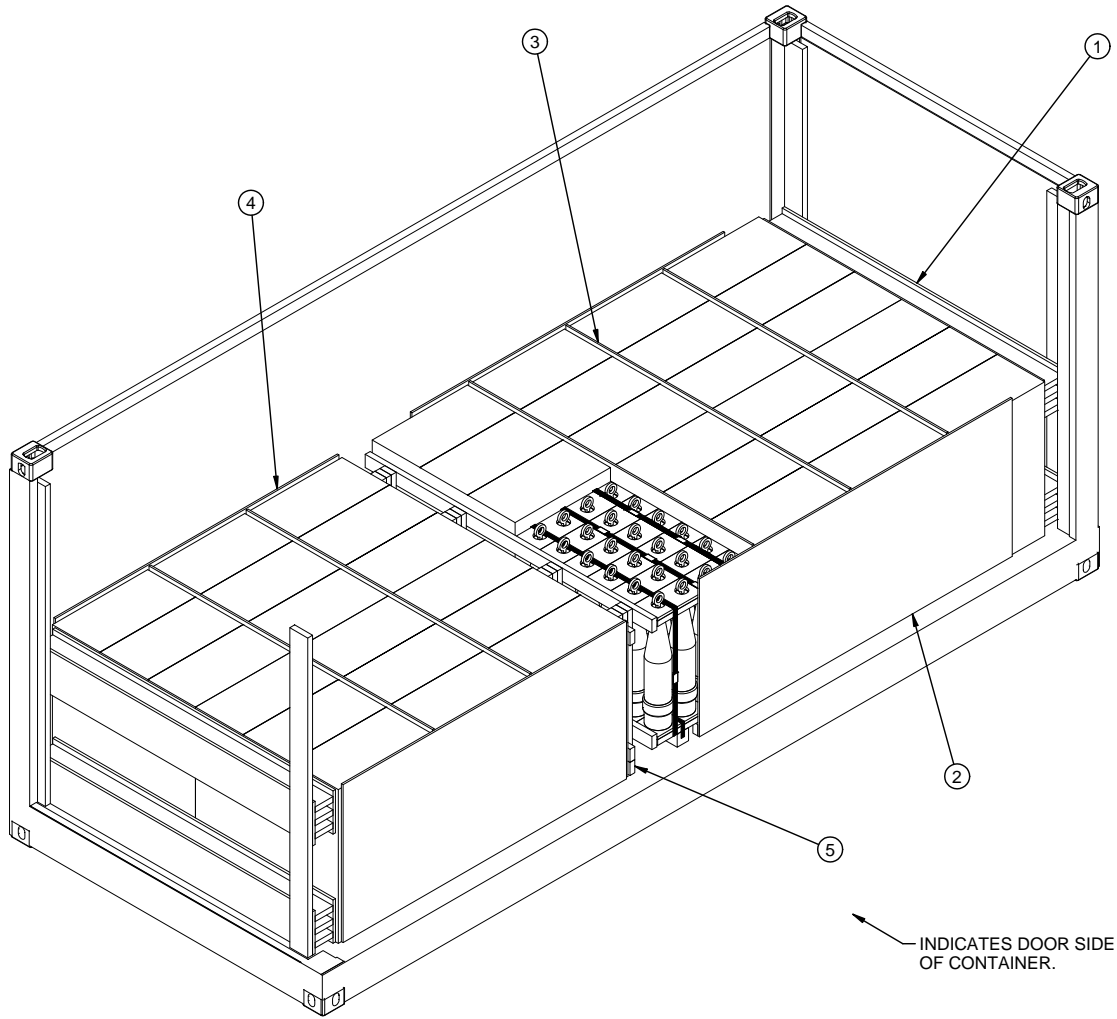
- ① END BLOCKING ASSEMBLY (2 REQD, TYPE "A"). SEE THE DETAIL ON PAGE 9.
- ② SIDE FILL ASSEMBLY A (2 REQD). SEE THE DETAIL ON PAGE 7.
- ③ LOAD BEARING GATE (5 REQD, TYPE "D"). SEE THE DETAIL ON PAGE 10 AND GENERAL NOTE "S" ON PAGE 2.
- ④ SIDE FILL ASSEMBLY B (2 REQD). SEE THE DETAIL ON PAGE 7.
- ⑤ CENTER GATE A (2 REQD). SEE THE DETAIL ON PAGE 10.
- ⑥ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 19") (8 REQD). TOENAIL TO THE CENTER GATES W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 11.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 2"	26	9
2" X 3"	12	8
2" X 4"	156	104
2" X 6"	153	153
4" X 4"	13	17
NAILS	NO. REQD	POUNDS
6d (2")	378	2-1/4
10d (3")	192	3
12d(3-1/4")	32	3/4
PLYWOOD, 1/2" - -	182.95 SQ FT REQD - -	251.55 LBS
PLYWOOD, 3/4" - -	54.95 SQ FT REQD - -	113.32 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	42 - - - - -	33,600 LBS
DUNNAGE - - - - -	- - - - -	953 LBS
CONTAINER - - - - -	- - - - -	6,050 LBS
TOTAL WEIGHT - - - - -		40,603 LBS (APPROX)



ISOMETRIC VIEW

KEY NUMBERS

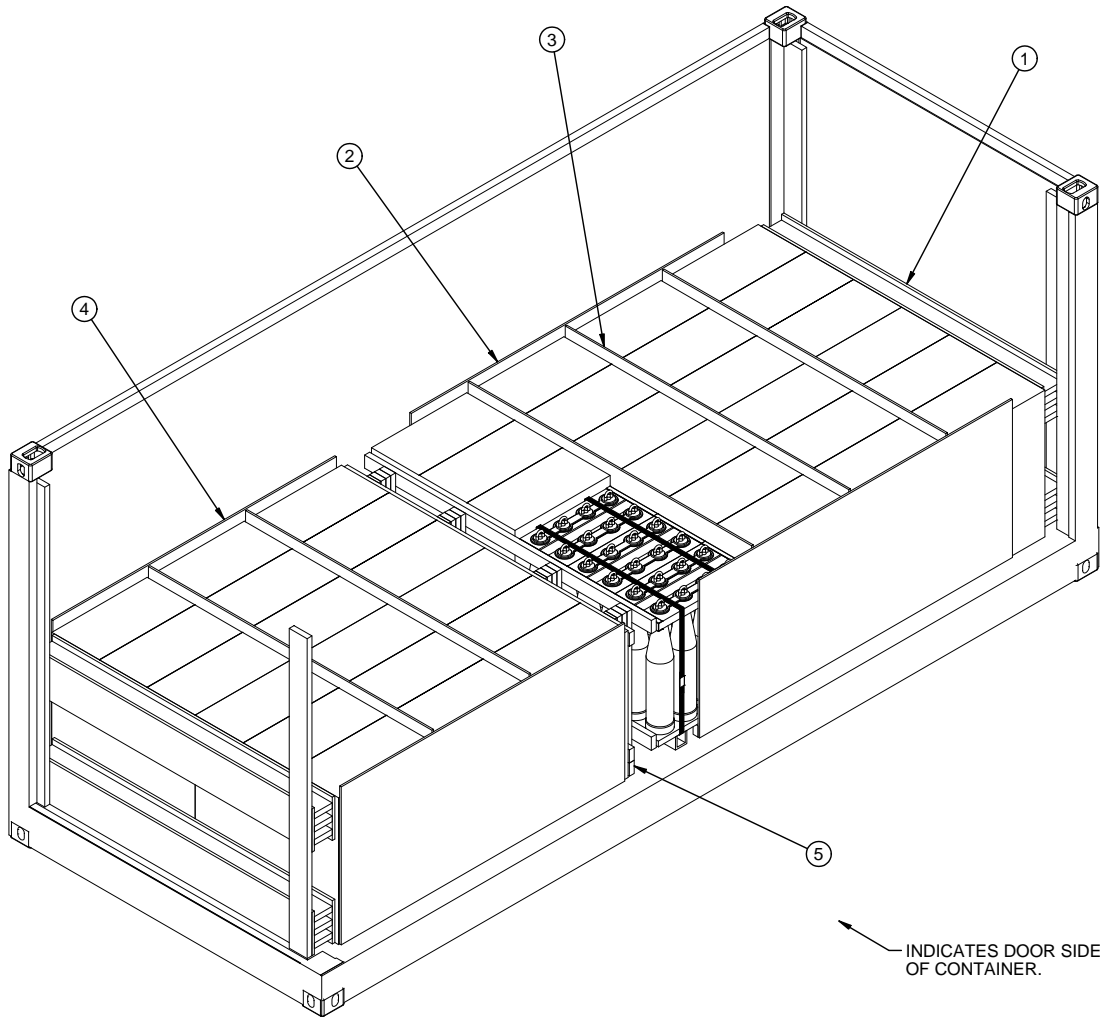
- ① END BLOCKING ASSEMBLY (2 REQD, TYPE "B"). SEE THE DETAIL ON PAGE 9.
- ② SIDE FILL ASSEMBLY C (2 REQD). SEE THE DETAIL ON PAGE 8.
- ③ LOAD BEARING GATE (5 REQD, TYPE "E"). SEE THE DETAIL ON PAGE 10 AND GENERAL NOTE "S" ON PAGE 2.
- ④ SIDE FILL ASSEMBLY D (2 REQD). SEE THE DETAIL ON PAGE 8.
- ⑤ CENTER GATE B (1 REQD). SEE THE DETAIL ON PAGE 11.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	13	5
2" X 3"	14	9
2" X 4"	75	50
2" X 6"	153	153
NAI LS	NO. REQD	POUNDS
6d (2")	334	2
10d (3")	126	2
PLYWOOD, 1/2" - - 233.63 SQ FT REQD - - 321.23 LBS		
PLYWOOD, 3/4" - - 54.95 SQ FT REQD - - 113.32 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	42	36,708 LBS
DUNNAGE		873 LBS
CONTAINER		6,050 LBS
TOTAL WEIGHT		43,631 LBS (APPROX)

155MM SLP, 8/LARGE WOODEN PALLET CONTAINER LOAD



ISOMETRIC VIEW

KEY NUMBERS

- ① END BLOCKING ASSEMBLY (2 REQD, TYPE "C"). SEE THE DETAIL ON PAGE 9.
- ② SIDE FILL ASSEMBLY C (2 REQD). SEE THE DETAIL ON PAGE 8.
- ③ LOAD BEARING GATE (5 REQD, TYPE "E"). SEE THE DETAIL ON PAGE 10 AND GENERAL NOTE "S" ON PAGE 2.
- ④ SIDE FILL ASSEMBLY D (2 REQD). SEE THE DETAIL ON PAGE 8.
- ⑤ CENTER GATE B (1 REQD). SEE THE DETAIL ON PAGE 11.

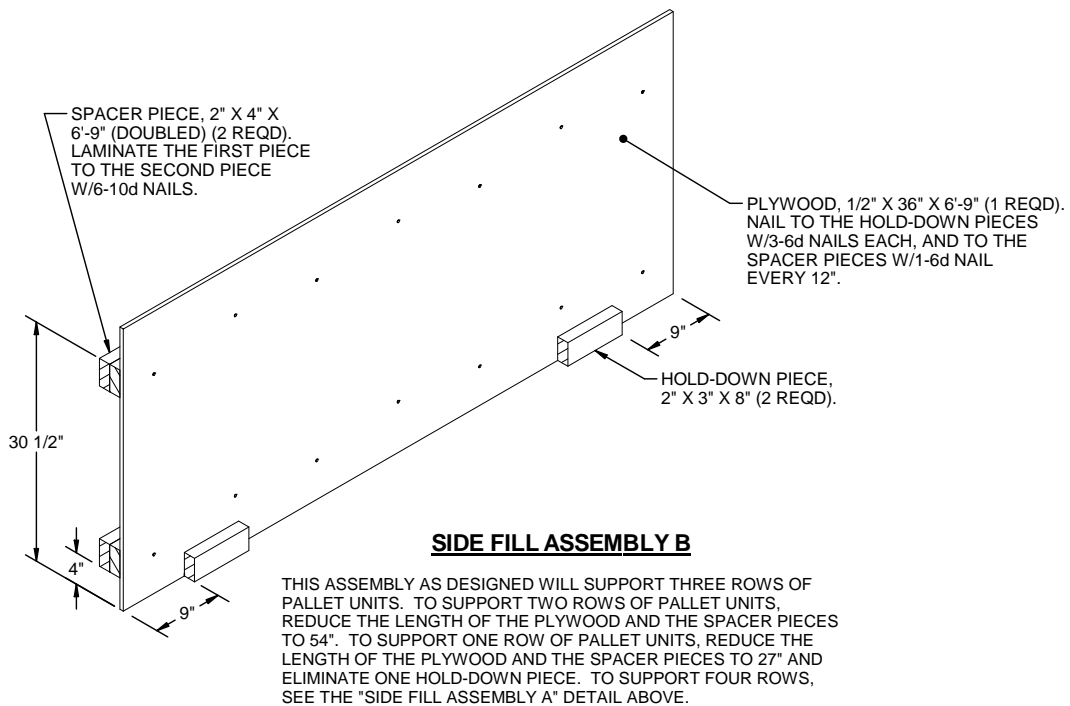
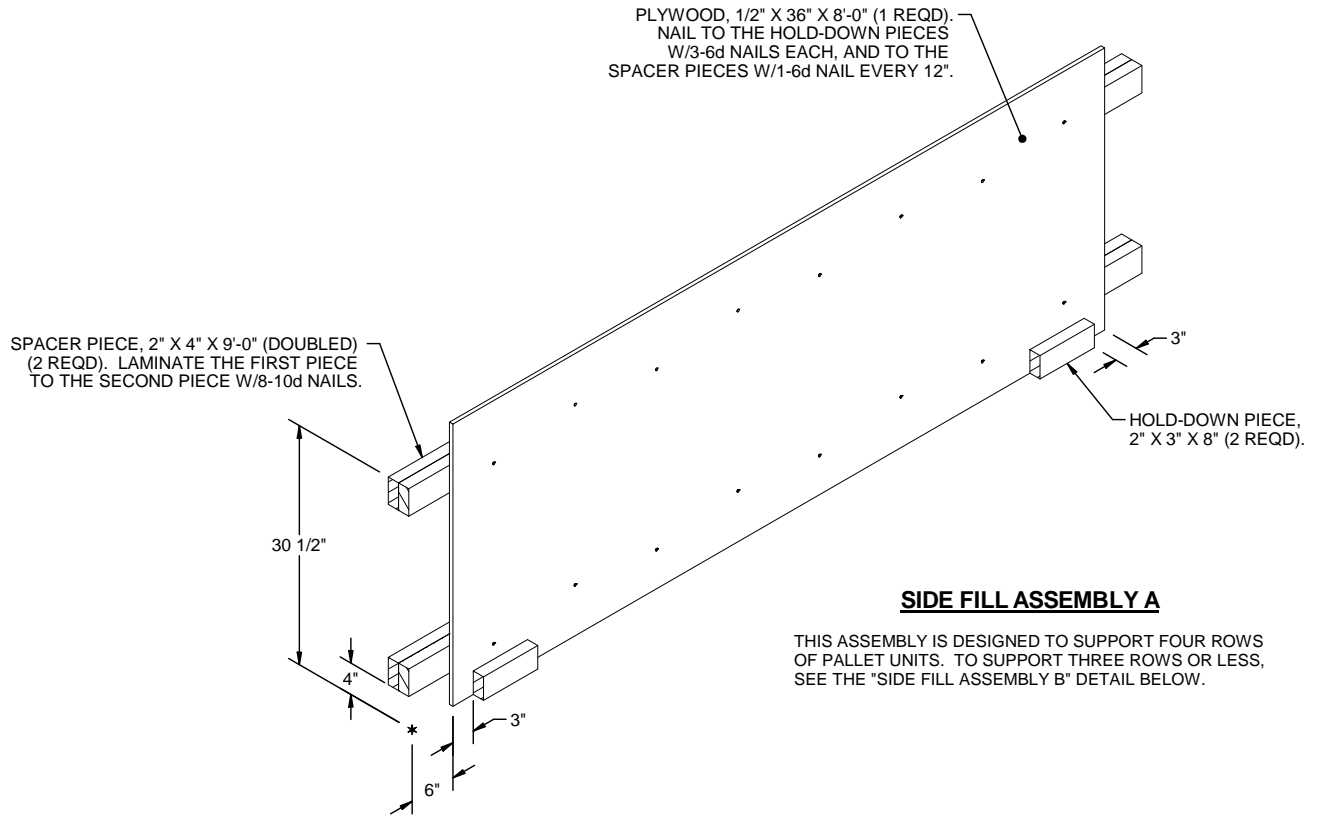
INDICATES DOOR SIDE OF CONTAINER.

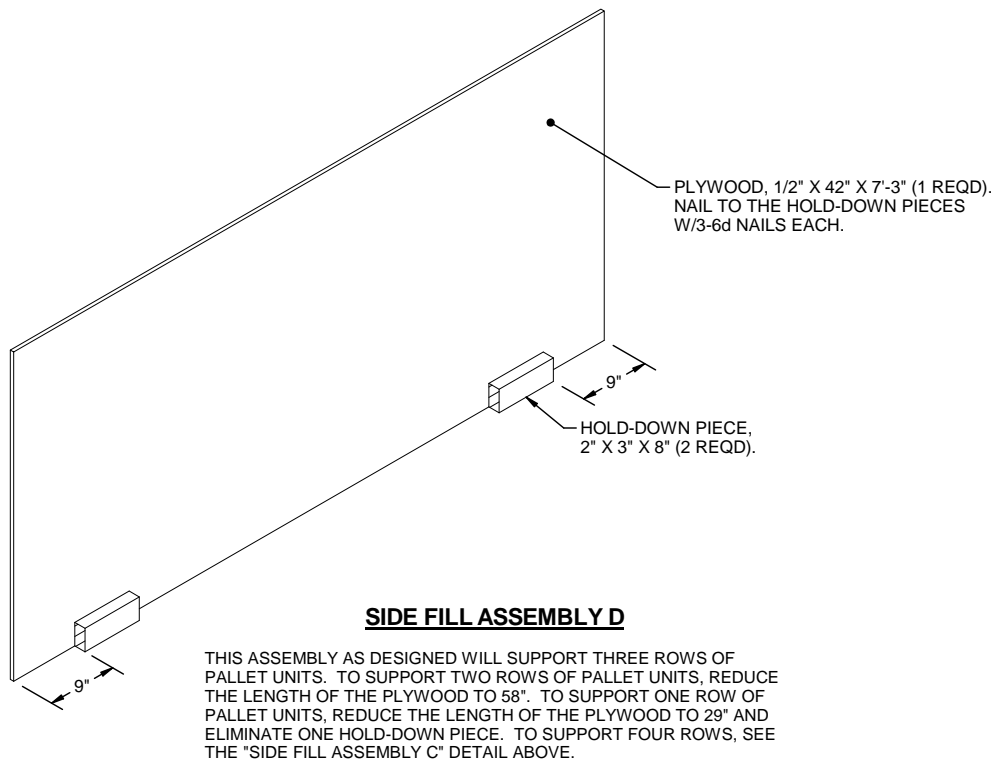
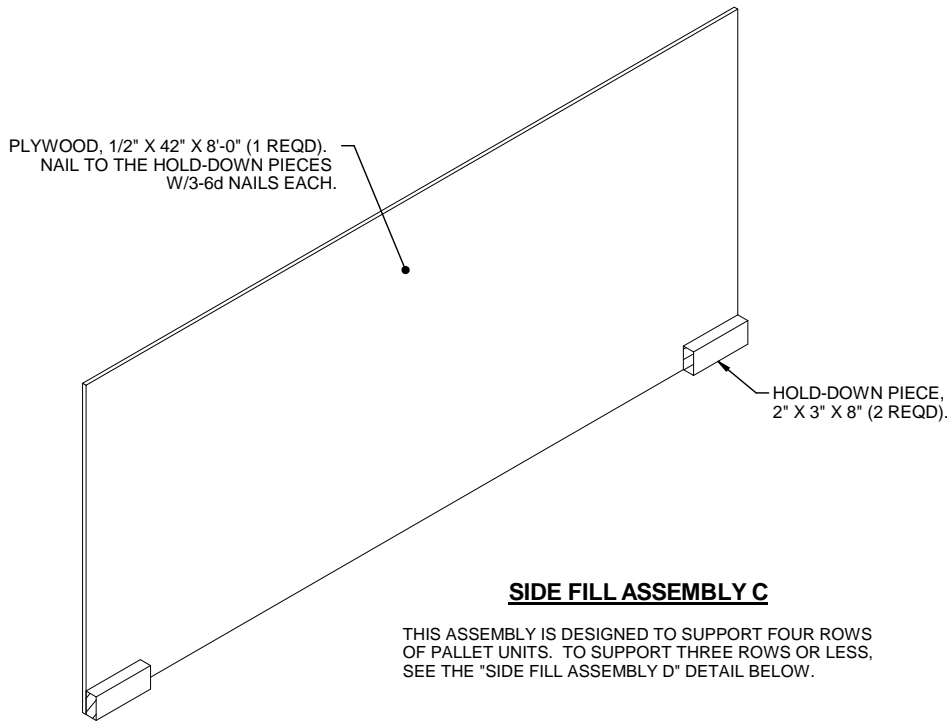
BILL OF MATERIAL

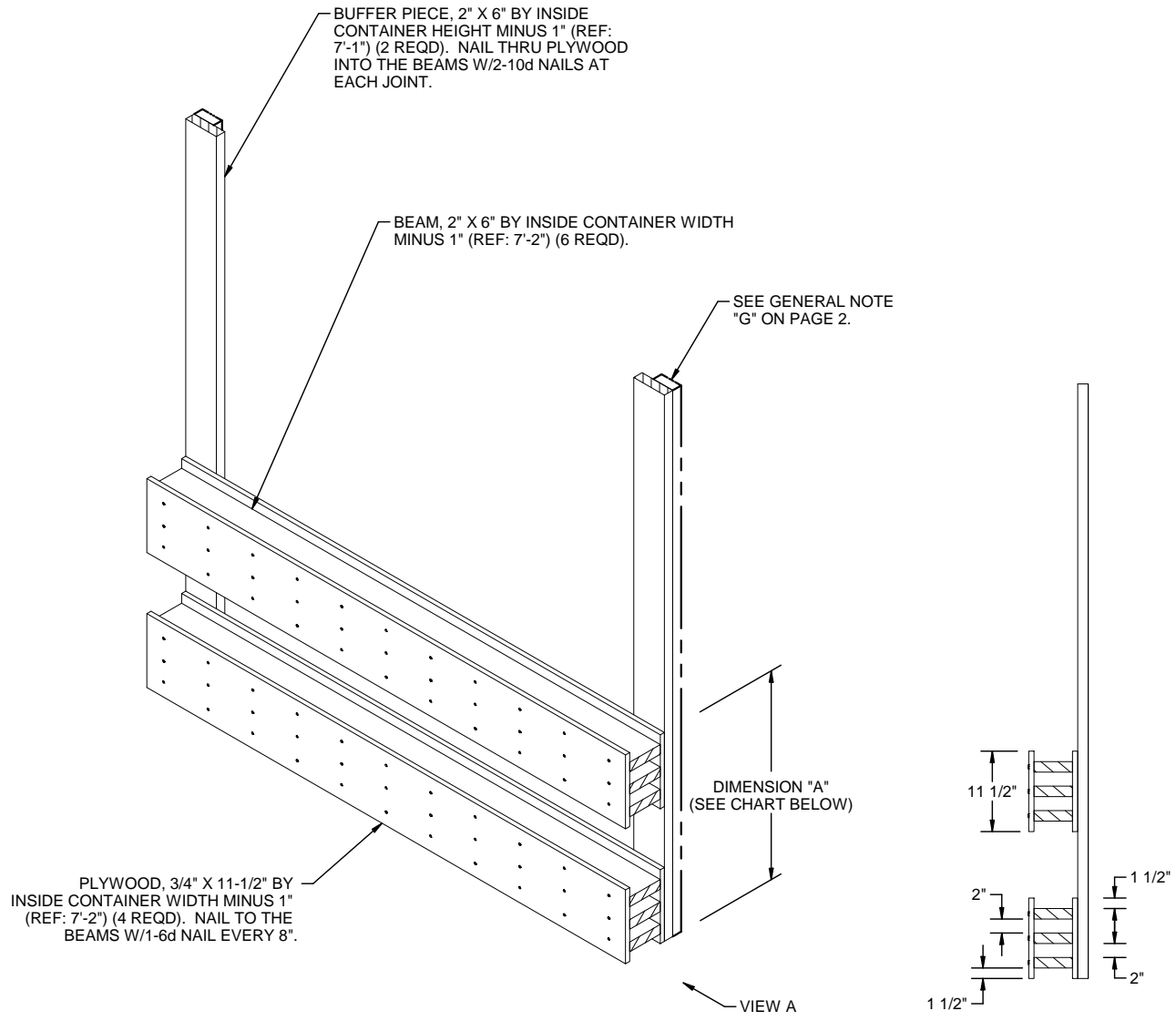
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	13	5
2" X 3"	14	9
2" X 4"	75	50
2" X 6"	153	153
NAI LS	NO. REQD	POUNDS
6d (2")	334	2
10d (3")	126	1-3/4
PLYWOOD, 1/2" - -	233.63 SQ FT REQD - -	321.23 LBS
PLYWOOD, 3/4" - -	54.95 SQ FT REQD - -	113.32 LBS

LOAD AS SHOWN

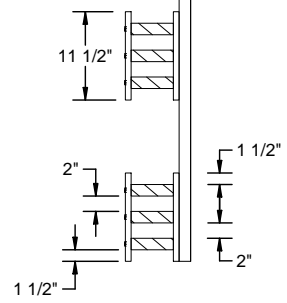
ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	42 - - - - -	37,842 LBS
DUNNAGE - - - - -	- - - - -	873 LBS
CONTAINER - - - - -	- - - - -	6,050 LBS
TOTAL WEIGHT - - - - -		44,765 LBS (APPROX)







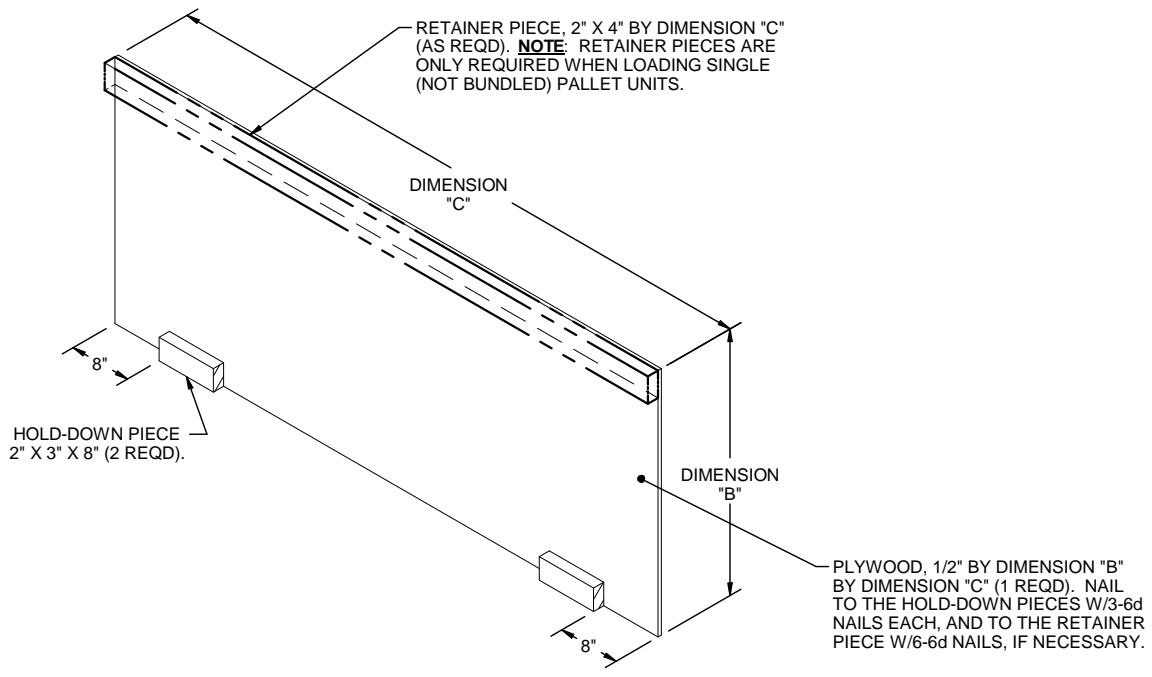
END BLOCKING ASSEMBLY



VIEW A

END BLOCKING ASSEMBLY DIMENSION CHART	
END BLOCKING ASSEMBLY TYPE*	DIMENSION "A"
TYPE "A"	31"
TYPE "B"	38-1/2"
TYPE "C"	37-1/2"

*THE "END BLOCKING ASSEMBLY TYPE" REFERS TO THE TYPES LISTED IN THE KEY NUMBERS FOR EACH LOAD. FOR EXAMPLE, THE LOAD ON PAGE 5 REQUIRES TYPE "B" ASSEMBLIES.

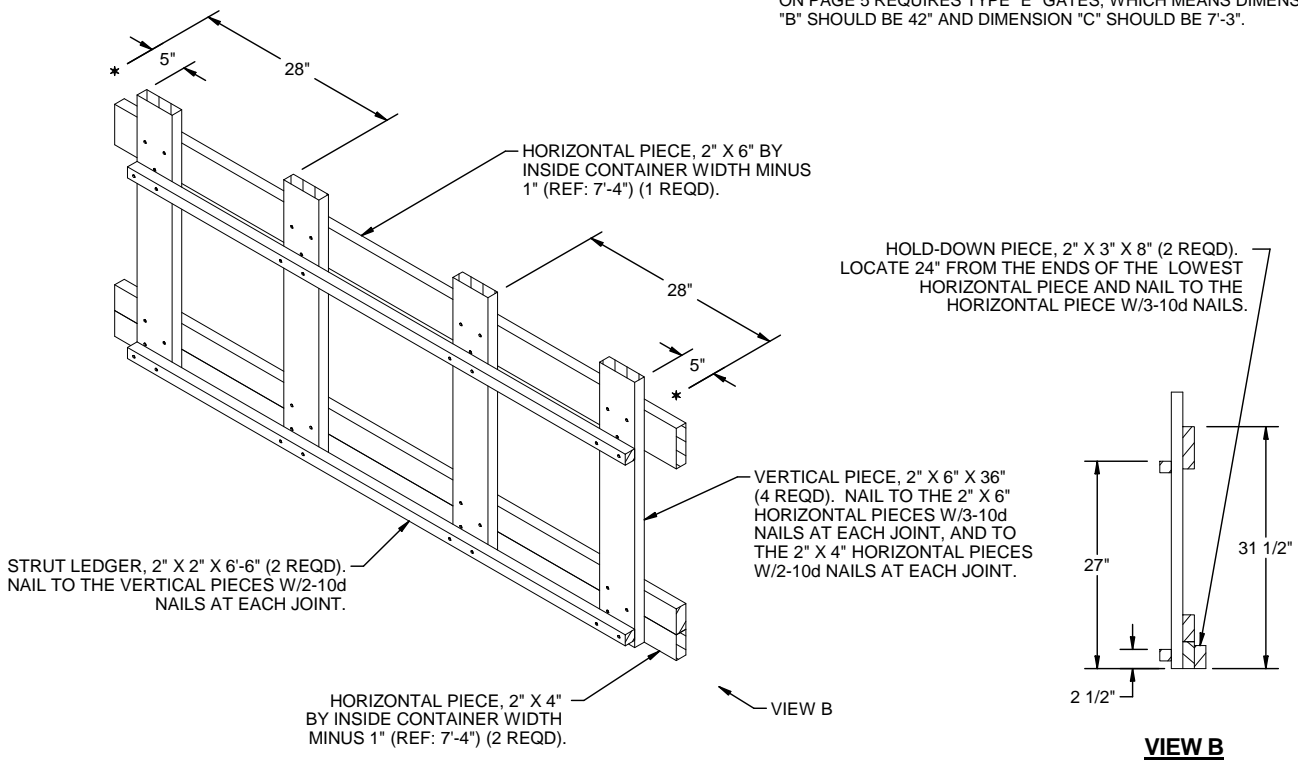


LOAD BEARING GATE

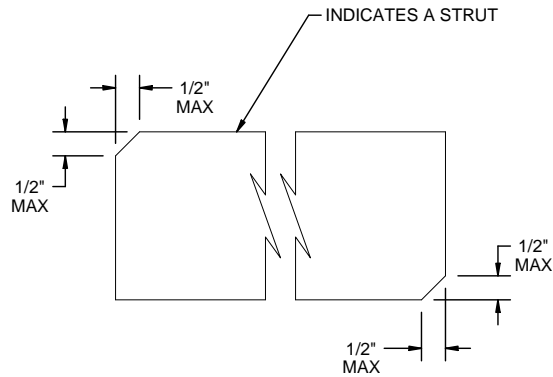
NOTE: THE GATE DEPICTED ABOVE MAY BE DIVIDED INTO TWO EQUAL PIECES TO FACILITATE LOADING. IF THIS IS DONE, TWO HOLD-DOWN PIECES WILL BE REQUIRED ON EACH SECTION, LOCATED 4" FROM THE EDGES OF THE PLYWOOD.

LOAD BEARING GATE DIMENSION CHART		
LOAD BEARING GATE ASSEMBLY TYPE*	DI MENSION "B"	DI MENSION "C"
TYPE "D"	34"	6' - 8"
TYPE "E"	42"	7' - 3"

*THE "LOAD BEARING GATE TYEP" REFERS TO THE TYPES LISTED IN THE KEY NUMBERS FOR EACH LOAD. FOR EXAMPLE, THE LOAD ON PAGE 5 REQUIRES TYPE "E" GATES, WHICH MEANS DIMENSION "B" SHOULD BE 42" AND DIMENSION "C" SHOULD BE 7'-3".

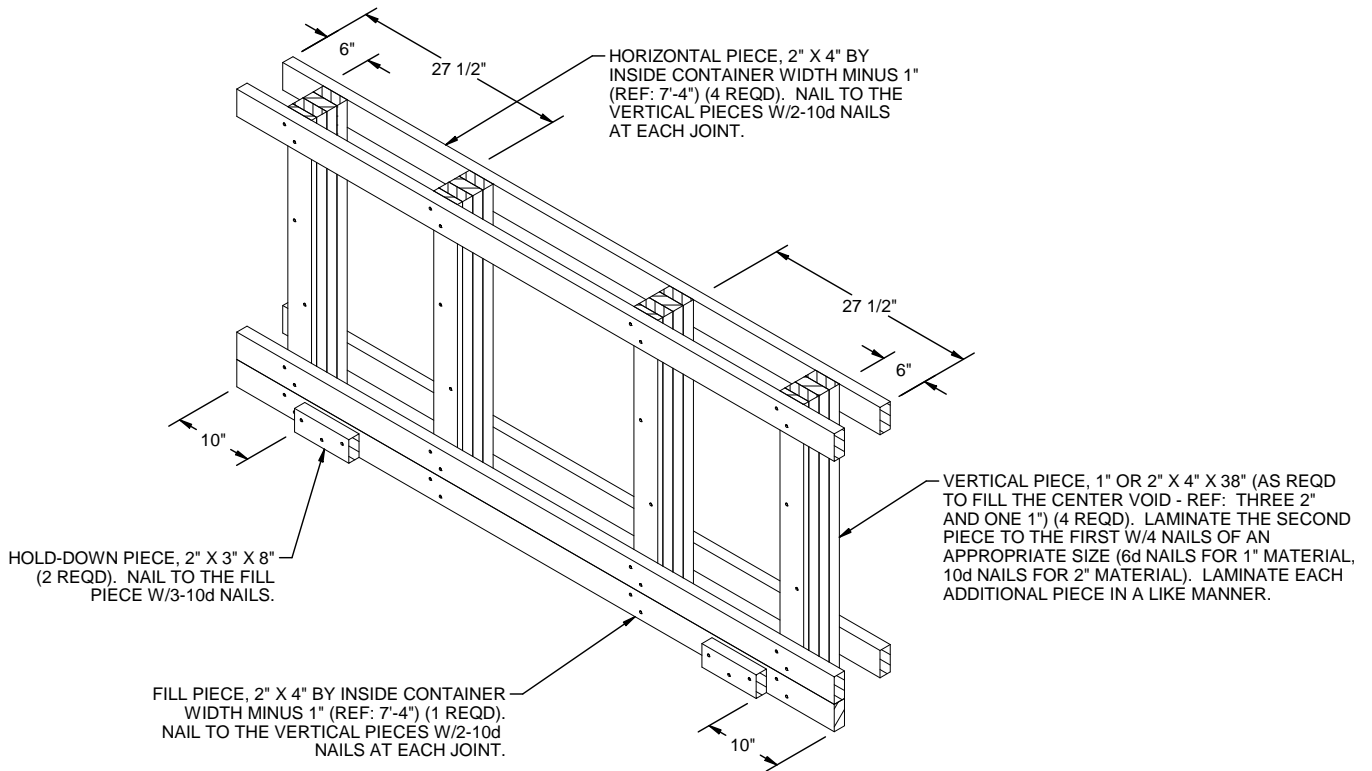


CENTER GATE A

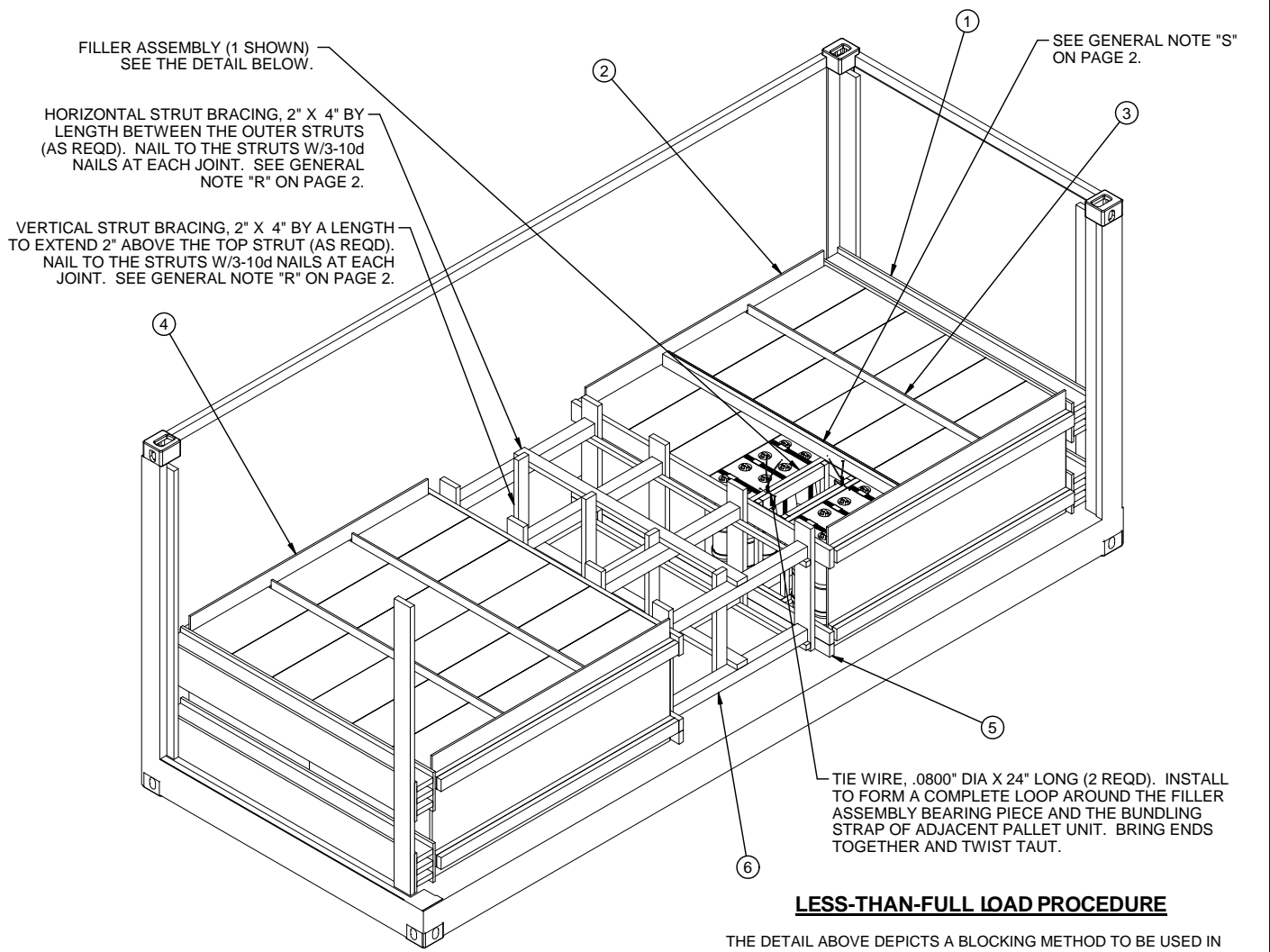


BEVEL CUT

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

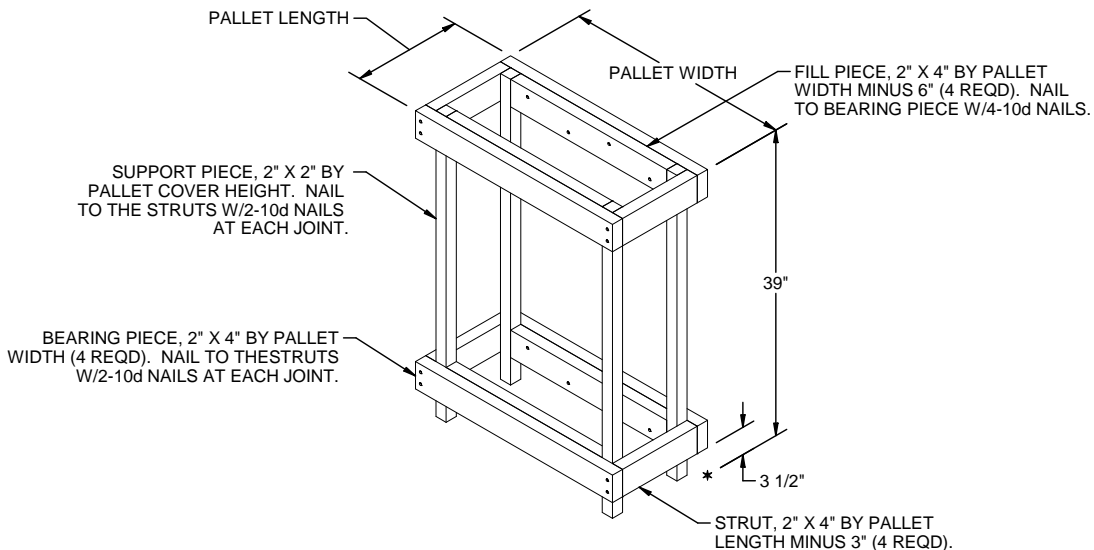


CENTER GATE B



LESS-THAN-FULL LOAD PROCEDURE

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN A LESS-THAN-FULL CONTAINER LOAD (LESS THAN 42 UNITS). THE SMALL WOODEN PALLET UNIT IS SHOWN AS TYPICAL, HOWEVER THE PROCEDURES DEPICTED ABOVE MAY BE USED TO MODIFY ANY OF THE THREE FULL LOADS SHOWN HEREIN. KEY NUMBERS REFER TO KEY NUMBERS ON PAGES 4. SEE GENERAL NOTES "H" AND "P" ON PAGE 2.



OMITTED UNIT ASSEMBLY

THIS ASSEMBLY AS SPECIFIED ABOVE IS FOR USE IN PLACE OF AN OMITTED PALLET UNIT. IT WILL NEVER BE REQUIRED TO USE MORE THAN FIVE ASSEMBLIES IN ANY ONE LOAD. **CAUTION:** AN ASSEMBLY OR ASSEMBLIES MUST ONLY BE PLACED WITHIN THE MIDDLE OF ROWS OF PALLET UNITS AND MUST BE WIRE TIED TO THE ADJACENT PALLET UNITS.