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BUREAU OF EXPLOSIVES

[Signature]

DATE 4/05/2006

LOADING AND BRACING* IN END OPENING ISO CONTAINERS OF PAL- LETIZED MODULAR ARTILLERY CHARGE SYSTEM (MACS) PACKED IN CYLINDRICAL METAL CONTAINERS

PA161 CONTAINER, WOODEN PALLET

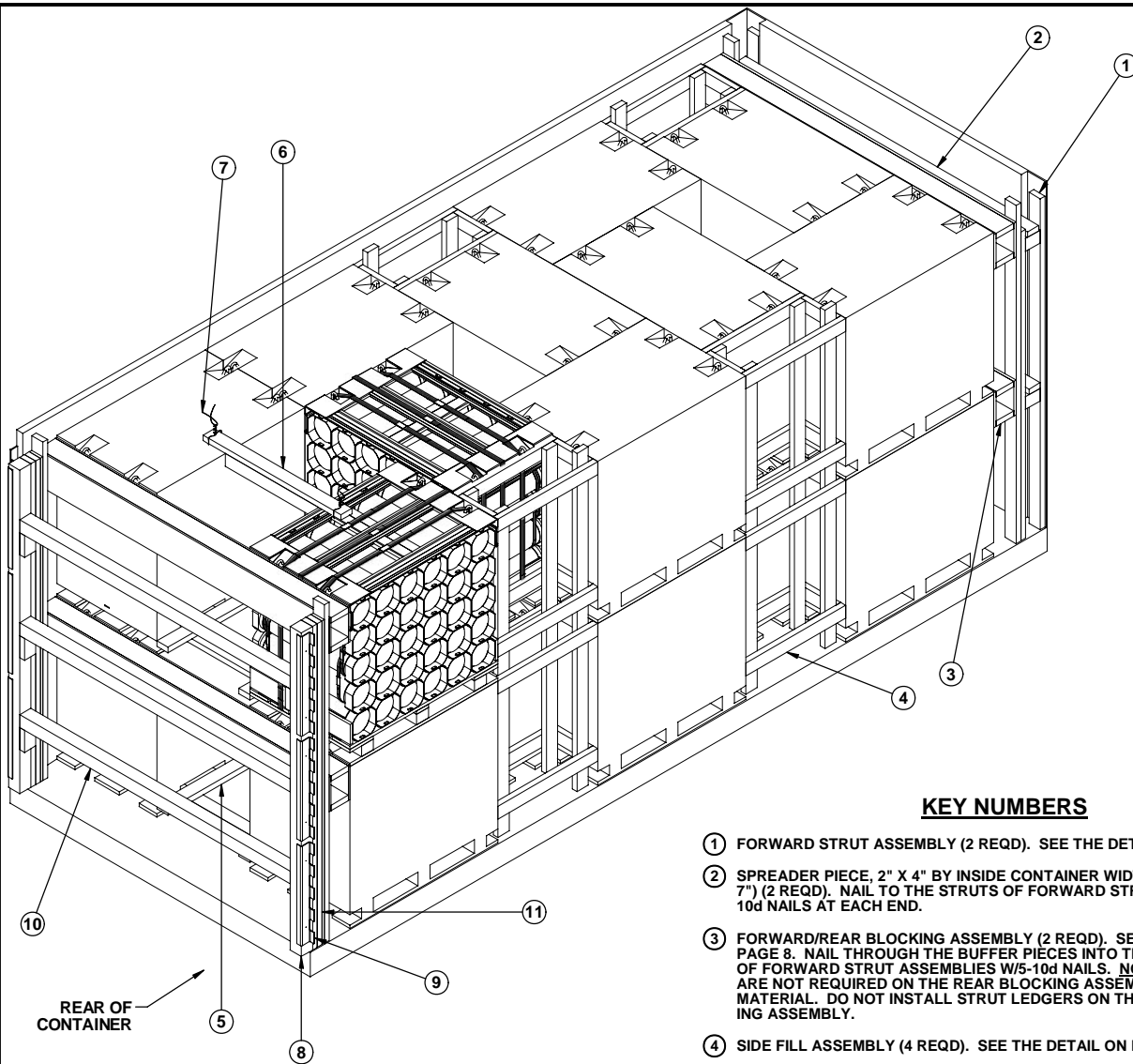
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*THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY CONTAINER-ON-FLATCAR (COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY FIELD SUPPORT COMMAND		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 8.							
<i>[Signature]</i>		DO NOT SCALE			APRIL 2006				
		ENGINEER OR TECHNICIAN	BASIC REV.	MELVIN SIX					
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		ENGINEERING DIRECTORATE	<i>[Signature]</i>			19	48	4333/50	15PM1024
U.S. ARMY DEFENSE AMMUNITION CENTER									



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE 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 FORWARD STRUT ASSEMBLY W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 8. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF FORWARD STRUT ASSEMBLIES W/5-10d NAILS. NOTE: STRUT LEDGERS ARE NOT REQUIRED ON THE REAR BLOCKING ASSEMBLY WHEN USING FILL MATERIAL. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ④ SIDE FILL ASSEMBLY (4 REQD). SEE THE DETAIL ON PAGE 7.
- ⑤ ANTI-SWAY BRACE (2 REQD). INSTALL BETWEEN LATERALLY ADJACENT ROWS OF PALLET UNITS. SEE THE DETAIL ON PAGE 6.
- ⑥ TOP OF LOAD ANTI-SWAY BRACE (1 REQD). SEE THE DETAIL ON PAGE 6.
- ⑦ TIE WIRE, .0800" DIA 24" LONG (2 REQD). INSTALL THE WIRE TO FORM A COMPLETE LOOP AROUND THE TOP OF LOAD ANTI-SWAY BRACE AND THE TOP PALLET ADAPTOR CENTER SUPPORT.
- ⑧ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 8 AND GENERAL NOTE "Q" ON PAGE 3.
- ⑨ 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 8, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑩ 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 8.
- ⑪ FILL MATERIAL, 4" WIDE BY 7'-4" LONG MATERIAL (AS REQD). NAIL THE FIRST PIECE TO THE REAR BLOCKING ASSEMBLY W/6 NAILS OF A SUITABLE SIZE (10d FOR 2" THICK MATERIAL). NAIL EACH ADDITIONAL PIECE TO THE PREVIOUS PIECE IN A SIMILAR MANNER. NOTE: MULTIPLE PIECES MAY BE LAMINATED TOGETHER FIRST AND THEN TOENAILED TO THE REAR BLOCKING ASSEMBLY. SEE "DETAIL A" ON PAGE 8.

REAR OF CONTAINER

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	15	5
2" X 4"	337	225
2" X 6"	61	61
4" X 4"	40	53
NAI LS	NO. REQD	POUNDS
6d (2")	188	1-1/4
10d (3")	508	8
12d (3-1/4")	12	1/4
PLYWOOD, 3/4"	48.03 SQ FT REQD	100 LBS
UNIVERSAL LOAD RETAINER	6 REQD	39 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	20	25,940 LBS
DUNNAGE		834 LBS
CONTAINER		4,700 LBS

TOTAL WEIGHT - - - - - 31,474 LBS (APPROX)

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 OUTLOADING PROCEDURES SPECIFIED IN THIS DRAWING ARE APPLICABLE TO PALLETIZED MODULAR ARTILLERY CHARGE SYSTEM (MACS) PACKED IN PA161 CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS PALLET UNIT WITH CONTAINERS. SEE PAGE 5 AND U. S. ARMY MATERIEL COMMAND DRAWING 19-48-4326/50-20PM1012 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF CONTAINERS 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 BUFFER PIECES ON THE SIDE FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND/OR LENGTH OF THE PIECES IN THE SIDE FILL ASSEMBLY MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT.
- 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.

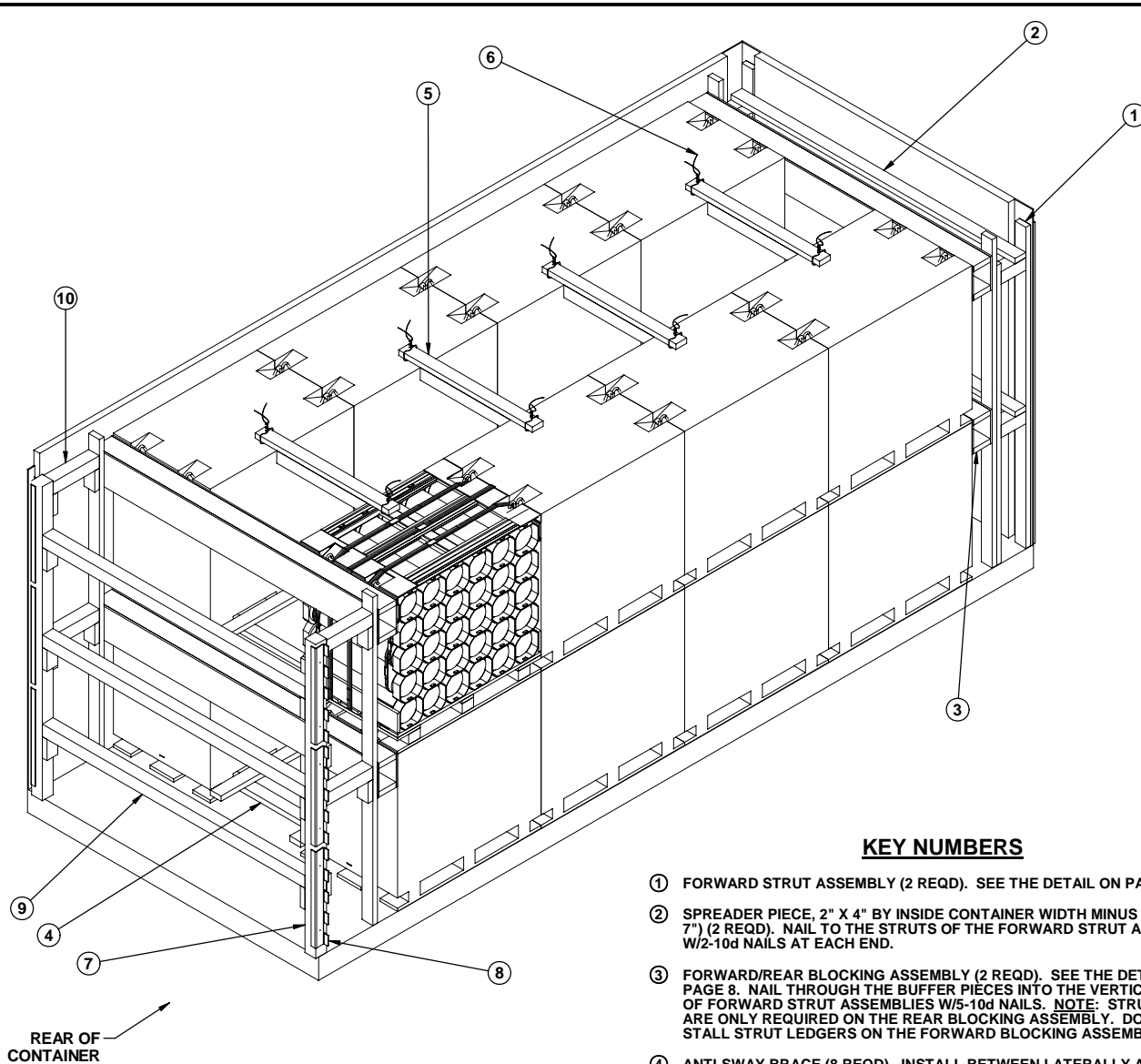
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L. MAXIMUM LOAD WEIGHT CRITERIA:

- 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.
 - 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 2 AND 4 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE FILLER ASSEMBLY ON PAGE 5. FILLER ASSEMBLY ONLY FOR USE IN REDUCING LOAD DEPICTED ON PAGE 4.
 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 LOADS ON PAGES 2 AND 4, 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. 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 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.
- 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.



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE 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 ASSEMBLY W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 8. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF FORWARD STRUT ASSEMBLIES 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 ANTI-SWAY BRACE (8 REQD). INSTALL BETWEEN LATERALLY ADJACENT ROWS OF PALLET UNITS. SEE THE DETAIL ON PAGE 6.
- ⑤ TOP OF LOAD ANTI-SWAY BRACE (4 REQD). SEE THE DETAIL ON PAGE 6.
- ⑥ TIE WIRE, .0800" DIA 24" LONG (8 REQD). INSTALL THE WIRE TO FORM A COMPLETE LOOP AROUND THE TOP OF LOAD ANTI-SWAY BRACE AND THE TOP PALLET ADAPTOR CENTER SUPPORT.
- ⑦ DOOR POST VERTICAL (2 REQD, ONE LEFT HAND AND ONE RIGHT HAND). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 8, 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 8, 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 8.
- ⑩ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 16") (4 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 8.

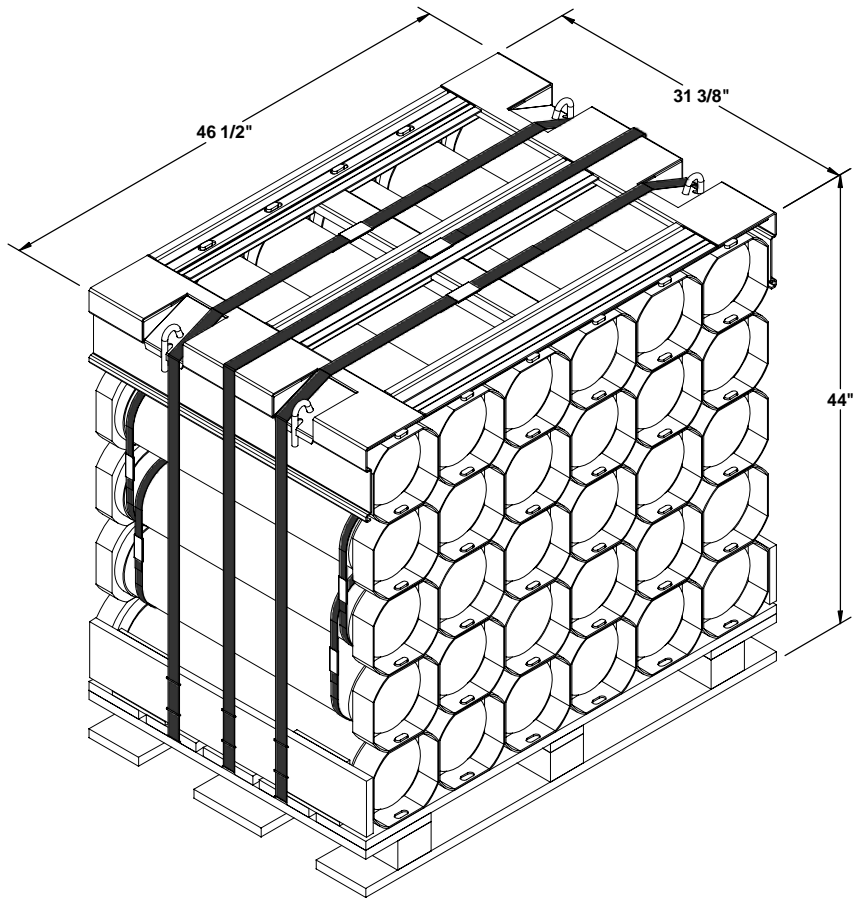
BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	143	96
2" X 6"	61	61
4" X 4"	54	72
NAI LS	NO. REQD	POUNDS
6d (2")	176	1
10d (3")	304	4-3/4
12d (3-1/4")	28	1/2
PLYWOOD, 1/2" - -	48.03 SQ FT REQD - - -	66 LBS
UNIVERSAL LOAD RETAI NER - -	6 REQD - - -	39 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	16 - - - - -	20,752 LBS
DUNNAGE - - - - -	- - - - -	567 LBS
CONTAINER - - - - -	- - - - -	4,700 LBS

TOTAL WEIGHT - - - - - 26,019 LBS (APPROX)

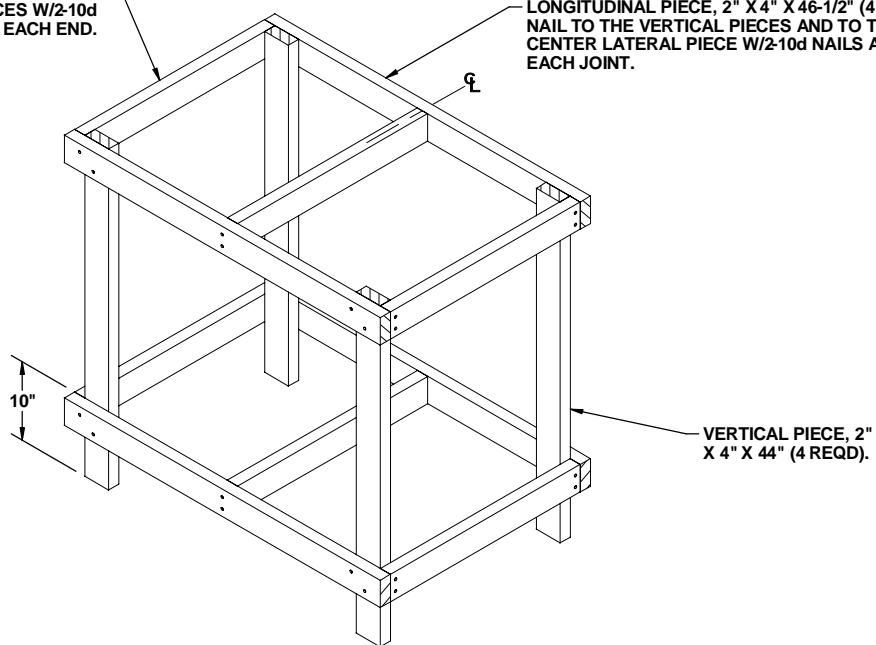


PALLET UNIT DETAIL

GROSS WEIGHT - - - - - 1,297 LBS (APPROX)
 CUBE - - - - - 37.2 CU FT (APPROX)

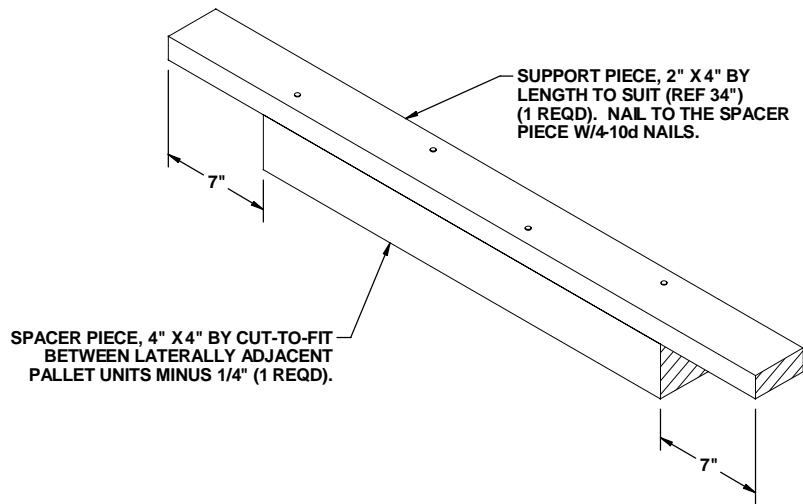
LATERAL PIECE, 2" X 6" X 28" (6 REQD).
 NAIL FOUR OUTER LATERAL PIECES
 TO THE VERTICAL PIECES W/2-10d
 NAILS AT EACH END.

LONGITUDINAL PIECE, 2" X 4" X 46-1/2" (4 REQD).
 NAIL TO THE VERTICAL PIECES AND TO THE
 CENTER LATERAL PIECE W/2-10d NAILS AT
 EACH JOINT.

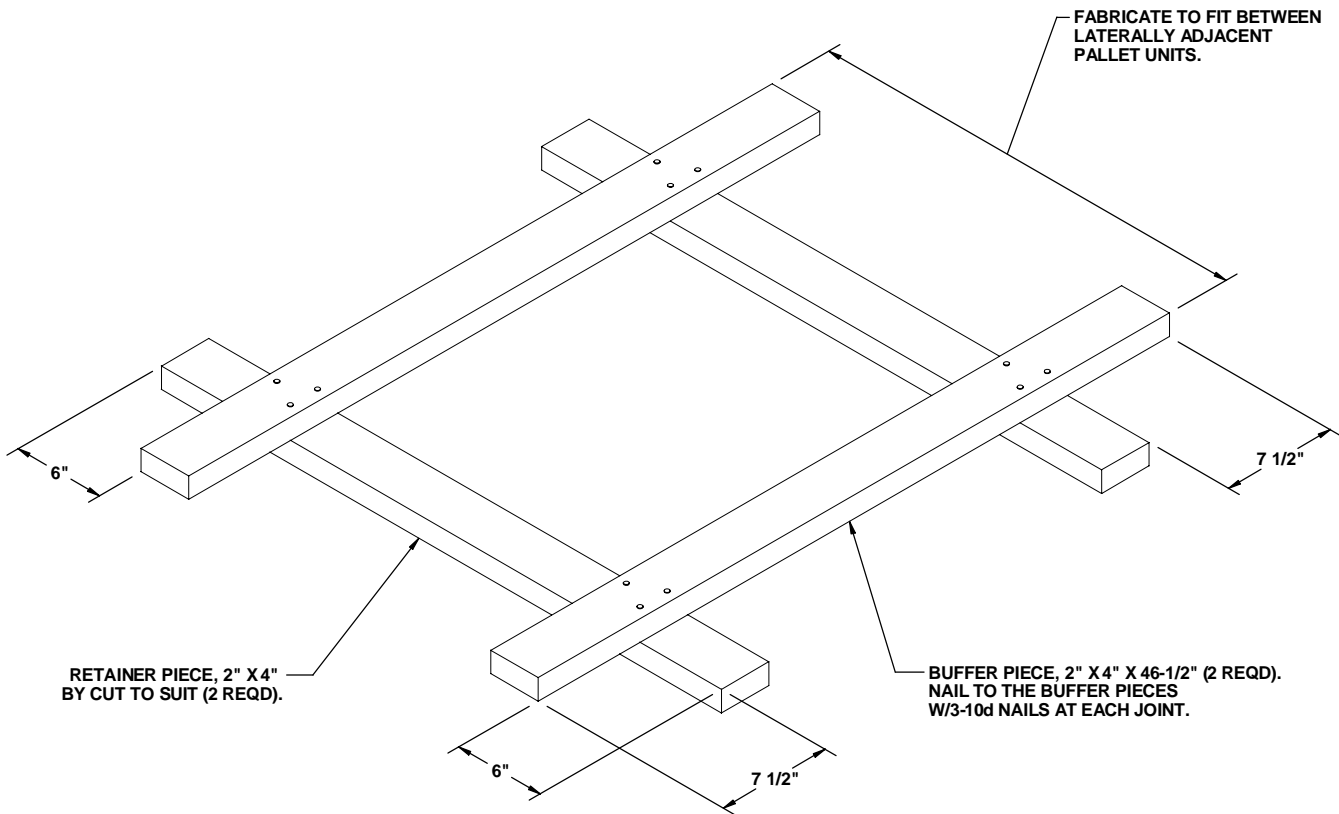


FILLER ASSEMBLY

FOR MINUS ONE PALLET UNIT.

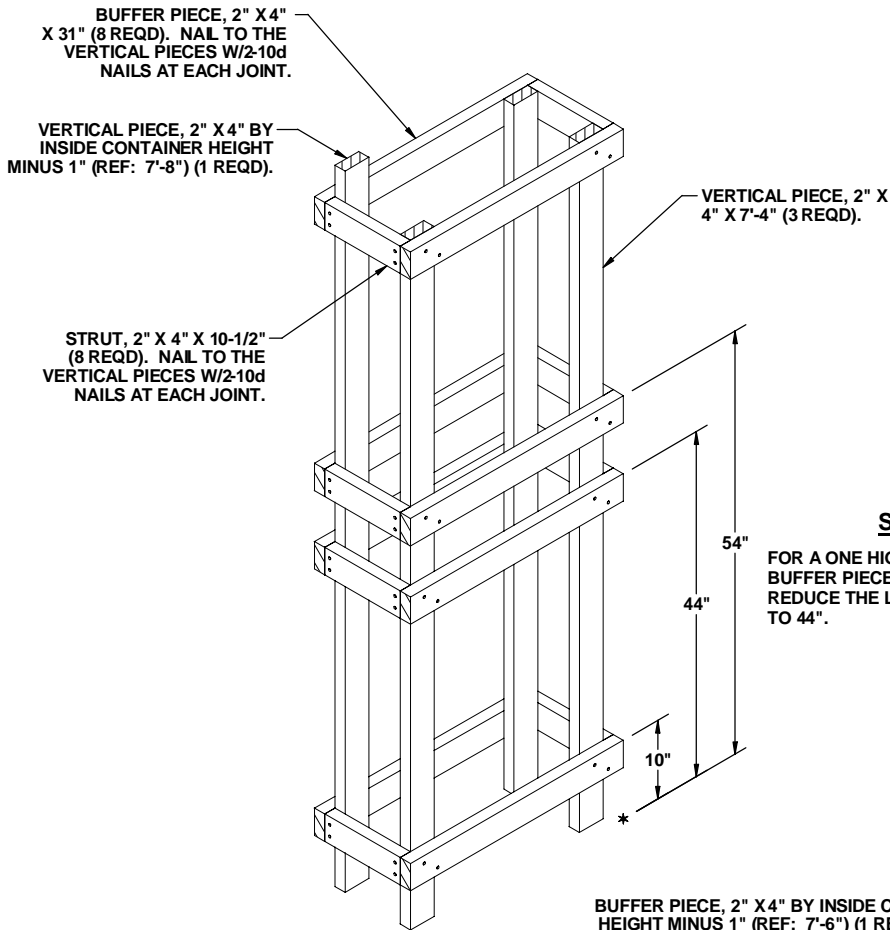


TOP OF LOAD ANTI-SWAY BRACE



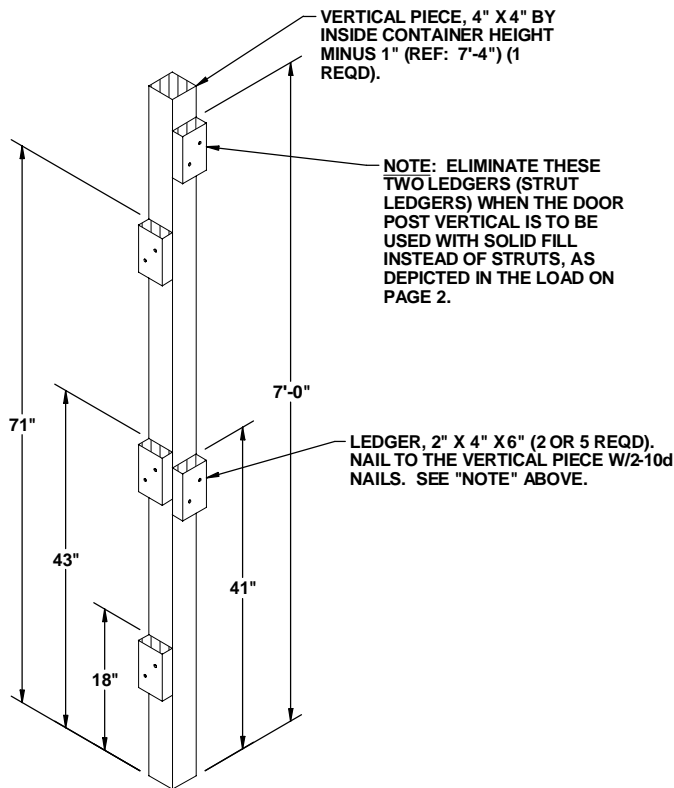
ANTI-SWAY BRACE

NOTE: THE ANTI-SWAY BRACE CAN BE PARTIALLY ASSEMBLED, ONE BUFFER PIECE CAN BE NAILED TO BOTH RETAINER PIECES. THE LONG ENDS OF THE ASSEMBLY CAN THEN BE INSTALLED INTO THE FORKLIFT OPENING OF A LOADED PALLET UNIT PRIOR TO POSITIONING OF THE LATERALLY ADJACENT PALLET UNIT.



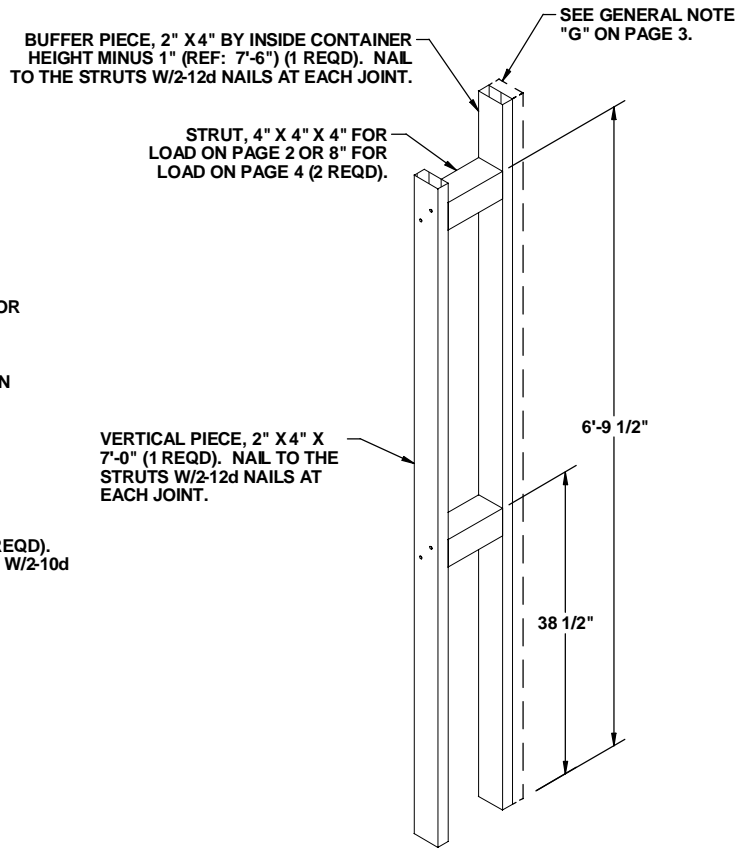
SIDE FILL ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE TOP FOUR BUFFER PIECES AND THE TOP FOUR STRUTS. REDUCE THE LENGTH OF THE 7'-4" VERTICAL PIECES TO 44".



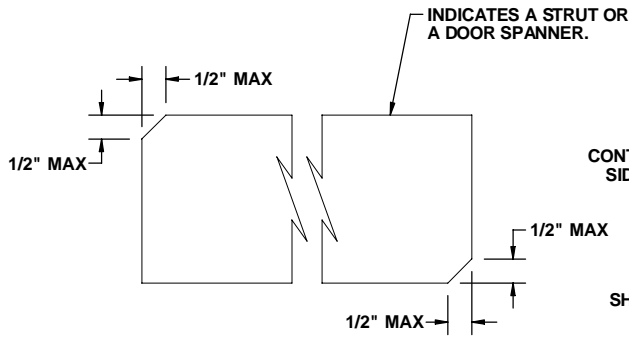
DOOR POST VERTICAL

A LEFT-HAND ASSEMBLY IS DEPICTED ABOVE, A RIGHT-HAND ASSEMBLY IS ALSO REQUIRED. FOR A ONE HIGH LOAD, ELIMINATE ONE TOP STRUT LEDGER AND ONE TOP SPANNER LEDGER. SEE "NOTE" ABOVE.



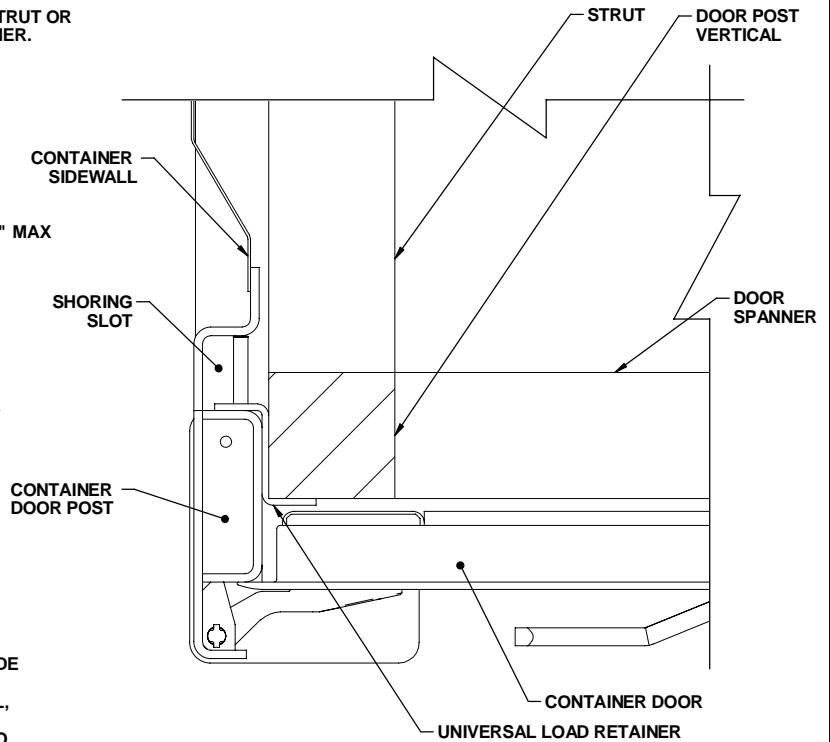
FORWARD STRUT ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE TOP STRUT AND SHORTEN THE VERTICAL PIECE TO 42".



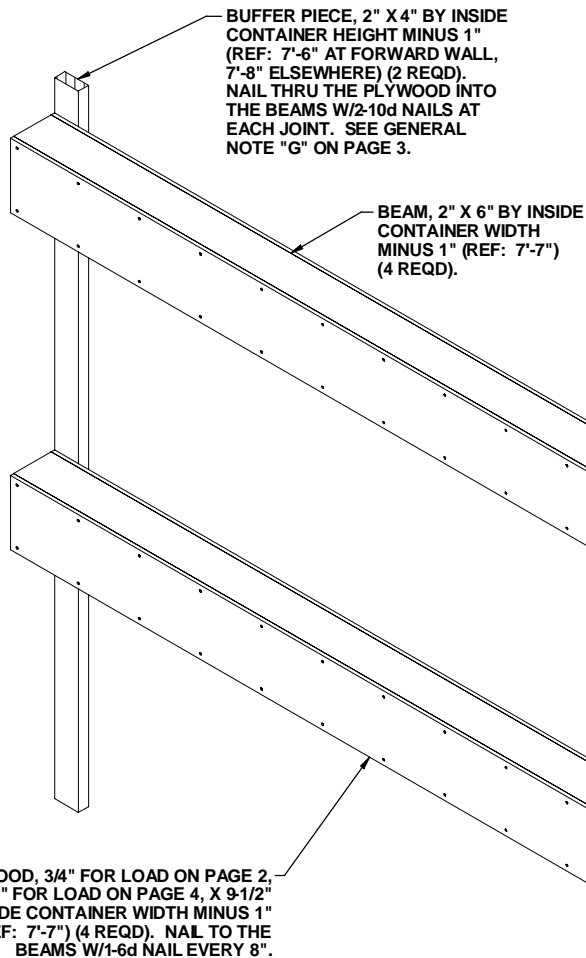
BEVEL CUT

IF DESIRED, EACH END OF A STRUT OR DOOR SPANNER MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE THE ACHIEVEMENT OF A TIGHT END OF LOAD FIT.



DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER ON PAGE 4 IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES. A SIMILAR CONFIGURATION IS APPLICABLE TO THE LOAD SHOWN ON PAGE 2, WITH THE SUBSTITUTION OF FILL MATERIAL FOR THE STRUTS.

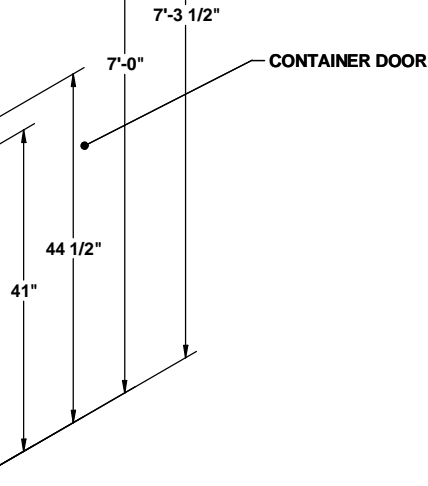


BUFFER PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-6" AT FORWARD WALL, 7'-8" ELSEWHERE) (2 REQD). NAIL THRU THE PLYWOOD INTO THE BEAMS W/2-10d NAILS AT EACH JOINT. SEE GENERAL NOTE "G" ON PAGE 3.

BEAM, 2" X 6" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (4 REQD).

STRUT LEDGER, 2" X 4" X 6" (4 REQD). NAIL TO THE BUFFER PIECES W/2-10d NAILS EACH. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY DEPICTED ON PAGE 4.

PLYWOOD, 3/4" FOR LOAD ON PAGE 2, OR 1/2" FOR LOAD ON PAGE 4, X 9-1/2" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (4 REQD). NAIL TO THE BEAMS W/1-6d NAIL EVERY 8".



FORWARD/REAR BLOCKING ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TWO TOP STRUT LEDGERS (WHERE APPLICABLE).