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LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF 2.75” HYDRA ROCKETS PACKED IN PA151 CYLINDRICAL METAL CONTAINERS, ON WOODEN PALLETS WITH METAL TOP LIFT

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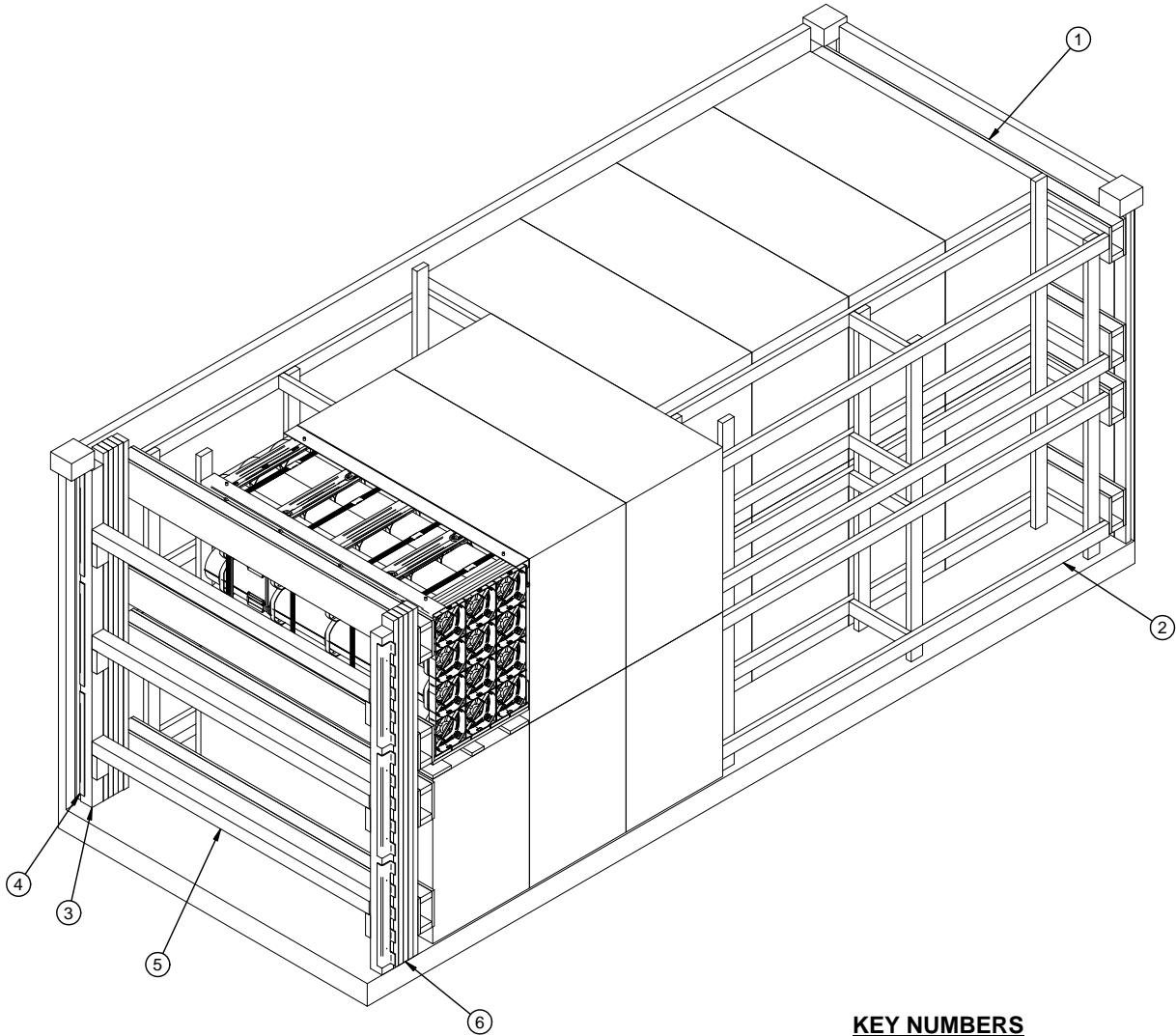
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⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO
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WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

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ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5. **NOTE:** STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY WHEN LOADING THE REDUCED LOAD DEPICTED ON PAGE 8. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ② SIDE FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ③ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 6, "DETAIL A" ON PAGE 6, 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 6, 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 FILL MATERIAL, 4" WIDE BY 7'-1" 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 THE "DETAIL A" ON PAGE 6.

| BILL OF MATERIAL | | |
|-------------------------|-----------------|------------|
| LUMBER | LINEAR FEET | BOARD FEET |
| 2" X 4" | 474 | 316 |
| 4" X 4" | 36 | 48 |
| NAI LS | NO. REQD | POUNDS |
| 10d (3") | 642 | 10.0 |
| 12d (3-1/4") | 12 | 0.25 |
| PLYWOOD, 3/4" | 97.1 SQ FT REQD | 200.3 LBS |
| UNIVERSAL LOAD RETAINER | 6 REQD | 39 LBS |

LOAD AS SHOWN

| ITEM | QUANTITY | WEIGHT (APPROX) |
|---------------------|----------|----------------------------|
| PALLET UNIT | 14 | 28,140 LBS |
| DUNNAGE | | 939 LBS |
| CONTAINER | | 4,700 LBS |
| TOTAL WEIGHT | | 33,779 LBS (APPROX) |

GENERAL NOTES

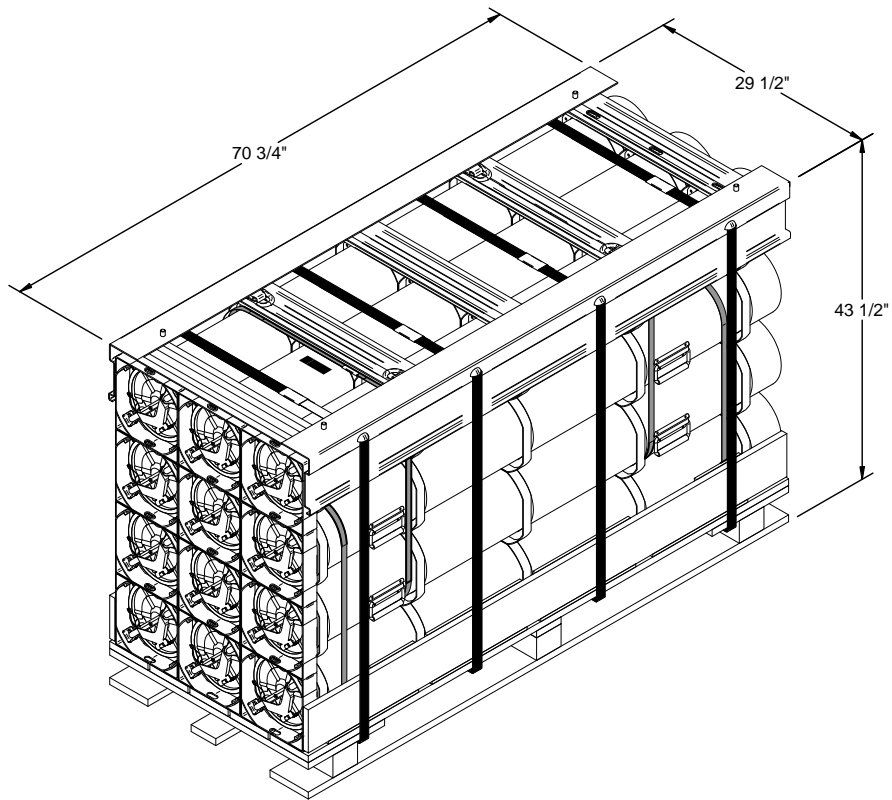
(GENERAL NOTES CONTINUED)

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF 2.75" HYDRA ROCKETS PACKED IN PA151 SERIES CYLINDRICAL METAL CONTAINERS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND AMC DRAWING 19-48-4326/61-20PM1012 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 HORIZONTAL PIECES ON THE SIDE FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE LENGTH OF THE STRUTS IN THE SIDE FILL ASSEMBLIES 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 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.
- 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 "LESS-THAN-FULL-LOAD PROCEDURE" 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 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 8, ARE REQUIRED WHEN LOADING TWO LAYERS OF CONTAINERS, FOUR ARE REQUIRED WHEN LOADING A SINGLE LAYER OF CONTAINERS. 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. LOAD-BLOCKING STRUTS WHICH ARE 48" OR LONGER MUST BE STIFFENED BY THE APPLICATION OF HORIZONTAL AND VERTICAL STRUT BRACING AS SHOWN IN THE "TYPICAL STRUT BRACING" DETAIL ON PAGE 73 OF DRAWING AMC 19-48-4153-15PA1002. 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. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN PALLET AND BETWEEN PALLET AND THE END OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO PALLET PAINT AND MARKINGS.
- T. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO FORWARD/REAR BLOCKING ASSEMBLIES, TWO SIDE FILL ASSEMBLIES, ONE FOUR PALLET UNITS LONG AND ONE THREE PALLET UNITS LONG.
2. INSTALL THE FORWARD BLOCKING ASSEMBLY.
3. LOAD EIGHT PALLET UNITS.
4. INSTALL THE FOUR PALLET UNIT LONG SIDE FILL ASSEMBLY.
5. LOAD SIX PALLET UNITS.
6. INSTALL THE THREE UNIT PALLET UNIT LONG SIDE FILL ASSEMBLY.
7. INSTALL THE SOLID FILL MATERIAL, DOOR POST VERTICALS, UNIVERSAL LOAD RETAINERS, AND DOOR SPANNERS.

MATERIAL SPECIFICATIONS

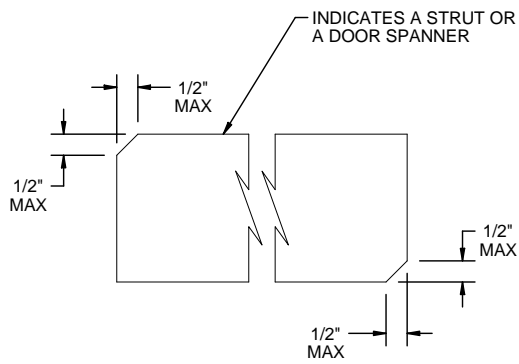
| | | |
|-----------------------|-----|--|
| LUMBER | --- | SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20. |
| NAILS | --- | ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS). |
| PLYWOOD | --- | COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR 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. |
| STAPLE, STRAP | --- | COMMERCIAL GRADE. |
| ANTI-CHAFING MATERIAL | --- | MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL. |

(CONTINUED AT RIGHT)



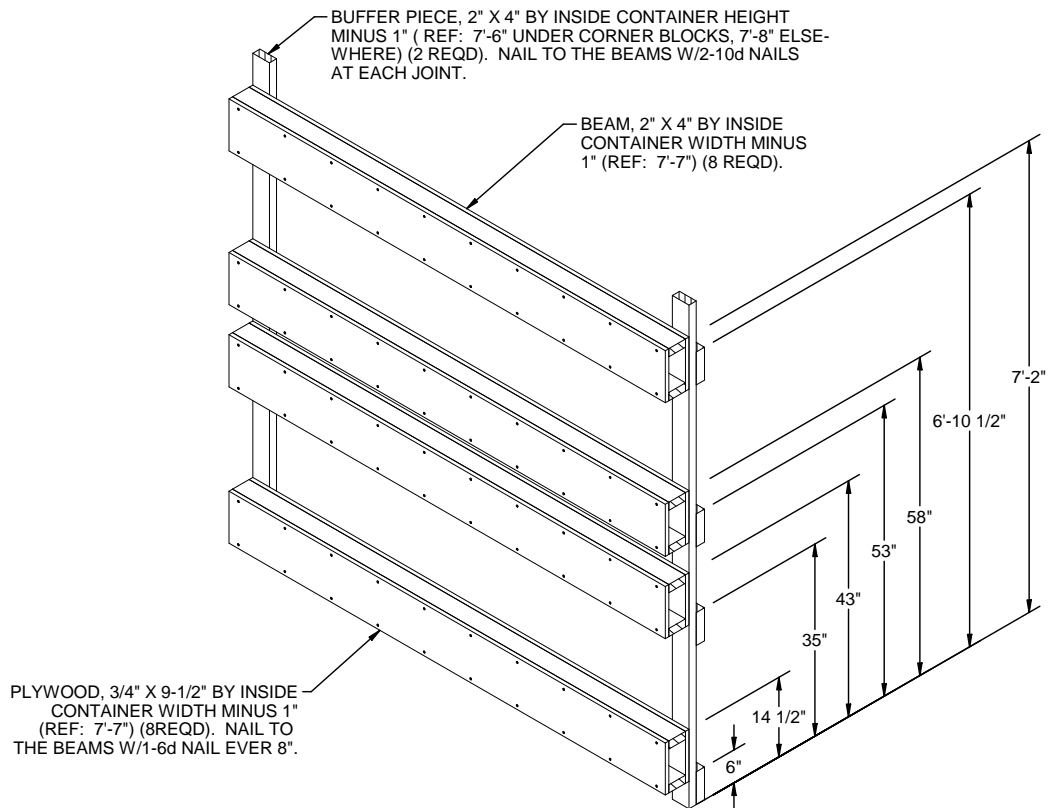
PALLET UNIT DATA

GROSS WEIGHT - - - - - 2,010 LBS
 CUBE - - - - - 52.6 CU FT



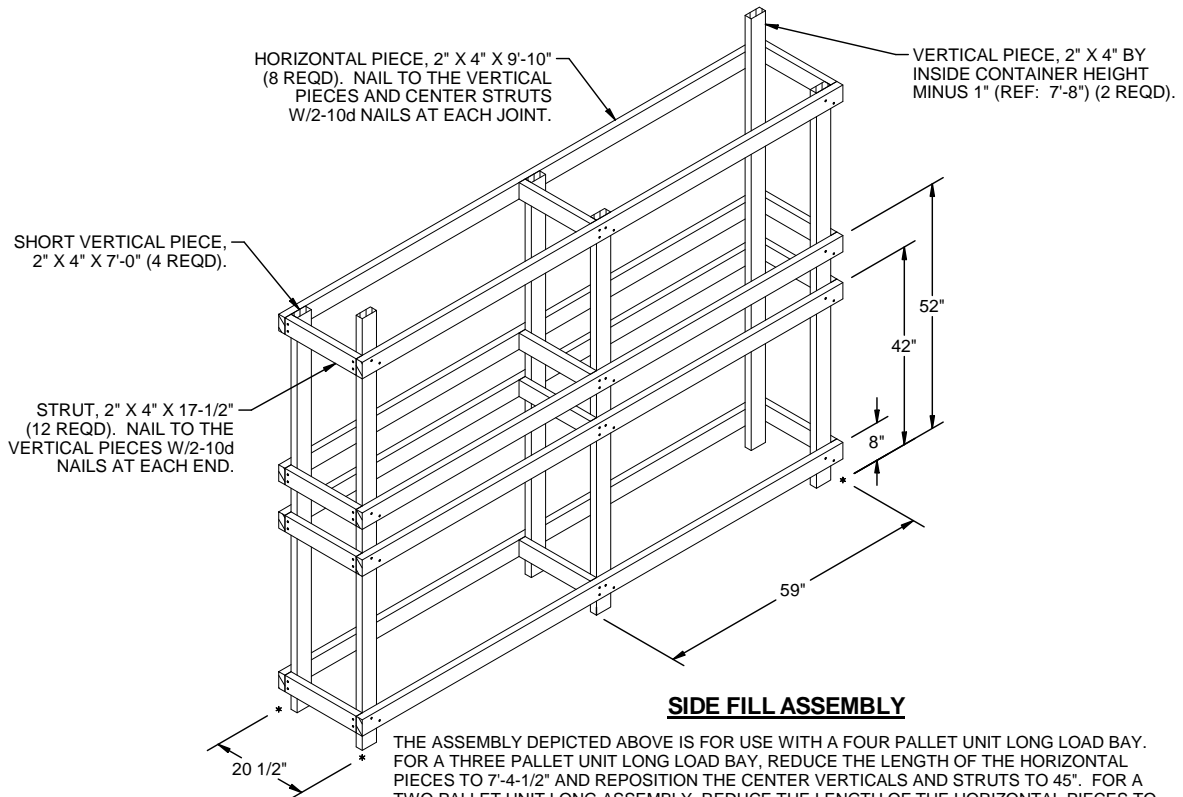
BEVEL CUT

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

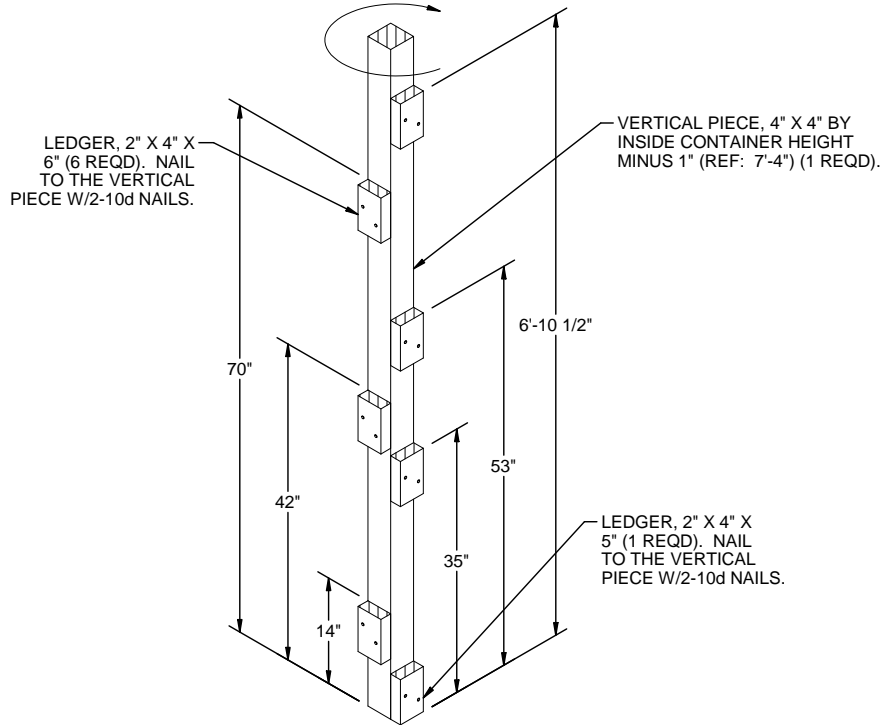
FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO BOX BEAM ASSEMBLIES AND THE TOP FOUR STRUT LEDGERS (WHERE APPROPRIATE).



SIDE FILL ASSEMBLY

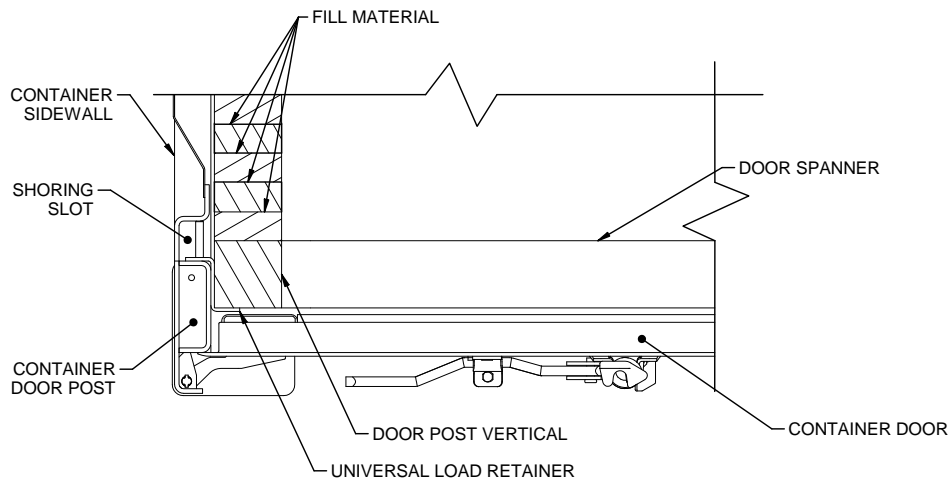
THE ASSEMBLY DEPICTED ABOVE IS FOR USE WITH A FOUR PALLET UNIT LONG LOAD BAY. FOR A THREE PALLET UNIT LONG LOAD BAY, REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO 7'-4-1/2" AND REPOSITION THE CENTER VERTICALS AND STRUTS TO 45". FOR A TWO PALLET UNIT LONG ASSEMBLY, REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO 58" AND ELIMINATE THE CENTER SET OF VERTICAL PIECES AND STRUTS. FOR A ONE PALLET LONG ASSEMBLY, REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO 29" AND ELIMINATE THE CENTER SET OF VERTICAL PIECES AND STRUTS. FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO SETS OF HORIZONTAL PIECES AND STRUTS AND REDUCE THE SHORT VERTICAL PIECES TO 42".

ROTATED 90° FROM THE ISOMETRIC VIEWS SHOWN ON PAGES 2 AND 8.



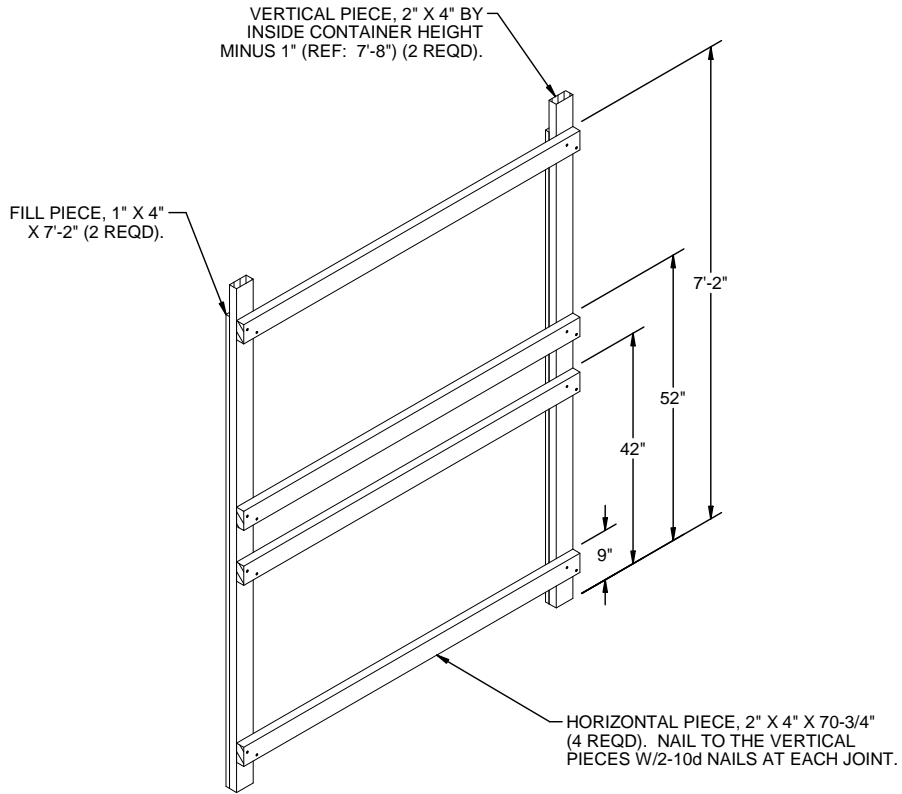
DOOR POST VERTICAL

FOR A FULL LOAD, ELIMINATE THE FOUR STRUT LEDGERS ALONG THE SIDE FACING THE REAR BLOCKING ASSEMBLY AND USE FILL MATERIAL AS DEPICTED ON PAGE 2. **NOTE:** FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO STRUT LEDGERS AND THE TOP DOOR SPANNER LEDGER, AND REPOSITION THE MIDDLE DOOR SPANNER LEDGER AT 39".



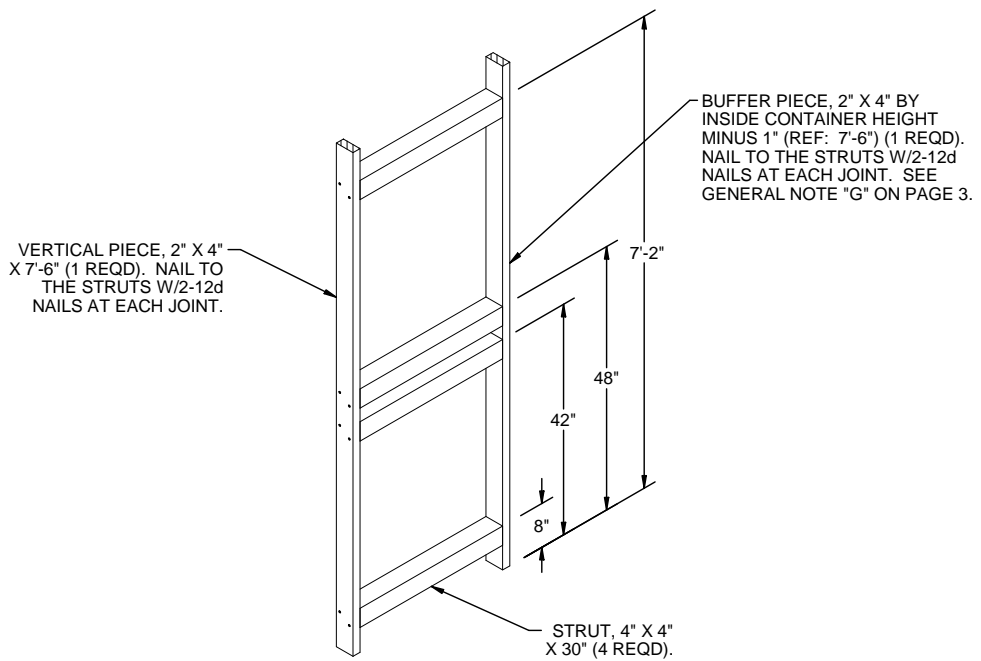
DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE FILL MATERIAL AND ADJACENT DUNNAGE PIECES.



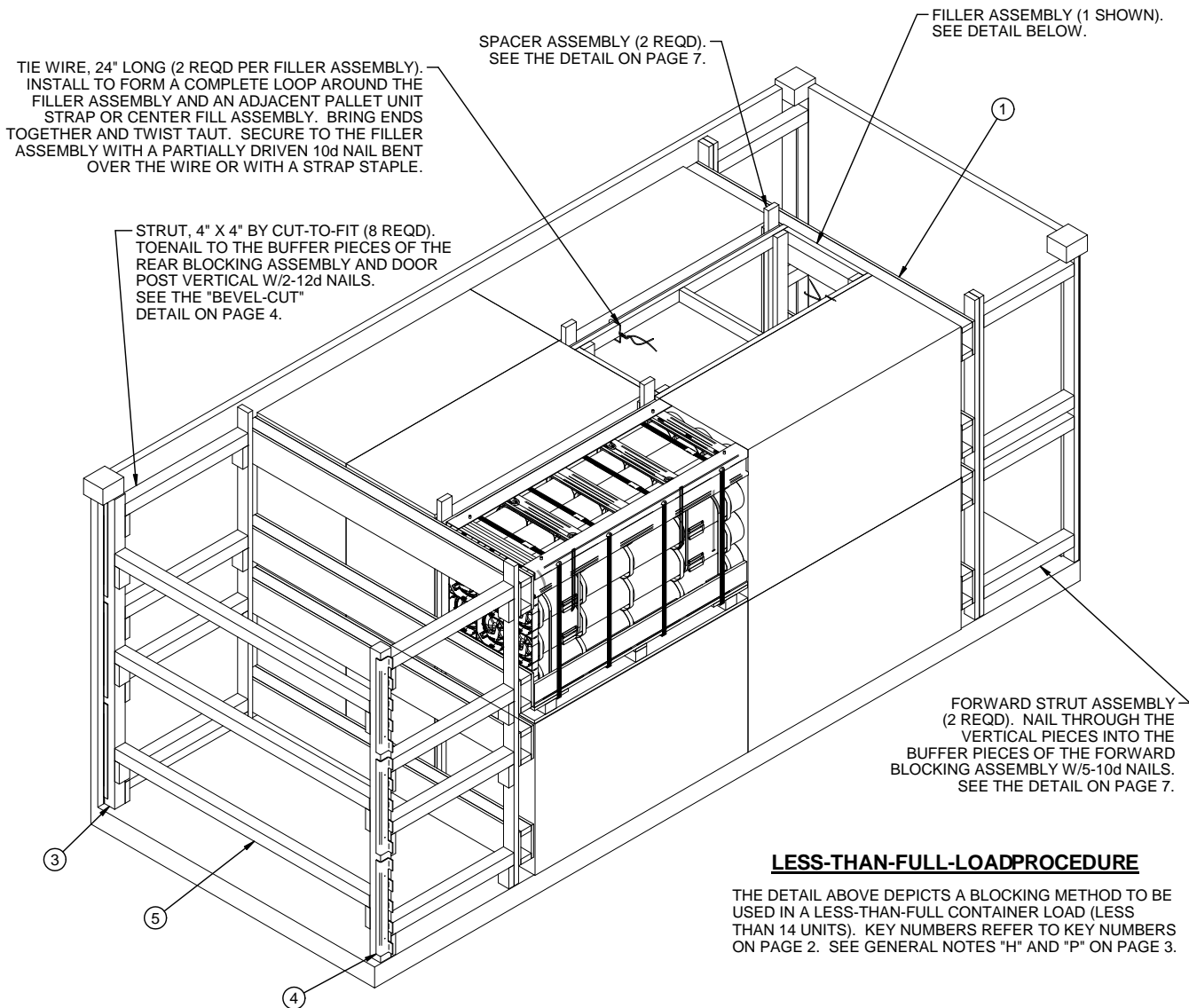
SPACER ASSEMBLY

FOR USE WITH LESS-THAN-FULL-LOAD PROCEDURES. FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO HORIZONTAL PIECES, AND SHORTEN THE FILL PIECES TO 42".



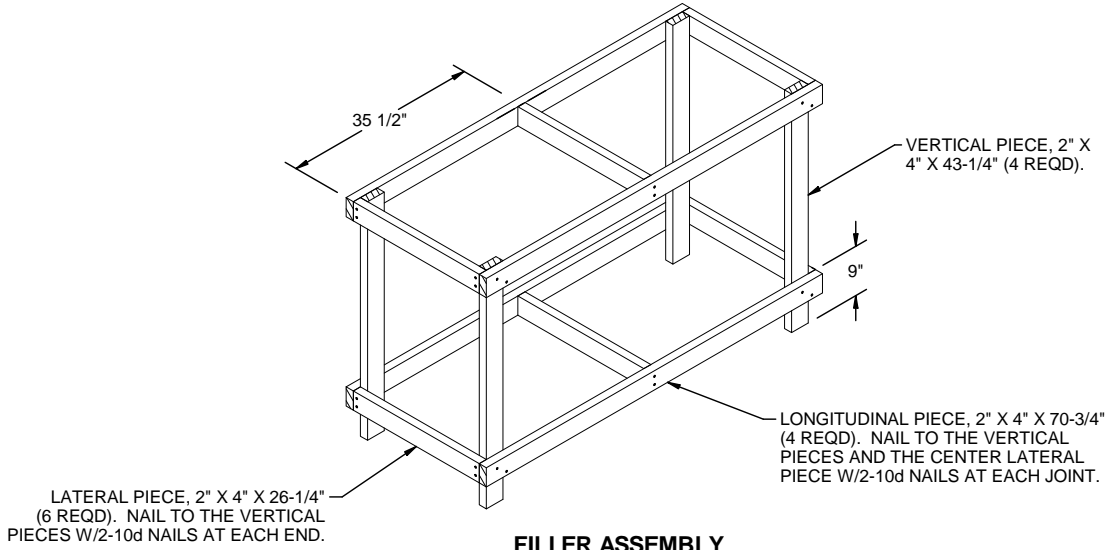
FORWARD STRUT ASSEMBLY

FOR USE WITH LESS-THAN-FULL-LOAD PROCEDURES. FOR A SINGLE LAYER LOAD, ELIMINATE THE TOP TWO STRUTS AND SHORTEN THE VERTICAL PIECE TO 48".



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. SEE GENERAL NOTES "H" AND "P" ON PAGE 3.



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 DUNNAGE ASSEMBLY TO PREVENT UNDUE MOVEMENT. NO MORE THAN THREE FILLER ASSEMBLIES WILL BE USED IN ANY LOAD.