

LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF CARTRIDGE, 105MM, PACKED IN PA71 FIBER CONTAINERS IN WIRE-BOUND PALLET BOXES

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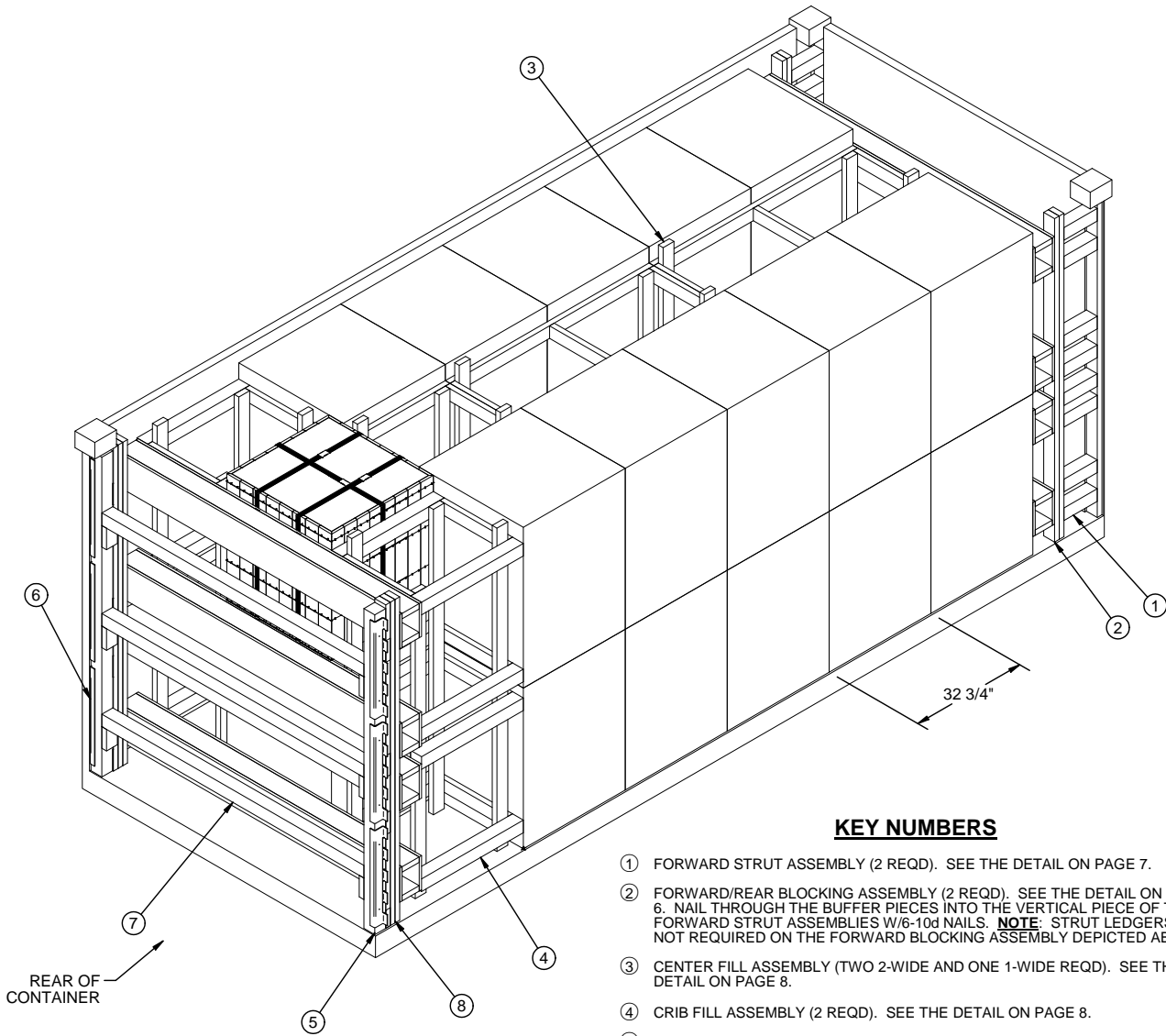
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⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND RUS.ALLEN.J .1230354282 <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: 2015.04.06 12:01:29 -05'00'</small>		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 10.			
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ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7.
- ② FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE FORWARD STRUT ASSEMBLIES W/6-10d NAILS. **NOTE:** STRUT LEDGERS ARE NOT REQUIRED ON THE FORWARD BLOCKING ASSEMBLY DEPICTED ABOVE.
- ③ CENTER FILL ASSEMBLY (TWO 2-WIDE AND ONE 1-WIDE REQD). SEE THE DETAIL ON PAGE 8.
- ④ CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 8.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 9, "DETAIL A" ON PAGE 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ 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 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑦ 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.
- ⑧ 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 "DETAIL A" ON PAGE 9.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	386	258
2" X 6"	122	122
4" X 4"	138	184
NAI LS	NO. REQD	POUNDS
6d (2")	352	2-1/4
10d (3")	232	3-3/4
12d(3-1/4")	268	4-1/2
PLYWOOD, 3/4" - -	96.06 SQ FT REQD -	198.11 LBS
UNI VERSAL LOAD RETAI NER - -	6 REQD - -	39.00 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT - - - - -	22 - - - - -	48,400 LBS
DUNNAGE - - - - -	- - - - -	1,371 LBS
CONTAI NER - - - - -	- - - - -	4,700 LBS
TOTAL WEIGHT - - - - -		54,471 LBS (APPROX)

GENERAL NOTES

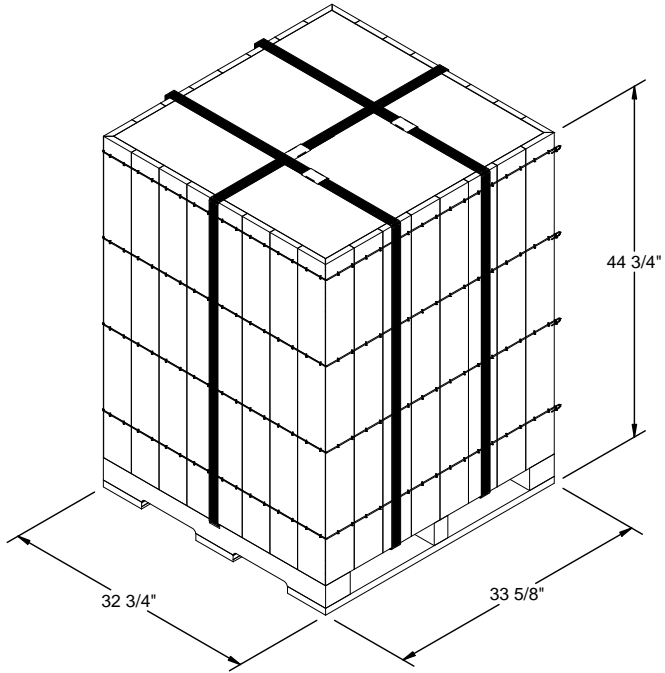
(GENERAL NOTES CONTINUED)

- 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 105MM CARTRIDGES, PACKED IN PA71 FIBER CONTAINERS IN WIREBOUND PALLET BOXES. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND ARDEC DRAWING 9277353 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 55,000 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 CENTER FILL ASSEMBLIES OR BY INCREASING THE LENGTH OF THE STRUTS IN THE CENTER FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". 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 IN THE TWO STRUT ASSEMBLIES ON ONE END OF THE LOAD, OR BY INSTALLING 4" WIDE BY 7'-1" LONG FILL MATERIAL. FILL MATERIAL MAY BE INSTALLED BETWEEN THE DOOR POST VERTICAL PIECES AND THE END BLOCKING ASSEMBLY BUFFER PIECES, TOENAIL EACH PIECE W/5 APPROPRIATELY SIZED NAILS (10d FOR 2" MATERIAL).
- E. 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.
- F. THIS DRAWING DEPICTS A 22-PALLET UNIT MAXIMUM CONFIGURATION, WITH A LADING WEIGHT OF 48,400 POUNDS, AND A 20-PALLET UNIT ALTERNATE CONFIGURATION WITH A LADING WEIGHT OF 44,000 POUNDS. DUE TO RESTRICTIONS ENACTED BY THE SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND AND THE JOINT MUNITIONS 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, FOUR PALLET UNITS MUST BE ELIMINATED FROM THE 22-PALLET UNIT MAXIMUM LOAD, OR TWO PALLET UNITS MUST BE ELIMINATED FROM THE 20-PALLET UNIT ALTERNATE LOAD. THIS WILL RESULT IN A 18-PALLET UNIT LOAD WITH A LADING WEIGHT OF 39,600 POUNDS. SEE THE "LESS-THAN-FULL LOAD PROCEDURES" ON PAGE 10 FOR DETAILS.
- 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.
- 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 BO-GIE 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 "ALTERNATE LOADING PROCEDURES" ON PAGE 5, AND THE FILLER ASSEMBLY AND THE "LESS-THAN-FULL LOAD PROCEDURES" ON PAGE 10.
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. 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.
- R. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 5, ARE REQUIRED WHEN LOADING A TWO HIGH LOAD, AND FOUR ARE REQUIRED WHEN LOADING A ONE HIGH LOAD AS DEPICTED IN THE LOAD ON PAGE 10. 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.
- S. 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

MATERIAL SPECIFICATIONS

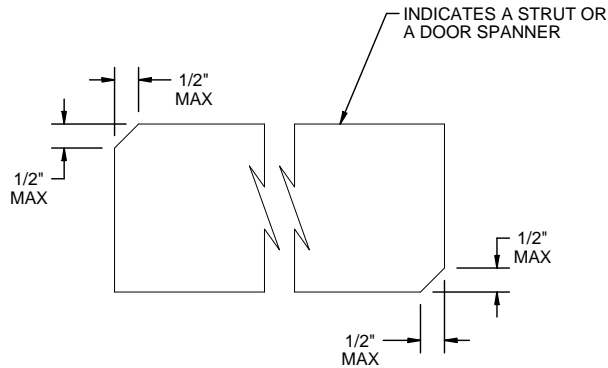
- LUMBER** - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - : ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMS).
- PLYWOOD** - - - - - : COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY BE SUBSTITUTED.
- STEEL STRUCTURAL** - - - - - : ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.
- WIRE, CARBON STEEL** - - - - - : ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, 0.0800" DIA, GRADE 1006 OR BETTER.

(CONTINUED AT RIGHT)



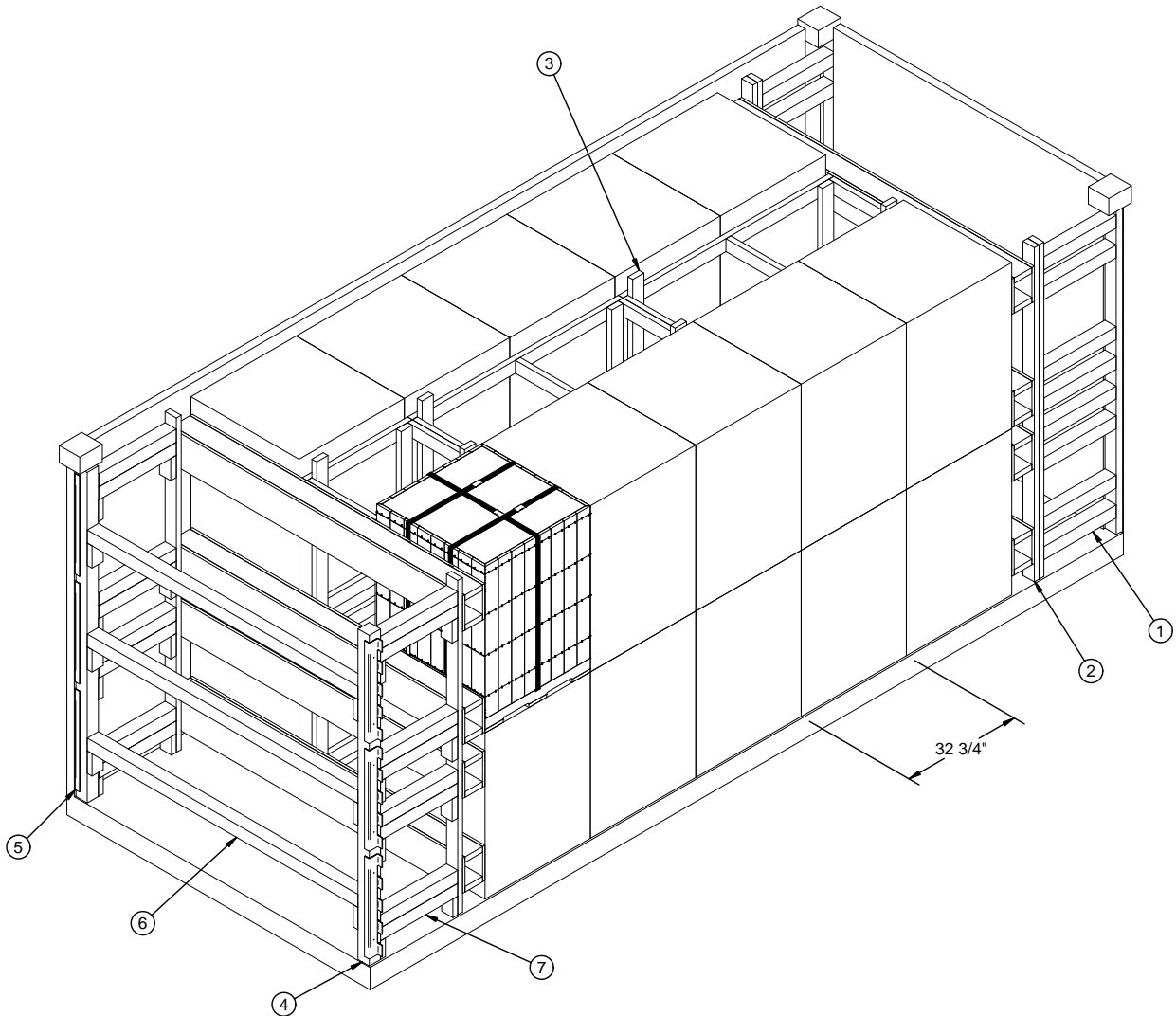
PALLET UNIT DATA

GROSS WEIGHT - - - - - 1,920 - 2,200 LBS
 CUBE - - - - - 28.5 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 OR DOOR SPANNERS WITH A "DRIVE" FIT.



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7.
- ② FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE FORWARD STRUT ASSEMBLIES W/6-10d NAILS. **NOTE:** STRUT LEDGERS ARE NOT REQUIRED ON THE FORWARD BLOCKING ASSEMBLY DEPICTED ABOVE.
- ③ CENTER FILL ASSEMBLY (TWO 2-WIDE AND ONE 1-WIDE REQD). SEE THE DETAIL ON PAGE 8.
- ④ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 9, "DETAIL A" ON PAGE 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑤ 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 9, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ 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.
- ⑦ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 24") (DOUBLED) (8 REQD). TOENAIL TO THE BUFFER PIECES OF THE REAR BLOCKING ASSEMBLY W/2-12d NAILS AT EACH END. SEE THE "BEVEL CUT" DETAIL ON PAGE 4.

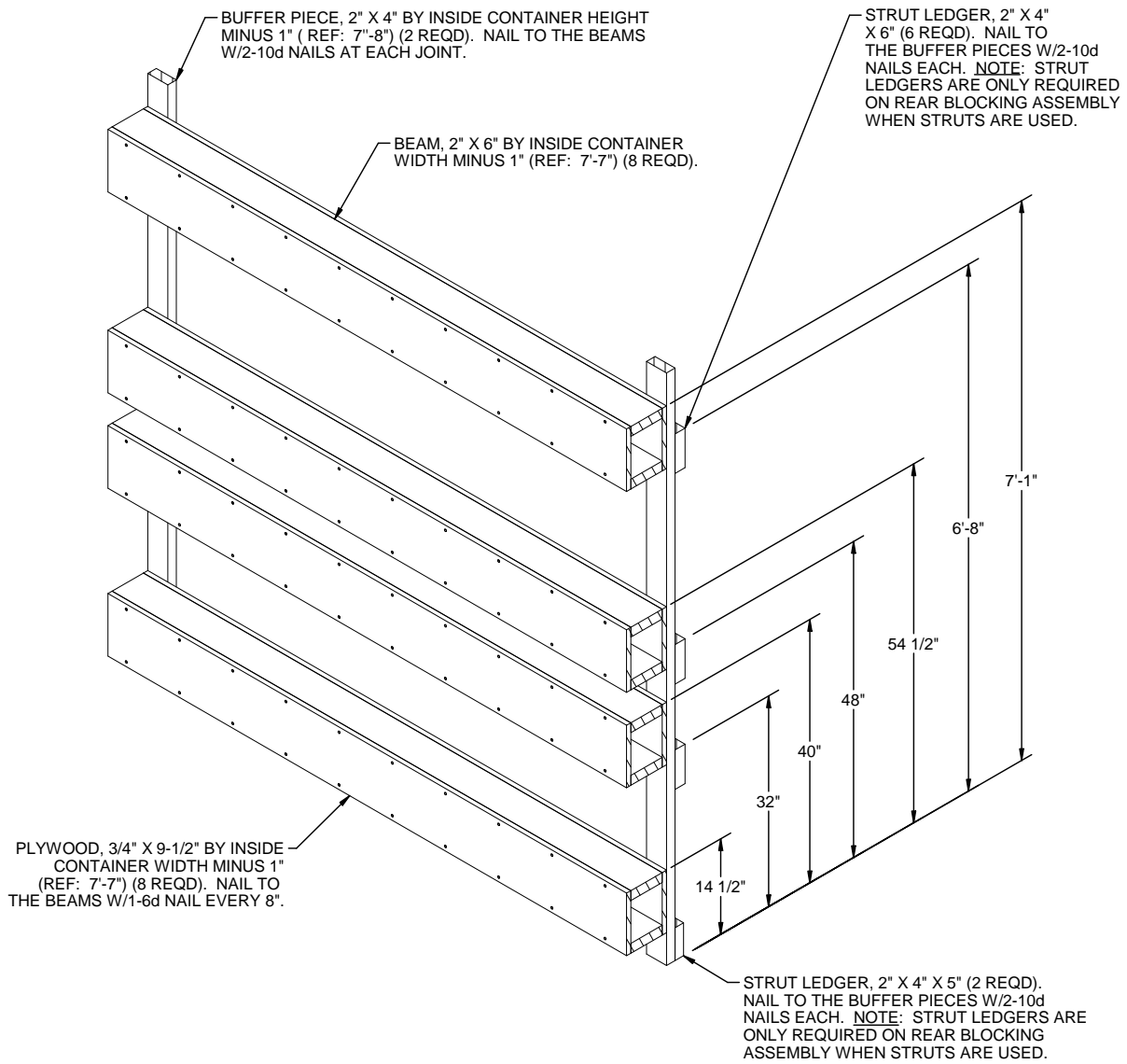
BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	277	185
2" X 6"	122	122
4" X 4"	186	248
NAI LS	NO. REQD	POUNDS
6d (2")	352	2-1/4
10d (3")	104	1-3/4
12d(3-1/4")	332	5-3/4
PLYWOOD, 3/4" - -	96.06 SQ FT REQD -	198.11 LBS
UNI VERSAL LOAD RETAI NER - -	6 REQD - -	39.00 LBS

LOAD AS SHOWN

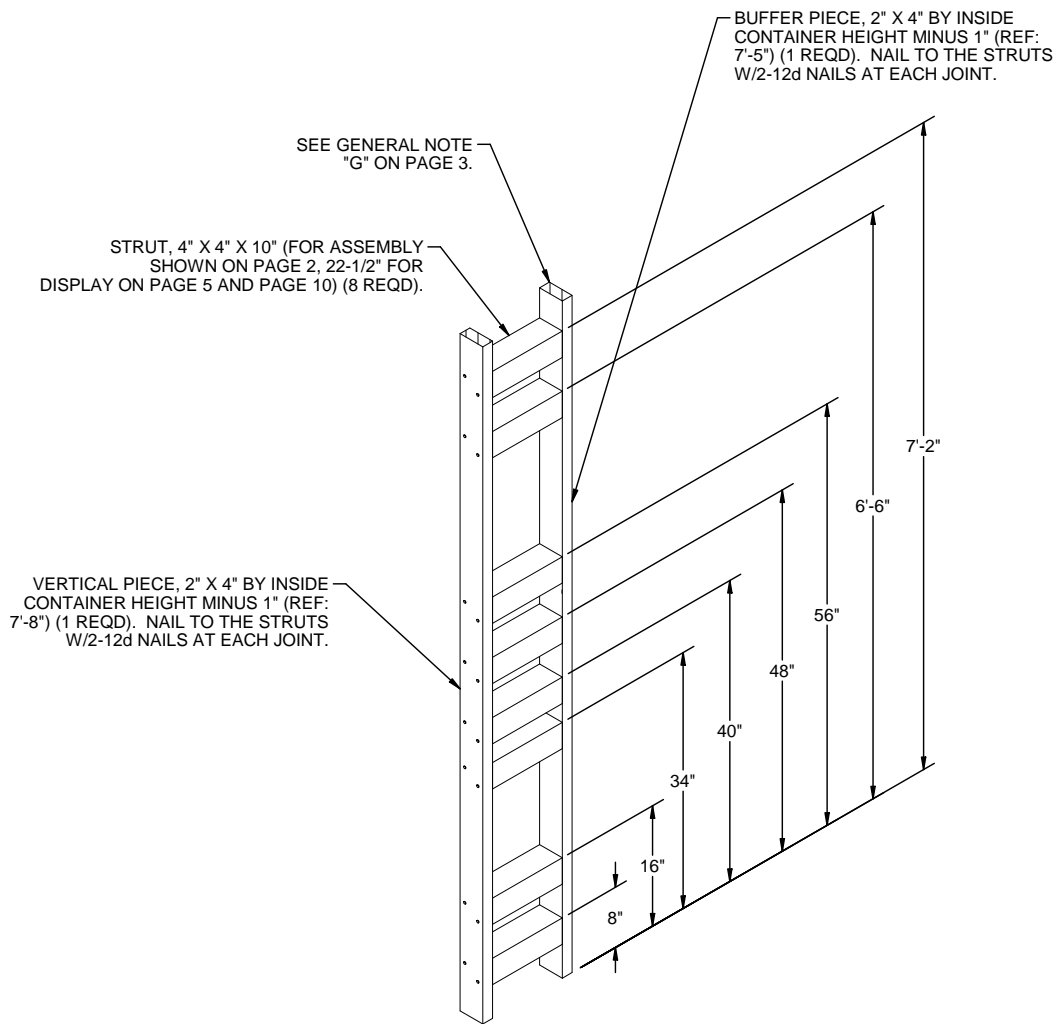
ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNI T - - - - -	20 - - - - -	44,000 LBS
DUNNAGE - - - - -	- - - - -	1,355 LBS
CONTAI NER - - - - -	- - - - -	4,700 LBS
TOTAL WEIGHT - - - - -		50,055 LBS (APPROX)

ALTERNATE LOADING PROCEDURES



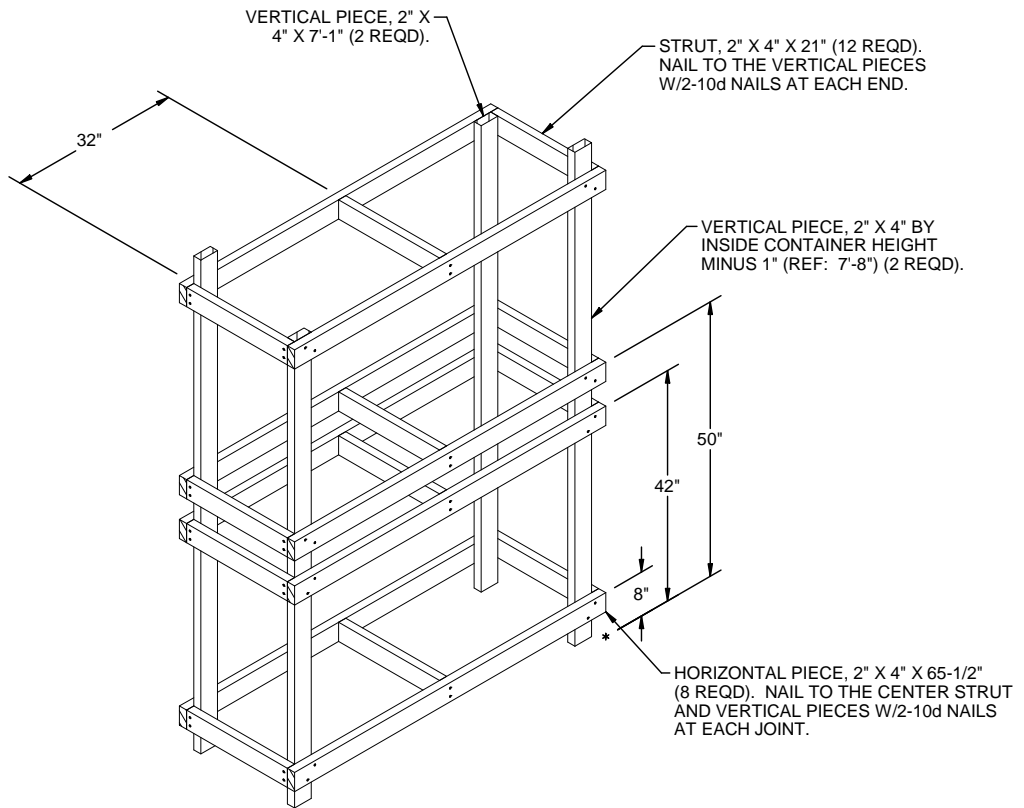
FORWARD/REAR BLOCKING ASSEMBLY

FOR A 1-HIGH LOAD, ELIMINATE THE UPPER TWO BEAM ASSEMBLIES AND THE UPPER FOUR STRUT LEDGERS WHERE REQUIRED.



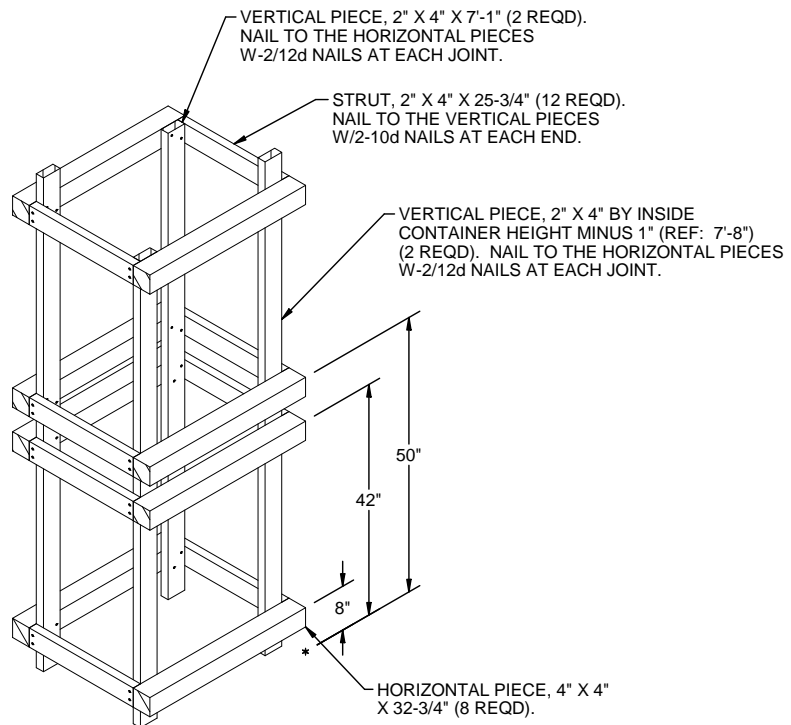
FORWARD STRUT ASSEMBLY

FOR A 1-HIGH PALLET LOAD, ELIMINATE THE UPPER FOUR STRUTS AND REDUCE THE HEIGHT OF THE VERTICAL PIECE TO 48"



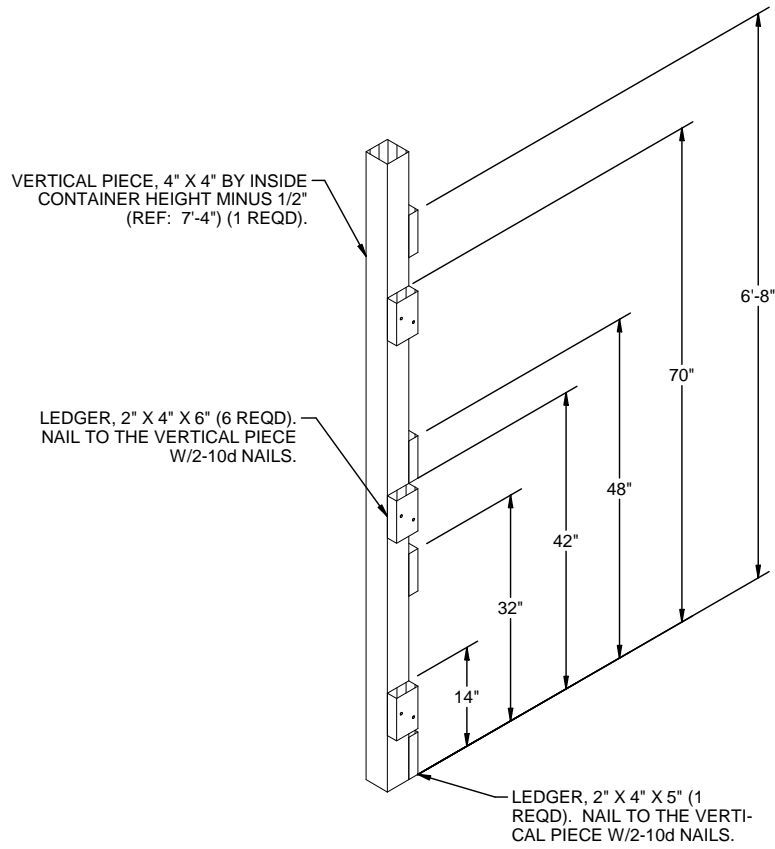
CENTER FILL ASSEMBLY

ASSEMBLY DEPICTED ABOVE IS FOR USE WITH A 2-PALLET WIDE LADING. FOR A 1-WIDE LADING, ELIMINATE THE FOUR CENTRAL STRUTS AND REDUCE THE LENGTH OF THE HORIZONTAL PIECES TO 32-3/4". FOR A 1-HIGH PALLET LOAD ASSEMBLY, REDUCE THE SHORT VERTICAL PIECES TO 42". ELIMINATE THE UPPER FOUR HORIZONTAL PIECES AND THE UPPER SIX STRUTS.



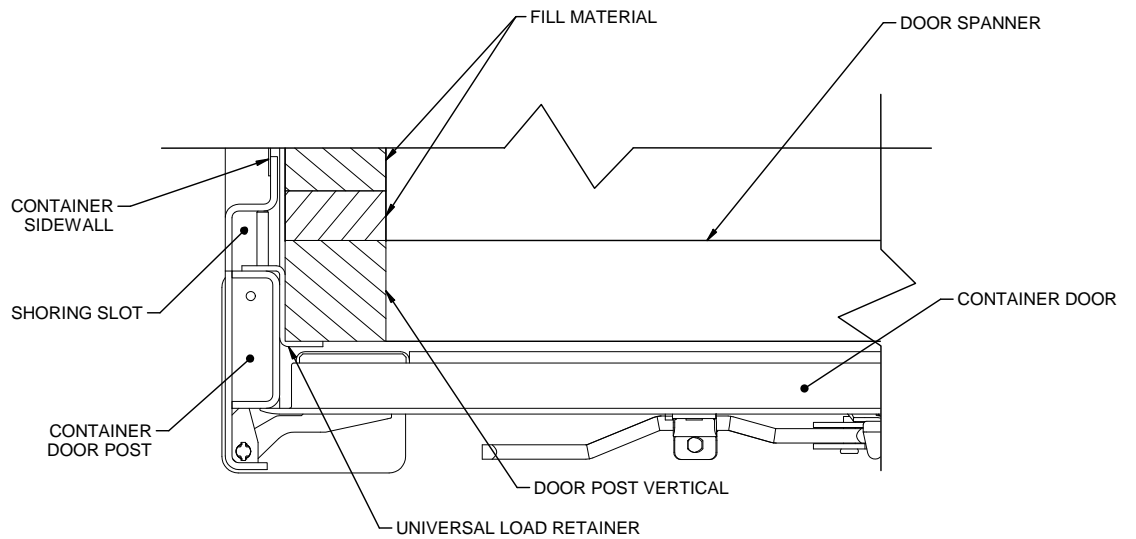
CRIB FILL ASSEMBLY

ASSEMBLY DEPICTED ABOVE IS FOR USE WITH A 2-HIGH PALLET LOAD. FOR A 1-HIGH PALLET LOAD ASSEMBLY, REDUCE THE SHORT VERTICAL PIECES TO 42". ELIMINATE THE UPPER FOUR HORIZONTAL PIECES AND THE UPPER FOUR STRUTS.



DOOR POST VERTICAL

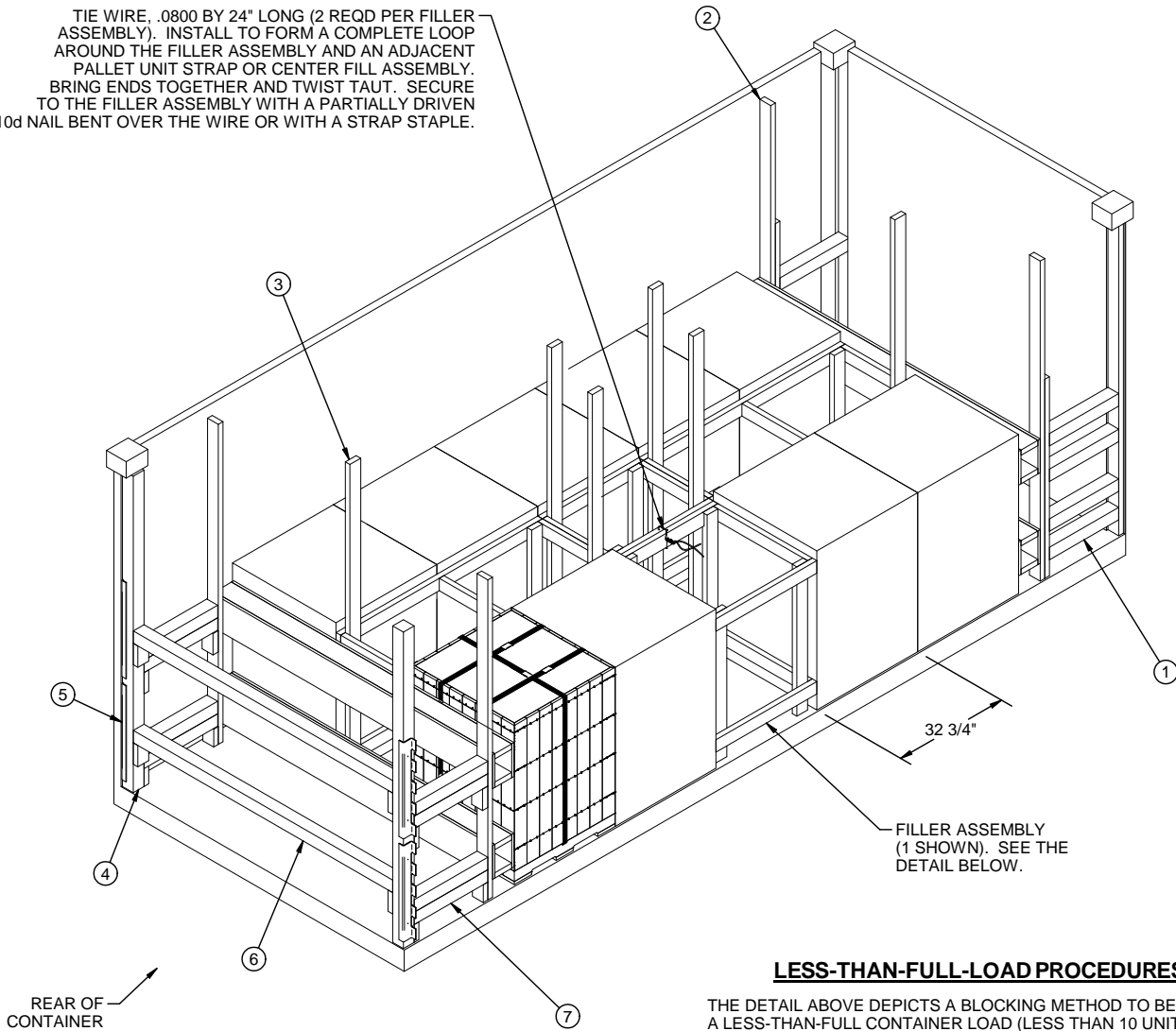
FOR 1-HIGH LOAD, ELIMINATE THE UPPER TWO STRUT LEDGERS AND THE UPPER SPANNER LEDGER.



DETAIL A

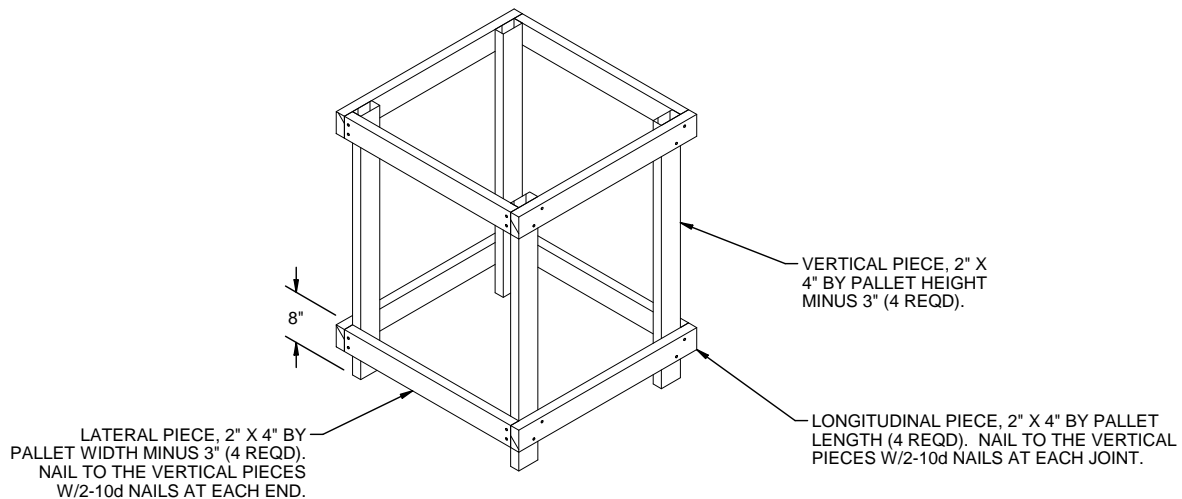
A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE LOAD ON PAGE 2 SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL RETAINER AND ADJACENT DUNNAGE PIECES.

TIE WIRE, .0800 BY 24" LONG (2 REQD PER FILLER ASSEMBLY). INSTALL TO FORM A COMPLETE LOOP AROUND THE FILLER ASSEMBLY AND AN ADJACENT PALLET UNIT STRAP OR CENTER FILL ASSEMBLY. BRING ENDS TOGETHER AND TWIST TAUT. SECURE TO THE FILLER ASSEMBLY WITH A PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE OR WITH A STRAP STAPLE.



LESS-THAN-FULL-LOAD PROCEDURES

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN A LESS-THAN-FULL CONTAINER LOAD (LESS THAN 10 UNITS). KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 5. 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 CENTER FILL ASSEMBLY TO PREVENT UNDUE MOVEMENT. NO MORE THAN THREE FILLER ASSEMBLIES WILL BE USED IN ANY LOAD.