# LOADING, TIEDOWN, AND UNLOADING PROCEDURES FOR UNIT BASIC LOADS IN/ON TACTICAL VEHICLES

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#### GENERAL NUTES

- A. THIS DOCUMENT HAS SEEN PREPARED AND SISLED IN ACCOMPANCE WITH AR 740-1.
- B. THIS DRAWING COVERS PROCEDURES APPLICABLE TO THE TRANSPORT OF LOCKE AND/OR MALETIZED UNIT MASK LOAD HEMS, SECURED WITH WEB STRAP TEDOWN ASSEMBLES, IN/ON TACTICAL TYPE VEHICLES, POR ON AND/OR OFF HIGHWAY. FOR ADDITIONAL GURDANCE, SEE AMC DRAWINGS IS—46-4991/7—CAITOZ, LOADING, TEDOWN, AND UNLOADING MOCEDURES FOR SEPARATE LOADING, TEDOWN, AND UNLOADING MOCEDURES FOR POPELLING CHARGES IRYON TACTICAL VEHICLES; 19—46-4991/3—CAITOZ, LOADING, TEDOWN, AND UNLOADING PROCEDURES FOR COMMETE ROUNDS IN/ON TACTICAL VEHICLES; AND 19—46-4991/4—CAITOZ, LOADING, TEDOWN, AND UNLOADING PROCEDURES FOR COMMETE ROUNDS IN/ON TACTICAL VEHICLES; AND 19—46-4991/4—CAITOZ, LOADING, TEDOWN, AND UNLOADING PROCEDURES FOR COMPETE ROUNDS IN/ON TACTICAL VEHICLES; AND IN-46-4991/4—CAITOZ, LOADING, TEDOWN, AND UNLOADING PROCEDURES FOR BOXED AMMUNITION AND COMPONENTS (MALETIZED AND UN-PALLETIZED) IN/ON TACTICAL VEHICLES. SEE NOTE "0" BELOW,
- C. DEPICTED PROCEDURES APPLY TO TACTICAL VEHICLES HAVING FACTORY IN-STALLED TEDOWN ANCHORS AND/OR TACTICAL VEHICLES WHICH HAVE BEEN MODIFIED TO INCLUDE THE UNIVERSALLY APPLICABLE "TEDOWN KIT" WHICH CONGETS OF THE TEDOWN HITTINGS OR ANCHOR DEVICES FOR INSTALLATION IN/ON CARGO BEDS, SIDE WALLS, AND/OR END WALLS, FOR LIE WITH WEB STRAP TEDOWN ASSEMBLES. SEE MIGE 42 FOR GUIDANCE.
- ALL LOADS SHOWN HEREIN ARE TYPICAL AND ARE BASED ON TESTED PROCE-DURES FOR OFF HIGHWAY TRANSPORT OF LOGGE AND/OR MALETIZED ITEMS, COMMINITIONS OF PROCEDURES MAY BE USED IN/ON ANY TACTICAL VEHICLE. HOWEVER, THE APPROVED METHODS SPECIFIED HERBIN MUST BE FOLLOWED AS CLOSELY AS POSSIBLE.
- E. BECAUSE OF THE FACT THAT ALL LOADS SHOWN HEISEN ASE TYPICAL IT IS MOST LIKELY THAT THE ACTUAL QUANTITY TO BE TRANSPORTED WILL NOT BE DEPICTED. IN OBDER TO MAINTAIN SIMILARITY FROM ONE LOAD TO ANOTHER, INSTALLATIONS WHICH MAKE MULTIPE SHIPPMENTS OF THE SAME TIPE IN THE SAME TYPE OF VEHICLE, SHOULD MAKE AN ACTUAL PROCLED SKETCH OF THE LOAD, LEING THE VARIOUS TYPICAL LOADS AND PROCEDURES SHOWN HEISEN FOR GUIDANCE. THIS SKETCH WOULD BE ADVANTAGEOUS FOR MAXIMUM CUANTITY OF WEB STRAP TEDOWN ASSEMBLIES.
- USING A MINIMUM QUANTITY OF WE STRAP TEDOWN ASSEMBLES.

  F. WES STRAP TEDOWN ASSEMBLES MUST BE SECURELY HOOKED INTO ANCHORING DEVICES ON THE TRANSPORTING VEHICLE AND RATCHETED TIGHT, PRIOR TO MOVING THE VEHICLE. WHEN INSTALLING STRAPS ASSURE THAT THERE ARE NO MOVING THE VEHICLE. WHEN INSTALLING STRAPS ASSURE THAT THERE ARE NO ON THE RATCHET TAKE-UP SPOOL WHEN TENSIONING. PRIOR TO RATCHETING THE STRAP MOTOR TRAINER STRAP TIGHT, PALL EXCESS LENGTH OF SLACK STRAP THROUGH THE RATCHET TAKE-UP SPOOL WHILE ENOUGH STRAP LENGTH REMAINS TO FORM AT LEAST ONE-HALF, BUT NOT MODE THAN ONE AND ONE-HALF WHARS OF STRAP ON THE RATCHET TAKE-UP SPOOL AFTER STRAP-OSTRAP CONTACT HAS BEEN MADE (STRAP-TICH-TICK-UP) SPOOL AFTER STRAP OF THAT STRAP IN CONTACT WITH ITSELF). ON THE SPOOL IS SHOWING AND THE STRAP IS IN CONTACT WITH ITSELF, NOTE: WHEN THE TAKE-UP SPOOL OF THE RATCHET ASSEMBLY IS ROTATED BY MOVING THE RATCHET HANGLE TO TENSION A STRAP ASSEMBLY, TWO THICK-MISSES OF STRAP WILL BE WOUND ONTO THE SPOOL AT THE SAME TIME. OF STRAP ON THE TAKE-UP SPOOL ACTUALLY MANS ON-HALF TO ONE AND ONE-HALF ON THE TAKE-UP SPOOL ACTUALLY MANS ON-HALF TO ONE AND ONE-HALF OWNER OF STRAP ON THE TAKE-UP SPOOL ACTUALLY MANS ON-HALF TO ONE AND ONE-HALF WARP OF STRAP ON THE TAKE-UP SPOOL AFTER STRAP-TO-STRAP CONTACT HAS BEEN MADE, IS TO COUNT THE AUDISLE "CLICKS" MADE BY THE RATCHET ASSEMBLY AS A WES STRAP IS BEING RATCHETED. FOR EXAMPLE, IF THE RATCHET ASSEMBLY HAS SIEVEN TEETH, COUNT SEVENTEEN "CLICKS". AFTER A STRAP ASSEMBLY HAS SEEN ROPERLY TEETH, COUNT SEVENTEEN "CLICKS". AFTER A STRAP ASSEMBLY HAS SEEN ROPERLY TEETH, COUNT SEVENTEEN "CLICKS". AFTER A STRAP ASSEMBLY HAS SEEN ROPERLY TEETH, COUNT SEVENTEEN "CLICKS". AFTER A STRAP ASSEMBLY HAS SEEN ROPERLY TEETH, COUNT SEVENTEEN "CLICKS". AFTER A STRAP ASSEMBLY HAS SEEN ROPERLY TEETH, COUNT SEVENTEEN "CLICKS". AFTER THE TAKE-UP SPOOL AFTER TENSION-BY ASSEMBLY HAS SEEN ROPERLY TENSION. ONE MAST SET DESCRIBED TO ASSURE THAT THE TAKE-UP SPOOL AFTER TENSION-BY ASSEMBLY HAS SEEN ROPERLY THE TOWN OF THE RAT
- G. ADJUSTABLE SCLEF SLEEVES, WHEN PROVIDED ON WEB STRAP ASSEMBLES, WILL BE LOCATED TO PROVIDE A MAD WHERE STRAPS PASS OVER SHARP EDGES, OR RATCHETS AND HOOKS ON PREVIOUSLY INSTALLED WEB STRAP TEDOWN ASSEMBLES. METAL PARTS OF A STRAP ASSEMBLY SHOULD BE LOCATED SO AS TO AVOID CONTACT WITH METAL ON UNIT BASIC LOAD ITEMS. IF CONTACT CANNOT BE AVOIDED, A SUITABLE ANTI-CHAFING MATERIAL AS LISTED UNDER THE MATERIAL SPECIFICATIONS BELOW, MUST BE POSITIONED BETWEEN THE METAL PARTS OF A STRAP ASSEMBLY AND THE METAL ON UNIT BASIC LOAD ITEMS, AND IF NECESSARY, TAPED OR TIED IN POSITION.
- H. IF THE SIDE RACKS FOR A SEMITRAILER ARE TO BE TRANSPORTED ON THE LOADED TRAILER, THEY WILL SE STACKED ON THE TRAILER AND SECURED WITH A SUPPICIENT QUANTITY OF WES STRAF TEDDOWN ASSEMBLES TO PREVENT LOSS DURING TRANSPORT, NOTE: IF DESIRED, THE SIDE RACKS FOR THE METI AND METZ SEMITRAILERS MAY SE POSITIONED IN PLACE AFTER THE LOAD HAS BEEN SECURED. AFTER ALL SIDE PANELS AND REAR PANELS ARE IN POSITION, THE STAKES MUST BE SECURELY "FINNED" OR "WIRE-TIED" TO THE STAKE POCKETS TO REVENT VERTICAL DISPLACEMENT DURING TRANSPORT. ALSO, THE SIDE PANELS MUST BE SECURED AT THE TOP WITH THE CROSS-CHAINS WHICH ARE PROVIDED WITH THE VEHICLE. NOTE: THESE PROCEDURES DO NOT APPLY TO METI AND METZ SEMITRAILESS WHICH HAVE SEEN MODIFIED WITH DROP SIDES.

  (CONTINUED AT RIGHT!)

#### MATERIAL SPECIFICATIONS

ANTI-CHAPING

---: CANVAS, BURLAP, TAPE OR ANY OTHER SUITABLE MATERIAL

#### (GENERAL NOTES CONTINUED)

- J. THE TEDOWN PROCEDURES SHOWN WITHIN THE DRAWING ALSO APPLY TO DROP SIDE VEHICLES HAVING TEDOWN ANCHORS INSTALLED ON THE DROP SIDES, THE TARGATE MAIT ALMAYS BE IN THE CLOSED POSITION TO HELP STRENGTHEN THE DROP SIDES, WHEN THE TYPE OF VEHICLE IS SEING USED TO TRANSPORT UNIT DROP LOAD TERMS.
- K. DURING LONG HAUS, WHEN POSSIBLE, STRAPS SHOULD ME CHECKED DURING VEHICLE STOPS AND TIGHTENED, IF NECESSARY.
- L. PROCEDURES DEPICTED HEREIN AME TYPICAL IN NATURE RELATIVE TO ITEM LOCATION IN/ON THE VEHICLES AND THE QUANTITIES SHOWN, ITEM LOCATION AND QUANTITIES OF THE DESIGNATED ITEM MAY BE VARIED TO SATISFY OFFIRSTIONAL REQUIREMENTS, PROVIDED LOADING AND TEDOWN PRINCIPLES SPECIFED HEREIN AME RETAINED.
- M. THE THEOWN METHODS WITHIN THE DRAWING SHOW TWO HOOKS TO BE CON-NECTED TO ONE TEEDOWN EYE. THIS IS AUTHORIZED AS SPECIFIED HEREIN.
- N. CONVESSION TO METEIC EQUIVALENTS, DIMENSIONS WITHIN THE DOCUMENT ARE EXPRESSED IN INCHES, AND WEIGHTS ARE EXPRESSED IN POUNDS, WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE SASS OF ONE INCH EQUALS 23.4MM AND ONE POUND EQUALS 0.464 KG.
- O. ONLY THE CARGO RODIES OF REDS OF THE TACTICAL VEHICLES HAVE BEEN SHOWN HEREIN TO MEVENT DISTRACTION FROM THE DELINEATED LOADING AND TEDOWN ROCEDURES, AND ARE SHOWN IN OUTLINE FORM WITH THE STRUCTURAL FORTIONS OMITTED AS NECESSARY TO IMPROVE THE CLARITY OF THE DEPICTED ROCEDURES.
- P. WIEN ONE WES STRAP TEDOWN ASSEMBLY IS NOT LONG ENOUGH TO SPAN THE DISTANCE DEPICTED, TWO ASSEMBLIES MAY BE HOOKED TOGETHER TO GAIN THE NECESSARY LENGTH.
- G. BATCHETS ON WEB STEAP TIEDOWN ASSEMBLES WILL BE POSITIONED AS IN-STRUCTED IN THE "LOADING, TIEDOWN, AND UNIQUADING PROCEDURES" ON PAGE 5, THE "STRICTAL NOTES" ON PAGES 4, 7, AND 42, AND THE "LOAD GUIDANCE NOTES" AND "KEY NUMBES" ON EACH PAGE DEPICTING TIEDOWN PROCEDURES, DUE TO THE DEPTRENT TYPES OF WEB STRAF TIEDOWN ASSEMBLES, THE RATCHETS ARE NOT SHOWN IN THE TIEDOWN PROCEDURES.
- R- DUE TO VARIOUS REASONS, SUCH AS ROUGH TERRAIN DURING OFF HIGHWAY TRANSPORT, MANIC STOPS, METAL FLOORS ON VEHICLES AND NORMAL STRETCH OF WES STRAFF, LOADED TEAM MAY SUDE SUGRITLY LATERALLY AND/OR LONGITUDINALLY DURING TRANSPORT. THE IS AN ACCEPTABLE CHARACTERISTIC AND IS NOT DETRIMENTAL TO LOAD SECURMENT.
- 5. FOR ADDITIONAL GUDANCE, ATTENTION IS DIRECTED TO THE LOADING, TE-DOWN, AND UNLOADING PROCEDURES ON PAGE 5, AND THE "SPECIAL NOTES-SECTIONS ON PAGES 6, 7, AND 42.

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TRUCK, 1-1/4-TON, MIGOS	10	
ON TOP, AND LOCSE SCRES, IN TRUCK, 1-1/4-TON, MIGGE-MALETTEED ISSAMS SUP, AND LOCSE ISSAMS PC CATES, IN	1	
TRUCK, 1-1/4-TON, MIGOS- LOGE BOKES IN TRUCK, 1-1/4-TON, MIGOS- LOGE 8-INCH SUP IN TRAILES, CARGO, 1-1/2-TON, MIGOS-	1	3
LOGE 8-INCH SLP IN TRAILER, CARGO, 1-1/2-TON, MIGS-LOGE 8-INCH PC CHIES ON A 40-X 40-P MULET BASE AND LOGE 154MM SLP IN TRAILER, CARGO, 1-1/2-TON, MIGS-PALLETIZED 155MM SLP, AND PALLETIZED 155MM PC CNITS	ı	5
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MOS ANO/OR METI- LOOSE TOW MESSILE CIVIES IN TRAILER, CARGO, 1-1/2-7074,		0
LOCK STINGER MESILE CHIEF, AND SKIDDED UNITS OF	2	1
STINGER MESILE CHIES WITH LOCKE STINGER MESILE CHIES ON TOP IN TRUCK, CASGO, 2-1/2-TON, MSS APO/OR MS1	1	2
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MOTE #:		_

THE TACTICAL VEHICLES LISTED IN THE IMPORT ABOVE AND SHOWN WITHIN THIS DRAWING WERE SELECTED AS TYPICAL ONLY. OTHER TYPES OF VEHICLES MAY BE USED IN LIEU OF THOSE SHOWN AS LONG AS THEY COMPLY WITH GENERAL NOTE: "C" ON PAGE 2. SEE THE "LOAD PLANNING GUIDANCE CHART" ON THIS PAGE.

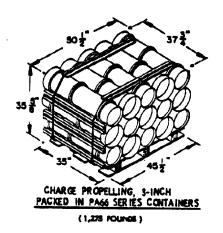
#### LOAD PLANNING GUIDANCE CHART

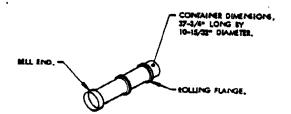
WHEN TRANSPORTING UNIT MASIC LOAD TRANS USE THE FOLLOWING.
CHART FOR LOAD PLANNING GUIDANCE, ALL OF THE VEHICLES LISTED IN THE CHART AME NOT SHOWN IN THIS DOCUMENT, OTHER TYPES OF VEHICLES NOT LISTED IN THIS CONACT MAY BE USED AS LONG AS THEY COMATY WITH GENERAL NOTE "C" ON MAGE 2, SEE "NOTE #: " ON THIS MAGE AND "LOADING PLANNING NOTES" SELOW,

MGE AND "LONGING PLANNING NOTE" BLOW.					
	EACTICAL VEHIC	ne e	UNIT BASIC LOAD ITEMS . SEE MAGES		
WIGO	CHISCO TRAILER	I/4-TON	13, 18 THRU 22, 24 THRU 33, 38 AND 39		
M101	CARGO TRAILER	1/4-TON	11 THRU 22, 24 THRU 34, 38 AND 39		
MIGS	CARGO TRAILER	1-1/2-TON	11 THRU 22, 24 THRU 34, 38 AMG 39		
MESE	AMMO TRAILER	1-1/2-700	11 THRU 22, 24 THRU 34, 38 A NO 39		
M127	SEMITRAILER	12-100	10 THEU 34, 36 THRU 41		
MET	SEMITAKER	12-1/2-10N	10 THRU 34, 38 THRU 41		
METZ	SEMITRAKER	34-TON	10 THRU 34, 38 THRU 41		
MOT	CARGO TRUEX	3/4- TON	11 THRU 22, 24 THRU 34, 38 AND 39		
M\$61	CAMSO TRUCK	1-1/4-TON	11 THRU 22, 24 THRU 34, 38 AND 39		
M715	CAMBO TRUCK	1-1/4-TON	11 THRU 22, 24 THRU 34, 38 APO 39		
MPPE	CAMEO TRUCK	1-1/4-TON	8 AND 7		
M1008	CANGO TRUCK	1-1/4-TON	11 THRU 22, 24 THRU 34, 38 AND 39		
MQ4	CARGO TRUCK	2-1/2-10N	10 THRU 34, 36 THRU 41		
MQS	CAMBO TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
MG6C	CASO RUCX	2-1/2-70N	10 THRU 34, 38 THRU 41		
MIS	CAIGO TRUCK	2-1/2-10:-	10 THRU 34, 38 THRU 41		
M211	CAMEO TRUCK	2-1/2-TON	10 THRU 34, 36 THRU 41		
MAGE	CANGO TRUCK	2-1/2-TON	10 THELU 34, 38 THRU 41		
M421	CARGO TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
MIT	DUMP TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
MET	DUMP TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
M215	DUMP TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
M342	DUMP TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
M614	DUMF TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
M424	DUMP TRUCK	2-1/2-TON	10 THRU 34, 38 THRU 41		
MS4	GANGO TRUCK	5-10N	10 THRU 34, 38 THRU 41		
M55	CANGO TRUCK	5-10N	10 THRU 34, 38 THRU 41		
Mese	CANGO TRUCK	5-TON	10 THRU 34, 38 THRU 41		
M813	CANGO TRUCK	5-TOM	10 THRU 34, 38 THRU 41		
ME14	CARGO TRUCK	5-700	10 THRU 34, 38 THRU 41		
MEST	CANGO TRUCK	5-TON	10 THRU 34, 38 THRU 41		
M61	DUMP TRUCK	5-TON	10 THRU 34, 38 THRU 41		
M817	DUMP TRUCK	5-10N	10 THRU 34, 38 THRU 41		
M548	CARGO CARRER	←TON	10 THRU 34, 38 THRU 41		
M520	CANSO TRUCK	8-10N	10 THRU 34, 38 THRU 41		
M125	CARGO TRUCK	10-TON	10 THRU 34, 38 THRU 41		
MOTO MOTO	CARGO TRUCK	10-TON	10 THRU 34, 38 THRU 61		

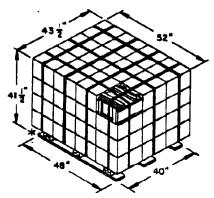
#### LOAD FLANNING NOTES:

- LOCATE THE VEHICLE MEING USED IN THE CHART ABOVE AND NOTE THE LOAD GUIDANCE PAGES LISTED IN THE RIGHT SIDE COLUMN.
- 2. DETERMINE THE QUANTITY OF UNIT BASIC LOAD ITEMS TO BE LOADED IN/ON THE TACTICAL VEHICLE. THE QUANTITY OF ITEMS TO BE LOADED WILL DEEM ON THE VEHICLE WRIGHT LIMIT, SIZE OF CARGO AREA, AND QUANTITY AND LOCATION OF TEDOWN ANCHORS.
- SELECT THE HIST METHOD OF SECURING THE UNIT BASIC LOAD ITEMS FROM THE METHODS SHOWN ON THE REFERENCED PAGES. NOTE: A COMBINATION OF METHODS MAY BE USED INVON THE SAME TACTICAL VEHICLE.





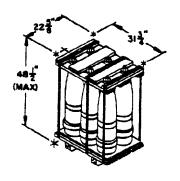
CHARGE PROPELLING, 2-INCH PAGE SENIES CONTAINER (77 POURGE)



HAND GRENADES, PACKED 16 PER WUODEN BOX PALLETIZED (2,152 POUNOS)



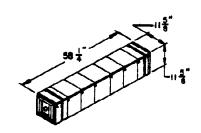
HAND GRENADES, PACKED 16 PER WOLLDEN BOX (48 POUNDS)



9-INCH SEPARATE LOADING PROJECTILES, SIX PER PALLET (1,316 POUNDS)

#### NOTE

THE ITEMS SHOWN ON THIS PAGE WERE SELECTED AS TYPICAL AND ARE REPRESENTATIVE OF UNIT BASIC LOAD ITEMS SHOWN WITHIN THIS DOCUMENT.



TOW GUIDED MISSILE CONTAINER (87 POUNDS)

#### CADING, TEDOWN, AND UNCOADING PROCEDURES

- PRIOR TO LOADING AND/OR UNLOADING, SET MAKES ON TACTICAL VEHICLE AND DECP TAILGAR, IF LOADING AND/OR UNLOADING TRUCK OR TRAILER, REMOVE SIDE BACKS FROM SEMITRAILERS, AND CANVAS COVER AND BOWS FROM TRUCK OR TRAILER.
- AFTER ALL LOADING PROCEDURES ARE COMPLETE, CHICK ALL WER STRAP TIE-DOWN ASSEMBLIES FOR MAKIMUM TIGHTINESS AND MAICHET TIGHTER, IF RE-QUIRED, PRIOR TO FOLDING UP AND SECLISING THE LOCKE ENGS OF STRAP. SEE GENERAL NOTE "G" ON PAGE 2.
- WHEN TWO STRAPS ARE TO BE ATTACHED TO THE SAME TEDOWN ANCHOR, ATTACH THE RATCHET EIND OF ONE STRAP AINLI THE NON-RATCHET END OF THE SECOND STRAP TO THE TEDOWN ANCHOR, MIGOT TO RATCHETING STRAPS TIGHT
- IF THE WEB STRAP TEDOWN ASSEMBLIES BEING USED DO NOT HAVE SWIVEL HOOKS ON EACH END, ASSURE THAT ALL TWISTS ARE OUT OF STRAP PRIOR TO ATTACHING HOOKS TO TEDOWN ANCHORS.
- WIRN TRANSPORTING LESS THAN FULL LOADS ON TRUCK AND/OR SEMI-TRAILLIS, DO NOT POSITION PALLETS OR OTHER ITEMS OF LADING, WITHIN FIVE FEET OF AFT END, IF POSSIBLE, AS THIS IS THE ROUGHEST RIDING AREA IN/ON THE VEHICLE.
- WHEN LEING WES STEAP TEDOWN ASSEMBLES THAT HAVE THE RATCHET AND NON-SWIVEL HOOK ON THE END OF THE STRAP, IT MAY NOT SE POSSIBLE TO PROPERLY CHEATE THE RATCHET IF THE STRACE STAMEN THE LOAD AND THE VEHICLE SIDE WALL IS LESS THAN 12" AND THE STRAP IS POSITIONED AT A STREP, HEAR VEHICAL ANGLE. IF THE RATCHET CANNOT SE PROPERLY CREATED TO ATTAIN A TIGHT STRAP, LISE ONE OR MORE OF THE FOLLOWING METHODS:
  - A. HOOK THE RATCHET ENGS OF TWO WEB STEAP TIEDOWN ASSEMBLES HOOK THE BATCHET ENDS OF TWO WIS STRAP TIEDOWN ASSEMBLES TOGETHER, POSITION THE RATCHETS ON TOP OF THE PALLETIZED UNITS, AND ATTACH THE NON-BATCHET HOOK END OF EACH STRAP TO A TIEDOWN ANCHOR ON EACH SIDE OF THE VEHICLE. MAKE SURE THERE IS A MINIMUM OF ONE-AND-ONE-HALF WEARS OF STRAP ON ONE RATCHET, THEN TAKE UP EXCESS SLACK IN REMAINING RATCHET AND BATCHET TIGHT. THE METHOD REQUIRES TWO WEB STRAP TIEDOWN ASSEMBLES IN LIEU OF CIG STRAP AT EACH LOCATION A STRAP IS POSITIONED OVER THE TOP OF ALLOND.
  - B. IF A MAKIMUM LOAD IS NOT REQUIRED, THE MILETIZED UNITS CAN BE POSITIONED ONE WIDE, DOWN THE CENTER OF THE VEHICLE LENGTH, IN LIEU OF TWO WIDE, OR QUANTITY OF ITEMS CAN BE REDUCED TO PROVIDE MODE ROOM RETWEEN LADING AND SIDE WALL OF VEHICLE.
  - ONE MALIETIZED UNIT HAVING A LENGTH OF 4P OR LESS CAN BE POSI-TIONED LATERALLY ADJACENT TO THE MALLETIZED UNIT HAVING A LENGTH OF 4P OR MORE, TO REDUCE THE TOTAL LOAD WIDTH, SEE THE LOAD SHOWN ON MORE AS FOR EXAMPLE,
  - D. WHEN LOADING LATERALLY ADJACENT PALLETIZED UNITS ACCIOES THE WIDTH OF A VEHICLE HAVING SIDE WALLS, SATCHET OPERATING SPACE CAN BE GAINED BY ATTACHING NON-MATCHET ENGS OF STRAP TO TIEDOWN GAINED BY ATTACHING NON-AATCHET ENDS OF STRAP TO TEDOWN ANCHORS IN SIDE WALL AND THEN POSITIONING THE PALLETIZED UNITS AS CLOSE TO THAT SIDE WALL AND THEN POSITIONING THE PALLETIZED UNITS AS CLOSE TO THAT SIDE WALL ON THE OPPOSITE SIDE OF THE VEHICLE HAVE REATCHET WILL SE LOCATED. THIS METHOD MAY ALSO SE LEED IN VEHICLES HAVING TEDOWN ANCHORS LOCATED ON THE FLOOR ALONG EACH SIDE OF THE VEHICLE. AFTER ATTACHING NON-MATCHET ENDS OF STRAP TO TEDOWN ANCHORS IN FLOOR, POSITION THE PALLETIZED UNITS AS CLOSE TO THE TEDOWN ANCHORS ON THAT SIDE AS POSSIBLE.
  - A WEB STRAP ASSEMBLY, SUCH AS INGN 5340-01-087-4997, HAVING A SHORT LENGTH OF STRAP (AT LEAST 15") BETWEEN THE RATCHET AND THE HOOK END MAY BE USED. THIS TYPE OF WEB STRAP POSITIONS THE RATCHET ABOVE THE SIDE WALLS IN CARGO TRUCKS, AND ALLOWS FOR EASY OPERA-TION OF THE RATCHET HANDLE.
- 7. IN SOME LOADS IT MAY NOT HE POSSIBLE TO COMPLETELY CLOSE THE RATCHET HAPDLE AFTER TENSIONING STRAP DUE TO LOAD, VEHICLE SIDE WALL, OR PREVIOUSLY INSTALLED STRAP INTERFRENCE. ALTHOUGH THIS CONDITION IS NOT DESIRABLE, IT IS PERMISSIBLE, PROVIDED PROPER STRAP TENSION IS ACHIEVED. NOTE: WHEN ATTACHING A WEB STRAP TIEDOWN ASSEMBLY THAT HAS THE ONE PRICE RATCHET AND INDIA-SWIVEL HOOK ON THE END OF THE STRAP, TO A TEDOWN ANCHOR ON THE VEHICLE SIDE WALL, IT MAY BE EASIER TO "WORK" THE RATCHET HANDLE IF IT IS POSITIONED ON THE SOTTOM IN LEU OF THE TOP, THE POSITION OF THE RATCHET HANDLE WILL DEPEND ON THE ANGLE OF THE STRAP AND THE DISTANCE BETWEEN THE LOAD AND THE SIDE WALL OF THE VEHICLE.
- PALLETIZED UNITS HAVING A LENGTH DIMENSION OF MP OR MORE CANNOT BE POSITIONED TWO WIDE IN CARGO TRUCKS HAVING AN INSIDE WIDTH OF 88°. IF A MAKIMUM LOAD IS REQUIRED, A PALLETIZED UNIT HAVING A LENGTH DIMENSION OF MP OR MORE, TO REDUCE PALLETIZED UNITH HAVING A LENGTH DIMENSION OF MP OR MORE, TO REDUCE THE LOAD WIDTH.
- LOADING AND/OR UNLOADING FALLETIZED AND/OR LOCSE UNIT BASIC LOAD ITEMS MAY BE ACCOMPLISHED BY USE OF FORKLETS, SLINGS, CRANES, NO/OR MANUALLY.
- IF THE SEPARATE LOADING PROJECTILES ARE TO BE LOADED AND/OR UNLOADED MANUALLY, ON TO OR OFF OF A TACTICAL VEHICLE, THE FOLLOWING PROCE-DURES ARE PROVIDED FOR GUIDANCE:
  - A. CUT AND REMOVE THE THREE STEEL UNITIZING STRAFS.

  - 8. REMOVE THE COVER ASSEMBLY.
    C. LIFT THE INDIVIDUAL PROJECTILES OUT OF THE PALLET BASE ASSEMBLY AND

(CONTINUED AT RIGHT)

#### (LOADING, TEDOWN, AND UNLOADING MOCEDURES CONTINUED)

- D. POSITION THE PALLET BASE ASSEMBLY AT THE DESIRED LOCATION MY/OF
- A EACTICAL VEHICLE OR ON THE GROUND,

  E. POSITION THE INDIVIDUAL PROJECTIONS SACK INTO POSITION ON THE
- PALLET BASE ASSEMBLY.

  F. REPLACE THE COVER ASSEMBLY.

  G. SECLIE THE BE-ASSEMBLED PALLETZED PROJECTILES TO THE TACTICAL VEHICLE WITH WEB STRAP TIEDOWN ASSEMBLIES, SEE THE LOAD ON PAGE 14 FOR EXAMPLE.
- 11. WHEN SECURING ITEMS IN THE HIGH MOBILITY MULTIPLEPOSE WHEELED VEHICLE (HMMWY), 1-1/4-TON, MITE, USE THE FOLLOWING GUIDANCE:
  - WHEN LOADING SMALL QUANTITES OF BOXED AMMUNITION AND/OR OTHER ITEMS, THE EXISTING "O" RING TEDOWN ANCHORS MAY BE LEED, AS LONG AS THE ANGLE OF THE HOLD-DOWN WER STRAP DOES
  - when Loading Large quantities of egked ammunition and/or other items, such as palletized units, the existing "0" ring tedown anchois must be removed and replaced with 1/3" SHOULDER EYEROLIS, MESTRY, SIZE 1/2+, 13 UNC-24, NEW SIGH-0-080-08F. TIGHEN THE EYEROLI TO 75 FOOT-POUNDS WHEN PRACTICAL AND THE FINAL OMENTATION OF THE EYEROLI SHOULD HAVE THE DIAMETER OF THE EYE PERFENDICULAR TO THE LENGTH OF
- 12. MALETIZED APO/OR SKIDDED UNITS MUST MOT BE STACKED MORE THAN ONE HIGH, "LOCKE" ITEMS MAY BE POSITIONED ON TOP OF A PALLET-LIZED AND/OR SKIDDED UNIT AND SECURED WITH WES STAP TIEDOWN ASSEMBLES, BUT MUST NOT EXCEED THE LOAD HEIGHT OF THE VEHICLE BEING LOADED. "LOCKE" ITEMS MAY BE STACKED AND/OR BUNDLED ON TOP OF SELF AND/OR OTHER ITEMS, STACKED MUST BE STABLE, SECURED TIGHTLY TO VEHICLE FLORD, AND MUST NOT EXCEED THE LOAD HEIGHT OF THE VEHICLE BEING LOADED.
- 13. FOR ADDITIONAL GUIDANCE, SEE THE "SPECIAL MOTES" ON PAGES 6, 7, AND 4.

#### SPECIAL NOTES

- THE TYPICAL UNIT BASIC LOADS SHOWN WITHIN THIS DOCUMENT ARE BASED ON TESTED METHODS OF SECURING MILETIZED UNITS APO/OR LOOSE CONMENTIONAL AMMINITION TEMS SUCH AS, SEPARATE LOADING PROJECT-ILES, PROPELLING CHARGE CONTAINERS, AND WOODEN BOKES, INVON FACTICAL VEHICLES. THE PROCEDURES SHOWN CAN BE URED INVON CARGO TRUCIS, JSUCH AS THE MIGH, 1-1/2-TON, AND CARGO TRACES, OCCATED IN THE SIDE WALLS AND END WALLS. ALSO, THE PROCEDURES SHOWN CAN BE URED ON SEMBLES, SUCH AS THE METI, 22-1/2-TON, AND CARGO TRUCKS, SUCH AS THE METI, ASSO SEE THE SPECIAL HEMIT LOADING SECTION ON PAGES 42 THEU 61.
- The tactical vehicles shown were selected as typical only and other types of vehicles may be used in lieu of those shown as long as they comply with general note "C" on page 2.
- THE UNIT BASIC LOAD ITEMS SHOWN WERE SELECTED AS TYPICAL ONLY AND OTHER UNIT BASIC LOAD ITEMS MAY BE LOADED AND SECURED IN LIEU OF BRICES SHOWN AS LONG AS THE APPROVED PROCEDURES SHOWN WITHIN THIS DOCUMENT ARE POLLOWED.
- Prior to Loading a Tactical vehicle, select the quantity and types of items to be Loaded. Caution: do not exceed the openinghmay weight limit of the vehicle. Select a location against an end wall or anywhere within the length of the Cargo MD that will provide an adequate quantity of tedown anglobe to secure the Load Leing the tedown procedures shown within this document.
- GUIDANCE FOR LOADING AND SECURING MILETIZED UNITS OF MORELLING CHANGE CONTAINERS, AND/OR WOODEN BOILES (PALLETIZED UNITS HAVING STEEL UNITIZING STRAM);
  - A. EACH SINGLE MALETIZED UNIT AND/OR TWO ADJACENT MALETIZED UNITS POSITIONED ACROSS THE WIDTH OF THE VEHICLE, AS SHOWN ON PAGE 16, MUST BE SECURED WITH TWO STRANS ACTACHED TO TEDOWN ANCHORS ON ONE SIDE OF VEHICLE, OVER TOP OF PALLETIZED UNIT (S), TO MATING TREDOWN ANCHORS ON OPPOSITE SIDE OF VEHICLE, NOTE: DO NOT POSITION THESE STRANS ACROSS LOAD ON LONGITUDINAL JOINTS BETWEEN PALLETIZED UNITS. IF THE TEDOWN ANCHORS ON SIDE OF VEHICLE ARE TOO CLOSE TOGETHER, TOO FAR ARAST, OR ARE NOT IN A LOCATION WHICH WILL ALLOW ADEQUATE HOLD-DOWN OF MALLETIZED UNITS (S) WHEN STRANS ARE POSITIONED STRANSITY OVER TOY OF LOAD THE TWO HOLD-DOWN STRANS MAY BE CROSSED OVER THE TOP OF THE MALLETIZED UNITS (S), AS SHOWN IN THE LOAD ON PAGE 16.
  - ALL LOADS PROM ONE PALLETCZED UINT TO A MAXIMUM LOAD OF PALLETZED UINTS MUST BE SECURED LONGTITUDINALLY WITH ONE STRAP AT EACH
    END, ATTACHED TO A TIEDOWN ANCHOR ON ONE SIDE OF THE VEHICLE AND
    POSITIONED AROUND THE END (\$) OF THE PALLETIZED UINTS, TO A MATING
    POSITIONED AROUND THE END (\$) OF THE PALLETIZED UINTS, TO A MATING
    POSITIONED AROUND THE END (\$) OF THE PALLETIZED UINTS, TO A MATING
    POSITIONED AROUND THE END (\$) OF THE PALLETIZED UINTS, TO A MATING
    LOAD ON PAGE 16, NOTE; IF THE LOAD IS POSITIONED AGAINST THE END
    WALL, AS SHOWN ON PAGE 16, ONLY ONE LONGTITUDINAL RETAINING STRAP
    SIEQURED AT THE OPPOSITE END. IF THERE IS NOT FENOUGH FROM BETWEEN
    LOAD AND SIDE WALL OF VEHICLE FOR THE STRAP RATCHET, HOOK THE RATCHET
    ENDS OF THO WEB STRAP TIEDOWN ASSEMBLIES TOGETHER, POSITION THE RATCHET
    ENDS OF THO WEB STRAP TIEDOWN ASSEMBLIES TOGETHER, POSITION THE RATCHET
    AT THE END OF THE LOAD AND ATTACH THE NON-LATCHET HOOK END OF EACH
    STRAP TO A TIEDOWN AND ATTACH THE NON-LATCHET HOOK END OF EACH
    STRAP TO A TIEDOWN AND AND ATTACH THE ON PATCHET TIGHT, THEN
    TAKE UP EXCESS SLACK IN REMAINING RATCHET AND RATCHET TIGHT, THIS METHOD
    TAKE UP EXCESS SLACK IN REMAINING RATCHET AND RATCHET TIGHT, THIS METHOD
    THE GUIRES TWO WEB STRAP TIEDOWN ASSEMBLIES IN LIEU OF ONE AT EACH LOCATION WHERE A LONGTITUDINAL RETAINING STRAP IS REQUIRED, IF A LOAD OF
    PALLETZED UNITS FILLS THE CARGO AREA OF A VEHICLE WITH ONLY SIX INCHES
    WALL OF THE VEHICLE, NO LONGTITUDINAL RETAINING STRAP IS REQUIRED,
    UNLESS LOAD IS IN A HEMIT.
  - C. WHEN LOADING SEMITRAILERS POSITION THE PALLETIZED UNITS IN SUCH A MANNER THAT THE WEIGHT & DISTRIBUTED ON THE "KING-PIN" AND/OR THE "MEAR AXLES". DO NOT POSITION PALLETIZED UNITS WITHIN FIVE FEET OF THE AFT END OF THE SEMITRAILER, IF POSIBLE, AS THE SE THE ROUGHEST RIDING AREA ON THE SEMITRAILER DUE TO REAR DECK OVERHANG.
- GUIDANCE FOR LOADING AND SECURING "LOOSE" PROPELLING CHARGE CON-ZAINES. THE TERM "LOOSE" PROPELLING CHARGE CONTAINES REFER TO MOMELLING CHARGE CONTAINES REMAINING ATTER THE STEEL UNTITZING STRAPS ON A MALESTEEN LINE AND SEED OF AND ADDRESS OF THE STEEL UNTITZING STRAPS ON A PALLETIZED UNIT HAVE SEEN CUT AND THE PROPELLING CHARGE CONTAINES RE-MOVED FROM THE PALLET BASE
- WHEN POSITIONING LOOSE CONTAINESS IN BUNDLES ON THE FLOOR OF THE VEHICLE, FOLLOW THE PROCEDURES SHOWN ON PAGES 12 AND 17. THE MAXIMUM QUANTITY OF CONTAINESS IN A BUNDLE IS THE QUANTITY THAT CAN BE ENCIRCLED BY THE UNITIZING STRAP AND RATCHETED TIGHT. EACH BUNDLE OF LOOSE CONTAINERS MUST BE UNITIZED WITH TWO STRAPS, AND SECLIRED WITH TWO STRAPS, AND SECLIRED WITH TWO STRAPS ATTACHED TO TEDOWN ANCHORS ON OPPOSITE SIDE OF THE VEHICLE, OVER TOP OF BUNDLE, TO MATING TEDOWN ANCHORS ON OPPOSITE SIDE OF THE VEHICLE, EACH BUNDLE MED BE SECLIRED LONGITUDINALLY WITH ONE STRAP AT EACH END, ATTACHED TO A TIEDOWN ANCHOR ON ONE SIDE OF THE VEHICLE, ARQUIND THE END CF THE BUNDLE IS OF SISTITIONED AGAINST THE END OPPOSITE SIDE OF THE VEHICLE. IF THE BUNDLE IS POSITIONED AGAINST THE END WALL OF THE VEHICLE, ONLY ONE LONGITUDINAL STRAP IS REQUIRED, AND IF THE BUNDLE IS POSITIONED RETWEEN, AND AGAINST, OTHER BUNDLES OF PROFILLING CHARGE CONTAINERS AND/OR PALLETIZED UNITS, NO LONGITUDINAL STRAPS ARE REQUIRED.
- WHEN LOADING LOCKE MOVELLING CHARGE CONTAINERS ON TOP OF PALLET BASES PALLETIZED UNITS AS SHOWN ON MIGHT IT, OR ON TOP OF PALLET BASES AS SHOWN ON MAGE IS, ASSUME THAT ALL LOCKE CONTAINERS AME SECURED BY MANUALLY GUIDING CONTAINERS INTO A TIGHT CONFIGURATION AS THE TWO HOLD-DOWN STRANS ARE MEING TIGHTENED. AFTER STRANS HAVE MEEN RATCHETED TIGHT, CHECK BUNDLE TO MAKE SUME ALL LOCKE CONTAINERS ARE SECURED. NOTE; WHEN USING THIS METHOD, POSITION ONE THRU ONE FILL

(CONTINUED AT RIGHT)

#### (SMCIAL NOTES CONTINUED)

LAYER OF LOOSE CONTAINES IN THE FIRST LAYER. A SECOND LAYER MILET CONGEST OF A MAXIMUM QUARITY OF CONTAINESS THAT CAN BE POSITIONED ON THE FIRST LAYER, BY NESTINGS THE SECOND LAYER CONTAINESS ON THE FIRST LAYER, BY NESTINGS THE SECOND LAYER CONTAINESS FOR PRESENT LAYER OF CONTAINESS. IF THERE ARE NOT ENOUGH CONTAINESS FOR MILET OR PALLETIZED UNIT. FOR BLAMME, F A FULL FIRST LAYER CONSISTED OF PINE LOOSE CONTAINESS, THE SECOND PILL LAYER WOULD HAVE TO OF PINE LOOSE CONTAINESS. FIT IS NECESSARY TO POSITION A QUANTITY OF LOOSE CONTAINESS ON TOP OF A MILETIZED UNIT OR MILET EASE, AND THE METHODS SHOWN ON PAGES IT AND IS ARE NOT DESIRABLE, A QUANTITY OF FIVE OR MORE LOOSE CONTAINESS MAY BE "BUILDUED" WITH TWO WISSISTAND THE MILETIZED UNIT OR PALLETIZED UNIT OR MILETIZED UNIT OR MILETIZED UNIT OR MILETIZED UNIT OR MALETIZED UNIT OR MILETIZED UNIT OR MALETIZED UNIT OR MA

- ASSEMBLES ENCIRCLING THE LOUSE CONTAINED AND PALLETIZED UNIT OR PALLET MASE.

  G. WIEN POSSIBLE, POSITION ALL CONTAINESS OF THE SAME SIZE IN ONE BUPOLE. HOWEVER, LOOSE PROPELLING CHARGE CONTAINESS OF DIFFERENT LINGTES AND DAMMERS MAY BE MISCED WITHIN THE SAME BUNDLE, AS LONG AS THEY ARE POSITIONED IN SUCH A MANNES THAT ALL OF THE CONTAINESS WITHIN THE COMPANIES BUPOLE ARE HELD TIGHT, GENERALLY, IT IS BEST TO POSITION THE COMPANIES SHOULD BE CENTERED ON LONG CONTAINESS AND THE FOR SHAPES SHOULD BE CENTERED ON LONG CONTAINESS AND HELP SECURE THE BUPOLE, POSITION IN SUCH A MANNES THAT THE ROLLING FLANGES AND HELL SECURE THE BUPOLE, MAKE POSITION ADJUSTMENTS TO THE CONTAINESS AS THE UNITEZING STRAM ARE BEING RAPORITED TIGHT. THE CONTAINESS AS THE UNITEZING STRAM ARE BEING TIGHTENDS SO THE COMPLETED BUPOLE MAY NOT BE IN THE SAME CONFIGURATION AS IT WAS PRICE TO ACTOMETING THE UNITEZING STRAMS ARE BURNG TIGHTENDS SO THE COMPLETED SUPPOLE MAY NOT BE IN THE SAME CONFIGURATION AS IT WAS PRICE TO ACTOMETING THE UNITEZING STRAMS TIGHT, OR AS SHOWN WITHIN THE DRAWING. NOTE: AFTER A BUNDLE OF MIXED MANUALLY "WIGGLE" A CONTAINES WITHIN THE SULVOLE. THIS IS ACCEPTABLE SHOUL AND IT SAYS IN PLACE DURING TRANSPORT. POST EXAMPLE OF MIXED CONTAINES WITHIN THE BURNOLE, SEE THE LOAD SHOWN ON PRICE 40.
- GUIDANCE FOR LOADING AND SECURING "LOCKE" ECKED AMMUNITION. THE TERM "LOCKE" ECKES REPRIS TO ECKES REMAINING AFTER THE STEEL UNITIZING STRAPS ON A MALLETIZED UNIT HAVE BEEN CUT AND THE ECKED AMMUNITION REMOVED PROM THE PALLET BASE.
  - A. EACH SINGLE LAYER ROW OF THREE OR MORE BOKES, POSITIONED ACROSS THE VEHICLE WIDTH, MUST BE UNITIZED WITH ONE STRAP WHEN THE LONGITUDINAL BOK DIMENSION IS 18° OR LESS AND TWO STRANS WHEN THE LONGITUDINAL BOX DIMENSION IS GREATER THAN 18°.
  - 8. EACH STACK OF TWO OR MORE LAYERS OF BOXES, POSITIONED ACROSS THE VEHICLE WIDTH, MILET BE LIMITIZED WITH ONE STRAP WHEN THE LONGITUDINAL BOX DIMENSION IS 19° OR LESS AND TWO STRAPS WHEN THE LONGITUDINAL BOX DIMENSION IS GREATER THAN 18°. DO NOT STACK SICKES OVER 4° IN HEIGHT AS STACK MILET BE ENCIRCLED BY A WEB STRAP TIEDOWN ASSEMBLY.
  - EACH ROW/STACK OF BOKES POSITIONED ACROSS THE VEHICLE WIDTH MILET BE EACH ROW/STACK OF SCREEN POSITIONED ACROSS THE VEHICLE WIDTH MUST BE SECURED WITH ONE STRAP OVER THE TOP AND ATTACHED TO THE TEDOWN ANCHORS ON EACH SIDE OF THE VEHICLE. THIS STRAP SHOULD BE POSITIONED STRAIGHT ACROSS THE TOP OF THE ROW/STACK WHEN POSSBUE. HOWEVER, DUE TO THE LOCATION AND QUANTITY OF VEHICLE TEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW/STACK. THE DIAGONAL STRAP MUST BE POSITIONED IN SUCH A MANNER THAT IT WILL STAY IN PLACE DURING TRANSIT, CLEARS ON THE TOP LAYER BOCKS, WHEN PRESENT, MAY BE USED TO HOUD THE DUAGONAL STRAPS IN PLACE, ALSO: WHEN THE TOP LAYER BOCKS. ALSO, WHEN THE TOP LAYER BOXES HAVE CLEATS, THE STRAP CAN SOMETIMES BE POSITIONED AT AN ANGLE FROM THE TEDOWN ANCHOR ON SIDE OF YERICE UP. AND BEHIND THE SOK CLEATS, ACROSS THE TOP OF THE STACK AND BACK DOWN TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE
  - D. WHEN LOADING LOGIE WOODEN BOKES INVON VEHICLES HAVING SIDE WALLS AND END WALLS, ALWAYS POSITION THE LOAD AGAINST THE FORWARD END WALL WHEN POSSIBLE, AND POSITION ONE STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF REAMOST BOKES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THE LOAD IS POSITIONED AGAINST THE REAR END WALL, POLLOW THESE SAME PROCEDURES, IF THE LOAD IS POSITIONED AWAY FROM THE END WALLS OR INVOIN A VEHICLE THAT DOES NOT HAVE END WALLS, POSITION ONE STRAP AT EACH END OF THE LOAD, FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF EXCES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, NOTE: WOODEN BOKES MUST NOT BE POSITIONED AGAINST THE END WALLS AND/OR SIDE WALLS INVON THE HEMIT.
  - WHEN STACKS OF LOOSE BOXES ARE POSITIONED AWAY FROM THE FORWARD ENO WALL OR IN/ON A VEHICLE NOT HAVING ENO WALLS, THE FOREMOST STACKS MUST BE UNITIZED IN A LONGITUDINAL DIRECTION TO PREVENT THE LOOSE SCKES FROM SUDING FORWARD AND/OR OUT OF THE STACK, DURING A MANIC STOP. SEE THE HEMIT LOAD ON PAGE 57 FOR DIAMPLE
  - WHEN POSSIBLE A ROW/STACK OF BOXES POSITIONED ACROSS THE VEHICLE WIDTH SHOULD BE ALL THE SAME SIZE. HOWEVER, IF BOXES OF DIFFERENT SIZES ARE BEING POSITIONED IN THE SAME ROW/STACK ACROSS THE WIDTH OF THE VEHICLE, POSITION THE HIGHER BOXES IN THE CENTER OF THE EOW, THE HOLD-DOWN STRAP POSITIONED ACROSS THE TOP OF THE ROW/STACK MUST CONTACT THE HIGH BOXES AT THE CENTER OF THE ROW/STACK AND THE CORNER OF THE LOW BOXES AT EACH END OF THE ROW/STACK.
  - G. WHEN POSITIONING LOOSE BOXES IN A ROW/STACK, AND/OR LOAD, THEY MUST BE POSITIONED TIGHTLY AGAINST EACH OTHER LATERALLY AND LONGI-TUDINALLY PRIOR TO RAICHETING THE UNITIZING STRAP (S) AND/OR THE HOLD-DOWN STRAP TIGHT. DO NOT LEAVE SMALL LONGITUDINAL SPACES MIWEN ROWS/STACIS WIEN LOADING BOXES,
  - H. LOOSE WOODEN BOXES MAY BE POSITIONED ON TOP OF A PALLETIZED UNIT OF WOODEN BOXES AND SECURED WITH WEB STRAP TEDOWN ASSEMBLIES AS SHOWN IN THE LOAD ON PAGE 10.

(CONTINUED ON MGE 7)

#### (SPECIAL NOTES CONTINUED)

- WHEN LOADING LOCKE SOKES AND MALLETIZED UNITS ON THE SAME VEHICLE, IT MAY BE ADVANTAGEOUS TO POSITION THE LOCKE SOKES BEHIND AND AGAINST THE MALLETIZED UNIT.
- , STACKS OF LOOSE BOXES SHOULD BE STABLE, AND OF A LENGTH AND HEIGHT THAT WIL ALLOW THE STACK TO BE ENCIRCLED BY ONE WEB STRAP TIEDOWN ASSEMBLY. IF IT B NECESSARY TO FABRICATE A LARGES STACK, TWO WEB STRAP TIEDOWN ASSEMBLES MAY BE HOCKED TOGETHER TO GAIN THE NECESSARY LENGTH, POSITION HOOKED AND BATCHETS AT ENDS OR ON TOP OF THE STACK, SEE GENERAL NOTE \*P\* ON MAGE 2.
- GUIDANCE FOR LOADING AND SECURING MALLETIZED 185MM AND/OR 8-INCH SEMBATE LOADING PROJECTILES:( MILLETIZED UNITS HAVE STIEL UNITIZING STRAFS I
  - EACH SINGLE PALLETIZED UNIT AND/OR EACH ROW OF PALLETIZED UNITS POSITIONED ACROSS THE WIDTH OF THE VEHICLE AS SHOWN ON PAGE 16, MLST SE SECLISED WITH TWO STRAPS ATTACHED TO TIEDOWN ANCHOIS ON ONE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNIT (S) IN ROW, TO MATTING TIEDOWN ANCHOIS ON THE OPPOSITE SIDE OF THE VEHICLE. THESE TWO STRAPS MLST ALWAYS SE POSITIONED BETWEEN THE OUTERMOST LIFTING RINGS, AS SHOWN IN THE LOAD ON PAGE 16, DO NOT POSITIONED RECEIVED AND THE OUTERMOST. TION THESE STRAFS ACROSS LOAD ON LONGITUDINAL JOINTS RETWEEN THE PALLETIZED UNITS.
  - ALL LOADS FROM ONE MALETIZED UNIT TO A MAXIMUM LOAD OF PALIETIZED UNITS MAST BE SECURED LONGITUDINALLY WITH ONE STRAP AT EACH END, ATTACHED TO A TEDOWN ANCHOR ON ONE SIDE OF THE EVENELLE AND POSITIONED AROUND THE END OF THE MALETIZED UNIT/LOAD, ON TOP OF THE BASE ASSEMLY AND TIGHT AGLINET THE BASE OF THE PROJECTILES, TO A MATING TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, AS SHOWN IN THE LOAD ON MAGE 34. ON SOME MALLETIZED UNITS, SUCH AS THE E\*, THIS STRAP MLST SE POSITIONED BETWEEN THE STREL UNITIZING STRAPS AND THE PROJECTILES TO AVOID DAMAGING THE WES STRAP TIEDOWN ASSEMBLY. NOTE: IF THE MALLETIZED UNIT, OR LOAD, IS POSITIONED AGAINST AN END WALL, AS SHOWN IN THE LOAD ON PAGE 36, ONLY ONE LONGITUDINAL STRAP IS REQUIRED.
  - C. WHEN COADING SEMITTAILERS POSITION THE PALLETIZED UNITS IN SUCH A WHEN THAT THE WEIGHT IS DISTIBUTED ON THE "KING-PIN" AND/OR THE
    "REAR AXUES". DO NOT POSITION PALLETIZED UNTS WITHIN FIVE PEST OF
    THE AFT END OF THE SEMITRAILER, IF POSSIBLE, AS THE IS THE ROUGHEST
    RIDING AREA ON THE SEMITRAILER DIE TO REAR DECK OVERHAND.
  - IF A MALLETIZED UNIT ANO/OR A ROW OF MALLETIZED UNITS, POSITIONED ACROSS THE VEHICLE WIDTH, IS NOT IN LAREAL ALIGNMENT WITH TREDWIN ANCHORS ON SIDE OF VEHICLE, THE TWO HOLD-DOWN STRAFS MAY BE CROSSED OVER THE TOP OF THE PALLETIZED UNITS AND/OR ROW OF MALLETIZED UNITS, AS SHOWN IN THE LOAD ON PAGE 50, OR POSITIONED AT AN ANGLE AS SHOWN IN THE LOAD. IN THE LOAD ON PAGE 40.
  - IN ORDER TO ACHEVE A MAXIMUM LOAD, IT MAY BE NECESSARY TO POSITION SOME PALLETIZED UNITS WITH THE LENGTH ACKORS THE VEHICLE WIDTH, AND THE WIDTH ACKORS THE VEHICLE WIDTH, WITHIN THE SAME ROW, AS SHOWN IN THE LOAD ON PAGE.48—IT MAY BE NECESSARY TO UNITIZE THE PALLETIZED UNITS TOGETHER WITH WEE STRAPS TO HELP SECURE THE LOAD, ASISHOWN IN THE LOAD ON PAGE 44
- GUIDANCE FOR LOADING AND SECURING "LOOSE" 195MM, AND/OR 8-INCH SEPARATE LOADING PROJECTILES. THE TERM "LOOSE" PROJECTILES REPERS TO PROJECTILES REMAINING AFTER THE STEEL UNITIZING STRAPS ON A PALLETIZED UNIT HAVE BEEN CUT AND THE PROJECTILES REMOVED FROM THE PALLET BASE AND COVER ASSEMBLY. SEE "LOADING, TIEDOWN, AND UNLOADING PROCEDURES" NOTE 10 ON PAGE 5.
  - EACH RE-ASSEMBLED PALLETIZED UNIT (\$) POSITIONED ACROSS THE WIDTH OF THE VEHICLE. AS SHOWN IN THE LOAD ON PAGE 17, MUST BE SECURED WITH TWO STRAPS ATTACHED TO TIEDOWN ANCHOIS ON ONE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNIT (\$) IN ROW, TO MATTING TEDOWN ANCHORS ON THE OPPOSITE SIDE OF THE VEHICLE. FOR RE-ASSEMBLED PALLETIZED UNITS HAVING LESS THAN 18HH 1 ISSMM OR SIX 3°, LISE THE PROCEDURES SHOWN ON PAGES 14 AND 17. DO NOT POSITION MORE THAN TWO RE-ASSEMBLED PALLETIZED UNITS ACROSS THE MIDDIE. ACROSS THE VEHICLE WIDTH.
  - 8. EACH RE-ASSEMBLED PALLETIZED UNIT (\$), POSITIONED ACROSS THE WIDTH OF THE VEHICLE, AS SHOWN IN THE LOAD ON MAGE 14, MUST BE SECURED LONGITUDINALLY WITH ONE STEAM AT EACH END, ATTACHED TO A TREDOWN ANACHOR ON ONE SIDE OF THE VEHICLE AND POSITIONED ARQUING THE PALLET SKID, TO ON ONE SIDE OF THE VEHICLE AND POSITIONED AUGUST THE PAULE SAID, I A MATING TEDCHIN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, AS SHOWN IN THE LOAD ON PAGE 14. DO NOT POSITION THE STRAPS UP ON THE PAULET BASE AND AGAINST THE PROJECTILE AS SHOWN FOR THE PAULETIZED UNITS THAT ARE UNITIZED WITH STEEL STRAPS AS THE WEB STRAPS WILL FORCE THE PROJECTILES OUT OF THE SECUREMENT WELLS IN THE PAULET BASE ASSEMBLY.
  - WHEN LOADING ONE, TWO, OR THREE LOOSE PROJECTILES, AS SHOWN IN THE LOAD ON PAGE 15, DO NOT POSITION THE LOAD AGAINST THE TAILGARE AS THE COULD CALSE INJURY TO PERSONNEL AND LAMAGE TO VEHICLE AND/OR PROJECTILES WHEN TAILGARE IS LOOSENED, OR IF TAILGARE SHOULD COME
  - D. WHEN LOADING THREE LOCSE PROJECTILES, AS SHOWN IN THE LOAD ON PAGE 14, ASSURE THAT THE PROJECTILES REMAIN VERTICAL AND THE SKIDS ON THE PALLET BASE REMAIN FLAT AGAINST THE VEHICLE FLOOR WHILE TIGHTENING THE WEB STRAP TIPDOWN ASSEMBLIES

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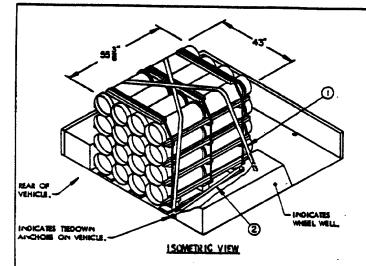
#### (SECIAL NOTES CONTINUED)

- THE METI SEMITRAILER IS EQUIPPED WITH THREE DIPPERENT TYPES OF TEDOWN PITTINGS AS INDICATED ON PAGE 40, TYPE IS A REMOVABLE TEDOWN PITTING THAT HAS ONE RING AND IS POSITIONED BY PRACHING LEDGER HE FLOOR OF THE TRAILER, INSERTING THE TEDOWN PITTING UP THROUGH THE HOUR AND ROTATING IT INFO POSITION (NOTE THAT THIS BEMOVABLE TEDOWN PITTING IS ALSO USED ON THE METZ SEMITRAILER). THEM AME TEN LOCATIONS FOR THESE TEDOWN PITTING ON EACH SIDE OF THE METI SEMITRAILER, TYPE IS A REMOVABLE TEDOWN PITTING THAT THAS TWO RINGS AND IS POSITIONED BY DEPRESSING A SPRING LOCK LEVER AND INSERTING THE TEDOWN PITTING INTO A 1-JA\*\* DIAMETER HOUR PROM THE TOP, ASSURE THAT THE TEDOWN PITTING IS PIRMLY SEATED AND ROTATED SO THE STRING LOCK LEVER IS POLI-TING AWAY PROM THE DIMETION OF PILL ON THE ATTACHED WES STRAP TEDOWN ASSEMBLY. THERE ARE TEN LOCATIONS FOR THESE TEDOWN PITTINGS ON EACH SIDE OF THE METT SEMITRAILER, TYPE IT IS A FIXED TEDOWN PITTINGS ON THAT HAS ONE RING AND IS RECESSED INTO THE FLOOR. THERE ARE TIVE OF THESE TEDOWN PITTINGS ON EACH SIDE OF THE METT SEMITRAILER. NO TYPE I TEDOWN PITTINGS AND THE LOADS SHOWN ON PAGE 40, HOWEVER, TYPE I TEDOWN PITTINGS MAY SELESO, IF AVAILABLE, WHEN THESE IS AN INSUFFICIENT QUANTITY OF THE TEDOWN PITTINGS ON SECURE FOR THE LOADS SHOWN ON PAGE 40. ANCHOR DETAILS" ON PAGE 42.
- THE MEZ SEMITALIZE IS EQUIPPED WITH TWO DIFFERENT TYPES OF TEDOWN PITTINGS. TYPE IS A REMOVABLE TIEDOWN PITTING THAT HAS ONE RING AND IS POSITIONED BY REACHING UNDER THE PLOOR OF THE TRAILER, INSERTING THE TIEDOWN PITTING UP THROUGH THE HOLE AND ROTATING THE TIEDOWN PITTING UP THROUGH THE HOLE AND PITTING MAY ALSO BE LISED ON THE MET SEMITALIZE. THERE ARE THENTY-EIGHT LOCATIONS FOR THISE TIEDOWN PITTINGS ON EACH SIDE OF THE MEZ'S SEMITALIZE, HOWEVER, THE QUANTITY AND LOCATION MAY VARY ON SOME MEZ'S SEMITALIZES. THE SECOND TYPE OF TIEDOWN PITTING IS THE TIESHOOK. THIS IS A REMOVABLE TREDOWN PITTING EQUIPPED WITH ONE ELONGATED RING AND IS POSITIONED BY INSERTING IT INTO ONE OF THE ELONGATED SLOTTED HOLES WHICH ARE AT A 459 ANGLE TO THE SIDE OF THE TRAILER. THERE ARE FIVE LOCATIONS FOR THESE TEDOWN PITTINGS ON EACH SIDE OF THE MEZ'S SEMITALIZE. HOWEVER, THE QUANTITY AND LOCATION MAY VARY ON SOME MEZ'S SEMITALIZE. ASSURE THAT THE TEDOWN PITTING IS FIRMLY SEATED AND ROTATED APPROXIMATELY 45° TO ENGAGED POSITION SEFORE ATTACHING THE MES TEDOWN ASSUMENCY. SEE "TEDOWN AND ON FACE ALL."
- 12. IF A SEMITRALER, STAKE, 12-TON, MIZT, IS TO SE USED AND IT IS INCT EQUIPMED WITH TIEDOWIN ANCHORS, SEE GENERAL INCITE "C" OIN PAGE 2 AND "NOTE " ON PAGE 62.
- 13. UNITIZATION OF UNIT BASIC LOAD ITEMS:

IT MAY BE ADVANTAGEOUS FOR INSTALLATIONS HAVING UNIT BASIC LOADS CONSISTING OF LARGE QUANTITIES OF "LOOSE" WOODEN BOXES, "LOOSE" PROPELLING CHARGE CONTAINERS, AND "LOOSE" COMPLETE ROUND CONTAINERS, TO UNITIZE THESE ITEMS ON PALLETS AND/OR SKIDDED UNIT BASES AS INSTRUCTED IN THE FOLLOWING AMC DRAWINGS:

- UNITIZATION PROCEDURES FOR BOXED AMMUNITION AND COMPONENTS ON 4-WAY ENTRY PALLETS: AMC DRAWING 19-48-4116-ESPA1002
  - UNITIZATION PROCEDURES FOR BOXED AMMUNITICN AND COMPONENTS ON SKIDDED UNITS: AMC DRAWING 19-48-4138-20PA1000.
- C. UNITIZATION PROCEDURES FOR PROPELLING CHARGES PACKED IN CYLINDRICAL METAL CONTAINERS ON 4-WAY ENTRY PALLETS: AMC DRAWING 19-48-4042-20PMIO01.
- D. UNITIZATION MOCEDURES FOR COMPLETE ROUNDS PACKED IN CYLIN-DRICAL METAL CONTAINERS ON 4-WAY ENTRY PALLETS: AMO DRAWING 19-48-4079-20PM1002

UNITIZATION OF NUMEROUS UNIT BASIC LOAD ITEMS WOULD REDUCE CARGO AREA REQUIRED IN VEHICLES, QUANTITY OF VEHICLES REQUIRED, CARGO AREA REQUIRED IN VEHICLES, QUANTITY OF VEHICLES REQUIRED, LOADING AND TIEDOWN TIME, QUANTITY OF WES STRAP TIEDOWN ASSEMBLES REQUIRED, AND STORAGE AREA REQUIRED. FOR EXAMPLE: THE UNIT BASIC LOAD SHOWN ON THE WEST SEMITRAILER ON PAGE 40 CONSISTS OF FOURTEEN PALLETS OF 8-INCH PROJECTIES, TWENTY LOOSE PAGE 10 CONTAINERS, SIXTY-FOUR LOOSE MIPAZ PC CONTAINERS, SIXTY-TWO LOOSE SOXES OF 7.02 MM CARTRIDGES, AND SEVEN LOOSE BOXES OF MEST FUEL. IF LOOSE ITEMS WERE PALLETIZED THE UNIT BASIC LOAD WOULD CONSIST OF FOURTEEN PALLETS OF 3-INCH PROJECTILES, TWO PALLETS OF TEN PAGE 10 CONTAINERS, FOUR PALLETS OF SIXTEEN MIPAZ PC CONTAINERS, ONE PALLET OF THIRTY-SIX BOXES OF 7.02MM, AND ONE PALLET OF TWENTY-FOUR BOXES OF 7.02MM WITH REMAINING TWO BOXES OF 7.02MM AND SEVEN BOXES OF MEST FUZE STRAPPED ON TOP, ALL PALLETS COULD BE BUTTED TOGETHER AND THE PALLETIZED UNIT BASIC LOAD COULD BE SECURED TO THE MEST SEMI TRAILER WITH TWENTY-FIGHT WER STRAPS IN LIEU OF THIRTY-SEVEN WES STRAPS. TWENTY-EIGHT WEB STRAPS IN LIEU OF THIRTY-SEVEN WEB STRAPS.



#### LOADING GUIDANCE NOTES:

- 1. A PARTIAL UNIT BASIC LOAD OF ONE PALLETIZED UNIT OF PROPELLING CHARGE CONTAINERS IS SHOWN IN A TRUCK, HIGH MOBILITY MULTI-PURPOSE WHERED VEHICLE (HMMWY), 1-1/4-TON, MFR, HAVING INSIDE DIMENSIONS OF 83-1/2" LONG BY SA" WIDE. CAUTION, SEE LOADING, TEDOWN, AND UNLOADING PROCEDURES, NOTE 11, ON PAGE 5.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPRIENT QUANTITY OF TIEDOWN ANCHORS, LOCATED ON THE SIDEWALL, ENG WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN.
- ONE MILIETZED UNIT OF EP PROFELLING CHANGES, MCCRED IN THE MID SERIES CONTAINER, HAVINGDIMENSIONS OF SE-LVEY WIDE BY 42" LONG BY 49" HIGH, AND WEIGHING 2,127 POUNDS, IS SHOWN, IF LOADING MILIETZED UNITS OF OTHER IEMS AND DIMENSIONS, FOLLOW THESE SAME PROCEDURES. POSITION MALIETZED UNIT TIGHT AGAINST TAIL GATE, SEE SPECIAL NOTE 5 ON MAGE 6.
- A TOTAL OF THREE WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.

#### KEY NUMBERS

- 1) WES STRAP TEDOWN ASSEMBLY (2 REGD), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OMER TOP OF MALETIZED UPIT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THE STRAP STRAIGHT ACROSS THE MALLETIZED UPIT, IF POSSELL, HOWEVER, DUE TO LOCATION ANCH GUARNITY OF TEDOWN ANCHORS, IT MAY JE NECESSARY TO POSITION THE STRAP DIAGONALLY OVER TOP OF MALLETIZED UPIT, AS SHOWN, IF ANOTHER STRAP IS TO SE ATTACHED IN THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHOR PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (1 REGD), INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF MILLETZED UNT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHORS AS A STRAP MARCHOOT, ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE MORD—RATCHET END OF STRAP MARKED (1) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL INDIES "P", "G", AND "M", ON MAGE Z.

#### LUAD AS SHOWN

ITEM

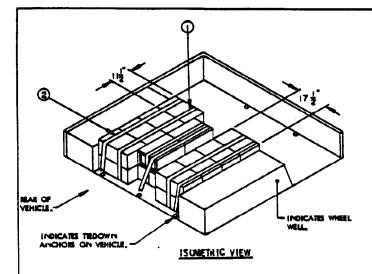
MANUTY

WEIGHT (APPROX.)

PALLERZED UNIT----

-2,127 US (APPROX)

PARTIAL UNIT BASIC LOAD IN A TRUCK (HMMWV), 1-1/4-TUN, M993



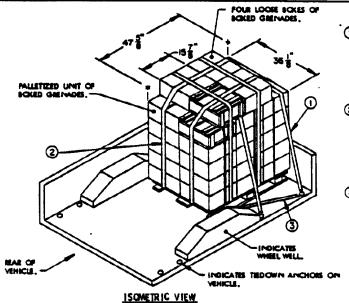
#### LOND GUIDANCE NOTES:

- 1. A MARTIAL UNIT BASIC LOAD OF LOCKE BOKES IS SHOWN IN A TRUCK, HIGH MOBILITY MULTIPLEFORE WHEELED VEHICLE (HIMMWY), 1-1/4-TON, MPRE, HAVING INSIDE DIMENSIONS OF SE1/4\* LONG BY SAY WIDE. CAUTION. SEE LOADING, TIEDOWN, AND UNLOADING MOCEDURES, NOTE 11 ON MIGE 5.
- 2 THE VEHICLE SHOWS WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT GUARNITY OF TREDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN.
- THE PROCEDURES SHOWN ABOVE DEPICT METHODS OF SECURING LOCKE BOKES INVON
  EACTICAL VEHICLES. TWENTY BOKES OF 7.62MM, A131, HAVING DIMENSIONS OF
  17-1/2" LONG BY 11-1/2" WIDE BY 8-1/9" HIGH AND WEIGHING BY POLINGS, ARE
  SHOWN. CENTER BOKES LONGITUDINALLY BETWEEN TELDOWN ANCHOIS BEING USED.
  SEE SPECIAL NOTE 7 ON PAGE 4.
- A. A TOTAL OF SIX WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 5. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- WEB STRAP TEEDOWN ASSEMBLY (ONE REQUIRED FOR EACH ROW OF LOCKE BOKES), INSTALL EACH STRAP TO ENCIRCLE ALL LOCKE BOKES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, PRE-POSITION THE STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES. MAKE SURE STRAP LAYS FLAT ACRIOSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE. POSITION THE PRIST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER. APPER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. THE BATCHET MAY SE POSITIONED ANYWHER ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW. SEE GEHERAL NOTES THE AND "G" ON MGE 2.
- WES STRAP TEDOWN ASSEMBLY ( ONE REQUIRED FOR EACH ROW OF LOOSE BOXES). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE END OF THE VEHICLE, OVER TOP OF EACH ROW/STACK, TO A TEDOWN ANCHOR IN THE CENTER OF THE VEHICLE. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHOR, MOOK THE STRAP ENDS TO THE TEDOWN ANCHOR FROM TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET RIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2,

#### LOAD AS SHOWN



#### LOAD GUIDANCE NOTES:

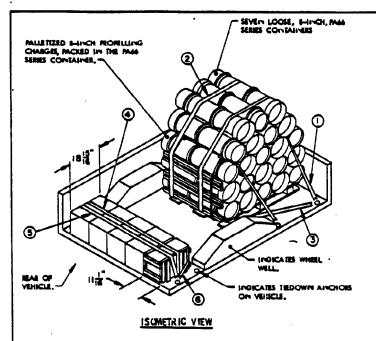
- A METIAL UNIT BASIC LOAD DEPICTING SECUREMENT OF LOCKE BOXES ON TOP OF A MALETIZED UNIT IS SHOWN IN A TRUCK, COMMERCIAL UTILITY CARGO VEHICLE (CUCV), 1-1/4-TOP, MIDDS, HAVING INSIDE DIMENSIONS OF 99° LONG BY 65° WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TIEDOWN ANCHOIS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF LOOSE BOXES ON TOP OF A MALETIZED UNIT WHICH IS SECURED TO THE VEHICLE. HOLD-DOWN STRAPS MAKED (1) ARE POSITIONED OVER TOP OF MALETIZED UNIT AND MILET NOT IN POSITIONED OVER TOP OF THE LOOSE BOXES ON TOP OF THE PALETIZED UNIT. SEE KEY NUMBERS (1) AND (2) ON THIS PAGE FOR GUIDANCE WHEN LOADING LOOSE BOXES ON TOP OF PALLETIZED UNITS. FOR ALTERNATIVE METHODS OF SECURING LOOSE BOXES, SEE MAGE 13, SEE SPECIAL NOTE 7 ON PAGE 6.
- 4. THE PROCEDURES SHOWN ABOVE DEPICT ONE PALLETIZED UNIT OF BOKED GREYNDES, GB15, HAVING DIMERSIONS OF 47-5/8" WIDE BY 36-1/8" LONG BY 49-1/4" HIGH AND WEIGHING 2,111 POUNDS, WITH FOUR LOCKE DOKES OF GREYNDES HAVING DIMERSIONS OF TIS-1/4" X 15-7/8" X 8-27/32" AND WEIGHING 48 POUNDS EACH, SECURED ON TOP, IF LOADING PALLETIZED UNITS AND LOCKE BOXES OF OTHER ITEMS, SIZES, OR QUANTITIES, FOLLOW THESE SAME PROCEDURES, POSITION PALLETIZED UNIT TIGHT AGAINST THE END WALL, IF PALLETIZED UNIT IS POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED.
- THE QUANTITY OF LOGIE SCIKES THAT CAN SE SECURED ON TOP OF A PALLETIZED UNIT MAY SE ONE BOX UP TO ONE FULL LAYER. ALL LOGIE SCIKES POSITIONED ON TOP OF A PALLETIZED UNIT MLET BE SECLIED YERRICALLY, LATERALLY, AND LONGITUDINALLY WITH WEB STRAP TEDOWN ASSEMBLIES.
- 6 A TOTAL OF SEVEN WEB STRAP TREDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN,

#### KEY NUMBERS

- WES STRAF TEDOWN ASSEMBLY (2 REGD). INSTALL EACH STRAF FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNIT, UNDER ALL LOGIE SCHES FORITIONED ON TOP OF THE PALLETIZED UNIT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE PALLETIZED UNIT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE PALLETIZED UNIT, TO A TEDOWN ANCHORS TO THE SAME TEDOWN ANCHORS, HOOK THE STRAF FROS TO THE TEDOWN ANCHORS PHOR TO PATCHETING STRAF TIGHT. TAKE UP EXCESS SLACK IN STRAPAND THEN RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (AS REQUIRED TO SECURE LOCKE BOXES ON TOP OF A MALETIZED UNIT). INSTALL EACH STRAP TO ENCIRCLE PALETIZED UNIT AND ECCISE EXIST ROS HIGHER OF THE FOR PALETIZED UNIT, THERAD STRAPS MARKED OUTSING LOCKS ECXES ON THE PALETIZED UNIT, THERAD STRAPS MARKED UNDER THE TOP DECK OF THE PALETIZED UNIT, THERAD STRAPS LAY FLAT WITH NO. TWESTS IN THEM, ROSSINGN THE ECXES ON TOP OF THE PALETIZED UNIT, BRINGS BHOSE OF STRAPS UP OVER TOP OF LOCKS EXXES AND HOCK ENDS OF STRAP TO GETHER. TAKE UP DECESS SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", CN PAGE 2.
- 3) WEB STRAP TEDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARQUING END OF MILETIZED UNIT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHDE TO THE SAME TEDOWN ANCHOR BLA STRAP MARKED (1), ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE NOTW-RATCHET END OF STRAP MARKED (1) IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M" ON PAGE.2.

#### LUAD AS SHUWN

ITEM	QUANTITY	WEIG	HT (APPROX )	
	UNIT IO(E			
	TOTAL WEIGHT	- 2,383	LES (APPROX	)



#### LOAD GUIDANCE INDIES

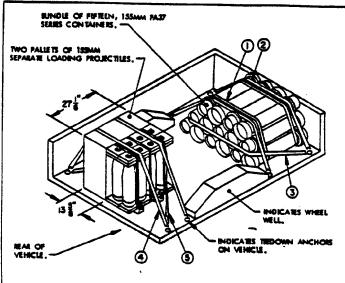
- A METIAL UNIT BASIC LOAD DEPICTING A METHOD FOR SECURING LOOSE PROFELLING CHARGE CONTAINESS ON TOP OF A PALLETIZED UNIT IS SHOWN IN A TRUCK, COMMERCIAL UTILITY CARGO VEHICLE (CUCY), 1-1/4-TON, MIGGS, HAVING INSIDE DIMENSIONS OF 7P LONG BY 65- WIGE.
- 2 THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIES OF QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE LISED TO TRANSPORT THE LOAD SHOWN OR A PARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECLIFIMENT OF LOOSE PROPELLING CHARGE CONTAINERS POSITIONED ON TOP OF PALLETIZED UNITS WHICH ARE SECLIFED TO THE VEHICLE. HOLD-DOWN STRAPS MARKED (1) ARE POSITIONED OVER TOP OF THE LOOSE PROPELLING CHARGE CONTAINERS ON TOP OF A PALLETIZED UNIT, SEE KEY HUMBERS (1) AND (2) ON THE PAGE FOR GUIDANCE WHEN LOADING LOOSE PROPELLING CHARGE CONTAINERS ON TOP OF A PALLETIZED UNITS, SEE KEY HUMBERS (1) AND (2) ON THE PAGE FOR GUIDANCE WHEN LOADING LOOSE PROPELLING CHARGE CONTAINERS ON TOP OF PALLETIZED UNITS, FOR ALIEBINATIVE METHODS OF SECURING LOOSE PROPELLING CHARGE CONTAINERS, USE THE PROCEDURES SHOWN ON PAGE 12.
- 4. THE PROCEDURES SHOWN ABOVE DEPICT ONE PALLETIZED UNIT OF 8-INCH PROFELLING CHARGES PACKED IN THE PAGE SERIES CONTRINCES. THE PALLETIZED UNIT DIMENSIONS ARE 50-1/2" WIDE BY 37-3/4" LOING BY 35-5/8" HIGH AND THE WEIGHT IS 1,275 POUNDS. THERE ARE SEVEN LOCKE MASS PROFELLING CHARGE CONTAINERS SECURED ON TOP OF THE PALLETIZED UNIT. ALSO, FIVE LOCKE SIXES OF HAND GRENNES, GBB1, HAVING DIMENSIONS OF 18-15/16" X 11-1/4" X 11-1/4" AND WEIGHTING 31 POUNDS EACH ARE SECURED AT THE REAR OF THE VEHICLE. SEE SPECIAL NOTES 5, 6, AND 7, ON PAGE 6.
- 5 ALL LOCSE CONTAINERS POSITIONED ON TOP OF A PALLETIZED UNIT MUST FORM A TIGHT BUNDLE AFTER STRAPS MARKED (2) ARE RATCHETED TIGHT. IF CONTAINERS DO NOT FORM A TIGHT BUNDLE, OR IF CONTAINERS OF DIFFERENT SIZES ARE REING POSITIONED ON TOP OF THE SAME PALLETIZED UNIT, INO ADDITIONAL WAS STRAP ASSEMBLES WHICH ENCIRCLE ALL LOCSE CONTAINERS WITHIN THE BUNDLE, ARE REQUIRED. SEE KEY NUMBER (1) ON PAGE 12 FOR ADDITIONAL GUIDANCE.
- 6 WHEN LOADING THE VEHICLE POSITION THE PALLETIZED UNIT AND THE LOC SE BOXES TIGHT AGAINST THE END WALLS. IF THE PALLETIZED UNIT AND/OR LCC SE BOXES ARE POSITIONED AWAY FROM AN END WALL ONE ADDITIONAL WEB STRAP MARKED ① AND ③ IS REQUIRED.
- A TOTAL OF EIGHT WEB STRAP TIEDOWIN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.

#### KEY NUMBERS

- (1) WES STRAP TIEDOWIN ASSEMBLY (2 NEGD), INSTALL EACH STRAP TO BYTENO PROM A TEDOWIN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF FALLETZED UNIT, UNDER ALL LOCKE PROFELLING CHARGE CONTAINERS WHICH AME POSITIONED ON TOP OF THE PALLETIZED UNIT, TO A TREDOWIN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEM INCIDENT FIGHT, NOTE: STRAPS MAKED (1) MUST BE INSTALLED OWER TOP OF THE PALLETIZED UNIT PRIOR TO POSITIONING THE LOCKE PROPELLING CHARGE CONTAINERS ON TOP OF THE PALLETIZED UNIT, IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWIN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWIN ANCHORS PRIOR TO MACHOES, HOOK THE STRAP ENDS TO THE TEDOWIN ANCHORS PRIOR TO MACHOES TRAP TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON MACE 2.
- WES STRAP TEDOWN ASSEMBLY (2 REQD FOR EACH SUNDLE OF LOCKE MOPPLLING CHARGE CONTAINERS ON TOP OF A PALLETIZED UNIT). INSTALL EACH STRAP TO ENCIRCLE PALLETIZED UNIT AND ALL LOCKE PROPELLING CHARGE CONTAINERS POSITIONED ON TOP OF THE PALLETIZED UNIT, PRICE TO POSITIONING LOCKE CONTAINERS ON THE PALLETIZED UNIT, THEAD STRAPS MARKED (2) UNDER THE TOP DECK OF THE PALLET WITH BOTH EACHET ENDS ON THE SAME SIDE OF THE MALET. MAKE SURE THE STRAPS LAY FLAT WITH NO TWISTS IN THEM, POSITION THE FRIST LAYER OF PROPELLING CHARGE CONTAINERS ON TOP OF THE PALLETIZED UNIT, WITH HE COULD LABREMATED. ADJUST THE TWO STRAPS MARKED (2) SO THEY WILL BE CLOSE TO THE BELL END AND THE ROULLING FLANGE ON THE OPPOSITE END OF THE LOCKE CONTAINERS. KEEP THE BOTTOM LAYER CONTAINERS, KEEP THE BOTTOM LAYER CONTAINERS, KEEP THE BOTTOM LAYER BOTTOM LAYER ALL CONTAINERS AND STACKED, SRING ENDS OF STRAP IN OVER TOP OF LOCKE CONTAINERS AND HOOK ENDS OF STRAP TOGETHER. TAKE UP BICESS SLACK IN STRAPS AND RETCHET TIGHT SOTH STRAPS AT THE SAME TIME. NOTE: AS THE STRAPS AND RETCHET TIGHT SOTH TIGHT BUTCH ON TOP THE PALLETIZED UNIT, THE CONTAINERS MAY SEEK THEIR NATURAL POSITION DURING TRANSPORT, IF SO, CHECK STRAPS FOR TIGHTENIS AND BETWEEN THE NATURAL POSITION DURING TRANSPORT, IF SO, CHECK STRAPS FOR TIGHTNESS AND BETWEEN THE NATURAL POSITION DURING TRANSPORT, IF SO, CHECK STRAPS FOR TIGHTNESS AND BETWEEN THE NOTE.
- (3) WES STRAP TIEDOWN ASSEMBLY (1 REQD.). INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE AROUND END OF MILETIZED UNIT, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (1), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NORMALICHET END OF STRAP MARKED (1) LAKE UP EXCESS SLACK IN STRAP AND RAYCHET TIGHT. SEE GENERAL NOTES "PP., "GP., AND "MP, ON PAGE 2.
- 4 WES STRAP TEDOWN ASSEMBLY (I REQD FOR EACH LATERAL ROW HAVING TWO OR MORE LOOSE BOKES), INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE BOKES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, PRE-POSITION THE STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOKES. MAKE SUBS STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND DRAPE THE EINOS OVER THE SIDE OF THE VEHICLE. POSITION THE BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. BRING EINOS OF STRAP OVER TOP OF ROW, HOOK ENDS OF STRAP TOGETHER, TAKE UP DICESS SLACK IN STRAP AND THEN RATCHET TIGHT. THE BATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE BOW. SEE GENERAL INOTES "P" AND "G" ON PAGE 2.
- MEB STRAP TEDOWIN ASSEMBLY (1 REOD FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE BOKES), INSTALL EACH STRAP FROM A TEDOWIN ANCHOR ON THE SIDE OF THE VEHICLE OVER TOP OF EACH ROW, TO A TEDOWIN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, POSITION THIS STRAP STRAIGHT ACROSS THE ROW. IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TEDOWIN ANCHOIS IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWIN ANCHOIS, HOOK THE STRAP ENDS TO THE TEDOWIN ANCHOIS PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES "FP", "G", AND "M", ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF BOXES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (3), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE INDIMATCHET END OF STRAP MARKED (3) IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPRO X)
PROP CHARGE GRENADES -	5 22 5 @CXES	1,814 LBS 255 LBS
	TO TAL WEIGHT	2,069 LBS



#### LOAD GUIDANCE NOTES:

- A PARTIAL UNIT BASIC LOAD OF FALLETIZED 139MM PROJECTILES AND LOOSE PROFELLING CHARGE CONTAINERS IS SHOWN IN A TRUCK, COMMERCIAL UTILITY CARGO VEHICLE (CUCY), 1-1/4-TON, M1008, HAVING INSIDE DIMENSIONS OF 78" LONG BY 45" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN OR A PARTIAL LOAD
- 3. THE PROCEDURES SHOWN ANOVE DEPICT SECUREMENT OF ONE BUNDLE OF FIFTEEN LOOSE, 185MM, PAST SERIES CONTAINERS, HAVING DIMENSIONS OF 32-3/4" LONG BY 8-13/32" DIAMETER AND WEIGHING 35 POUNDS EACH, AND TWO PALLETIZED UNITS OF 155MM PROJECTILES HAVING DIMENSIONS OF 19-6/8" LONG BY 27-1/8" WIDE BY 32" HIGH AND WEIGHING 797 POUNDS EACH, IF LOADING LOOSE PROPELLING CHARGE CONTAINERS AND/OR PALLETIZED UNITS OF SEPARATE LOADING PROJECTILES, OF OTHER DIMENSIONS AND QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTES 6 AND 8 ON PAGES 6 AND 7
- WHEN LOADING THE VEHICLE POSITION THE 155WM PALLETS TIGHT AGAINST THE FIND WALL AND EACH OTHER, POSITION THE PROPELLING CHARGE CONTAINERS TIGHT AGAINST THE END WALL. IF THE PALLETZED UNITS AND/OR LOOSE PROPELLING CHARGE CONTAINERS ARE POSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL STRAP MARKED 3 AND 3 IS REQUIRED.
- 5. A TOTAL OF EIGHT WEB STRAP TEDOWN ASSEMBLES ARE REQUIRED FOR THE LOAD SHOWN.
- 4. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

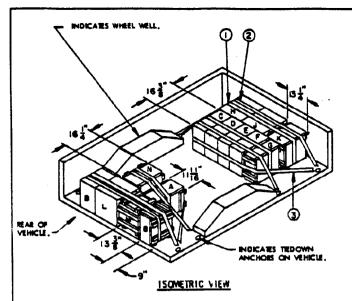
#### KEY NUMBERS

- WES STRAP TREDOWN ASSEMBLY (2 REQD FOR EACH RINDLE OF LOGSE PROPELLING CHARGE CONTAINERS), INSTALL EACH STRAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINERS IN THE BUNDLE. PRE-POSITION THESE TWO STRAPS ON THE FLOOR OF THE VEHICLE PRIOR TO LOADING PROPELLING CHARGE CONTAINERS. MAKE SURE STRAPS LAY FLAT ACROSS THE FLOOR AND DRAPE THE ENDS OVER THE SIDE WALL OF THE VEHICLE. POSITION THE FIRST LAYER OF PROPELLING CHARGE CONTAINERS ON THE FLOOR, WITH ENDS ALERNARED. ADJUST THE TWO STRAPS SO THEY WHILL BE CLOSE TO THE BLL END AND THE ROLLING FLANGE ON THE OPPOSITE BID OF THE CONTAINER, KEEP THE BOTTOM LAYER CONTAINERS TIGHT AGAINST EACH OTHER BY USING WEDGES AT SIDES OR HOLD IN PLACE MANUFALLY AND STACK THE REMAINING CONTAINERS, BY LAYERS, WITH ENDS ALERNARED, ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STRACED HOOK ENDS OF WES STRAP TEDOWN ASSEMBLES TOGETHER, TAKE UP SLACK IN STRAPS AND RAKENET TIGHT BOTH STRAPS AT THE SAME TIME. TOGET AS THE STRAPS ARE MIND FROM THE SAME TIME. AND STACK THE PENADORN ASSEMBLES TOGETHER, TAKE UP SLACK IN STRAPS AND RAKENET TIGHT BOTH STRAPS AT THE SAME TIME. TOGET THE CONTAINERS AT THE SAME TIME. TOGET THE CONTAINERS AT THE SAME TIME. TOGET THE TOGHT STRAPS AT THE SAME TIME. THE CONTAINERS SO THEY FORM A COMPACT TIGHT BUNDLE. SEE GENERAL NOTES "T" AND "G" ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (2 REQD FOR EACH BUNDLE OF LOOSE MOPELLING CHARGE CONTAINERS). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROPELLING CHARGE CONTAINER, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ATTACH WIS STRAP TEDOWN ASSEMBLY MARKED (3) TO THE TEDOWN ANCHOR PRIOR TO BATCHETING WES STRAP TEDOWN ASSEMBLES MARKED (3) TIGHT. TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS MARKED (3) AT THE SAME TIME. MODE: THESE STRAPS SHOULD ALWAYS BE POSITIONED BETWEEN THE BILL ON ONE SEND OF A CONTAINER, AND THE SOLLING FLANGE ON THE BILL ON ONE SEND OF A CONTAINER, AND THE SOLLING FLANGE ON THE OPPOSITE BIND OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF TEDOWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- (3) WEB STRAP TEDOWN ASSEMBLY (1 REQD.), INSTALL STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, AROUND END OF PROFELLING CHARGE CONTAINER BUNDLE, TO A TEDOWN ANCHOR ON THE OFFOSITE SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- (4) WEB STRAP TIEDOWN ASSEMBLY (2 REQD.). INSTALL EACH STRAP TO EXTEND WEB STAPP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STAP TO EXTEND PROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF PALLETZED UNITS; TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT, SEE GENERAL NOTES "P", "G", AND "M", ON PAGE 2.
- (3) WEE STRAP TEDOWN ASSEMBLY (1 REGO). INSTALL STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND THE PALLETIZED UNIT ON TOP OF THE PALLET BASE, AGAINST THE BASE OF THE PROJECTILES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICH'S. IF THIS STRAP IS ERNING ATTACHED TO THE SAME TEDOWN ANCHOR A. A. JRAP MARKED (4), ATTACHED TO THE SAME TEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (4) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PACE? PAGE 2.

#### LOAD AS SHOWN

ITEM QUANTITY WEIGHT (APPROX ) PALLIFTIZED 155A PROP CHARGES 15. 825 LBS -2.419 US (APPROX)

PARTIAL UNIT BASIC LOAD IN A TRUCK (CUCV ), 1-1/4-TON, M1008



#### LOAD GUIDANCE NOTES:

- A PARTIAL UNIT BASIC LOAD OF LOOSE BOXES IS SHOWN IN A TRUCK, COMMERCIAL UTILITY CARGO VEHICLE (CUCY), 1-1/4-TON, M1008, HAVING INSIDE DIMENSIONS OF 98" LONG BY 45" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPEICENT QUANTITY OF TEDOWN ANCHOIS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES SHOWN ABOVE DEPICT METHODS OF SECURING LOGSE BOXES OF VARIOUS SIZES AND QUANTITIES IN/ON TACTICAL VEHICLES. SEE SPECIAL NOTE 7
- WHEN LOADING THE VEHICLE, POSITION THE LOGSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, LONGITUDINALLY AND LATERALLY. POSITION BOXES OF THE SAME SIZE IN EACH LATERAL ROW ACCOSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST NEARLY THE SAME SIZE, WHEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TAILEST BOX (5) IN THE CENTER OF THE OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (3) IN THE CENTER OF THE ROW WHEN POSSIBLE. THIS WILL PROVIDE CONTACT BY THE UNITIZING STRAP MARKED ①, AND THE HOLD-DOWN STRAP MARKED ②, AT THE CENTER AND EACH END OF THE LATERAL ROW. POSITION THE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, IF THE BOXES ARE POSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL WEB STRAP MARKED ③ IS REQUIRED.
- A TOTAL OF TEN WEB STRAF TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- "SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

		PARTIA	L UNIT BASIC LOAD SHOWN		
	ITEM	DODIC	DIMENSIONS (INCHES)	WEIGHT	QUANTITY BOXES
A	GENADE, HD, FRAG, M67	G881	18-15/16" X 11-1/4" X 11-1/16"	51	1
	GRENADE, HO, INCEN, AN/M14	G900	14-1/2" × 13" × 9"	43	2
c	GRENADE, HD, SMK, AN/ME	G930	16-3/8" × 13-3/8" × 7-5/8"	42	1
0	GIENADE, HD, GIEEN, MIS	G940	16-3/8" × 13-3/8" × 7-5/8"	+2	1
E	GRENADE, HD, YELLOW, MIS	G945	16-3/8" X 13-3/8" X 7-5/8"	42	1
F	GRENAGE, HD, RED, M18	G990	14-3/8" X 13-3/8" X 7-5/8"	42	1
G	GRENADE, HD, VIOLET, MIS	G <b>955</b>	16-3/8" × 13-3/8" × 7-5/8"	42	1
н	SIG, RED STAR, MISBAT	L306	14-7/8" × 13-3/8" × 13-1/4"	55	1
J	SIG, WHITE STAR, MISS	L307	14-7/8" × 13-3/8" × 13-1/4"	55	1
ĸ	SIG, RED STAR, MIZZAT	וונו	14-7/8" X 13-3/8" X 13-1/4"	55	1
L	SIG, WHITE STAR, MIZTAT	L312	14-7/8" X 13-3/8" X 13-1/4"	55	1
M	SIG, GEEN STAR, M125	UI	14-7/8" X 13-3/8" X 13-4/4"	55	1
N	FLARE, SUR, TRIP, MIPAT	L495	16-1/4" × 15" × 12-1/2"	47	1

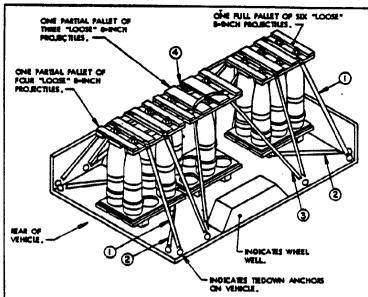
	FOUR HS SHOWN	
LTEM	CHANTITY	WEIGHT ( APPROX )
ICXES-		779 LBS (APPROX)

# KEY NUMBERS

WES STRAP TROOWN ASSEMBLY ! I TEGO FOR EACH LATERAL ROW HAVING MICH GR MORE LOGISE BOXES; INSTALL EACH STRAP TO ENCIRCLE ALL LOGIS BOXES IN THE ROW, AT THE APPROXIMATE CLINTER OF THE BOXES. PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES. MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND DEARE THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP CENTER STRAP BROOKS THAN THE SIDE OF THE STRAP. PCS-INUTE THE BUXED CAN THE VEHICLE FLOOR AND CENTERED ON TOP
OF THE STRAP, BRING ENDS OF STRAP UP OVER TOP OF BOXES, HOOK
ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN
RATCHET TIGHT, THE RATCHET MAY SE POSITIONED ANYWHERE ACROSS
THE TOP OF THE SINGLE LAYER ROW, SEE GENERAL NOTES "F" AND
"G" ON PAGE 2,

(2) WEB STRAP TEDOWN ASSEMBLY (I REQD FOR EACH LATERAL ROW HAVING HAVING ONE OR MORE LOOSE BOXES), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, POSITION THIS STRAP STRAIGHT ACROSS THE ROW, IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TE-POSSIBLE, HOWEVER, DUE TO THE LOCATION AND CADACTITY OF THE DOWN ANCHORS TO MAY BE NECESSARY TO ROSITION. THIS STEAM DIAGONALLY ACROSS THE ROW. IF AND THER STRAP IS TO BE ATTACHED TO THE STRAP ENDS TO THE TIE-COWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SACK IN STRAP AND THEN RANCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE Z."

(3) WEB STRAP TIEDOWN ASSEMBLY ONE REGON. INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE ABOUND END OF REARMOST EXIS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING A STRACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (2) ATTACH BANCHER END TO THE SAME TIEDOWN ANCHOR THAT THE NON-FRAICHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RACHET TIGHT. SEE GENERAL NO TES "F", "G", AND "M", CN PAGE 2.



#### LOAD GUIDANCE NOTES

- A PARTIAL UNIT BASIC LOAD OF LOCKE, RE-ASSEMBLED, PALLETIZED, B-INCH SEPARATE LOADING PROJECTILES, IS SHOWN IN A TRAILER, CARGO, 1-1/2-TON, MIDS, HAVING INSIDE DIMENSIONS OF 110" LONG BY 74" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLETENT GLIANITITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR PLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF "LOOSE" B-PINCH SEPARATE LOADING PROJECTILES THAT HAVE BEEN RE-ASSEMBLED ON PALLETS. ONE FULL PALLET OF SIX PROJECTILES, ONE PARTIAL PALLET OF FOUR PROJECTILES, AND ONE PARTIAL PALLET OF THREE PROJECTILES IS SHOWN. POSITION THE END PALLETS TIGHT AGAINST AN END WALL, IF THE PALLETS ARE POSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL STRAP MARKED (2) IS REQUIRED FOR EACH PALLET, STRAPS MARKED (2) ARE NOT REQUIRED FOR THE CENTER PALLET. SEE TLOONING, TREDWIN, AND UNICADING PROCEDURES", NOTE 10, ON PAGE 3 FOR ADDITIONAL GUIDANCE, AND PAGE 15 FOR AN ALTERNATIVE METHOD OF SECURING TICC SE" PROJECTILES.
- 4. A TOTAL OF EIGHT WER STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE PARTIAL UNIT BASIC LOAD SHOWN...

#### KEY NUMBERS

- WES STRAP TEDOWN ASSEMBLY (4 REQD). INSTALL EACH STRAP TO EXTEND PROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF PALLETZED UNIT, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN BACKHET TIGHT, IF ANOTHER STRAP IS TO BE ATFACHED TO THE SAME TEDOWN ANCHORS PRIOR TO BATCHETING STRAP TIGHT, SEE GENERAL NOTES TO", "O", AND "M", ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (2 REGD). INSTALL STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND THE PALLETIZED UNIT SKIDS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHOR AS A STRAP MARKED (), ATTACH RAICHET END TO THE SAME TEDOWN ANCHOR THAT THE NON-KATCHET END OF STRAP MARKED () IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "T", "G", AND "M", ON PAGE 2.
- (3) WEE STRAP TEDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, UP THROUGH A HOLE IN ONE END OF THE PALLET COVER ASSEMBLY, PASS BEHIND THE PROJECTILE, DOWN THROUGH A HOLE IN THE OPPOSITE END OF THE PALLET COVER ASSEMBLY, TO A TEDOWN ANCHOR ON THE SAME SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP BLT DO NOT BANCHET TIGHT UNTIL STRAP MARKED (4) IS IN POSITION. SEE GENERAL NOTES "P"-AND "G" ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, UP THROUGH A CENTER HOLE IN THE PALLET COVER ASSEMBLY AND DOWN TO A TEDOWN ANCHOR ON THE SAME SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET STRAPS MARKED (1) AND (2) TIGHT, AT THE SAME TIME. SEE GENERAL NOTES "F" AND "G" ON RAGE 2.

LOAD AS SHOWN

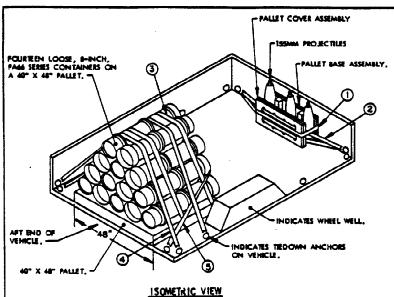
ITEM

CHANTITY

WEIGHT (APPROX)

LOOSE S-INCH--

-2,860 LBS (APPROX.)



#### LOAD GUIDANCE NOTES:

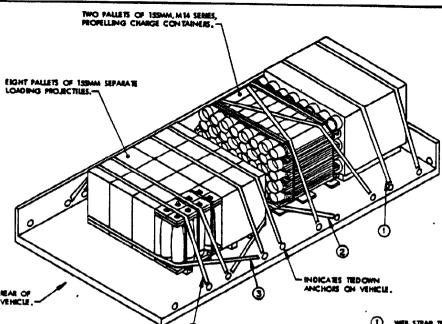
- A PARTIAL UNIT BASIC LOAD OF "LOOSE", 139MM PROJECTILES AND "LOOSE" PROFELLING CHARGE CONTAINERS IS SHOWN IN A TRAILER, CARGO, 1-V2-TON, MIDS, HAVING INSIDE DIMENSIONS OF 110" LONG BY 74" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES SHOWN ABOVE DEPICT SEQUEMENT OF THREE "LOGSE" ISSMM PROJECTILES, THE METHOD SHOWN CAN BE USED TO SEQUE ONE THROUGH THREE "LOGSE" ISSMM AND/OR 6-INCH PROJECTILES, SEE YELY MUMBERS (1) AND (2) ON THIS PAGE, SEE PAGE 14 FOR AN ALTERNATIVE METHOD OF SEQUENCY "LOGS" PROJECTILES.
- 4. THE PROCEDURES SHOWN ABOVE ALSO DEPICT SEQUREMENT OF LOOSE RHINCH, PAGE SERES CONTAINERS HAVING DIMENSIONS OF 37-3/4" LONG BY 10-15/32" DIAMETER, POSITIONED ON PALLET BASES. IF DESIRED, MIXED PROPELLING CHARGE CONTAINERS MAY BE POSITIONED ON THE SAME PALLET BASE. POSITION THE PALLET BASE AGAINST THE END WALL. IF THE PALLET BASE IS POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED. SEE KEY NUMBER (3) ON THIS PAGE FOR GUIDANCE WIEN LOADING LOOSE PROPELLING CHARGE CONTAINERS. FOR ALTERNATIVE METHODS OF SEQURING LOOSE CONTAINERS USE THE PROCEDURES SHOWN ON PAGES 11 AND 12.
- 5. IN THE METHOD SHOWN ABOVE THERE IS ONE 40" X 48" PALLET WITH FOURTEEN LOOSE 8-INCH PAGE SERIES CONTAINERS SECURED ON TOP. IF LOADING LOOSE PROPELLING CHARGE CONTAINERS OF OTHER SIZES. OR QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTE 4 ON PAGE 4.
- 6. THE QUANTITY OF LOOSE CONTAINERS POSITIONED ON A PALLET BASE MAY BE ONE CONTAINER, UP TO THE MAXIMUM QUANTITY THAT CAN BE POSITIONED IN THE BOTTOM LAYER. IF MORE THAN ONE FULL LAYER OF LOOSE CONTAINERS IS TO BE POSITIONED ON A PAULET BASE, SEE SPECIAL NOTE 6 ON PAGE 6, <u>NOTE</u>. THE CONTAINERS MAY SEEK THEIR NATURAL POSITION DURING TRANSPORT. IF SO, CHECK STRAPS MARKED ① FOR TIGHTNESS, AND RE-TIGHTEN IF NECESSARY.
- 7. ALL LOOSE CONTAINERS POSITIONED ON TOP OF A PALLET BASE MUST FORM A TIGHT BUNDLE AFTER STRAPS MARKED (4) ARE RATCHETED TIGHT. IF CONTAINERS DO NOT FORM A TIGHT BUNDLE, OR IF CONTAINERS OF DIFFERENT SIZES ARE BEING POSITIONED ON TOP OF THE SAME PALLET BASE TWO ADDITIONAL WEB STRAP ASSEMBLES ARE REQUIRED. POSITION THE TWO ADDITIONAL STRAPS TO ENCIRCLE ALL CONTAINERS BUT NOT THE PALLET AND RATCHET TIGHT, SEE KEY NUMBER (1) ON PAGE 12 FOR ADDITIONAL GUIDANCE.
- 8. A TOTAL OF EIGHT WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 9. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- WEE STRAP TEDOWN ASSEMBLY (1 REQD), INSTALL STRAP TO ENCIRCLE PALLET BASE ASSEMBLY AND PALLET COVER ASSEMBLY. HOOK ENDS OF STRAP TOGETHER. TAKE UP EXCESS SLACK IN STRAP AND THEN BATCHET TIGHT. NOTE: POSITION STRAPS MARKED ② PRIOR TO BATCHETING STRAP MARKED ① TIGHT.
- (2) WEB STRAP TREDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON END WALL OF VEHICLE, THROUGH HOLE ON NEAR END OF PALLET COVER ASSEMBLY, ACROSS AND THROUGH HOLE ON FRAE END OF PALLET COVER ASSEMBLY, TO A TEDOWN ANCHOR ON END WALL OF VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN BATCHET TIGHT. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- (3) WES STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP TO ENCIRCIE PALLET AND ALL LOOSE PROPELLING CHARGE CONTAINERS POSITIONED ON THE PALLET, PRIOR TO POSITIONING CONTAINERS ON THE PALLET, THREAD STRAPS MARKED (3) UNDER THE TOP DECK OF THE PALLET WITH BOTH RATCHET ENDS ON THE SAME SIDE OF THE PALLET, MARKE SURE THE STRAPS LAY FLAT WITH NO TWISTS IN THEM. POSITION THE FIRST LAYER OF PROPELLING CHARGE CONTAINERS ON THE PALLET, WITH ENDS ALTERNATED. AQUIST THE TWO STRAPS MARKED (3) SO THEY WILL BE CLOSE TO THE BELL END AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE CONTAINERS, KEEP THE BOTTOM LAYER CONTAINERS, IN LAYERS, WITH THE ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, WITH THE ENDS ALERNATED, ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS AND HOOK ENDS OF STRAPS UP OVER TOP OF CONTAINERS AND HOOK ENDS OF STRAPS UP OVER TOP OF CONTAINERS AND HOOK ENDS OF STRAP TOGETHER. TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS AT THE SAME TIME.

  NOTE: AS THE STRAPS ARE BEING TIGHTENED, MAKE POSITION ADJUSTMENTS TO THE CONTAINERS SO THEY PORM A TIGHT BUTDLE ON THE PALLET. THE CONTAINERS MAY SEEK THEIR NATURAL POSITION DURING TRANSPORT, IF SO, CHECK STRAPS FOR TIGHTNESS AND "G" ON PAGE 2.
  - WES STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL SACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROPELLING CHARGE CONTAINERS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, POSITION BOTH RATCHETS ON THE SAME SIDE OF THE VEHICLE, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS MARKED (3) AT THE SAME TIME, NOTE: THESE STRAPS SHOULD ALWAYS SE POSITIONED SETWEEN THE BELL ON ONE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER, IN SOME VEHICLES, DUE TO LOCATION OF TEDOWN ANCHORS, IT MAY SE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WEB STRAP TREDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TREDOWN ANCHOR ON THE SIDE OF THE VEHICLE, AROUND END OF PROPELLING CHARGE CONTAINERS AS SHOWN, TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.

LOAD AS SHOWN



#### LOAD GUIDANCE NOTES:

- A PARTIAL UNIT BASIC LOAD OF FALLETIZED PROFELLING CHARGE CONTAINERS AND PALLETIZED ISSMM PROJECTILES IS SHOWN IN A TRUCK, CARGO, 3-TON, MSA, HAVING PISIDE DEMENSIONS OF 168" LONG BY 88" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN OR A PARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF TWO PALLETIZED UNITS OF 155MM PROFELLING CHARGES PACKED IN THE MIL SERIES CONTAINER, HAVING DIMENSIONS OF 45-1/2" WIDE BY 37-1/2" LONG BY 35° HIGH, AND WEIGHING 1,305 POUNIOS, AND EIGHT PALLETIZED UNITS OF 155MM PROJECTILES, HAVING DIMENSIONS OF 13-5/2" LONG BY 27-1/2" WIDE BY 22" HIGH AND WEIGHING 777 POUNIOS, IF LOADING PALLETIZED UNITS OF PROFELLING CHARGE CONTRINER AND/OR PALLETIZED UNITS OF SEPARATE LOADING PROJECTILES OF OTHER DIMENSIONS AND QUANTITIES, POLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTES 5 AND 8 ON PAGES 6 AND 7.
- 4. WHEN LOADING THE VEHICLE POSITION THE PALLETIZED PROPELLING CHARGE UNITS TIGHT AGAINST THE END WALL AND EACH OTHER, POSITION THE ISSMM PALLETS TIGHT AGAINST EACH OTHER AND AT A LOCATION THAT WILL ALLOW TWO STRAPS MARKED () TO BE POSITIONED OVER THE TOP OF EACH ROW, IF THE PALLETIZED PROPELLING CHARGE CONTAINERS ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (2) IS REQUIRED.
- A TOTAL OF ELEVEN WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD. SHOWN.,

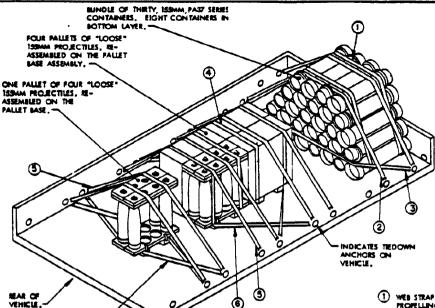
#### KEY NUMBERS

- WES STRAP TEDOWN ASSEMBLY (8 REQD). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, CYRE TOP OF PALLETIZED UNIT (5), TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRANGHT ACROSS THE PALLETIZED UNIT (5), IF POSSIBLE. HOWEVER, DUE TO LOCATION AND CULANITY OF TEDOWN ANCHORS, IT MAY SE NECESSARY TO POSITION THIS STRAP DIAGONALLY OVER TOP OF PALLETIZED UNIT (5), AS SHOWN. IF ANOTHER STRAP IS TO BE ATTRACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS, PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES TY, "G", AND "M", ON PAGE 2.
- WES STRAP TREDOWN ASSEMBLY (1 REGD). INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AND UND END OF PALLETIZED
  UNIT, TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE.
  IF THIS STRAP IS BEING ATTACHED TO THE SAME TREDOWN ANCHOR AS
  A STRAP MARRISD (1), ATTACH RATCHET END TO THE SAME TEDOWN
  ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (1) IS ATTACHED
  TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE
  GENERAL NOTES TF., "G", AND "M", ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (2 REQD.), INSTALL STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, ARQUIND THE PALLET-IZED UNITS ON FOP OF THE PALLET BASE, AGAINST THE BASE ON THE PROJECTILES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHOR AS A STRAP MARKED (1), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-MATCHET END OF STRAP MARKED (1) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN

ITEM	<u>ou</u>	ANTITY	WEIGH	I(A	PPRCIX )
MALIETIZED	~	2	→ 2.612	LBS	
		t			

PARTIAL UNIT BASIC LOAD IN A TRUCK, CARGO, 5-TON, M54



#### LCAD GLIDANCE NOTES:

#### ISOMETRIC VIEW

- A PARTIAL UNIT BASIC LOAD OF LOCKE PROFELLING CHARGE CONTAINERS AND LOCKE ISSMM PROJECTILES IS SHOWN IN A TRUCK, CARGO, 5-TON, MS4, HAVING INSIDE DIMENSIONS OF 168° LONG BY 88° WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WINCH HAVE A SUPPICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, FOR WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A MARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF ONE BUNDLE OF THIRTY LOGSE, 193MM, PAZY SERES CONTAINESS, HAVING DIMENSIONS OF 12-3/4" LONG BY 8-13/32" DIAMETER AND WEIGHING SS POUNDS EACH, AND THIRTY-SIX LOGSE 133MM PROJECTILES, RE-ASSEMBLED ON THE FALLET BASE ASSEMBLY. IF LOADING LOGSE PROPELLING CHARGE CONTAINESS AND/OR PALLETZED UNITS OF SEPARATE LOADING PROJECTILES OF CTHER DIMENSIONS AND QUANTITIES, FOLLOW THESE SAME PROCEDURES, SEE SPECIAL NOTES & AND 9 ON PACKES & AND 7.
- 4. WHEN LOADING THE VEHICLE, POSITION THE PROPELLING CHARGE CONTAINES TIGHT AGAINST THE END WALL, IF THE PROPELLING CHARGE CONTAINES ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STAP MAKED ③ IS REQUIRED. POSITION THE ISSMM PALLETS TIGHT AGAINST EACH OTHER AND AT A LOCATION THAT WILL ALLOW TWO STRAPS MARKED ③ TO BE POSITIONED OVER THE TOP OF EACH ROW AND/OR SINGLE PALLET.
- A TOTAL OF NINETEEN WEB STRAP TEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LUAD ITEMS.

#### ( KEY NUMBERS CONTINUED ) .

(4) WEB STRAP TEDOWN ASSEMBLY (4 REGD), INSTALL STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND THE SKIDS ON THE PALLETZED UNIT (S), TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHOR AS A STRAP MARKED (3), ATTACH RATCHET END OF STRAP MARKED (3) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET THIS STEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2.

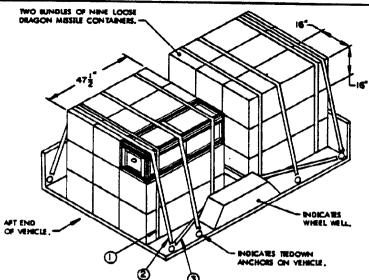
#### KEY NUMBERS

- WEB STRAP TIEDOWN ASSEMBLY (2 REOD FOR EACH BUNDLE OF LOCSE PROPELLING CHARGE CONTAINERS), INSTALL EACH STRAP TO ENCIRCIE ALL PROPELLING CHARGE CONTAINERS IN THE SUDDLE. PRE-POSITION THESE TWO STRAPS ON THE FLOCK OF THE VEHICLE PRIOR TO LOADING PROPELLING CHARGE CONTAINERS, MAKE SURE STRAPS LAY FLAT ACROSS THE FLOOR AND DIAPE THE BOSS OVER THE SIDE WALL OF THE VEHICLE. POSITION BOTH STRAP RATCHETS ON THE SAME SIDE OF THE VEHICLE. POSITION THE FRIST LAYER OF PROPELLING CHARGE CONTAINERS ON THE FLOOR, WITH ENDS ALTERNATED. ADJIST THE TWO STRAPS SO THEY WILL BE CLOSE TO THE SELL END AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE CONTAINERS TIGHT AGAINST EACH OTHER SY USING WEDGES AT SIDES OR HOLD IN PLACE MANUALLY AND STACK THE PERMINING CONTAINERS, IN LAYERS, WITH ENDS ALTERNATED, ON TOP OF THE SOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED HOOK ENDS OF WEB STRAP TEDOWN ASSEMBLIES TOGETHER, TAKE UP SLACK IN STRAPS AND RRAP TED THAS STRAPS AT THE SAME TIME, NOTE: AS THE STRAPS ARE BEING TIGHTENTED, MAKE POSITION ADJUSTMENTS TO THE CONTAINERS SO THEY FORM A COMFACT TIGHT BUTNED. ESE GENERAL NOTES "THAN OF "ON PAGE 2.
- WEB STRAP TREDOWN ASSEMBLY (2 RECD FOR EACH BUNDLE OF LOOSE PROPELLING CHARGE CONTAINERS), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROPELLING CHARGE CONTAINERS. TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION SCITI PATCHETS ON THE SAME SIDE OF THE VEHICLE. ATTACH WEB STRAP TREDOWN ASSEMBLY VARIED (3) TO THE TREDOWN ANCHOR PRIOR TO EARCHETING WEB STRAP SHOOWN AS ASSEMBLES MARKED (2) TIGHT, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT SOTH STRAPS MARKED (2) AT THE SAME TIME, NICTE: THESE STRAPS SHOULD ALWAYS BE POSITIONED BETWEEN THE SELL ON ONE END OF A CONTAINER AND THER CLUING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF THE DOWN ANCHORS. IT MAY SE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NOTES. "F" AND "G" ON PAGE 2.
- (3) WEB STRAP TIEDOWN ASSEMBLY (1 REQD ), INSTALL STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, ARQUNO END OF PROPELLING CHARGE CONTAINER SUNDLE, TO A "EDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. THATE UP FLACK IN STRAP AND RATCHET TIGHT, SEE JENERAL NOTES "E" AND "G" ON PAGE 2.
- \*\*WES STRAP TREDOWN ASSEMBLY (4 REQD.), INSTALL EACH STRAP TO ENCIRCLE TWO LATERALLY ADJACENT PALLETIZED UNITS OF "LOOSE" 159MM PROJECTILES, UNDER THE PALLET BASE ASSEMBLY AND OVER TOP OF THE PALLET CONER ASSEMBLY, POSITION RATCHETS ON THE SAME SIDE OF PALLETIZED UNITS, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT, SEE GENERAL NOTES "E" AND "G" ON PAGE 2.
- (5) WEB STRAP TIEDOWN ASSEMBLY (6 REOD ), INSTALL EACH STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, CVER TOP OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEIR RATCHET TIGHT. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS, PRIOR TO RATCHETING STRAP TIGHT. SIZE GENERAL NOTES "F", "G",

( CONTINUED AT LEFT )

#### LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX )
	GES	
	TOTAL MEIGHT	5 245 185 / APROCY



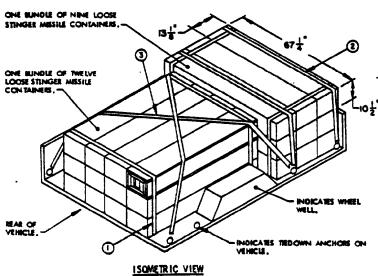
#### LOAD GUIDANCE NOTES!

- A PARTIAL UNIT BASIC LOAD OF DRAGON GUIDED MESSILE CONTAINERS IS SHOWN IN A TRAILER, CARGO, 1-VZ-TON, MIDS HAVING INSIDE DIMEN-SIGNS OF 170° LONG BY 74° WIDE.
- 2. THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT CLIANITTY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR PLOOR, MAY ME USED TO TRANSPORT THE LOAD SHOWN.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF EIGHTEEN LOOSE DRAGON OF DEPICE MESSIVE CONTARNES HAVING DIMENSIONS OF 57-1/2" LONG BY 16" WIDE BY 16" HIGH AND WEIGHING 67 ROUNDS EACH, IF LOADING A DIFFERENT GUANTITY OF CONTARNES USE THESE SAME PROCEDURES, IF A BENDLE OF CONTARNES IS NOT POSITIONED AGAINST AN END WALL OF THE VEHICLE ONE ADDITIONAL STEAP MARKED 3 WILL BE REQUIRED. EACH BUNDLE OF TWO OF MODE CONTAINESS REQUIRES TWO STRAFS MARKED 3. SEE SPECIAL NOTE 7 ON PAGE 6.
- 4. A TOTAL OF TEN WEB STRAP TREDOWN ASSEMBLES ARE REQUIRED FOR THE LOAD SHOWN,
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- 1 WES STRAP TEDOWN ASSEMBLY (4 REQD). INSTALL EACH STRAP TO ENCREUE ALL CONTAINERS IN THE BLINDLE. PRE-POSITION THESE-TWO STRAPS ON THE FLOOR OF THE VEHICLE PRICE TO LOADING THE CONTAINERS. MAKE SLIBE STRAPS LAY FLAT ACROSS THE FLOOR AND DRAFE THE BINDS OVER THE SIDE WALL OF THE VEHICLE, POSITION BOTH STRAP RATCHETS ON THE SAME SIDE OF THE VEHICLE, AFTER ALL CONTAINERS AME STACKED, HOOK ENDS OF WEB STRAP TEDOWN ASSEMBLES TOCETHER TAKE UP SLACK IN STRAPS AND RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WEE STRAP TREDOWN ASSEMBLY (4 REQD), INSTALL EACH STRAP FROM A TREDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF CONTAINERS TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAPS AND MATCHET TIGHT, SEE GENERAL NOTES "F-AND "G" ON MAGE 2.
- (3) WEB STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF BOTTOM LAYER CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN



#### LCAD GUIDANCE NOTES

- A PARTIAL UNIT BASIC LOAD OF STINGER GUIDED MISSILE CONTAINERS IS SHOWN IN A TRAILER, CARGO, 1-1/2-TON, MIGS HAVING INSIDE DIMENSIONS OF 110" LONG BY 74" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT GLIANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF TWENTY-ONE LOOSE STRINGER QUIDED MISSILE CONTAINERS HAVING DIMENSIONS OF 67-1/4" LONG BY 13-1/8" WIDE BY 10-1/2" HIGH AND WEIGHING 77 POLINDS EACH, IF LOADING A DIFFERENT QUANTITY OF CONTAINERS USE THESE SAME PROCEDURES, HOWEVER, IF LOADING THESE CONTAINERS US A LARGER VEHICLE POSITION ALL CONTAINERS LENGTHWISE. POSITION TWO HOLD DOWN STRAFS MARKED (3) OVER TOP OF EACH BUNDLE, AND, IF BUNDLE IS POSITIONED AGAINST AN END WALL, POSITION ONE STRAF MARKED (3), AS SHOWN IN THE LOAD ON PAGE 18, ARQUIND THE END OF THE BOTTOM LAYER CONTAINERS. IF BUNDLE IS NOT POSITIONED AGAINST AN END WALL OF THE VEHICLE, ONE STRAF MARKED (3) AS SHOWN IN THE LOAD ON PAGE 18, IS REQUIRED AT EACH END. EACH BUNDLE OF TWO OR MORE CONTAINERS REQUIRES TWO STRAPS MARKED (1), AND TWO STRAPS MARKED (2). SEE SPECIAL NOTE 7 ON PAGE 6.
- 4. A TOTAL OF EIGHT WEB STRAP TIEDOWN ASSEMBLIES IS REQUIRED FOR THE LOAD SHOWN.
- 5. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- (1) WEB STRAF TIEDOWN ASSEMBLY (4 REQD.). INSTALL EACH STRAF TO WES STRAP TREDOWN ASSEMBLY (A RECD), INSTALL EACH STRAP ID
  BNCINCLE ALL CONTAINERS IN THE RINDLE, PRE-POSITION TRESS TWO
  STRAPS ON THE FLOOR OF THE VEHICLE PRIOR TO LOADING THE CONTAINES, MAIG SURE STRAPS LAY FLAT ACROSS THE FLOOR AND DRAPE
  THE BYDS OVER THE SIDE AND/OR END WALL OF THE VEHICLE, POSITION
  BOTH STRAP RATCHETS ON THE SAME SIDE OR TOP OF THE BUNDLE. AFER ALL CONTAINERS ARE STACKED, HOOK ENDS OF WEB STAAP TEDOWN ASSEMBLES TOGETHER, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NOTES "T" AND "G" ON PAGE 2.
- WER STRAP TEDOWN ASSEMBLY (2 REGD ). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON SIDE OF VENICLE, OVER TOP OF CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NOTES
- (3) WEB STRAP TIEDOWN ASSEMBLY (2 REQD.). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, DIAGONALLY OVER TOP OF CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "A", ON PAGE 2.

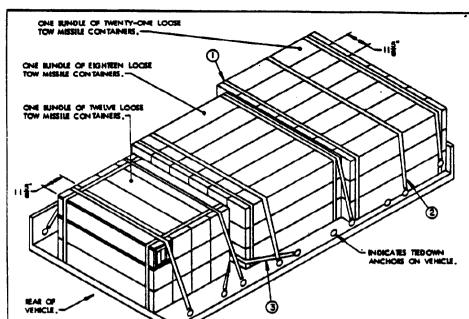
LOAD AS SHOWN

ITEM

QUANTITY

WEIGHT ( APPROX )

-21 CNTRS--1.617 LBS ( APPROX ) STINGER-



#### LOAD GUIDANCE NOTES:

- A PARTIAL UNIT BASIC LOAD OF TOW MISSIES IS SHOWN IN A TRUCK, CARGO, 2-1/2-10N, MS AND/OR M211, HAVING INSIDE DIMENSIONS OF 16" LONG BY 88" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES
  OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIENT QUANTITY OF
  TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR
  FLOOR, MAY IE USED TO TRANSPORT THE LOAD SHOWN, OR A
  PARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SEQUEMENT OF LOGSE TOW MISSILE CONTAINERS IN BOXES HAVING DIMENSIONS OF 59-I/4" LONG BY 11-5/8" WIDE BY 11-5/8" HIGH AND WEIGHING BY POUNDS. IF THE TOW MISSILES BEING LOADED AND PALETIZED USE THE PROCEDURES SHOWN ON PAGE 22 TO SECLIFIE THE PALLETIZED UNITS. POSITION THE TOW MISSILES WITH THE FORWARD END POINTING TO THE SIDE AND/OR REAR OF THE VEHICLE. SEE SEPCLIAL NOTE 7. ON PAGE 4.
- 4. WHEN LCADING THE VEHICLE, ROSITION THE LCCSE TOW MISSILE CONTAINERS TIGHT AGAINST THE END WALL AND EACH C THEK. IF THE TOW MISSILE CONTAINERS ARE ROSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED.
- 5. A TOTAL OF POURTEEN WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD AS SHOWN.
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

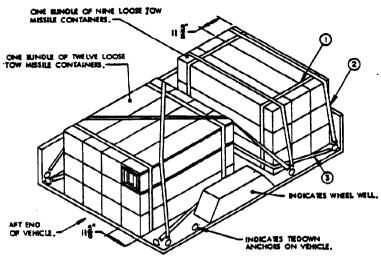
- (1) WEB STRAP TEDOWN ASSEMBLY (2 REGD FOR EACH BUNDLE OF TWO OR MORE LOOSE CONTAINERS), INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE CONTAINERS IN THE BUNDLE AT THE LOCATION SHOWN, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING CONTAINERS, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RECHET HANDLE ON THE BOTTOM SIDE AND DRAFE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF CONTAINERS ON THE VEHICLE FLOOR AND ON TOP OF THE STRAPS. KEEP THE BOTTOM LAYER OF CONTAINERS THE LAYERS EACH OTHER AND STRAP TO CONTAINERS ON LAYERS AND THE BOTTOM LAYER, AFTER ALL CONTAINERS AND LAYERS, MIND ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETTERS, TAKE UP EXCESS SLACK IN STRAP AND THEN ARTCHET TIGHT, THE BATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STRACK OR SINGLE LAYER ROW, SEE GENERAL NOTES "F", AND "G" ON MAKE TACK OR SINGLE LAYER ROW, SEE GENERAL NOTES "F", AND "G" ON
- (2) WEB STRAP TEDOWN ASSEMBLY (6 REGD). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH BUNDLE, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE BUNDLE IF POSITIES, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TEDOWN ANCHORS IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE BUNDLE. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THE RATCHET TIGHT. SEE GENERAL NOTES TF., "G", AND "M", ON PAGE 2.
- (3) WEB STRAP TEDOWN ASSEMBLY (2 REGO), INSTALL EACH STRAP FROM A TREDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND END OF REALMOST CONTAINERS,
  TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS
  STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHORS AS A STRAP
  MAIKED (2) ATTACHED TO THE SAME TEDOWN ANCHOR THAT THE
  NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS
  SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND
  "M", ON PAGE 2.

LOAD AS SHOWN

ITEM QUANTITY

WEIGHT ( APPROX )

-4,457 LES (APPROX)



#### LOAD GUIDANCE NOTES

- A PARTIAL UNIT BASIC LOAD OF TOW MISSIES IS SHOWN IN A TRAILER, CARGO, 1-1/2-TON, MIGS., HAVING INSIDE DIMENSIONS OF 110° LONG BY 74° WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMEN-SIDIS, WHICH HAVE A SUPPICIENT QUANTITY OF TEDOMN ANCHORS LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF LOOSE TOW MISSILES CONTAINERS IN BOSES HAVING DIMENSIONS OF 58-1/4" LONG BY 11-4/9" WIDE BY 11-4/9" HIGH AND WEIGHING 8" POUNDS. IF THE TOW MISSILES BEING LOADED ARE PALLETIZED, USE THE PROCEDURES SHOWN ON PAGE 22 TO SECURE THE PALLETIZED UNITS. POSITION THE TOW MISSILES WITH THE FORWARD END POINTING TO THE SIDE AND/OR REAR OF THE VEHICLE.
- MEDIUS WITH THE FARMING LAW TOWN THE LOCK TOW MISSIE CONTAINERS TIGHT AGAINST THE END WALL AND EACH CITIES, IF THE TOW MISSIE CONTAINERS ARE POSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL STRAP MARKED 3:15 RECURRED FOR EACH SUNDLE.
- 5. A 10 TAL OF TEN WEB STRAF THEODWN ASSEMBLIES ARE REQUIRED FOR THE LOAD AS SHOWN.
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- WEB STRAP TREDOWN ASSEMBLY (2 REGD FOR EACH BLINDLE OF TWO OR MORE LOOSE CONTAINERS). BY TALL EACH STRAP TO ENCIRCLE ALL LOOSE CONTAINERS IN THE BLINDLE AT THE LOCATION SHOWN, MEPOSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING CONTAINERS, MAKE SURE STRAP LAYS FLAT ACROSS: THE FLOOR, WITH THE REACKET HANDLE ON THE BOTTOM SIDE AND DRAPE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE HIST LAYER OF CONTAINERS ON THE VEHICLE FLOOR AND ON TOP OF THE STRAPS, KEEP THE BOTTOM LAYER OF CONTAINERS IN LAYERS ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED, BRING ENDS OF STRAP LOY OVER TOP OF STRACK, HOOK ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEM BAYCHET TIGHT, THE REACHET MAY RE POSITIONED ANYWHER ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW, SEE GENERAL NOTES TO AND "G" ON PAGE 2,
- WES STRAP TIEDOWN ASSEMBLY (4 REQD), INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH SUNDLE, TO A TEEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, POSITION THIS STRAP STRAIGHT ACROSS THE BUNDLE IF POSSEMBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TEEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE BUNDLE, IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEEDOWN ANCHORS FROM TO THE TIEDOWN ANCHORS PRIOR TO RATCHETING STRAP FINDS TO THE TEEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN LATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- 3. WES STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARQUING END OF REARMOST CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHORS AS A STRAP MARKED (2) ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

LOAD AS SHOWN

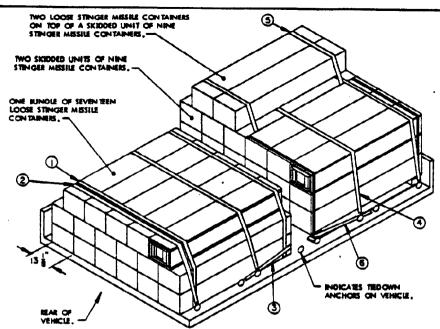
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I'EM QUANTITY

WEIGHT ( APPROX )

10W-----21 CN 785-----

-1,827 US (APPROX )



#### LOAD GUIDANCE NOTES:

- A PARTIAL UNIT BASIC LOAD OF STINGER MESSIES IS SHOWN IN A TRICK ARGO, 2-1/2-TON, M35 AND/OR M211, HAVING INSIDE DIMENSIONS OF
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR PLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN,
- THE PROCEDURES SHOWN ALOVE DEPICT METHODS OF SECURING SKIDDED UNITS OF STINGER MESSILE CONTAINERS AND/OR LOOSE STINGER MESSILE CONTAINERS ON THE VEHICLE FLOOR OR ON TOP OF A SKIDDED UNIT WHICH IS SECURED TO THE VEHICLE, HOLD-DOWN STRAPS MARKED (4) ARE POSITIONED OVER TOP OF THE TWO ADJACENT SKIDDED UNITS AND MIST NOT BE POSITIONED OVER TOP OF THE LOOSE CONTAINERS ON TOP OF A SKIDDED UNIT. SEE KEY NUMBERS (4), 3), AND (3) ON THIS PAGE FOR GUIDANCE WHEN LOADING LOOSE CONTAINERS ON TOP OF PALLETIZED UNITS. POSITION THE STINGER MESSILES WITH THE FORWARD END FORNTING TO THE SIDE AND/OR REAR OF THE VEHICLE.
- THE PROCEDURES SHOWN ABOVE DEPICT TWO SKIDDED UNITS OF STINGER MISSILE CONTAINERS HAVING DIMENSIONS OF 67-1/4" WIDE BY 39-3/8" LONG BY 38-1/2" HIGH AND WEIGHING 749 POUNDS, AND NINETEEN LOGES STINGER MISSILE CONTAINERS HAVING DIMENSIONS OF 67-1/4" LONG BY 13-1/8" WIDE BY 10-1/2" HIGH AND WEIGHING 77 POUNDS. ONE BUNDLE OF SEVENTEEN LOGSE CONTAINERS IS POSITIONED ON THE VEHICLE FLOOR AND TWO LOGSE CONTAINERS HE POSITIONED ON TOP OF A SKIDDED UNIT. IF LOADING SKIDDED UNITS AND LOGSE CONTAINERS OF OTHER TEMS, SIZES, OR QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTE 7 ON PAGE 4.
- I'M GUONILITY OF LOOSE CONTAINERS THAT CAN BE SECURED ON TOP OF A SKIDDED UNIT MAY BE ONE CONTAINER UP TO ONE PULL LAYER, ALL LOOSE CONTAINERS POSITIONED ON TOP OF A SKIDDED UNIT MUST BE SECURED TO THE SKIDDED UNIT WITH TWO UNITIZING STRAPS AS SHOWN, SEE KEY NUMBER 3) ON THIS PAGE. THE QUANTITY OF LOOSE CONTAINERS THAT CAN BE SECURED ON TOP OF A
- WHEN LOADING THE VEHICLE, POSITION THE SKIDDED UNITS, AND/OR LOOSE CONTAINERS, TIGHT AGAINST THE END WALL AND EACH OTHER. IF THE SKIDDED UNITS AND/OR LOOSE CONTAINERS ARE POSITIONED AWAY FROM AN END WALL, ONE ADDITIONAL STRAP MARKED ③ AND ⑥ IS REQUIRED.
- A TOTAL OF TEN WEB STRAP TEDIONN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN,
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### (KEY NUMBERS CONTINUED)

WEB STRAP TIEDOWN ASSEMBLY (1 REQD.), INSTALL EACH STRAP TO EXTEND FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, ARCUND END OF SKIDDED UNIT (5) AS SHOWN, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAP AND ➂ THEN RATCHET TIGHT. SEE GENERAL NOTES "T" AND "G" ON PAGE 2.

#### KEY NUMBERS

- WER STRAP TEDOWN ASSEMBLY (2 REQD FOR EACH BUNDLE OF TWO OR MORE LOOSE CONTAINERS). INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE CONTAINERS IN THE BUNDLE, AT THE APPROXIMATE LOCATION SHOWN, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING CONTAINERS, MAKE SURE STRAP LAYS FLAT ACCESS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND DRAFE THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE FRIST LAYER OF CONTAINERS ON THE VEHICLE FLOOR AND ON TOP OF THE STRAFS. KEEP THE BOTTOM LAYER OF CONTAINERS TIGHT AGAINST EACH OTHER AND STACK THE REMAINING CONTAINERS IN LAYERS ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED, REING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETHER. TAKE UP EXCESS SLACK IN STRAP AND THEM RATCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHER ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW, SEE GENERAL NOTES "F" AND "G" CM 14/25 2
- WEB STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF BUNDLE, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSI-TION THIS STEAP STEANIGHT ACROSS THE BUNDLE IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STEAP DIAGONALLY ACROSS THE BUNDLE; IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TREDOWN ANCHORS PRIOR TO RATCHETING STRAP FIRST. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "N", ON PAGE 2.
- WEB STRAP TED OWN ASSEMBLY ( 1 REQD ). INSTALL STRAP FROM A TE-WES STAP TREDOWN ASSEMBLY (I REGD). INSTALL STAP FROM A TRE-DOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF CONTAINERS, TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, IF THIS STAP IS BEING ATTACHED TO THE SAME TREDOWN ANCHORS AS A STAP MARKED (2), ATTACH RATCHET END TO THE SAME TREDOWN ANCHOR AS A STAP THE NON-RATCHET END OF STAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES T", "G", AND "M", ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (2 REGD.), INSTALL EACH STRAP TO EXTEND PROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF SKIDDED UNITS, UNDER ALL LOOSE CONTAINERS WHICH ARE POSITIONED ON TOP OF A SKIDDED UNITS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, ASSURE THAT STRAP MARKED (3) IS PRE-POSITIONED. THEN TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. NOTE: STRAPS MARKED (4) MUST BE INSTALLED OVER TOP OF THE SKIDDED UNIT (5.5). PRIOR TO POSITIONING THE LOOSE CONTAINERS ON TOP. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (2 RECD.), PRE-POSITION EACH STRAP UNDER TOP DECK OF SKIDDED UNIT PRIOR TO POSITIONING SKIDDED UNITS ADJACENT TO EACH OTHER, POSITION LOOSE CONTAINERS ON TOP OF SKIDDED UNIT, BIRING ENDS OF STRAPS MARKED ③ UP OVER TOP OR LOOSE CONTAINERS AND HOOK ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.

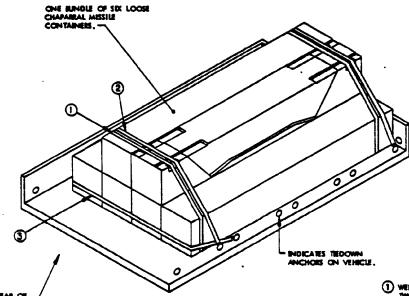
(CONTINUED AT LEFT)

#### LOAD AS SHOWN QUANTITY WEIGHT ( APPROX ) IF CHIES SKIDDED UNITS -

2,961 US (APPROX) TOTAL WEIGHT

ITEM

STINGER-



#### LOAD GUIDANCE NOTES

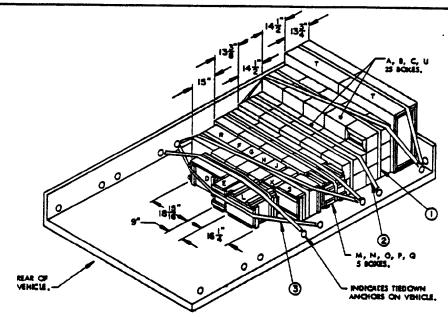
VENICLE.

- A PARTIAL UNIT BASIC LOAD OF CHAPAREAL MISSILES IS SHOWN IN A TRUCK, CARGO, 3-1/2-TON, NOS AND/OR METL, HAVING INSIDE DIMENSIONS OF MF" LONG BY 88" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY SE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD,
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SEQUREMENT OF LOOSE CHAPAREAL MISSILES IN CONTAINERS HAVING DIMENSIONS OF 10'-5" LONG BY 17-7/8" WIDE BY 19" HIGH AND WEIGHING 280 POUNDS, WEB STRAP TREDOWN ASSEMBLES MARKED (1) AND (2) MUST BE POSITIONED OVER THE METAL SKIN AREA AT EACH END OF THE CONTAINER, DUE TO THE QUANTITY AND/OR LOCATION OF TREDOWN ANCHORS WITHIN A VEHICLE, IT MAY BE NECESSARY TO POSITION THE HOLD-DOWN STRAPS MARKED (2) AT AN ANGEL, IF SO, THIRLAD THE STRAP THROUGH THE QUISIDE LIFT/TREDOWN BAS ON END CONTAINERS IN THE TOP LAYER TO HOLD STRAPS MARKED (2) IN PLACE. DO NOT STACK OVER TWO HIGH, POSITION THE CHAPARRAL MISSILES WITH THE FORWARD END POINTING TO THE REAR OF THE VEHICLE.
- WHEN LOADING THE VEHICLE, POSITION THE CONTAINERS TIGHT AGAINST THE FORWARD END WALL AND EACH OTHER. IF THE CONTAINERS ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED.
- A TOTAL OF FIVE WEB STRAP TEDOWN ASSEMBLES ARE REQUIRED FOR THE LOAD SHOWN.

#### KEY NUMBERS

- WEB STRAP TEDOWN ASSEMBLY (2 REGO FOR EACH BUNDLE OF TWO OR MORE LOOSE CONTAINERS), INSTALL EACH STRAP TO BRICKER ALL LOOSE CONTAINERS IN THE BUNDLE AT THE LOCATION SHOWN. PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRICK TO LOADING CONTAINERS, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RAICHET HANDLE ON THE BOTTOM SIDE AND DRAFF THE INJUST OVER THE SIDE OF THE VEHICLE. POSITION THE PRIST LAYER OF CONTAINERS ON THE VEHICLE FLOOR AND ON TOP OF THE STRAPS, KEEP THE BOTTOM LAYER OF CONTAINERS THE TRANSAIST EACH OTHER AND STACK THE REMAINING CONTAINERS ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED, BRING BNOS OF STRAP UP OVER TOP OF STRACK, HOOK ENDS OF STRAP TODETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. THE RATCHET MAY SE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK OF SINGLE LAYER ROW. SEE GENERAL NOTES "IP" AND "G" ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP PROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF BENOUE, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. PORTION THIS STRAP STRAIGHT ACROSS THE BENOUE IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TEDOWN ANCHORS IT MAY BE NECESSARY TO POSTITION THIS STRAP AT AN ANGLE. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP FIGOS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN KATCHET TIGHT, SEE GENERAL NOTES TO, "G", AND "M", ON PAGE 2 AND LOAD GUIDANCE NOTE 3 ON THIS PAGE.
- WEB STEAP TEDOWN ASSEMBLY (1 REOD). INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND END OF CONTRINERS, ID A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS ERING ATTACHED TO THE SAME TEDOWN ANCHORS AS A STRAP MARKED (2), ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO, TAKE UP ENCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PACE 2.

#### LOAD AS SHOWN



#### LOAD GUIDANCE NOTES:

- A TYPICAL UNIT BASIC LOAD OF LOGSE BOXES IS SHOWN IN A TRUCK, CARGO, 2-1/2-TON, MAS AND/OR MATT, HAVING INSIDE-DIMENSIONS 167" LONG BY 88" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIENT QUANTITY OF TROOMS ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES SHOWN ABOVE DEPICT METHODS OF SECURING LOGSE BOXES OF VARIOUS SIZES AND GUANTITIES IN/ON TACTICAL VEHICLES. SEE SPECIAL NO.E.7 ON PAGE 6.
- 4. WHEN LOADING THE VEHICLE, POSITION THE LOOSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, LONGRIDINALLY AND LATERALLY. IF THE LOAD IS POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED. POSITION ROUSES OF THE SAME SIZE IN EACH LATERAL ROW ACROSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST NEARLY THE SAME SIZE, WHEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (S) IN THE CENTER OF THE ROW WHEN POSSIBLE. THIS WILL PROVIDE CONTACT BY THE UNITIZING STRAP MARKED (1), AND THE HOLD-DOWN STRAP MARKED (2), AT THE CENTER AND EACH END OF THE LATERAL ROW. BOXES MAY BE STACKED ON TOP OF EACH OTHER, IF DESIRED.
- 5. A TOTAL OF THIRTEEN WEBSTRAP TREDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN,

#### ( CONTINUED SELOW )

	TYPICAL	UNIT 8	ASIC LOAD SHOWN		
	ITEM	DODIC	DIMENSIONS (INCHES)		CLIAN TITY BOXES
A	CARTRIDGE, 7.62MM, BALL	A131	14-1/2 × 12-3/4 × 8-3/8	58	6
	CARTRIDGE, 5.56MM, TRACER	AGTZ	14-1/2 X 12-3/4 X 8-3/8	72	5
C	CARTRIDGE, S.SEMM, BALL	A068	14-1/2 X 12-3/4 X 8-3/8	72	13
0	GRENADE, HD, FRAG, MAT	G881	19-15/16 X 11-1/4 X 11-1/16		1
	GRENADE, HD, INCD, AN/MIA	G900	14-1/2 X 13 X 9	43	ī
7	GRENADE, HD, SMK, AN/MA	G930	14-3/8 × 13-3/8 × 7-5/8	42	1
10	GRENADE, HD, GREEN, MIS	G940	16-3/8 X 13-3/8 X 7-5/8	42	1
H	GRENADE, HD, YELLOW, MIS	G945	16-3/8 X 13-3/8 X 7-5/8	42	1
11	GRENADE, HD, RED, MIE	G950	16-3/8 X 13-3/8 X 7-5/8	42	1
K	GRENADE, HD, VIOLET, MIS	G955	16-3/8 × 13-3/8 × 7-5/8	42	1
	FLARE, SUR, TRIP, MAPAI	J495	16-1/4 X 15 X 12-1/2	47	1
M	SIG, RED STAR, M158A1	1.306	14-7/8 X 13-3/8 X 13-1/4	55	1
N	SIG, WHITE STAR, MIST	1307	14-7/8 × 13-3/8 × 13-1/4	55	1
10	SIG, MED STAR, MIZZAT	וונט	14-7/8 X 13-3/8 X 13-1/4	55	1
P	SIG, WHITE STAR, M127A1	C312	14-7/8 × 13-3/8 × 13-1/4	55	1
Q	SIG, GREEN STAR, MIZS		14-7/8 × 13-3/8 × 13-1/4	55	1
R	SIG, RED SMK, MIZPAI	1.323	15 × 13-3/8 × 13-1/4	55	1
5	SIG, GREEN SMK, MIZBAT	1.324	15 X 13-3/8 X 13-1/4	55	1
1	ROCKET, LAW, 66MM, M72	H557	33-1/2 × 31-1/8 × 13-3/4	118	2
וטן	CARTRIDGE, 45 CAL, BALL	A475	14-1/2 × 12-3/4 × 8-3/8	108	1

- ( LOAD GUIDANCE NOTES CONTINUED )
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

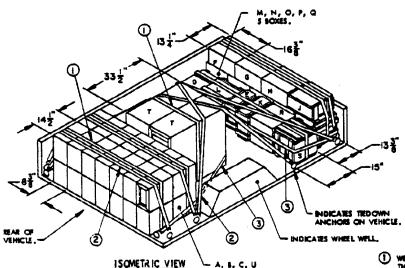
- WES STRAP TEDOWN ASSEMBLY (1 REGO FOR EACH LATERAL ROW MAYING THREE OR MORE LOOSE BOXES), INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, ME-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE ATCHET HANDLE ON THE BOTTOM SIDE AND BOART THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE FRIST LAYER OF BOXES ON THE VEHICLE FLOOR AND CONTERED ON TOP OF THE STRAP, KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STRACK THE REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STRACK, HOOK ENDS OF STRAP TOGETTER, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. THE RATCHET MAY SE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK OF SINGLE LAYER OWN. SEE GENERAL NOTES THE TOP OF THE STACK OF SINGLE LAYER OWN. SEE GENERAL NOTES THE TOP OF THE STACK OF SINGLE LAYER OWN. SEE GENERAL NOTES THE TOP OF THE STACK OF SINGLE LAYER OWN. SEE GENERAL NOTES THE AND "G" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY ( 1 NEGD FOR EACH LATERAL ROW HAWING ONE OR MORE LOOSE BOXES ). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW/STACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE ROW/STACK IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND CULANTITY OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW/STACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS PRIOR TO BATCHETING STRAP ENDS TO THE TIEDOWN ANCHORS PRIOR TO BATCHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN BATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND TM", ON PAGE 2.
- 3 WES STRAP TEDOWN ASSEMBLY ( I REGD ). INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF BEARMOST BOXES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHORS AS A STRAP MARKED (2), ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN

URL CUANTITY WEIGHT (APPROX )

UNIT BASIC LOAD IN A TRUCK, CARGO, 2-1/2-TON, M35 AND/OR MZ11

PAGE 24



#### LOAD GUIDANCE NOTES

- A TYPICAL UNIT BASIC LOAD OF LOCSE BOXES IS SHOWN IN A TRAILER, CARGO, 1-1/2-TON, M108, HAVING INSIDE DIMENSIONS OF 110" LONG BY 74" WIDE.
- THE VEHICLE SHOWN WAS SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPPLIENT QUANTITY OF TEDOWN ANCHORS, LOCATED OF THE IDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES SHOWN ABOVE DEPICT METHODS OF SECURING LOOSE BOXES OF VARIOUS SIZES AND QUANTITIES IN/ON TACTICAL VEHICLES, SEE SPECIAL NOTE 7 ON MEET A.
- 4. WHEN LOADING THE VEHICLE, POSITION THE LOOSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, LONGISIDINALLY AND LATERALLY. IF THE BOXES ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED (3) IS REQUIRED, POSITION BOXES OF THE SAME SIZE IN EACH LATERAL ROW ACROSS THE WIDTH OF THE VEHICLE OR SELECT BOXES MOST NEARLY THE SAME SIZE, WHEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (S) IN THE CENTER OF THE ROW WHEN POSSIBLE. THIS WILL PROVIDE CONTACT BY THE UNITIZING STRAP MARKED (1), AND THE MOLD-DOWN STRAP MARKED (2), AT THE CENTER AND EACH END OF THE LATERAL ROW. BOXES MAY BE STACKED ON TOP OF EACH OTHER, IF DESIRED.
- A TOTAL OF THETEEN WEB STRAP TIEDOWN ASSEMBLES ARE REQUIRED FOR THE LOAD SHOWN.
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

1				MEIGUE	~
	LITEM	DODIC	DIMENSIONS ( INCHES )	POUNDS	GUAN TIT
	CARTRIDGE, 7.52MM, BALL	TETA	14-1/2 X 12-3/4 X 8-3/8	58	6
	CARTRIDGE, 5.56MM, TRACER	A072	14-1/2 × 12-3/4 × 8-3/8	72	5
		AQ68		72	16
	GRENADE, HD, FRAG, M67	G881			1
١	GRENADE, HO, INCD, AN/MIA		14-1/2 X 13 X 9	43	1
1	GRENADE, HD, SMK, AN/M6	G930	16-3/8 × 13-3/8 × 7-5/8	42	1
	GRENADE, HD, GREEN, MIS	G740	16-3/8 × 13-3/8 × 7-5/8	42	1
	GRENADE, HD, YELLOW, MIS	G945	16-3/8 × 13-3/8 × 7-5/8	42	1
	GRENAGE, HO, RED, MIS	G750		42	t
	GRENADE, HO, VIOLET, M.18	G955	16-3/8 X 13-3/8 X 7-5/8	42	1
	FLARE, SUR, TRIP, MASA1	'.495	16-1/4 × 15 × 12-1/2	47	1
	SIG, RED STAR, MISHAI	L306	14-7/8 X 13-3/8 X 13-1/4	55	ľ
	SIG, WHITE, STAR, M 197	L307	14-7/8 × 13-3/8 × 13-1/4	55	1
	SIG, RED STAR, MIZTAI	1.311	14-7/8 × 13-3/8 × 13-1/4	55	1
	SIG, WHITE STAR, M127A1	<b>L312</b>	14-7/8 × 13-3/8 × 13-1/4	55	1
	SIG, GREEN STAR, MIZS	<b>1314</b>	14-7/8 × 13-3/8 × 13-1/4	55	1
	SIG, RED SMK, M129A1	323	15 × 19-3/8 × 13-1/4	55	1
	SIG, GREEN SMK, MIZBAI	1,324	15 X 13-3/8 X 13-14/	35	1
	ROCKET, LAW, 66MM, M72	H557	33-1/2 × 31-1/8 × 13-3/4	118	2
t	CARTRIDGE, 45 CAL, BALL	4475	14-1/2 x 12-3/4 x 8-3/8	108	1

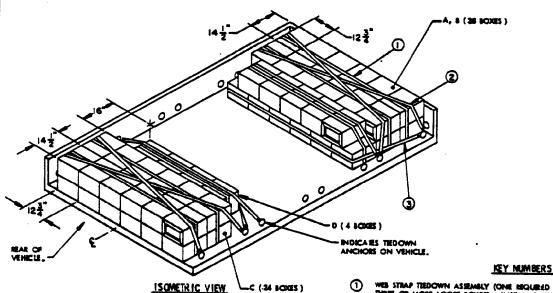
#### KEY NUMBERS

- WEB STRAP TIEDOWN ASSEMBLY (1 REOD FOR EACH LATERAL ROW HAVING THINE OR MORE LOOSE BOXES). INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VENICLE AT THE LOCATION SELECTED PRICE TO LOADING BOXES. MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND GRAPE THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE FRIST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP, KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYER ON TOP OF THE BOTTOM LAYER. AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP IT OF THE BOTTOM LAYER. AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP IT OF STACK, HOS CONTROL THE TARCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL NOTES TO AND "G" ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (I RECO FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE BOXES). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, PORT TOP OF EACH ROW/STACK, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE ROW/STACK IF POSSIBLE, HC//EVER, DUE TO THE LOCATION AND GLIANTITY OF TEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW/STACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS PRIOR TO RACHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RACHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RACHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RACHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M",ON PAGE 2.
- (2) WEE STRAP TIEDOWN ASSEMBLY (2 REGD.), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF REARMOST BOXES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHORS AS STRAP MARKED (2) ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-TAKET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", "M", ON PAGE 2.

LOAD AS SHOWN

UNIT BASIC LOAD IN A TRAILER, CARGO, 1-1/2-TON, M105

PAGE 25



#### LOAD GUIDANCE NOTES: (FOR PAGES 26 AND 27)

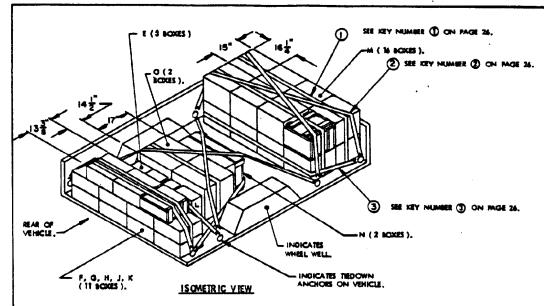
- A PARTIAL UNIT BASIC LCAD OF LOOSE BOXES IS SHOWN ON THIS PAGE IN A TRUCK, CARGO, 2-1/2-TON, M3S AND/OR M3TT, HAVING INSIDE DIMENSIONS OF 187\* LONG BY 88" WIDE AND A PARTIAL UNIT BASIC LCAD OF LOOSE BOXES IS SHOWN ON PAGE 27, IN A TRAILER, CARGO, 1-1/2-TON, MIDS, HAVING INSIDE DIMENSIONS OF 110" LCING BY 74" WIDE. LOTE: THE PARTIAL UNIT BASIC LCAD SHOWN ON THE PAGE AND THE PARTIAL UNIT BASIC LCAD SHOWN ON PAGE 27 ARE ONE FULL UNIT BASIC LCAD DIVIDED AND SECURED IN TWO VEMIL'S OF 1000 CENTRAL MINTER AS INC. VEHICLES. SEE LOAD GUIDANCE NOTE 2 MELOW.
- IF THE TOTAL WEIGHT OF THE UNIT BASIC LOAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIMIT FOR THE VEHICLE BEING LOADED, THE EXCESS UNIT BASIC LOAD ITEMS MUST BE LOADED IN ANOTHER VEHICLE AS SHOWN ON THIS FAGE AND THE UNIT BASIC LOAD ITEMS SHOWN IN THE TYPICAL UNIT BASIC LOAD CHART ON PAGE 27 HAVE A TOTAL WEIGHT OF 5,460 POUNDS. THERE-FORE, PART OF THE LOAD IS SECURED IN AN MSS 2-1/2-TON CARGO TRUCK AS SHOWN ABOVE, AND PART OF THE LOAD IS SECURED IN A MIDS 1-1/2-TON CARGO TRAILER AS SHOWN ON PAGE 27
- THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD
- THE PROCEDURES SHOWN ON THIS PAGE AND PAGE Z' DEPICT METHODS OF SECURING LOOSE BOXES OF VARIOUS SIZES AND CLIANTITIES IN/ON TACTICAL VEHICLES, SEE SPECIAL NOTE 7 ON PAGE 6.
- WHEN LOADING THE VEHICLE, POSITION THE LOOSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, LONGITUDINALLY AND LATERALLY. IF THE BOXES ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED ③ IS REQUIRED. POSITION BOXES OF THE SAME SIZE IN EACH LATERAL ROW ACROSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST NEARLY THE SAME SIZE, WIEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (S) IN THE CENTER OF THE ROW WIEN POSSIBLE. THIS WILL PROVIDE CONTACT BY THE UNITERIOR STRAP MARKED (3), AND THE HOLD-DOWN STRAP MARKED (3), AT THE CENTER AND EACH END OF THE LATERAL ROW. BOXES MAY BE STACKED ON TOP OF EACH OTHER, IF DESIRED.
- A TOTAL OF TWENTY-SEVEN WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE UNIT BASIC LOAD SHOWN (FOURTEEN FOR THE LOAD SHOWN ON THIS PAGE AND THIRTEEN FOR THE LOAD SHOWN ON PAGE 27),
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

- WEB STRAP TIEDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW HAVING TIMES OR MODE LOOSE BOXES). INSTALL EACH STRAP TO ENCRICLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, ME-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOOP ING BOXES, MAKE SLIES STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE BATCHET HANDLE ON THE BOTTOM SIDE AND DRAFE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP, KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYER ON TOP OF THE BOTTOM LAYER. AFTER ALL BOXES ARE STACKED, RRINGE BOX OF STRAP UP OVER TOP OF STACK, MOOK ENDS OF STRAP TOGETHER. TAKE UP EXCESS SLACK IN STRAP AND THEM BATCHET TIGHT. THE RATCHET MAY SE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL NOTES "P", AND "G", ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE SOCKES). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW/STACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACCOSS THE ROW/STACK IF POSSIBLE. HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW/STACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP FINS TO THE TIEDOWN ANCHORS RICK TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2. WEB STRAP TEDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW HAVING PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (FOUR RECID). INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF REARMOST SCRES, TO A TRE-DOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS SEING ATTACHED TO THE SAME TEROOWN ANCHOR AS A STRAP MARKED (2), ATTACH RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2. ➂

#### LOAD AS SHOWN \*

ITEM		QUANTIT	Y	WEIG	HT (	APPROX )
7.62MM		24 BOXES		1.392	US	
40444		4 BOXES		212	ᄤ	
TC	TAL WEIGHT-			4. 124	LES	( APPROX )

IS SEE LOAD GUIDANCE NOTE 2 ON THIS PAGE.



SEE PAGE 26 FOR KEY NUMBERS AND LOAD GUIDANCE NOTES.

Г	TYPICAL UNIT BASIC LOAD SHOWN ON PAGES 26 AND 27							
	ITEM	DODIC	DIMENSIONS ( INCHES )	WEIGHT POUNOS	QUANTITY BOXES			
A	CARTRIDGE, S.SHMM, BALL	A071	14-1/2 × 12-3/4 × 8-3/8	72	28			
	CARTRIDGE, S.SIMM, BALL	AGE	14-1/2 x 12-3/4 x 3-3/8	72	7			
c	CARTRIDGE, 7.62MM, BALL	A131	14-1/2 x 12-3/4 x 8-3/8	58	24			
o	CARTRIDGE, 40MM, HEDP, M433	1544	16 X 13-1/2 X 10-1/8	53	4			
E	GRENADE, HD, INCD, AN/MIL	G900	14-1/2 X 13 X 9	43	3			
7	GRENADE, HD, SMK, AN/M6	G738	16-3/8 × 13-3/8 × 7-5/8	42	3			
3	GRENAGE, HO, GREEN, MIS	G940	16-3/8 × 13-3/8 × 7-5/8	42	2			
н	GRENADE, HD, YELLOW, MIS	G945	16-3/8 × 13-3/8 × 7-5/8	42	2			
3	GRENADE, HO, RED, MIS	G990	16=3/8 × 13=3/8 × 7=5/8	42	2			
K	GRENADE, HD, VIOLET, MIS	G755	16-3/8 X 13-3/8 X 7-5/8	42	2			
L	FLARE, ACFT, M206	1410	14-3/4 X 13 X 11-1/4	54	1			
M	FLAME, SUR, TRIP, M49A1	LAPS	16-1/4 x 15 x 12-1/2	47	16			
7	CRYPTO EQUIP, DEST, MI	M576	29-1/4 × 16-3/4 × 6-7/8	40	2			
0	DOCUMENT DESTROYER	M814	17 X 17 X 20-1/2	<b>60</b>	2			

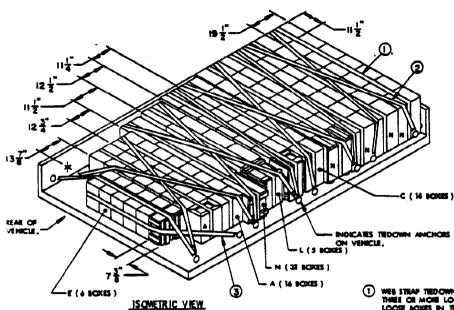
NOTE: THE UNIT BASIC LOAD LISTED IN THE CHART ABOVE HAS BEEN DIVINED AND LOADED IN TWO VEHICLES. SEE LOAD GUIDANCE NOTES 1 AND 2 ON PAGE 26.

#### LOAD AS SHOWN \*

# SEE LOAD GUIDANCE NOTE 2 ON PAGE 26.

UNIT BASIC LOAD IN A TRAILER, CARGO, 1-1/2-TON, MIOS

PAGE 27



#### LOAD GUIDANCE NOTES ( FOR PAGES 28 AND 29 ):

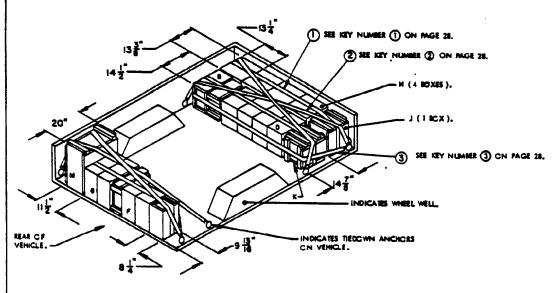
- 1. A PARTIAL UNIT BASIC LOAD OF LOOSE BOXES IS SHOWN ON THIS PAGE IN A TRUCK, CARGO, 2-1/-TION, MSI ANHOOR M211, HAVING INSIDE DIMENSIONS OF 167" LONG SY 88" WIDE AND A PARTIAL UNIT BASIC LOAD OF LOOSE BOXES IS SHOWN ON PAGE 29 IN A TRAILER, CARGO, 1-1/2-TON, MYOS, HAVING INSIDE DIMENSIONS OF TIO" LONG BY 74" WIDE, NOTE: THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 ARE ONE FULL UNIT BASIC LOAD DIVIDED AND SEQUED IN TWO VEHICLES. SEE LOAD GUIDBANCE NOTE 2 MILOW
- 2. IF THE TOTAL WEIGHT OF THE UNIT BASIC LOAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIBRIT FOR THE VEHICLE SEING LOADED THE-EXCESS UNIT BASIC LOAD ITEMS MUST SE LOADED TH AMOTHER VEHICLE AS SHOWN ON THIS PAGE AND FACE 29. THE UNIT BASIC LOAD ITEMS SHOWN IN THE TYPICAL UNIT BASIC LOAD CHART ON FACE 29 HAVE A TOTAL WEIGHT OF 5,329 FOUNDS. THESEFORE, FART OF THE LOAD IS SECURED IN AN M35, 2-1/2-TON, CARGO TRUCK AS SHOWN ABOVE, AND FART OF THE LOAD IS SECURED IN A MIDS, 1-1/2-TON CARGO TRAILER AS SHOWN ON FACE 29.
- THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPFICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD,
- THE PROCEDURES SHOWN ON THIS PAGE AND PAGE 29 DEPICT METHODS OF SECURING LOOSE SOXES OF VARIOUS SIZES AND QUANTITIES IN/ON TACTICAL VEHICLES<sub>09</sub> SEE SPECIAL NOTE 7 ON PAGE 6.
- 5. WHEN LOADING THE VEHICLE POSITION THE LOOSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER, LONGITUDINALLY AND LATERALLY. IF THE BOXES ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED 3 IS REQUIRED. POSITION BOXES OF THE SAME SIZE IN EACH LATERAL ROW ACROSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST INEARLY THE SAME SIZE, WIEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (S) IN THE CENTER OF THE ROW WHEN POSSIBLE. THIS WILL PROVIDE CONTACT BY THE UNITIZING STRAP MARKED 1), AND THE HOLD-DOWN STRAP MARKED 2), AT THE CENTER AND EACH END OF THE LATERAL ROW. BOXES MAY BE STACKED ON TOP OF EACH OTHER, IF DESIRED.
- A TOTAL OF THRTY-TWO WEB STRAP TREDOWN ASSEMBLES ARE REQUIRED FOR THE UNIT BASIC LOAD SHOWN (TWENTY-THREE FOR THE LOAD SHOWN ON THIS PAGE AND NINE FOR THE LOAD SHOWN ON PAGE 19).
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS

- WEB STRAP TEDOWN ASSEMBLY (1 REQD FOR EACH LATERAL ROW HAVING THREE OR MORE LOOSE BOXES), INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTRE OF THE BOXES, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATICIST HANDLE ON THE BOTTOM STDE AND DRAPE THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE ROW OF BOXES ON THE VEHICLE FLOOR AND CENTRED ON TOP OF THE STRAP. XEEP THE BOXES TIGHT AGAINST EACH OTHER AND BRING ENDS OF STRAP UP OVER TOP OF BOXES, MOOK ENDS OF STRAP TOGETHER, INSEL UP EXCESS SLACK IN STRAP AND THEM RATICIET TIGHT. THE RATICIET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE ROW; SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (1 REGD FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE BOXES). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE ROW IP POSSIBLE, HOWEVER, GUR TO THE LOCATION AND GLIANTITY OF TEDOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE ROW. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES THE, "GT", AND "M", ON PAGE 2.
- 3) WEB STRAP TEDOWN ASSEMBLY (3 REQD.), INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF RAMMOST BOXES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TEDOWN ANCHOR SA STRAP MARKED (2) ATTACH RATCHET END TO THE SAME TEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN \*

UNIT BASIC LOAD IN A TRUCK, CARGO, 2-1/2-TON, M35 AND/OR M211



# SEE PAGE 28 FOR KEY NUMBERS AND LCAD GUIDANCE NOTES.

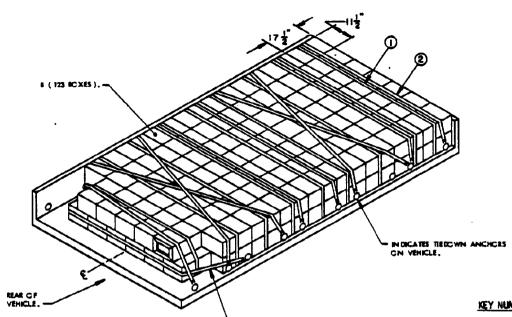
	TYPICAL UNIT BASIC LOAD SHOWN ON PACES 28 AND 29							
	! Tima	0C.00C	DIMENSIONS (INCHES)	WEIGHT PL UN 05	QUANTITY IC XES			
<b>A</b>	CARTRIDGE, S.SMM, BALL	AQ68	14-1/2 X 12-3/4 X 8-3/8	72	16			
	CARTRIDGE, JE CAL	A400	14-1/2 X 12-3/4 X 8-3/8	72	1			
c	GRENADE, HD, FRAG, MAT	G <b>861</b>	18-15/16 × 11-1/4 × 11-1/16	51	14			
٥	GRE IADE, HD, INCD, AN/MI4	G900	14-1/2 X 13 X 9	43	5			
E	GRENADE, HD, SMK, M48	G932	13-7/8 X 13-1/4 X 7-3/8	31	6			
F	MINE, AP	K092	15-3-8 X 9-13/14 X 8-1/4	39	3			
G	MINE, AT, MIS	K181	18 X 15 X 7-1/2	49	3			
H	SIG, RED STAR, MISBAI	L306	14-7/8 X 13-3/8 X 13-1/4	55	4			
ı	SIG, WHITE STAR, MIST	L307	14-7/8 X 13-3/8 X 13-1/4	55	1			
ĸ	SIG, WHITE STAR, MIZZAT	L312	14-7/8 X 13-3/8 X 13-1/4	55	1			
L	PLARE, SURFACE, TRIP	L414	14-1/4 X 15 X 12-1/2	47	5			
м	CARTRIDGE, IMPULSE, XM7%	M073	20 X 19 X 11-1/2	60	1			
N	CHAFF, COUNTERMEASURE, XMT	NONE	19-1/4 X 14 X 11-1/2	45	32			

NC. TE: THE UNIT BASIC LGAO LISTED IN THE CHART ABOVE HAS BEEN DIVIDED AND LGADED IN TWO VEHICLES. SEE LGAO GUIDANCE NC TES 1 AND 2 ON PAGE 28.

#### LOAD AS SHOWN \*

ITEM QUANTITY WEIGHT (APPROX) --- 19 BC XES--PARTIAL UEL---#SEE LOAD GUIDANCE NOTE 2 ON PAGE 28.

UNIT BASIC LOAD IN A TRAILER, CARGO, 1-1/2-TON, MIDS



#### LOAD GUIDANCE NOTES ( FOR PAGES 36 AND 31):

A PARTIAL UNIT BASIC LCAD OF LCCSE BOXES IS SIGWN ON THIS PAGE IN A TRUCK, CARGO, 5-TON, MSA, HAVING INSIDE DIMENSIONS OF 168" LONG BY SIT WIDE AND A PARTIAL UNIT BASIC LCAD OF LCCSE BOXES IS SIGWN ON PAGE 31, IN A TRAKER, CARGO, 1-1/2-TON, MIDS, HAVING INSIDE DIMBNSIONS OF 110° LONG BY 74° WIDE. <u>NO.TE</u>: THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 31 ARE ONE FULL INST BASIC ICAN MUMBER AND SECURED IN THE VEHICLES. SEE ICAN GUIDANCE NO TE 2 BLOW.

ISOMETRIC VIEW

- 2. IF THE TOTAL WEIGHT OF THE UNIT BASIC LOAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIMIT FOR THE VEHICLE BEING LOADED THE EXCESS UNIT RASIC LOAD ITEMS MUST BE LOADED IN ANOTHER VEHICLE AS SHOWN ON THIS PAGE AND PAGE 31. THE UNIT BASIC LOAD ITEMS SHOWN IN THE TYPICAL UNIT BASIC LOAD CHART ON THE UNIT BASIC DUAD TIEMS SHOWN IN THE TYPICAL ONLY BASIC DUAD CHART ON PAGE 31 HAVE A TOTAL WEIGHT OF 12,885 ROUNDS. THERERORE, PART OF THE LOAD IS SECURED IN AN MSA, SHON, CARGO TRUCK AS SHOWN ABOVE, AND PART OF THE LOAD IS SECURED IN A MIDS, 1-1/2-TON, CARGO TRAILER AS SHOWN CN PAGE 31.
- THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TIEDOWN ANCHORS, LOCATED ON THE SIDEWALL, END WALL, OR ROOK, MAY BE USED TO TRANSPORT THE LCAO SHOWN, OR A PARTIAL LCAO.
- THE PROCEDURES SHOWN ON THIS PAGE AND PAGE 31 DEPICT METHODS OF SECURING LOOSE BOXES OF VARIOUS SIZES AND QUANTITIES IN/ON TACTICAL VEHICLES, SEE SPECIAL NOTE 7 ON PAGE 6.
- WHEN LOADING THE VEHICLE, POSITION THE LOGSE BOXES TIGHT AGAINST THE WHEN ICADING THE VEHICLE, OSTITION THE ICOSE EXESTIGHT AGAINST THE ENO WALL, AND EACH OTHER, ICONGITIONALLY AND LATERALLY. IF THE ECXES ARE TOSTITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED 3) IS REQUIRED. POSTITION ECXES OF THE SAME SIZE IN EACH LATERAL FOW ACROSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST NEARLY THE SAME ACIDISS THE WITH CF THE VEHICLED RIGHT TO ACES MIST THE SAME, SIZE, WHEN ROSSINE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE ROXES, ROSITION THE TALLEST BOX (S) IN THE CENTER OF THE ROW WHEN ROSSINE. THIS WILL PROVIDE CONTACT BY THE UNITIZING STRAP MARKED (1), AND THE HOLD-COWN STRAP MARKED (2), AT THE CENTER AND EACH END OF THE LATERAL ROW. BOXES MAY BE STACKED ON TOP OF EACH OTHER, IF DESIRED.
- A TOTAL OF THIRTY-ONE WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE UNIT BASIC LOAD SHOWN (NINETEEN FOR THE LOAD SHOWN ON THIS PAGE AND TWELVE FOR THE LOAD SHOWN ON FAGE 31.
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

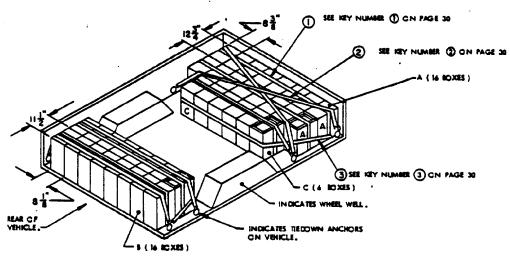
#### KEY NUMBERS

- WEB STRAF TIECOWN ASSEMBLY ( ) REGO FOR EACH LATERAL ROW HAVING THEE OR MORE LOCUSE BOXES). INSTALL EACH STRAP TO ENCIRCLE ALL
  LOCUSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE SOXES.
  RELIGIBLOS THIS STRAP CO. THE ROOR OF THE VEHICLE AT THE LOCATION
  SELECTED PRIOR TO LOCADING BOXES, MAKE SURE STRAP LAYS RAT ACROSS
  THE ROOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND CRAPE THE BNOS C VER THE SIDE OF THE VEHICLE. POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTRED ON TOP OF THE STRAP. KEEP THE CIN THE VEHICLE FLOCK AND GENERALD ON TOP CF THE STAPP. REP THE ECTEM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING MOXES IN LAYERS ON TOP CF THE ECTEM LAYER. AFTER ALL ECXES ARE STACKED, MINING ENDS OF STRAP UP OVER TOP CF STRACK, HOCK ENDS OF STRAP LOGGERMER, TAKE EXCESS SLACK IN STRAP, AND THEN RATCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP CF THE STACK OF SINGLE LAYER ICW. SEE GENERAL NOTES "F" AND "G" ON 9468 2
- WES STRAP TEDOWN ASSEMBLY (ONE REQUERED FOR EACH LATERAL ROW HAVING ONE OR MORE LCOSE BCKES). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ONE THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW/STACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE ROW/STACK IF POSSIBLE. HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHOIS, IT MAY SENECTION THIS STRAP DIAGONALLY ACROSS THE ROW/STACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHOIS, HOOK AND AND ADMINISTRATION STRAP. THE STRAF ENDS TO THE TREDOWN ANCHORS PRIOR TO RATCHETING STRAF TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WES STRAP TREDOWN ASSEMBLY (THREE REQD), INSTALL STRAP FROM A TIE-WES STRAP TREDOWN ASSEMBLY (THREE REGD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND END OF REARMOST BOKES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (2). ATTACHED TO THE SAME TREDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### LOAD AS SHOWN \*

WEIGHT (APPROX) QUANTITY ITEM -0 943 LBS -122 IC XES---

# SEE LOAD GUIDANCE NOTE 2 ON THIS PAGE,



ISOMETRIC VIEW

SEE PAGE 30 FOR KEY NUMBERS AND LOAD GUIDANCE NOTES.

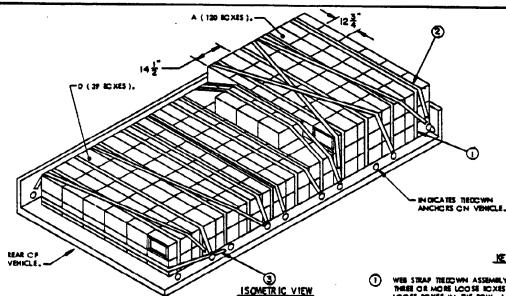
	TYPICAL UNIT BASIC LOAD SHOWN ON PAGES 30 AND 31						
	ITEM	DODIC	DIMENSIONS ( INCHES )	WEIGHT	QUANTITY BOXES		
<b> </b> •	CARTRIDGE, J.SOMM, BALL	AG68	H-1/2 X 12-1/4 X 8-1/8	72	16		
•	CARTRIDGE, 7,42MM, BALL	ABI	17-1/2 X 71-1/2 X 8-1/8	an	139		
c	CARTRIDGE, .50 CAL	A525	14-1/2 X 12-3/4 X 8-3/8	79	٠		

NOTE: THE UNIT BASIC LOAD LISTED IN THE CHART AROVE HAS BEEN DIVIDED AND LOADED IN THO VEHICLES. SEE LOAD GUIDANCE NOTES 1 AND 2 ON PAGE 30.

### LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
7.62MM	- 16 BCXES	1,296 LBS
10	TAL WEIGHT	2,722 US

\*SEE LOAD GUIDANCE NOTE 2 ON PAGE 30.



#### LOAD GUIDANCE NO TES ( FOR PAGES 32 AND 33 ):

- 1. A PARTIAL UNIT BASIC LOAD OF LOCISE BOXES IS SHOWN ON THIS PAGE AND PAGE 33 IN A TRUCK, CARGO, 5-TON, MSS, HAVING INSIDE DIMENSIONS OF 16P LONG SY 8P" WIDE, AND A PARTIAL UNIT BASIC LOAD OF LOCISE BOXES IS SHOWN ON PAGE 33 IN A TRAILER, CARGO, 1-1/2-TON, MIDS, HAVING INSIDE DIMENSIONS OF 110° LONG SY 74° WIDE. NOTE: THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 33 ARE ONE RELL UNIT BASIC LOAD DIVIDED AND SECURED IN TWO VEHICLES. SEE LOAD GUIDANCE NOTE 2 SEGW.
- 2. IF THE TOTAL WEIGHT OF THE UNIT BASIC LICAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIMIT FOR THE VEHICLE BEING LICADED THE EXCESS UNIT BASIC LICAD ITEMS MUST BE LOADED IN AND THER VEHICLE AS SHOWN ON THIS PAGE AND PAGE 31. THE UNIT BASIC LICAD ITEMS SHOWN IN THE TYPICAL UNIT BASIC LICAD CHART ON FAGE 33 HAVE A TOTAL WEIGHT OF 23,242 POUNDS, THEREFORE, PART OF THE LICAD IS SECURED IN AN MAY A TON, CARGO TRUCK AS SHOWN ON THIS PAGE AND PAGE 33, AND PART OF THE LICAD IS SECURED IN A MIGS, 1-1/2-TON, CARGO TRAILER, AS SHOWN ON PAGE 33.
- 3. THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF CIMER DIMENSIONS, WHICH HAVE A SUPPICIENT QUANTITY OF TEEDWIN ANCHORS, DIGGRED ON THE SIDEWALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES SHOWN ON THIS PAGE AND PAGE 33 DEPICT METHO DS OF SECURING LOOSE BOXES OF VARIOUS SIZES AND QUANTITIES IN/ON TACTICAL VEHICLES. SEE SPECIAL NOTE 7 ON PAGE 6.
- 5. WHEN LOADING THE VEHICLE, POSITION THE LOCSE BOXES TIGHT AGAINST THE END WALL AND EACH CTHES, LONGTUDINALLY AND LATERALY. IF THE LOAD IS POSITIONED AWAY FROM THE END WALL, ONE ADDITION IAL STRAP MARKED (3) IS REQUIRED. POSITION BOXES OF THE SAME SIZE IN EACH LATERAL ROW ACROSS THE WIDTH OF THE VEHICLE, OR SELECT BOXES MOST NEARLY THE SAME SIZE, WHEN POSSIBLE. IF A LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (5) IN THE CENTER OF THE ROW WHEN POSSIBLE. THIS WALL PROVIDE CONTACT BY THE UNITZING STRAP MARKED (1), AND THE HOLD-DOWN STRAP MARKED (2), AT THE CENTER AND EACH END OF THE LATERAL ROW, BOXES MAY BE STACKED ON TOP OF BEACH ON THE POSSIBLE.
- 6. A TOTAL OF PITY-SEVEN WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE UNIT BASIC LOAD SHOWN (I WENTY-THEE FOR THE LOAD SHOWN IN THE MS4, 5-TON CARGO TRUCK ON THIS PAGE, TWENTY-THO FOR THE MS4, 5-TON CARGO TRUCK SHOWN ON PAGE 13, AND TWELVE FOR THE MIGS, 1-1/2-TON TRAILER SHOWN ON PAGE 13.
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

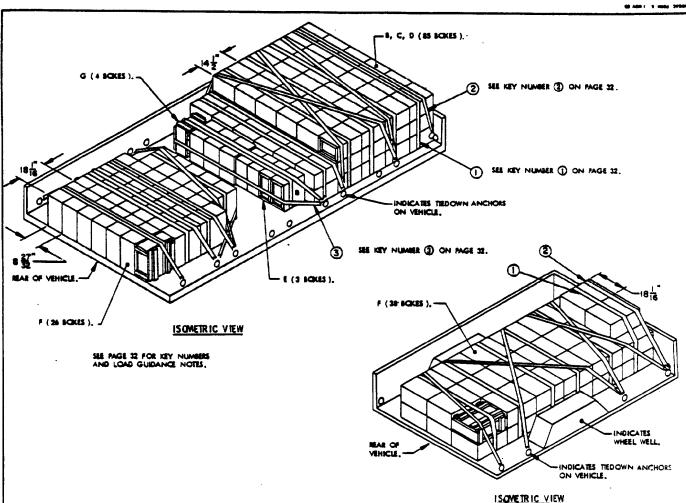
#### KEY NUMBERS

- WEB STRAP TIETDWIN ASSEMBLY (I REQD FOR EACH LATERAL FOW HAVING THREE OR MORE LOOSE INCXES). INSTALL EACH STRAP TO BNGIRGE ALL LOOSE INCXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE EXCES. FRE-FOSTION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SILECTED PRIOR TO LOADING BOXES. MAKE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHEST HANDLE ON THE BOTTOM SIDE AND DRAPE THE BNDS CYTE THE SIDE OF THE VEHICLE. POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF BOXES TIGHT AGRAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER, AFTER ALL BOXES ARE STACKED, REING BNDS OF STRAP UP CYCE TOP OF STACK, HOOK ENDS OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN-FATCHET TIGHT. THE FATCHET MAY BE POSITIONED ANYMMER ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL MOTES "F", AND "G" ON PAGE 2.
- WES STRAP TRECOWN ASSEMBLY (3 REGO). INSTALL STRAP FROM A TRECOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF REARMOST 80XES, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TRECOWN ANCHORS AS A STRAP MARKED (2), ATTACH BATCHET FIND TO THE SAME TRECOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2,

#### LOAD AS SHOWN \*

ITEM	QUANTITY	WEIGHT (APPROX)
7.62MM		4,960 LBS
TO FAL	WEIGHT	

# SEE LOAD GUIDANCE NOTE 2 ON THIS PAGE.



		1			
	ITEM	DOOK	DIMENSIONS (INCHES)	WEIGHT POUNDS	BOXES
A	CARTRIDGE, 7.62MM, BALL	A131	14-1/2 X 12-3/4 X 8-3/8	58	120
8	CARTRIDGE, .45 CAL, BALL	A475	14-1/2 X 12-3/4 X 8-3/8	108	4
c	CARTRIDGE, .50 CAL	A576	14-1/2 X 12-3/4 X 8-3/8	79	24
D	CARTRIDGE, .50 CAL	A589	14-1/2 X 12-3/4 X 8-3/8	79	96
E	CARTRIDGE, 40MM	1505	14-3/8 X 12-1/16 X 7-1/16	26	3
F	GRENADE, HO	G815	18-1/16 X 15-7/8 X 8-27/32	68	64
G	GRENADE, HD, INCD	G900	14-1/2 X 13 X 9	43	4

MOTE: THE UNIT BASIC LOAD LISTED IN THE CHART ABOVE HAS BEEN DIVIDED AND LOADED IN THREE VEHICLES. SEE LOAD GUIDANCE NOTES 1 AND 2 ON PAGE 32.

LOAD AS	CHOM	IN	S_TON	TOLICK	*
FOUR WO	3 LI O MM	111	7-1UN	IKUUK	

ITEM	QUANTITY	WEIGHT (APPROX)
	II IOXES	
40MM CART-	4 BOXES	78 LBS
GRENADES	30 BCXES	1,940 UBS
TOT	AL WEIGHT	8,849 LBS (APPROX )

SEE PAGE 32 FOR KEY NUMBERS AND LOAD GUIDANCE NOTES.

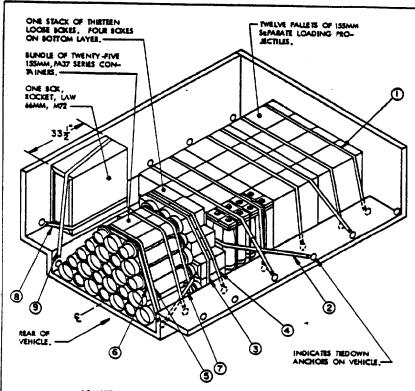
# SEE LOAD GUIDANCE NOTE 2 ON PAGE 32.

LOAD AS SHOWN IN 1-1/2-TON TRAILER \* WEIGHT ( APPROX ) QUANTITY - 2,584 LBS --- 38 ACXES ---GRENADES ---

# SEE LOAD GUIDANCE NOTE 2 ON PAGE 32.

UNIT BASIC LOAD IN A TRUCK, CARGO, 5-TON, MS4, AND A TRAILER, CARGO, 1-1/2-TON, MLOS

PAGE 33



#### (MAD GUIDANCE NO TES CONTINUED)

- 7. MIDE TO LOADING THE M332 TRAILER, PREPOSITION THE WEB STRAP RECOWN ASSEMBLIES AS INSTRUCTED IN 162Y NUMBER (I) ON PAGE 35. ROSITION ONE LAYER OF LOGSE PROPELLING CHARGE CONTAINERS ON PLOOR OF TRAILER, ENDS REVERSED, AND BUTTED RIGHT AGAINST THE END WALL. REPEAT THIS PROCEDURE UNTIL ALL CONTAINERS OF SAME SIZE ARE LOADED, OR MAXIMUM STACK HEIGHT IS ACHIEVED. STACK HEIGHT IS ALLED TO THE LOAD TO THE STACK HEIGHT IS ALLED TO THE LOAD THE STACK HEIGHT IS ALLED TO THE LAYER OF CONTAINERS STACK HEIGHT IS ACHIEVED WHEN TOP LAYER OF O'NTAINERS EXTENDS PARTIALLY ACHIEVED WHEN TOP LAYER OF O'NTAINERS EXTENDS PARTIALLY ABOVE THE TOP OF THE END WALL. IN THE LOAD ON PAGE 35 THERE IS CINE STACK OF THIRTY-FIVE MID SERIES CONTAINERS AGAINST THE ROWARD END WALL OF THE TRAILER AND ONE STACK OF WIND TY MID SERIES CONTAINERS AGAINST THE ROWARD END WALL OF THE TRAILER. ALSO, THERE ARE THE MID SERIES CONTAINERS ON TOP OF THE STACK OF WENTY MID SERIES CONTAINERS. ON TOP OF THE STACK OF WENTY MID SERIES CONTAINERS. OR A ALTERNATIVE METHOD SO OF SECURING LOC SEPTOMENTS. TAINERS. PCR ALTERNATIVE METHODS OF SECURING LOCSE PRO-PELLING CHARGE CONTAINERS, USE THE PROCEDURES SHOWN ON
- IF THE SEPARATE LCADING MOJECTILES AND/OR THE MCPELLING CHARGE CONTAINERS ARE POSITIONED AWAY FROM THE END WALL. ONE ADDITIONAL STRAP MARKED ② , AND/OR ONE ADDITIONAL STRAP MARKED ② , IS REQUIRED.
- A ICTAL OF TWENTY-FOUR SEB STRAP TIEDOWN ASSEMBLIES ARE A CITAL OF IMPRITY-IQUE SEE STRAF TREGUMEN ASSEMBLIES ARE REQUIRED FOR THE UNIT BASIC LCAD SHOWN (SIXTEEN FOR THE LCAD SHOWN ON THIS FAGE AND RIGHT FOR THE LCAD SHOWN ON PAGE 15). EACH STRAF ASSEMBLY MARKED (1) ON PAGE 15 CONSISTS OF TWO WEB STRAF ASSEMBLY MARKED (1) ON PAGE 15 CONSISTS OF TWO WEB STRAF ASSEMBLY WITH RATCHET ENOS HOCKED TO GETHER ON TOP OF LOAD.
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### ISOMETRIC VIEW SEE PAGE 15 FOR KEY NUMBERS.

#### LOAD GUIDANCE NOTES (FOR PAGES 34 AND 35)

- A PARTIAL UNIT BASIC LOAD OF PALLETIZED 155MM PROJECTILES, A PARTIAL UNIT BASIC LOAD OF FALLETIZED ISSMM PROJECTILES, LOOSE BOXES, AND LOOSE PROFELLING CHARGE CONTAINERS, IS SHOWN IN A CARRER, CARGO, TRACKED, 4-TON, MAME (DECK DOWN), HAVING INSIDE DIMENSIONS OF 130-5/8" LONG BY 96 1/2" WIDE, AND A PARTIAL UNIT BASIC LOAD OF PROFELLING CHARGE CONTAINERS IS SHOWN ON PAGE 35, IN A TRAILER, AMMUNITION, 1-1/2-TON, M322, HAVING INSIDE DIMENSIONS OF 68 1/2" LONG BY 52 1/8" WIDE.

  NOTE: THE PARTIAL UNIT BASIC LOAD DIMENSION SCHOOL BY THE PAGE AND PAGE 35 IS ONLY BUT INSTRUCTION. ONE FULL UNIT BASIC LOAD DIVIDED AND SECURED IN TWO VEHICLES.
  SEE LOAD GUIDANCE NOTE 2 BELOW.
- IF THE TOTAL WEIGHT OF THE UNIT BASIC LOAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIMIT FOR THE VEHICLE BEING LOADED, THE EXCESS LINIT BASIC LOAD ITEMS MUST BE LOADED IN ANOTHER VEHICLE AS SHOWN ON THIS PAGE AND PAGE 1S. THE UNIT BASIC LOADS ITEMS SHOWN IN THE TYPICAL UNIT BASIC LOAD CHART ON THIS PAGE HAVE A TOTAL WEIGHT OF 14,021 POUNDS. THEREFORE, PART OF THE LOAD IS SECURED IN A MOSA, 6-TON CARGO CARRIER AS SHOWN ABOVE, AND PART OF THE LOAD IS SECURED IN A MOSA IS SECURED IN A MOSA IS SECURED IN A MOSA IN SECURITION TRAILED. THE LOAD IS SECURED IN A MOSE 1 1/2-TON AMMUNITION TRAILER, AS SHOWN ON PAGE 15
- THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TIE-DOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, 3. MAY BE LEED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- THE PROCEDURES ON THIS PAGE DEPICT SECUREMENT OF TWELVE PALLET-THE PROCEDURES ON 1HD PAGE DETICE HAVING DIMENSIONS OF 13 5/8" LONG 1ZED UNITS OF ISSMM PROJECTILES HAVING DIMENSIONS OF 13 5/8" LONG BY 27 1/8" WIDE BY 12" HIGH AND WEIGHING 797 POUNDS EACH, FOURTEN SY 27 1/8" WILE ST 12" RICH AND WEIGHTS, 177 POURSE SPAIN, FUNDED IN COSE SENSES OF VARIOUS SIZES AND WEIGHTS, AND ONE BUNDLE OF TWENTY-FIVE LOCKE, ISSAM, PAIT SERIES CONTAINERS, HAWING DIMENSIONS NOTE: THE UNIT BASIC LOAD LISTED IN THE CHART ABOVE, HAS SEEN DIVIDED AND LOADED OF 32 3/4" LONG BY 8 13/32" DIAMETER AND WEIGHING 35 POUNDS EACH. IN TWO VEHICLES, SEE LOAD GUIDANCE NOTES 1 AND 2 ON THIS PAGE. SEE SPECIAL NOTES 6, 7, AND 8 ON PAGES 6 AND 7.
- THE PROCEDURES SHOWN ON PAGE 15 ARE ONLY FOR LOADING LOOSE PROFELLING CHARGE CONTAINERS IN A TRAILER, AMMUNITION, 1-1/2-TON,
- THE PROCEDURES SHOWN ON PAGE 35 DEPICT SECUREMENT OF FORTY-FIVE LOCSE, 195AMA, MID SERIES CONTAINERS, HAVING DIMENSIONS OF 27 1/2" LONG BY 7 25/32" DIAMETER AND WEIGHING 30 1/2 POUNDS, AND TWENTY LOCSE, 195AMA, MIA SERIES CONTAINERS, HAVING DIMENSIONS OF 37 1/2" LONG BY 6 11/16 DIAMETER AND WEIGHING 28 1/2 POUNDS. SEE SPECIAL NOTE 4 ON PAGES NOTE & ON PAGE &.

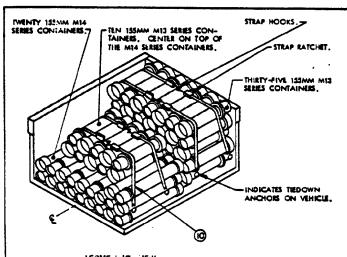
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	TYPICAL UNIT BASIC LOAD SHOWN ON PAGES 34 AND 35							
	ITEM	0 <b>00</b> K	DIMENSIONS ( INCHES )	WEIGHT POUNOS	CUANTITY			
A	CARTRIDGE, .45 CAL BALL	A475	14-1/2 X 12-3/4 X 8-3/8	1:::8	1 3QX			
	CARTRIDGE, .50 CAL	A570	14-1/2 x 12-3/4 x 8-3/8	79	4 BCXES			
c	PROJECTILE, 155MM, XM692ET	0501	27-1/8 X 13-5/8 X 32	95	4 PRGJ			
D	PROJECTILE, ISSMM, M731	0.502	27-1/8 X 13-5/8 X 32	95	9 PRCJ			
E	PROJECTILE, 155MM, M718	0.503	27-1/8 X 13-5/8 X 32	95	10 PRCJ			
F	PROJECTILE, 155MM, M741	D.909	29-1/8 X 14-5/8 X 39	95	4 PRCJ			
G	PROJECTILE, 155MM, MIOT	0544	27-1/8 X 13-5/8 X 32	<b>F</b> \$	12 PRCJ			
н	PROJECTILE, 155MM, MARS	0563	29-1/8 × 14-5/8 × 39	95	57 PRCJ			
J	PROP CH, 155MM, PAST	0533	32-3/4 X 8-13/32	55	ವಿ <b>P</b> C			
ĸ	PROP CH, 155MM, M14	D <b>54G</b>	37-1/2 X 6-11/16	28.5	20 PC			
L	PROP CH, 155MM, M13	0541	27-1/2 x 7-25/32	30.5	45 PC			
м	ROCKET, LAW, 66MM, M72	H557	33-1/2 × 31-1/8 × 13-3/4	118	1 3QX			
7	FUZE, MS77	N285	14-5/8 X 12-13/16 X 8-9/16	60	8 BCXES			

	LOAD AS SHOWN *	
1 TEM	GUAN TITY	WEIGHT ( APPROX )
PROP CHARGES		1,375 LBS
	TOTAL WEIGHT	12,079 LBS

#SEE LOAD GUIDANCE NOTE 2 ON THIS PAGE.

PAGE 34



# ISONE IN IC VIEW SEE PAGE 14 FOR LOAD GUIDANCE NOTES.

#### KEY NUMBERS (FOR PAGES 34 AND 35)

- WER STRAP TIEDOWN ASSEMBLY (6 REQD), INSTALL EACH STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN BATCHET TIGHT, IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIED OWN ANCHORS, HOOK THE STRAP ENDS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING, STRAP TIGHT, SEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (1 REQD), INSTALL STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND THE PALLETIZED UNITS, AGAINST PROJECTILES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING AITACHED TO THE SAME TIEDOWN ANCHOR AS A STRAP MARKED (1), ATTACH BATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (1), IS ATTACHED TO, TAKE UP EXCESS SLACK KIN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "P", "G", AND "M", ON PAGGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (I REQD), INSTALL STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LODDING BOXES. MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND DRAFE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER, AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETHER. TAKE UP DICESS SLACK IN STRAP AND THEN, RATCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE GENERAL NOTES "PP AND "G". ON PAGE 2:
- WEE STRAP TIEDOWN ASSEMBLY (1 REQD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF ROWASTACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACCESS THE ROWASTACK. IF POSSIBILE. HOMEVER, DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACCOSS THE ROWATACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS PRIOR TO RAICHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RAICHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (2 REGD), INSTALL EACH STRAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINERS IN THE SUNDLE, PRE-POSITION THESE TWO STRAPS ON THE FLOOR OF THE VEHICLE PRIOR TO LOADING PROPELLING CHARGE CONTAINERS, MAKE SURE STRAPS LAY FLAT ACROSS THE FLOOR AND DRAFE THE ENDS OVER THE SIDE WALL OF THE VEHICLE, POSITION LOTH STRAP RATCHETS ON THE SAME SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF PROPELLING CHARGE CONTAINERS ON THE FLOOR, WITH ENDS ALTERNATED, ADJUST THE TWO STRAPS SO THEY WILL BE CLOSE TO THE BELL END AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE CONTAINER, REEP THE "OTTOM LAYER CONTAINERS TIGHT AGAINST EACH OTHER BY USING WEDGES AT SIDES UP HOLD IN PLACE MANUALLY AND STACK THE REMAINING CONTAINERS, IN LAYERS, WITH ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, AFTEI ALL CONTAINERS ARE STACKED HOOK ENDS OF WES STRAP TIEDOWN ASSEMBLES TOGETHER, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS AT THE SAME TIME, NOTE: AS THE STRAPS ARE SEING TIGHTENED, MAKE POSITION ADJUSTMENTS TO THE CONTAINERS SO THEY FORM A COMPACT TIGHT BUNDLE. SEE GENERAL NOTES OF HAND "GO ON PAGE 2.

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#### (KEY NUMBERS CONTINUED)

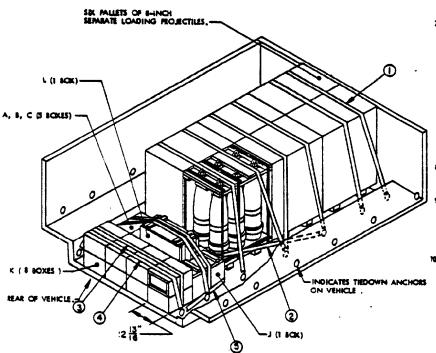
- WES STRAP TEDOWN ASSEMBLY & REQD). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF RIC-PILLING CHARGE CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION BOTH RATCHETS ON THE SAME SIDE OF THE VEHICLE. ATTACH WES STRAP TEDOWN ASSEMBLY MARKED (2) TO THE TEDOWN ANCHOR PRIOR TO RATCHETING WES STRAP TREDOWN ASSEMBLES MARKED (3) AT THE SAME TIME, NOTE: THESE STRAPS SHOULD ALWAYS BE POSITIONED BETWEEN THE BELL ON ONE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NOTES "F" AND "G" ON MAGE 2.
- WES STRAP TEDOWN ASSEMBLY (I REQD),: INSTALL: STRAP FROM A TIE-DOWN ANCHOR ON THE SIDE OF THE VEHICLE, AROUND END OF PRO-FELLING CHARGE CONTAINER BUNDLE, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAP AND BATCHET TIGHT. SEE GENERAL NOTES "P" AND "G" ON PAGE 2.
- WES STRAF TEDOWN ASSEMBLY (1 REQD). INSTALL STRAF FROM A TIE-DOWN ANCHOR ON SIDE OF VEHICLE AROUND BOX, TO A TEDOWN ANCHOR ON SIDE OF VEHICLE. TAKE UP EXCESS SLACK IN STRAF AND THEN RATCHET TIGHT, SEE GENERAL NOTE "M" ON PAGE 2.
- WEB STRAP TREDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM SAME TREDOWN ON SIDE OF VEHICLE, AT FORWARD END OF BOX, THAT WEB STRAP MARKED (1) IS ATTACHED TO, UP OWER TOP OF BOX AND DOWN TO A TREDOWN ANCHOR AT REAR OF VEHICLE. TAKE UP DECESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTE "M" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (B REQD), PRIOR TO LOADING TRAILER ATTACH THE NON-RATCHET END OF A STRAP TO A TIEDOWN ANCHOR ON SIDEWALL OF TRAILER AND DRAFE RATCHET END OF STRAP OVER TRAILER SIDE WALL, DO THIS WITH ALL EIGHT STRAPS AT THE FOUR TIEDOWN ANCHOR LOCATIONS ON EACH SIDE OF THE TRAILER. FOLLOW THE LOADING INSTRUCTIONS IN LOAD GUIDANCE NOTE 7, ON PAGE 34, THEN HOOK RATCHET ENDS OF MATING STRAPS TOGETHER CVER TOP OF EACH STACK, TAKE UP EXCESS SLACK IN STRAPS AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.

LOAD AS SHOWN \*

ITEM QUANTITY

WEIGHT (APPROX)

\* SEE LOAD GUIDANCE NOTE 2 ON PAGE 34.



#### (LOAD GUIDANCE NOTES CONTINUED)

- 7. PRIOR TO LOADING THE MISSE TRAILER PREPOSITION THE WEB STRAP TEDOWN ASSEMBLES AS INSTRUCTED IN KEY NUMBER (a) ON PAGE 37. POSITION ONE LAYER OF LOOSE PROPELLING CHARGE CONTAINERS ON FLOOR OF TRAILER, ENDS INVESTED, AND BUTTED TEGHT AGAINST THE END WALL. REPEAT THE PROCEDURE UNTIL ALL CONTAINERS OF SAME SIZE ARE LOADED, OR MAXIMUM STACK HEIGHT IS ACHIEVED, STACK HEIGHT IS ACHIEVED WHEN TOP LAYER OF CONTAINERS OX TERMS PRATITULY ABOVE THE TOP OF THE END WALL, IN THE LOAD ON PAGE 37 THERE IS ONE STACK OF SKTEEN MISSAS SERIES CONTAINERS, WITH FIVE MISSAS SERIES CONTAINERS ON TOP, AGAINST THE FORWARD END WALL OF THE TRAILER, AND ONE STACK OF EIGHTEEN MISSAS SERIES CONTAINERS AGAINST THE BEAR END WALL OF THE TRAILER, FOR ALTERNATIVE METHODS OF SECTIMING LOOSE PROPELLING CHARGES CONTAINERS USE THE PROCEDURES SHOWN ON PAGES
- CHARGE CONTAINERS USE THE PROJECTILES AND/OR THE LOOSE IN THE SEPARATE LOADING PROJECTILES AND/OR THE LOOSE INCLUDED AMB POSITIONED AWAY FROM THE END WALL ONE ABBITTOMAL STRAP MARKED (2) AND/OR (3) IS REQUIRED.
- A TOTAL OF TWENTY WEB STRAP TEDOWN ASSEMBLIES AND REQUIRED FOR THE UNIT BASIC LOAD SHOWN (TVELVE FOR THE LOAD SHOWN ON THIS MAGE AND EIGHT FOR THE LOAD SHOWN ON MAGE 37). EACH STRAP ASSEMBLIES WITH BATCHET ENGS HOOKED TOGETHER ON TOP OF LOAD,
- SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### LOAD GUIDANCE NOTES (FOR PAGES 36 AND 37)

1. A PARTIAL UNIT BASIC LOAD OF PALLETIZED B-INCH PROJECTILES, AND LOCKE BOKES IS SHOWN IN A CARRER, CARGO, TRACKED, 4-TON, M548 (DECK DOWN), HAVING INSIDE DIMENSIONS OF 130-5/8" LONG BY 96-1/2" WIDE, AND A PARTIAL UNIT BASIC LOAD OF PROFELLIANG GHARGE CONTAINERS IS SHOWN ON PAGE 17, IN A TRAILER, AMMUNITION, 11/2-TON, M312, HAVING INSIDE DIMENSIONS OF 68 1/2" LONG BY 31 2/8" WIDE. NOTE: THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 37 ARE ONE FULL UNIT BASIC LOAD SHOWN ON PAGE 37 ARE ONE FULL UNIT BASIC LOAD SHOWN ON PAGE 37 ARE ONE FULL UNIT BASIC LOAD SHOWN ON PAGE 37 ARE ONE FULL UNIT BASIC LOAD SHOWN ON PAGE 37 ARE ONE FULL UNIT BASIC LOAD SECURED IN TWO VEHICLES. SEE LOAD GUIDANCE NOTE 2 SELOW.

ISOMETRIC VIEW
SEE PAGE 37 FOR REY NUMBERS.

- 2. DUE TO THE QUANTITY OF ITEMS IN A UNIT BASIC LOAD, THE SIZE OF THE VEHICLE, AND LOCATION AND QUANTITY OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO DIVIDE THE UNIT BASIC LOAD AND SECURE THE ITEMS IN TWO VEHICLES AS SHOWN ON THIS MAGE AND PAGE 37.
- 3. THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUFFICIENT QUANTITY OF TEDOWN ANCHOIS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- 4. THE PROCEDURES SHOWN ON THIS PAGE DEPICT SECUREMENT OF THREE PALLETIZED UNITS OF SHOCH PROJECTIES HAVING DIMENSIONS OF 22 1/2" LONG BY 31 5/8" WIDE BY 45 5/8" HIGH AND WEIGHING 1,260 POUNDS, THREE FALLETIZED UNITS OF SHINCH PROJECTILES HAVING DIMENSIONS OF 22 1/2" LONG BY 31 5/8" WIDE BY 48 1/8" HIGH AND WEIGHING 1,318 POUNDS, AND FIFTEEN LOOSE SOKES OF VARIOUS SIZES AND WEIGHTS. SEE SPECIAL NOTES 7 AND 8 ON PAGE 7.
- THE PROCEDURES SHOWN ON PAGE 37 ARE ONLY FOR LOADING LOOSE PROPELLING CHARGE CONTAINERS IN A TRAILER, AMMUNITION, 1 1/2-TON, M332
- 6. THE PROCEDURES SHOWN ON PAGE 37 DEPICT SECUREMENT OF EIGHTEEN LOOSE, 8-INCH, PAGE SERIES CONTAINERS HAVING DIMENSIONS OF 37 3/4" LONG 87 10 15/32" DIAMETER AND WEIGHING 50 FOLINOS, SUI TEN LOOSE, 8-INCH, M1942 SERIES CONTAINERS HAVING DIMENSIONS OF 29 9/32" LONG 87 9 13/16" DIAMETER AND WEIGHING 54 POUNDS, AND FIVE LOOSE 8-INCH M1842 SERIES CONTAINERS HAVING DIMENSIONS OF 26 9/32" LONG 87 8 13/32" DIAMETER AND WEIGHING 34 POUNDS, SEE SPECIAL NOTE 6 ON PAGE 6.

CONTINUED AT RIGHT

TYPICAL UNIT BASIC LOAD SHOWN ON PAGES 36 AND 37							
	IZM	000IC	DIMENSIONS (INCHES)	WEIGHT POUNDS	QUANTITY		
٨	CARTRIDGE, 5.56MM	A068	14-1/2 X 12-3/4 X 8-3/8	72	2 BOXES		
•	CARTRIDGE, .50 CAL	A589	14-1/2 X 12-3/4 X 8-3/8	79	2 BOXES		
c	SPOTTING CHANGE	D <b>003</b>	14-5/8 X 12-13/16 X 8-9/16	28	1 BCX		
٥	PROJECTILE, S-INCH, MASO	D424	22-1/2 X 31-5/8 X 45-5/8	1260	3 PALLETS		
2	PROJECTILE, 8-INCH, MIGH	D651	22-1/2 X 31-5/8 X 48-1/8	1316	3 PALLETS		
,	PROP CH, S-INCH, FA44	0442	37-3/4 X 10-15/32	50	18 PC		
G	ROP CH, S-INCH, MISAZ	0475	2 <del>6-9</del> /32 X 8-13/32	34	5 PC		
н	PROP CH, S-INCH, MISAZ	D661	29-9/32 X 9-13/16	54	16 PC		
١	FLASH REDUCER	D661	18-7/8 X 9-1/2 X 15	56	1 BOX		
ĸ	FUZE	N285	14-5/8 X 12-13/16 X 8-9/16	60	8 8CXES		
L	PRIMEIS, MEZ	N\$23	24-1/8 X 12 X 11-13/16	19	1 8CX		

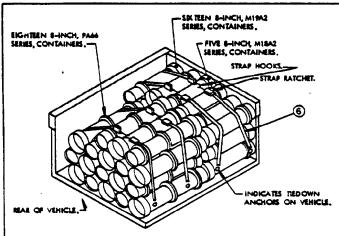
NOTE: THE UNIT BASIC LOAD LISTED IN THE CHART ABOVE HAS BEEN DIVIDED AND LOADED IN TWO VEHICLES, SEE LOAD GUIDANCE NOTES I AND 2 ON THE PAGE.

	LOAD AS SHOWN *	
ITEM	QUANTITY	WEIGHT (APPROX)
	HNCH 6	
	TOTAL WEIGHT	8,653 LBS

T SEE LOAD GUIDANCE NOTE 2 ON THIS PAGE,

PAGE 36

UNIT BASIC LOAD IN A CARRIER, CARGO, TRACKED, 6-TON, MS48 (DECK DOWN)



### SEE PAGE 36 FOR LOAD GUIDANCE NOTES

- WEB STRAP TIEDOWN ASSEMBLY (6 REQD), INSTALL EACH STRAP TO EXTEND PROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF PALLETIZED UNIT TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, IF ANOTHER STRAP ENDS TO BE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. SEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (I RECO). INSTALL STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND THE PALE TIZED UNITS, ON TOP OF THE PALES ASSE, AGAINST THE BASE OF THE PROJECTILES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHOR THAT THE NON-BATCHET END OF STRAP MARKED (I) IS ATTACHED ON ANCHOR THAT THE NON-BATCHET END OF STRAP MARKED (II) IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP TO ENCIRCLE ALL LOCKE BOKES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOKES, PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOKES, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE SOTTON SIDE AND DRAFE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF BOKES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF BOKES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOKES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL BOKES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGE THER, TAKE UP EXCESS SLACK IN STRAP AND THEN, RATCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE GENERAL NOTS: "" AND "G" ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOPFOR ROW/STACK OF BOXES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, POSITION THIS STRAP STRAPGHT ACCOSS THE ROW/STACK IF POSSIBLE, HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS, IF MAY BE NECESSARY TO POSITE ON THIS STRAP DIAGONALLY ACROSS THE ROW/STACK, IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP FROS TO THE TIEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2
- (3) WEB STRAP TIEDOWN ASSEMBLY (I REQD). INSTALL STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND ENDS OF BOXES AS SHOWN, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHOR AS A STRAP MARKED (4), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (4) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M" ON PAGE Z.
- (d) WEB STRAP TIEDOWN ASSEMBLY (8 REQD). PRIOR TO LOADING TRAILER ATTACH THE NON-RATCHET END OF A STRAP TO A TIEDOWN ANCHOR ON SIDEWALL OF TRAILER AND DRAFE RATCHET END OF STRAP OVER TRAILER SIDE WALL, DO THIS WITH ALL EIGHT STRAPS AT THE FOUR TIEDOWN ANCHOR LOCATIONS ON EACH SIDE OF THE TRAILER, FOLLOW THE LOADING INSTRUCTIONS IN LOAD GUIDANCE NOTE 7 ON PAGE 34, THEN HOOK RATCHET ENDS OF MATING STRAPS TOGETHER OVER TOF OF EACH STACK, TAKE UP EXCESS SLACK IN STRAPS AND THEN RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.

LOAD AS SHOWN \*

ITEM QUANTITY

WEIGHT (APPROX)

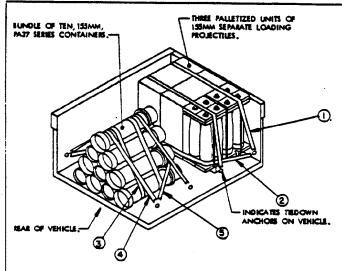
- 2.126 LBS

PROP CHARGES ------ 39 ------

\* SEE LOAD GUIDANCE NOTE 2 ON PAGE 36.

UNIT BASIC LOAD IN A TRAILER, AMMENITION, 1-1/2-TON, M332

PAGE 37



ISOMETRIC VIEW SEE MAGE 39 FOR KEY NUMBERS.

### LOAD GUIDANCE NOTES (FOR PAGE 38 AND 39)

- 1. A PARTIAL UNIT BASIC LOAD OF PALLETIZED ISSMM PROJECTILES, AND LOGSE PROPELLING CHARGE CONTAINERS IS SHOWN ON THIS PAGE IN A TRAILER, AMMUNITION, 1-1/2-TON, M332 AND A PARTIAL UNIT BASIC LOAD OF LOGSE BOXES IS SHOWN ON PAGE 39 IN A TRAILER, AMMUNITION, 1-1/2-TON, M332, HAVING INSIDE DIMENSIONS OF 48-1/2" LONG BY 55-1/8" WIDE. NOTE: THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON THIS PAGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD DIMENSIONS OF LOAD CHARGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD DIMENSIONS OF LOAD CHARGE AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD DIMENSIONS OF LOAD CHARGES AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD DIMENSIONS OF LOAD CHARGES AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD DIMENSIONS OF LOAD CHARGES AND THE PARTIAL UNIT BASIC LOAD SHOWN ON PAGE 39 AME ONE RULL UNIT BASIC LOAD CHARGES AND THE PARTIAL UNITERS AND CHARGES AND THE PARTIA DIVIDED AND SECURED IN TWO VEHICLES. SEE LOAD GUIDANCE NOTE 2
- 2. IF THE TOTAL WEIGHT OF THE UNIT BASIC LOAD EXCEEDS THE OFF-HIGHWAY WEIGHT LIMIT FOR THE VEHICLE BEING LOADED, THE EXCESS UNIT BASIC LOAD ITEMS MUST BE LOADED IN ANOTHER VEHICLE AS SHOWN ON THIS FAGE AND PAGE 19. THE UNIT BASIC LOAD ITEMS SHOWN IN THE TYPICAL UNIT BASIC LOAD CHART ON THIS PAGE HAVE A TOTAL WEIGHT OF 3,5M POUNDS.
- 3. THE VEHICLES SHOWN WERE SELECTED AS TYPICAL ONLY, AND VEHICLES OF OTHER DIMENSIONS, WHICH HAVE A SUPFICIENT QUANTITY OF TEDOWN ANCHORS, LOCATED ON THE SIDE WALL, END WALL, OR FLOOR, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- 4. THE PROCEDURES SHOWN ABOVE DEPICT SEQUREMENT OF THREE PALLETIZED UNITS OF 155MM PROJECTILES HAVING DIMENSIONS OF 13-5/8" LONG BY 27-1/8" WIDE BY 32" HIGH AND WEIGHING 797 POUNDS, AND ONE BUNDLE OF TEN LOOSE, ISSMM, PAT'S FERES CONTAINERS, HAVING DIMENSIONS OF 32-3/4" LONG BY 8-13/32" DIAMETER AND WEIGHING 55 POUNDS EACH. IF LOADING LOOSE PROPELLING CHARGE CONTAINERS AND/OR PALLETIZED UNITS OF SEPARATE LOADING PROJECTILES OF OTHER DIMENSIONS AND QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTES & AND 8 ON PAGE 7.
- 5. THE PROCEDURES SHOWN ON PAGE 39 DEPICT SECUREMENT OF TEN LOOSE BOXES OF AMMUNITION OF VARIOUS SIZES AND QUANTITIES, SEE SPECIAL NOTE 7 ON PAGE 6.
- 6. WHEN LOADING THE VEHICLE (5), POSITION THE ISSMM PALLETS TIGHT AGAINST THE END WALL AND EACH OTHER. POSITION THE PROPELLING CHARGES TIGHT AGAINST THE END WALL, AND POSITION THE LOOSE BOXES TIGHT AGAINST THE END WALL AND EACH OTHER. IF THE SEP-ARATE LOADING PROJECTILES, PROPELLING CHARGE CONTAINERS, AND LOOSE SOXES ARE POSITIONED AWAY FROM THE END WALL, ONE ADDITIONAL STRAP MARKED  $\widehat{\mathbf{Q}}$ ,  $\widehat{\mathbf{Q}}$ , AND/OR  $\widehat{\mathbf{Q}}$  is required.
- 7. A TOTAL OF FOURTEEN WEB STRAP TEDOWN ASSEMBLES ARE REQUIRED FOR THE UNIT BASIC LOAD SHOWN ( EIGHT FOR THE LOAD SHOWN ON THIS PAGE AND SIX FOR THE LOAD SHOWN ON PAGE 39 ).
- 8. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT RASIC

TYPICAL UNIT BASIC LOAD SHOWN ON PAGES 38 AND 39					
	ITEM	000K	DIMENSIONS ( INCHES )	WEIGHT POUNDS	QUANTITY
A	CARTRIDGE, 5.56MM, BALL	A068	14-1/2 × 12-3/4 × 8-9/8	-2	1 89x
8	CARTRIDGE, 5.5MM, BALL	A071	14-1/2 × 12-3/4 × 8-3/8	-2	1 89x
c	CARTRIDGE, 7.62MM, BALL	A131	14-1/2 x 12-3/4 x 8-3/8	58	1 BOX
0	CARTRIDGE, .50 CAL	A576	14-1/2 × 12-3/4 × 8-3/8	79	2 BOXES
٤	CARTRIDGE, 40MM	1546	16 × 13-1/2 × 10-1/8	23	1 80x
F	PROP CH, ISSMM, PAST	0533	32-3/4 × 8-13/32	55	10 PC
G	PROJECTILE, 155MM	0579	27-1/8 X 13-5/8 X 32	797	3 PALLETS
H	FUZE	N278	14-5/8 X 12-13/16 X 8-9/16	50	1 BOX
J	FUZE	N340	14-5/8 X 12-13/16 X 8-9/16	60	2 BOXES
K	PUZE	N464	14-5/8 X 12-13/16 X 8-9/16	60	1 80x

NOTE: THE UNIT BASIC LOAD LISTED IN THE CHART ABOVE HAS BEEN DIVIDED AND LOADED IN TWO VEHICLES. SEE LOAD GUIDANCE NOTES 1 AND 2 ON THIS PAGE.

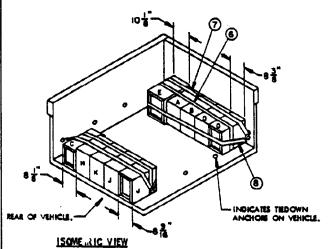
### LOAD AS SHOWN \*

ITEM	QUANTITY	WEIGHT (APPROX)
	3	

SEE LCAD GUIDANCE NOTE 2 CN THIS PAGE.

PAGE 38

UNIT BASIC LOAD IN A TRAILER, AMMUNITION, 1-1/2-TON, M332



KEY NUMBERS (FOR PAGES 38 AND 397

- WES STRAP TIEDUWN ASSEMBLY (2 REQD). INSTALL EACH STRAP TO EXTEND PROM A TIEDUWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF MALETIZED UNITS, TO A TIEDUWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TICHT. IF ANCHHER STRAP IS TO BE ALTACHED TO THE SAME TEDOWN ANCHOR, HOOK THE STRAP ENDS TO THE TEDOWN ANCHOR PROFICE TO RATCHETING STRAP TIGHT, SEE GENERAL NOTE "F", "G", AND "M" ON PAGE 2.
- (2) WEZ STRAP TEDOWN ASSEMBLY (1 REQD), INSTALL STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND THE MALETIZED UNITS, ON TOP OF THE PALLET BASE, AGAINST THE BASE OF THE PROJECTILES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS MEING ATTACHED TO THE SAME TIEDOWN ANCHOR AS A STRAP MARKED (1), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-MATCHET END OF STRAP MARKED (1) IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND EATCHET TIGHT, SEE GENERAL NOTES "P", "G", AND "M" ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY & REQD). INSTALL EACH STRAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINES IN THE BURDLE, PRE-POSITION THESE TWO STRAPS ON THE FLOCK OF THE VEHICLE PRIOR TO LOGADING PROPELLING CHARGE CONTAINESS. MAKE SURE STRAPS LAY FLAT ACROSS THE FLOCK AND DEAR THE ENDS OVER THE SUBE WALL OF THE VEHICLE, POSITION BOTH STRAP PROPELLING CHARGE CONTAINESS ON THE FLOOR, WITH ENDS ALTERNATED. ADJUST THE TWO STRAPS SO THEY WILL SE CLOSE TO THE BELL END AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE CONTAINER. KEPT THE BOTTOM LAYER CONTAINESS TIGHT AGAINST EACH OTHER SY LISING WEDGES AT SUBES, OR HOLD IN PLACE MANUALLY, AND STACK THE REMAINING CONTAINERS, IN LAYERS, WITH ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINESS STACKED, HOOK ENDS OF WEB STRAP TIEDOWN ASSEMBLES TOGETHER, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE, AS THE STRAPS ARE BEING TIGHT BOTH STRAPS AT THE SAME TIME. MODIE.
- WES STRAF TIEDOWN ASSEMBLY (2 RECID). INSTALL EACH STRAF FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROFELLING CHARGE CONTAINERS, TC A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ATTACH WES STRAF TIEDOWN ASSEMBLY MARKED ③ TO THE TEDOWN ANCHOR PRIOR TO ATTOMITING WES STRAF TIEDOWN ASSEMBLY MARKED ③ TO THE TEDOWN ANCHOR PRIOR TO ATTOMITING WES STRAF TEODOWN ASSEMBLES MARKED ④ THE GHT, TAKE UP SLACK IN STRAFS AND RATCHET TIGHT BOTH STRAFS MARKED ④ AT THE SAME TIME. NOTE: THESE STRAFS SHOULD ALWAYS BE POSITIONED BETWEEN THE BELL ON ONE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAFS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NOTES \*P\* AND \*G\* ON PAGE 2.
- (3) WEB STRAP TIEDOWN ASSEMBLY (1 REQD), INSTALL STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, AROUND END OF PROFELLING CHARGE CONTAINER BUNDLE, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NOTES "P" AND "G" ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW HAVING THREE OR MORE LOOSE BOKES). INSTALL EACH STRAP TO ENCIRCLE ALL LOOSE BOKES IN THE ROW, AT THE APPROXIMANT CENTER OF THE BOKES. PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOKES. MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND ORAFE THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE BOKES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOKES TIGHT AGAINST EACH OTHER. AFTER ALL BOKES ARE LOADED, BRING ENDS OF STRAP UP OVER TOP OF BOKES, HOOK ENDS OF STRAP TOGETHER, TAKE UP DOCESS SLACK IN STRAP AND THEM, RATCHET TIGHT, THE RATCHET MAY BE POSITIONED ANYWHEE ACROSS THE TOP OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL NOTES "F" AND "G", ON PAGE 2.

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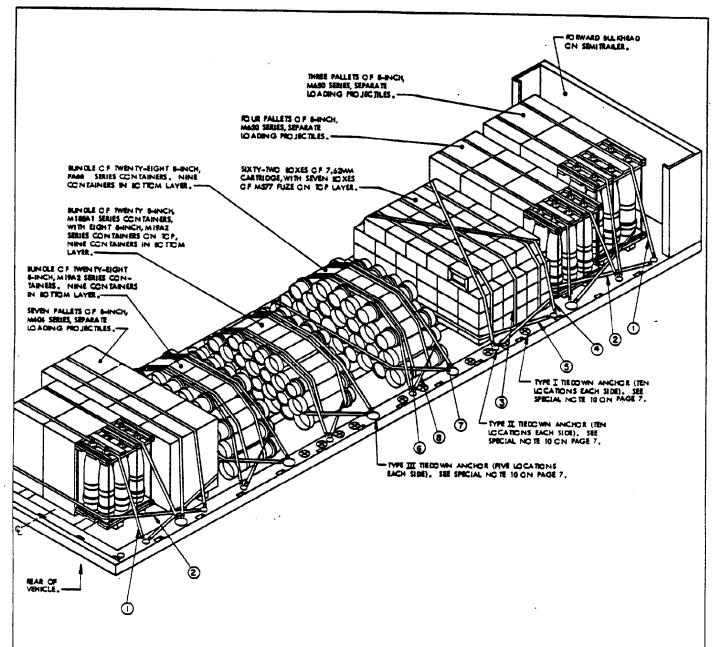
#### (KEY NUMBERS CONTINUED)

- WES STRAP TRECOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL FOW HAVING ONE OR MORE LOCUS BOXES). INSTALL EACH STRAP FROM A TRE-DOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH FOW/STRCK, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE ROW/STRCK IF ROSSIBLE. HOWEVER, DUE TO THE LOCATION AND GUANTITY OF TRECOWN ANCHORS IT MAY BE NECESSARY TO ROSITION THIS STRAP DIAGONALLY ACROSS THE ROW/STRCK. IF AND THER STRAP IS TO BE A TRACHED TO THE SAME TIE-DOWN ANCHORS, HOO K THE STRAP ENDS TO THE TIEDOWN ANCHORS FRICE TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M" ON THEN RATCHET TIGHT.
- (8) WEB STRAP TIEDOWN ASSEMBLY (ONE REGO), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND END OF ECXES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (7) ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET BND OF STRAP MARKED (7) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NO TES "F", "G", AND "M" GN PAGE 2.

LOAD AS SHOWN \*

ITEM QUANTITY WEIGHT (APPROX)

SEE LC AD GUIDANCE NO TE 2 ON PAGE 38.



	TYPICAL UNIT BASIC LOAD SHOWN				
	ITEM	000K	DIMENSIONS (INCHES)	WEIGHT POUNDS	QUAN TITY
A	CARTRIDGE, 7,62MM, BALL	A131	14-1/2 × 12-3/4 × 8-3/8	<b>58</b>	62 10XES
8	PROJECTILE, 9-INCH, M650	D624	22-1/2 × 31-5/8 × 45-5/8	1,250	3 PALLETS
c	PROP CH, B-INCH, PAGE	D662	37-3/4 × 10-15/32	50	20 PC
D	PROP CH, B-BNCH, MISAZ	D681	29-9/32 × 9-13/16	54	64 PC
E	PROJECTILE, S-INCH, M404	D684	19-1/2 × 28-1/2 × 39-1/2	1,253	11 PALLETS
F	PUZE, M577	N285	14-5/8 × 12-13/16 × 8-9/16	<b>50</b>	7 80x25

LOAD AS SHOWN	
QUANTITY	WEIGHT (APPICX)
rcu <u>H</u>	17,563 LBS

 PALLETIZED 8-INCH PROJ
 14
 17,563 L8S

 PROP CHARGES
 84
 4,456 L8S

 7,62MA
 42 ICXES
 3,596 LBS

 PUZE, MS77
 7 BOXES
 420 LSS

ITEM

TO TAL WEIGHT \_\_\_\_\_\_ 26,035 LBS

PAGE 40

UNIT BASIC LOAD ON A SEMITRAILER, 22 1/2-TON, M871

#### LCAD GLIDANCE NO TES: (FOR PAGES 46 AND 41)

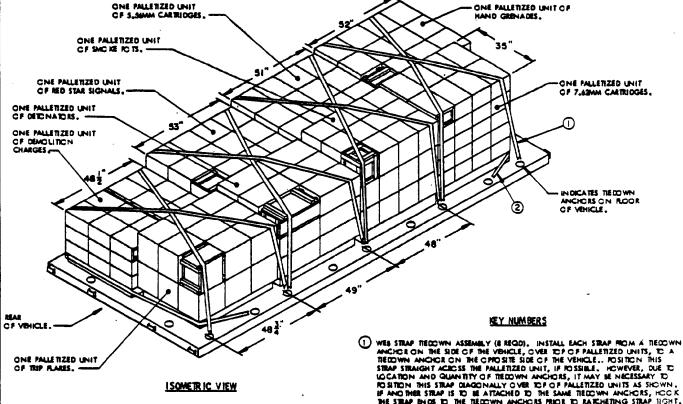
- A TYPICAL UNIT BASIC LOAD OF PALLETIZED 8-INCH PROJECTILES, LOC SE PROPELLING CHARGE CONTAINERS, AND LOCKE EDIZED AMAGENITION, IS SHOWN ON A SEMITABLER, 22 1/2-TON, MET, HAVING DIMENSIONS OF 334" LONG BY 18" WIDE.
- 2. THE VEHICLE SHOWN WAS SELECTED AS A TYPICAL ONLY, AND VEHICLES OF O THEE DIMENSIONS, WHICH HAVE A SUPPICIENT GUANTITY OF TREDOWN ANCHOES, LOCATED ON THE SIDEWALL, END WALL, OR PLOCE, MAY BE USED TO TRANSPORT THE LOAD SHOWN, OR A PARTIAL LOAD.
- 3. THE PROCEDURES SHOWN ON PAGE 40 DEPICT SECUREMENT OF THREE PALLETIZED UNITS OF SHINCH, MAGO SERIES PROJECTILES, BLEVEN PALLETIZED UNITS
  OF SHINCH, MAGO SERIES PROJECTILES, TWENTY SHINCH, PRAGE SERIES PROPELLING CHARGE CONTAINERS, SIXTY-TOUR SHINCH, MIPAZ SERIES PROPELLING
  CHARGE CONTAINERS, SIXTY-TWO SIXES OF 7,02MM CARTIDDES, AND SEVEN
  SIXES OF MIST PUZE. IF LOADING SIMILAR ITEMS OF OTHER DIMENSIONS AND
  GLIANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL INCITES 5, 6, AND
  7, ON PAGES 6 AND 7.
- 4. WHEN LOADING THE VEHICLE, POSITION EACH LATERAL ROW OF PALLETIZED PROJECTILES TIGHT AGAINST EACH OTHER AND AT A LOCATION THAT WILL ALLOW TWO STRAPS MARKED (1) TO BE POSITIONED OVER THE TOP OF EACH ROW. POSITION EACH STACK OF LOOSE PROPELLING CHARGE CONTAINERS TO CENTER ON TWO TECOWN ANCHORS AT SIDE OF VEHICLE THAT WILL ALLOW TWO STRAPS MARKED (1) TO BE POSITIONED OVER THE TOP OF EACH STRACK. POSITION EACH LATERAL ROW OF LOOSE EXIES TIGHT AGAINST EACH OTHER AND AT A LOCATION THAT WILL ALLOW HOLD—TOWN STRAPS MARKED (1) TO BE POSITIONED OVER THE TOP OF THE STRACKS.
- A 10 TAL OF THIRTY-SEVEN WEB STRAP TREDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN ON PAGE 40.
- IF AN METZ, 34-TON, SEMITIKAILER IS BEING USED FOLLOW THESE SAME PROCEDURES.
   AND SEE SPECIAL NOTE 11 ON PAGE 7.
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

### KEY NUMBERS (PCR PAGES 40 AND 41)

- WEB STRAP TREDOWN ASSEMBLY (8 REQD), INSTALL EACH STRAP FROM A TREDOWN ANCHOR ON THE SIDE OF THE VEHICLE, CYCR TOP OF PALLETIZED UNITS, TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ROSITION THIS STRAP STRAIGHT ACROSS THE PALLETIZED UNIT, IF POSSIBLE. HOWEVER, DIE TO LOCATION AND QUANTITY OF TREDOWN ANCHORS, IT MAY BE NECESSARY TO ROSITION THIS STRAP DIAGONALLY CYCR TOP OF PALLETIZED UNITS. IF AND THER STRAP IS TO BE ATTACHED TO THE SAME REDOWN ANCHORS FIND TO RATCHETING STRAP REPORTS OF THE TEXT OWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NO TES TEY, "G". AND "THE ON PAGE ST.
- WEB STRAF TIEDOWN ASSEMBLY (4 REQD). INSTALL STRAF FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUND END OF PALLETIZED LINITS, ON TOP OF THE PALLET SASE, AGAINST THE SASE OF THE MCJECTRLES, TO A TIEDOWN ANCHOR ON THE OMOSITE SIDE OF THE VEHICLE. IF THIS STRAF IS BEING ATTACHOR TO THE SAME TIEDOWN ANCHORS AS A STRAF MARKED (1), ATTACH RANCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAF MARKED (1) IS ATTACHED TO, TAKE UP BEXESS SLACK IN STRAF AND RATCHET TIGHT. SEE GENERAL NO TES "T", "G", AND "M", ON PAGE 2.
- (3) WEB STRAP TIEDDWN ASSEMBLY (2) REGD), INSTALL STRAP TO ENCIRCLE ALL LOOSE ECXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE EXIST. PRE-NO SITION THE ROCK OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES. MAKE SURE STRAP LAYS RLAT ACROSS THE ROCK, WITH THE RATCHET HANGLE ON THE BOTTOM SIDE AND DEATH THE BUS COVER THE SIDE OF THE VEHICLE. ROSITION THE RIST LAYER OF BOXES ON THE VEHICLE ROOM AND CENTERED ON THE POT THE BOTTOM LAYER OF EXAST SIGHT AGAINST EACH OTHER AND STACK THE REMAINING ECXES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL EXXES ARE STACKED, BRING BNDS OF STRAP UP OVER TOP OF STACK, HOCK ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN, RATCHET TIGHT. THE RATCHET MAY BE TOSTONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE GENERAL NOTES TO ANYWHERE ACROSS THE TOP OF THE STACK. SEE
- WEB STRAP TIEDOWN ASSEMBLY (2 REQUIRED FOR EACH LATERAL ROW OF LOOSE ROXES), INSTALL EACH STRAP FROM A TIEDOWN ANCHOX ON THE SIDE OF THE VEHICLE, OVER TOF OF EACH ROW/STACK, IF ROSSIBLE, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS IT MAY BE NECESSARY TO POSITION THIS STRAP BLOGONALLY ACCOSS THE ROW/STACK. IF AND THER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS PRICE TO RATCHETING STRAP TIGHT. TAKE UP DECESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON FAGE 2.
- WEB STRAF TIEDOWN ASSEMBLY (2 REGD). INSTALL STRAF FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, ARCUNO END OF BOXES, AS SHOWN, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAF IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (2), ATTACH BARCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-BARCHET END OF STRAF MARKED (2) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAF AND RAICHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (6 REQD). INSTALL EACH STRAP TO ENCIRCLE ALL CONTAINERS IN THE BUNDLE. PRE-ROSITION THESE TWO STRAPS
  ON THE ROOR OF THE VEHICLE PRIOR TO LCO DING THE CONTAINERS.
  MAKE SLEE STRAPS LAY RLAT ACROSS THE ROOR AND DRAPE THE ENDS
  OVER THE SIDE OF THE VEHICLE. POSITION BOTH STRAP RATCHETS
  ON THE SAME SIDE OF THE VEHICLE. AFTER ALL CONTAINERS ARE
  STACKED, HOOK ENDS OF WEB STRAP TIEDOWN ASSEMBLIES TO GETHER,
  TAKE UP SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NO TES "F"
  AND "G" ON PAGE Z.
- (7) WEB STRAP TIEDDWN ASSEMBLY (& REOD). INSTALL EACH STRAP FROM A TIEDDWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF CONTAINERS TO A TIEDDWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT. SEE GENERAL NO TES "F" AND "G" ON PAGE 2.
- (B) WEB STRAP TIECOWN ASSEMBLY (6 REGO). INSTALL STRAP FROM A TIECOWN ANCHOR ON SIDE OF VEHICLE, ARGUNO END OF 30 FROM LAYER AND SECOND LAYER CONTAINERS, TO A TIECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

#### SPECIAL NO TES:

- 1. THE LCADE SHOWN ON PAGES 43 THRU 61 ARE BASED ON TESTED METHIODS OF SECURING PALETIZED ANGUR LOGGE PROPELLING CHARGE CONTAINERS, PALLETIZED ANGUR LOGGE SEPARATE LOADING PROJECTILES, AND PALLETIZED ANGUR CR LOGGE EXED AMMUNITOR, ON THE HEAVY EXPANDED MODILITY TROTALL TRUCK (HEMIT), 10-TON, M977 ANGURE MISS. NO TE: THE METHIC DIS SHOWN ON PAGES 43 THROUGH 61 APPLY TO THE HEMIT CHLY AND MUST NOT BE USED ON THE HEMIT CHLY AND MUST NOT BE USED ON PAGES 4 THROUGH 41 AMAY ALSO BE USED TO SECURE LOADS ON THE HEMIT. THESE OF LOADS MUST BE FOSTITONED AWAY FROM THE HEMIT END WALLS AND SECURED AS INSTRUCTED.
- 2. THE PROCEDURES SHOWN ON PAGES 43 THROUGH 61 DO NOT REQUIRE THE DICP-SIDES AND/OR END WALLS FOR LOAD SECUREMENT. THE DICP-SIDES AND BND WALLS HAVE BEEN O'MITTED FOR CLASITY. HOWEVER, THE DICP-SIDES AND BND WALLS MAY SELEPT IN ROSITION ON THE VEHICLE AS 17 IS CINCY HEGESSARY TO DICP THE SIDE PANELS FOR LOADING AND/OR UNICADING. OD NOT TO SITION THE LADING AGAINST THE BND WALLS AND/OR SIDEWALLS. WHEN ROSITION THE LADING AGAINST THE BND WALLS AND/OR SIDEWALLS. WHEN ROSITION, ALLOW A MINIMUM SPACE OF 2" SETWENT THE VEHICLE BND WALLS AND THE LADING. OD NOT FOSTION LADING ON TOP OF THE VEHICLE THEODOWN ANCHORS FOSTITONED LADING THE SIDES OF THE CARGO LABEA.
- 3. THE UNIT BASIC LIGAD ITEMS SHOWN WERE SELECTED AS TYPICAL CINLY AND CTHEK UNIT BASIC LIGAD ITEMS MAY BE LOADED AND SECURED IN LIEU OF THOSE SHOWN AS ICING AS THE APPROVED PROCEDURES SHOWN WITHIN THIS DOCUMENT ARE ROLLOWED.
- 4. FRICR TO LOADING THE UNIT BASIC LOAD ITEMS ON A VEHICLE, SELECT A LOCAL TION WITHIN THE LENGTH OF THE GARDO BED THAT WILL FRO VIDE ADEQUATE TRECOWN ANCHORS TO SECURE THE LOAD USING THE TREODWN PROCEDURES DEPICTED ON PAGES 43 THICUGH 61.
- 5. STACKS OF LOOSE EDXES SHOULD BE STABLE, AND OF A LENGTH AND HEIGHT THAT WILL ALLOW THE STACK TO BE ENCIRCLED BY ONE WEB STRAP TIEDOWN ASSEMBLY, IF IT IS NECESSARY TO FARRICATE A LARGER STACK, TWO WEB STRAP TIEDOWN ASSEMBLES MAY BE HOCKED TO GETHER TO GAIN THE NECESSARY LENGTH. POSITION HOGKS AND RATCHETS AT ENDS OR ON TOP OF THE STACK. SEE GENERAL NOTE "P" ON PAGE 2.
- 4. WHEN LOADING AND SECURING PALLETIZED UNITS OF PROPELLING CHARGE CONTAINERS, AND/OR PALLETIZED UNITS OF WOODEN ADXES, HAVING STEEL UNITIZING STRAPS, ROLLOW THE MOCEDURES SHOWN ON PAGES AS THROUGH 41 AND SEE SPECIAL NOTE 3 GN PAGE 4.
- 7. WHEN LOADING AND SECURING "LOGSE" PROPELLING CHARGE CONTAINERS, FOLLOW THE PROCEDURES SHOWN ON PAGES 48 THROUGH 41 AND SEE SPECIAL NOTE 4 ON PAGE 4.
- E. WHEN LCADING AND SECURING "LCCSE" ECXED AMMUNITION, POLICY THE PRO-CEDURES SHOWN ON PAGES 43 THROUGH 61 AND SEE SPECIAL NOTE 7 ON PAGE 6.
- WHEN LOADING AND SECURING PALLETIZED ISSMM AND/OR BUNCH SEPARATE LOADING MCJECTILES, POLICY THE PROCEDURES SHOWN ON PAGES 43 THROUGH 61 AND SEE SPECIAL NOTE 8 ON PAGE 7.
- 10. WHEN LCADING AND SECURING "LCCSE" ISBAM AND/OR SHINCH SEPARATE LCADING PROJECTILES, POLICY THE PROCEDURES SHOWN ON PAGES 43 THROUGH 61 AND SEE SPECIAL NOTE 9 ON PAGE 7.



### LOAD GUIDANCE NO TES:

- A TYPICAL UNIT BASIC LOAD OF FALLETIZED BOXED AMMUNITION, IS SHOWN ON A TRUCK, HEAVY EXPANDED MOBILITY (HEMIT), 10-70N, M977 AND/OR M988, HAVING INSIDE DIMENSIONS OF 216-3/8" LONG BY 90-3/4" WIDE.
- THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF PALLETIZED 5,56MM CARTRIOGES, PALERIZED 7,629M CARTRIOGES, PALETIZED HAND GRENACES,
  PALETIZED SMOKE ROTS, PALETIZED RED STAR SIGNALS, PALETIZED THIP FLARES,
  PALETIZED DEMOLOTION CHARGES, AND PALETIZED CETONATORS. IF ICADING
  PALETIZED UNITS OF CIMER GIMENSIONS AND QUANTITIES, ROLLOW THESE SAME MOCEDURES. SEE SPECIAL NOTE 5 CN PAGE 6.
- WHEN LOADING THE VEHICLE, ID NOT ROSITION THE LOAD AGAINST THE END WALLS ANGVOR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- A TOTAL OF TEN WEB STRAP TRECOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.

- WES STRAP TRECOWN ASSEMBLY (B REQD). INSTALL EACH STRAP FROM A TRECOWN ANCHOR ON THE SIDE OF THE VEHICLE, CVER TOP OF PALLETZED UNITS, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION THIS STRAP STRAIGHT ACROSS THE PALLETZED UNIT, IF POSSIBLE. HOWEVER, QUE TO LOCATION AND QUANTITY OF TRECOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY OVER TOP OF PALLETZED UNITS AS SHOWN. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TRECOWN ANCHORS, HOOK IN ESTAP BINGS TO THE TELEDOWN ANCHORS PRIOR TO PATCHETING STRAP 1IGHT. TAKE UP EXCESS RACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NO TEST?, "G", AND TA", ON PAGE 2.
- WEB STRAP TIEDDWN ASSEMBLY (2 REGD), INSTALL STRAP FROM A TIEDDWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF PALLETZED UNITS, AS SHOWN, TO A TIEDDWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS SINAP IS BEING ATTACHED TO THE SAME TIEDDWN ANCHOR SI A STRAP MARKED TO, ATTACH FARCHET END TO THE SAME TIEDDWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED TO THE SAME TIEDDWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED TO IS STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.

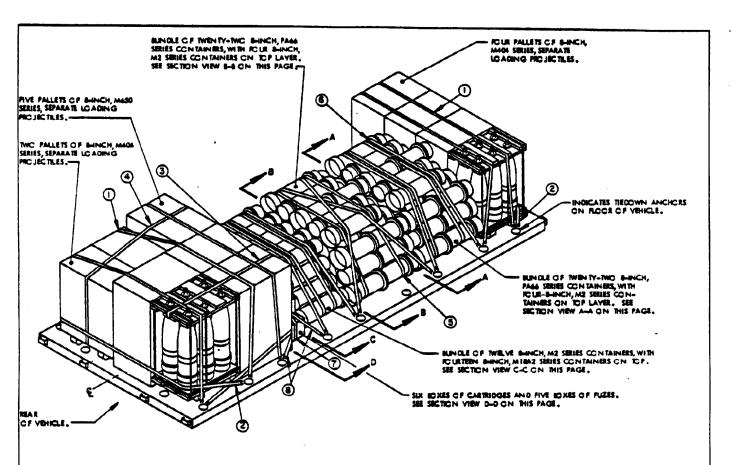
	TYPICAL UNIT BASIC LOAD SHOWN				
	ITEM	00010	DIMENSIONS ( INCHES )	WEIGHT POUNDS	QUANTITY
A	CARTRIDGE, 5.56MM	A068	43-1/2 × 51 × 37	2, 152	1 PALLET
•	CARTREDGE, 7.62MM, BALL	A131	35 X 46 X 46-1/8	3,312	1 PALLET
c	GRENADE, HD, INCEN, AN/MIA	G900	43-1/2 × 52 × 41-1/2	2,152	1 PALLET
D	SMOKE POT	K866	36 X 48 X 44-7/8	1,765	1 PALLET
E	SIG, RED STAR, MISSAI	L304	40-1/8 × 53 × 35-1/4	1,407	1 PALLET
	FLARE, SUR, TRIP, MIPAT	L495	37-1/2 × 48-3/4 × 35-1/2	917	1 PALLET
G	DEMO CHARGE	M023	41-1/4 × 49-1/2 × 27-1/2	1,798	1 PALLET
н	DETONATOR	M450	39 X 49 X 38-1/2	1,472	T PALLET

LOAD AS SHOWN

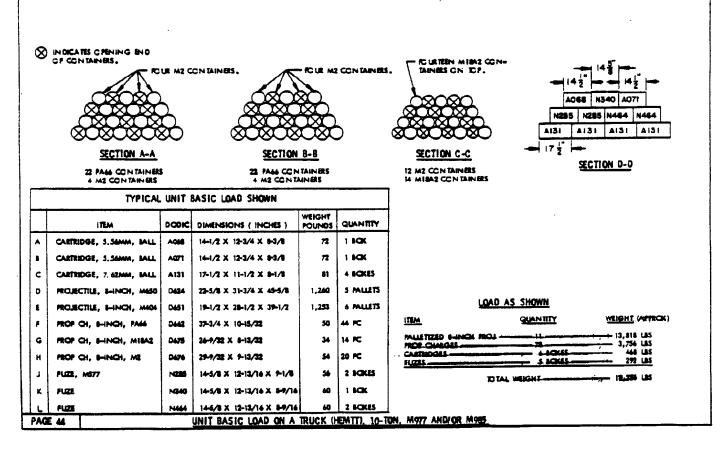
WEIGHT (APPROX) QUANTITY TEM - 16.370 LBS PALLETIZED UNITS ---

UNIT BASIC LOAD ON A TRUCK (HEMTT), 10-TON, M977 AND/OR M985

PACE 43



SEE PAGE 45 FOR KEY NUMBERS AND LOAD GUIDANCE NO TES.



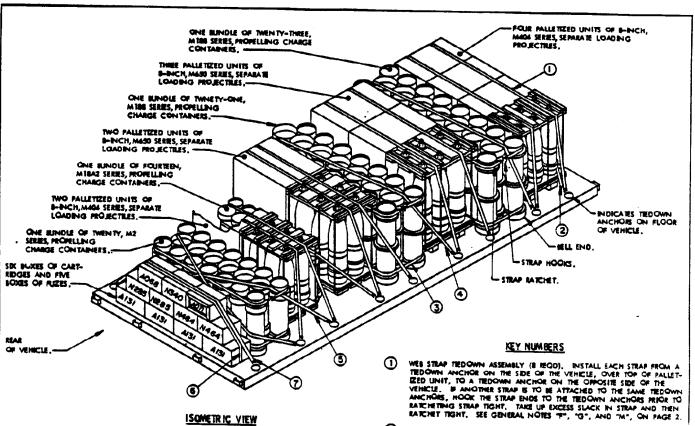
#### LOAD GUIDANCE NO TES: (FOR PAGE 44)

- A TYPICAL UNIT BASIC LOAD OF PALLETIZED BHINCH PROJECTILES, LOCISE PRO-PRELING CHARGE CONTAINESS, AND LOCISE SOXED AMMENTION, IS SHOWN ON A TRUCK, HEAVY EXPANDED MCBLITY (HEMTT), 10-TON, MYTT AND/OR MYSS, HAVING INSIDE DIMENSIONS OF 218 3/8" LONG BY 103/4" WIDE.
- I. THE PROCEDURES SHOWN ON PAGE 46 DEPICT SECUREMENT OF RIVE PALLETIZED UNITS OF SHIRCH, MASS SERIES PROJECTILES, SIX PALLETIZED UNITS OF SHIRCH AMOS SERIES PROJECTILES, FOR PAGE SERIES PROPELING CHARGE CONTAINERS, TWENTY SHINCH M2 SERIES PROPELING CHARGE CONTAINERS, ROUTEEN SHINCH, MISNZ SERIES PROPELING CHARGE CONTAINERS, SIX SOXES OF CARRIDGES, AND RIVE EDXES OF RUZES. IF LOADING SIMILAR ITEMS OF OTHER DIMENSIONS AND QUANTITIES, POLICY THESE SAME PROCEDURES. SEE SPECIAL NOTES 5, 6, AND 7, ON PAGES 6 AND 7.
- 3. WHEN LCADING THE VEHICLE, POSITION THE PALLETIZED PROJECTILES TIGHT AGAINST EACH OTHER AND GRIG THER ITEMS LATERALLY AND LONGITUDINALLY, ICOSTON EACH STACK OF LOCISE PROPELLING CHARGE CONTAINERS TIGHT AGAINST EACH OTHER ANNOOR CHER ITEMS. POSITION THE ECXED AMMENITION AS SHOWN IN "SECTION D-D" ON PAGE 44, ALL ITEMS IN THE COMPLETED LOAD SHOULD BE LONGITUDINALLY TIGHT AGAINST EACH OTHER AND SECURED WITH WES STAP TIEDOWN ASSEMBLIES AS SHOWN IN THE LOAD ON PAGE 49.
- WHEN LCADING THE VEHICLE, DO NOT POSITION THE LCAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- A TOTAL OF TWENTY-FIVE WER STRAF TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN ON PAGE 44.
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

#### KEY NUMBERS (FCR PAGE 44)

- WES STRAP TIEDOWN ASSEMBLY (IS REQD). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ROSINON THIS STRAP STRAIGHT ACTIOS THE PALLETIZED UNIT, IF POSSIBLE. ROWEVER, DUE IL LOCATION AND QUANTITY OF TIEDOWN ANCHORS, IT MAY SE NICESSARY TO POSITION THIS STRAP DIAGONALLY OVER TOP OF PALLETIZED UNITS. IF AND THE STRAP IS TO BE ATTACHED TO THE SAME TREDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS.
- WES STRAP TRECOWN ASSEMBLY (3 REGD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND BND OF PALLETIZED UNITS, ON TOP OF THE PALLET BASE, AGAINST THE BASE OF THE PROJECTILES, TO A TIEDOWN ANCHOR ON THE OPPOSTE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (1), ATTACH RANCHET BND TO THE SAME TIEDOWN ANCHOR THAT THE NON-MARCHET BND OF STRAP MARKED (1) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- (3) WES STRAP TIEDOWN ASSEMBLY (I REGD). INSTALL STRAP TO ENCIRCLE THE LONGITUDINALLY ADJACENT COVER ASSEMBLIES OF THE TWO MASO SERIES PALLETIZED UNITS AT THE REAR OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THE! RAICHET TIGHT. THIS STRAP IS REQUIRED AS THERE IS ONLY ONE HOLD US WIN STRAP MARKED (1) OVER TOP OF REAR PALLETIZED UNIT. SEE GENERAL NO TES TT, "G", AND "M" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (I REQD). INSTALL STRAP TO ENCIRCLE ALL THREE LONGITUDINALLY ADJACENT PALLETIZED UNITS AT THE REAR OF THE YENGLE. TAKE UP EXCESS SLACK IN STRAP AND RECHET TIGHT. THIS STRAP IS REQUIRED AS THERE IS ONLY ONE HOLD COWN STRAP MARKED (TO OVER TOP OF EACH PALLETIZED UNIT. SEE GENERAL NO TES "F", "G", AND TM", ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (TWO REQUIRED FOR EACH SUNCE OF LIGOSE PROPELLING CHARGE CONTAINERS, INSTALL EACH STRAP TO ENGIR-LIGOSE PROPELLING CHARGE CONTAINERS IN THE BUNGLE. PRE-POSITION THESE TWO STRAPS ON THE ROOR OF THE VEHICLE PRICE TO LCADING PROPELLING CHARGE CONTAINERS. MAKE SURE STRAPS LAY RAT ACROSS THE ROOR AND ORAPE THE ENDS OVER THE SIDE WALL OF THE VEHICLE. POSITION DETHISTING PRACHETS ON THE SAME SIDE OF THE VEHICLE. POSITION THE REST LAYER OF PROPELLING CHARGE CONTAINERS ON THE ROOR, WITH ENDS ALTERNATED. ADJUST THE TWO STRAPS SO THEY WILL BE CLOSE TO THE BELL END AND THE FOLLING CHARGE CONTAINERS ON THE PROOF OF THE CONTAINER, KEEP THE ECTION LAYER CONTAINERS TIGHT AGAINST EACH OTHER BY USING WEDGES AT SIDES OR HOLD IN PLACE MANUALLY AND STACK THE REMAINING CONTAINERS, IN LAYERS, WITH ENDS ALTERNATED, ON TOP OF THE ECTION LAYER. AFTER ALL CONTAINERS ARE STRAKED, HOOK ROOS OF WEB STRAP THEODYN ASSEMBLIES TO GETHER, TAKE UP SLACK IN STRAPS AND RETCHET TIGHT BOTH STRAPS AT THE SAME TIME. NOTE: AS THE STRAPS ARE BEING TIGHT END MAKE POSTITION ADJUSTMENTS TO THE CONTAINERS SO THEY FORM A COMPACT TIGHT BUNCLE. SEE "SECTION A-A", "SECTION B-A", AND "SECTION C-C", ON THE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WES STRAP TIEDDWN ASSEMBLY (TWO REQUIRED FOR EACH BUNDLE OF LIGOSE PROPELLING CHARGE CONTAINERS), INSTALL EACH STRAP FROM A TIEDDWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROPELLING CHARGE CONTAINERS, TO A TIEDDWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ROSITION BOTH RAICHETS ON THE SAME SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAPS AND RAICHET TIGHT BOTH STRAPS MARKED (4) AT THE SAME TIME. NOTE: THESE STRAPS SHOULD ALWAYS BE ROSINTONED BETWEEN THE BELL ON ONE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER. IN SOME VEHICLE, DUE TO LOCATION OF TEEDOWN ANCHORS, IT MAY 3E NECESSARY TO ANGEL THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. IF THEDOWN ANCHORS ARE TOO FAR APART, THE STRAPS MAY 3E CROSSED OVER TOP OF BUNDLE. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (I REQD). INSTALL STRAP TO ENCIRCLE ALL LOCSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE SOXES.

  PRE-POSITION THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOCATION SELECTED PRIOR TO LOCATION SELECTED PRIOR TO LOCATION SELECTED PRIOR TO LOCATION THE ENTRY LATE ACROSS THE ROOS OVER THE SIDE OF THE VEHICLE. POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE ROOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BUTTOM LAYER OF SOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYERS ON TOP OF THE OTTOM LAYER. AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RANCHET TIGHT. THE RANCHET MAY BE ROSITIONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE "SECTION D-D" ON PAGE 44, AND GENERAL NOTES "F" AND "G", ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF STACK TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO CROSS THESE STRAPS OVER TOP OF STACK, AS SHOWN, IF ANCHIES STRAP IS TO BE ATTACHOR TO THE SAME TIEDOWN ANCHORS, HOCK THE STRAP PROSS TO THE TIEDOWN ANCHORS PRICK TO ATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RAICHET TIGHT. SEE GENERAL NO TES "FF" ("") AND "M", ON PAGE 2. NOTE: IF A STACK OF LOOSE BOXES IS IN LINE WITH A TIEDOWN ANCHOR ON EACH SIDE OF THE VEHICLE, ONLY ONE STRAP MARKED (3) IS REQUIRED.



SEE PAGE OF FOR KEY NUMBERS AND LOAD GUIDANCE NOTES. CAUTION: SOME PROPELLING CHARGES CAN NOT BE TRANSPORTED IN THE VERTICAL POSITION SHOWN ABOVE. WIB STRAP TEDOWN ASSEMBLY (1 REQD). INSTALL STRAP FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, ARQUIND END OF PALLETZED
UNITS, ON TOP OF THE PALLET BASE, AGAINST THE BASE OF THE PROJECTITIES, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE.

IF THIS STRAP IS SEING ATTACHED TO THE SAME TEDOWN ANCHOR AS
A STRAP MARKED ①, ATTACH BATCHET END TO THE SAME TEDOWN
ANCHOR THAT THE NON-BATCHET END OF STRAP MARKED ① IS ATTACHED
TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND TA", ON PAGE 2.

WES STRAP TEDOWN ASSEMBLY (S REQD). INSTALL EACH STRAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINERS. POSITION ONE STRAP AT
THE SOTTOM, JUST ON TOP OF THE BELL FLANGE, AND POSITION ONE
STRAP AT THE TOP, JUST ON TOP OF THE ROLLING RING FLANGE, POSITION THE STRAP RATCHETS ON SAME SIDE OF VEHICLE. TAKE UP EXCESS
SLACK IN STRAP AND RATCHET TIGHT, SEE LOAD GUIDANCE NOTE 4 (8),
(F), (K), AND (O), ON PAGE 47.

WEB STRAP TEDOWN ASSEMBLY (3 REQD). INSTALL EACH STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE, UNDER RATCHET ON TOP STRAP MARKED ③ , OVER TOP OF CENTER ROW OF PROPELLING CHARGE CONTABLERS, OVER STRAP MARKED ③ TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, NOTE: THE STRAP IS POSITIONED TO ANGLE ACROSS TOP OF CENTER ROW FOR BEST HOLD-DOWN. IN "SOMETRIC VIEW" AGOVE, ONE END OF STRAP MARKED ④ IS ATTACHED TO THE THIRD TEDOWN ANCHOR FROM THE PRONT OF THE VEHICLE AND THE OPPOSITE END IS ATTACHED TO THE SCOON THE OWN ANCHOR FROM THE ROON TO THE VEHICLE. USE SIMILAR PROCEDURES FOR THE REMAINING TWO STRAPS MARKED ④.

( CONTINUED ON PAGE 47 )

	100			WEIGHT	T
	12M	DODIC	DIMENSIONS (INCHES)	POUNDS	CUANTITY
A	CARTRIDGE, 5.55MM, BALL	A068	14-1/2 X 12-3/4 X 2-3/8	72	1 8Ox
8	CARTRIDGE, 5.58MM, BALL	A071	14-1/2 X 12-3/4 X 8-3/8	72	1 aOx
¢	CARTRIDGE, 7.42MM, BALL	A131	17-1/2 X 11-1/2 X 8-1/8	81	4 SOXES
٥	PROJECTILE, 8-INCH, M450	0434	22-5/8 × 31-3/4 × 45-5/8	1,260	5 PALLETS
E	PROJECTILE, 8-INCH, M404	0451	19-1/2 × 28-1/2 × 39-1/2	1,253	6 PALLETS
F	PROP CH, S-INCH, MISS	0461	29-1/4 × 10-15/32	75	44 PC
3	PROP CH, 8-INCH, M18A2	0475	26-9/32 X 8-13/32	34	14 FC
Ħ	PROP CH, S-INCH, M2	0.676	29-9/32 X 9-13/32	54	20 PC
ı	PUZE, MS77	N285	14-5/8 X 12-13/16 X 9-1/8	36	2 SOXES
ĸ	RIZE	N340	14-5/8 X 12-13/16 X 8-9/16	40	1 80x
L	PUZE	Ness	14-5/8 × 12-13/16 × 8-9/16	60	2 BOXES

LOAD AS SHOWN

PALLETIZED 8-INCH PROJ 11 13,818 LIS
PROP CHARGES 78 4,856 LIS
CARTRIDGES 6 BOXES 468 LIS
CARTRIDGES 5 9 OXES 272 LIS

WEIGHT (APPROX)

PAGE 46

UNIT BASIC LOAD ON A TRUCK (HEMTT), 10-TON, M977 ANDVOR M965

IEM

### LOAD GUIDANCE NOTES: ( FOR PAGE 46 )

- A TYPICAL UNIT BASIC LOAD OF LOOSE PROFELLING CHARGE CONTAINERS, LOOSE BOXED AMMUNITION, AND PALLETIZED 8-INCH PROJECTILES, IS SHOWN ON A BUJCK, HEAVY EXPANDED MOBILITY (HEMITI), 10-TON, M977 AND/OR M985, HAVING BASIDE DIMENSIONS OF 218-3/8" LONG SY 70-3/4" WIDE.
- 2. CAUTION: SOME PROFELLING CHARGES CANNOT BE TRANSPORTED IN THE VERTICAL POSITION.
- 3. THE PROCEDURES SHOWN ON PAGE 46 DEPICT SEQUREMENT OF FORTY-FOUR 8-INCH, M188 SERIES, PROFELLING CHARGE CONTAINERS, FOURTIEN 8-INCH, M18A2 SERIES, PROFELLING CHARGE CONTAINERS, AND TWN-ETY, 8-INCH, M2 SERIES, PROPELLING CHARGE CONTAINERS, SECURED IN A VERTICAL POSITION, FIVE FALLETIZED UNITS OF 8-INCH, M40S SERIES PROJECTILES, SIX FALLETIZED UNITS OF 8-INCH, M40S SERIES PROJECTILES, SIX BOXES OF CARTRIDGES, AND FIVE BOXES OF RUZES, IF LOADING SMILLAR ITEMS OF OTHER DIMENSIONS AND GUAINTITIES, FOLLOW THESE SAME PROCEDURES. SEE SECCIAL INOTES 5, 6, AND 7, ON PAGES 6 AND 7.
- 4. FOLLOW LOADING PROCEDURES (a) THROUGHT (r) BELOW FOR THE LOAD SHOWN ON PAGE 44.
  - (a) POSITION ONE ROW OF FOUR PALLETZED UNITS OF 8-INCH, MAGN SERES, SEPARATE LOADING PROJECTILES, APPROXIMATELY ONE INCH FROM THE FORWARD END WALL AND CENTRED ACROSS THE VEHICLE WIDTH. INSTALL STRANG MARKED (1) AND (2) AS INSTRUCTED IN TREY NUMBERS (1) AND (3) ON PAGE 44.
  - (b) POSITION ONE ROW OF EIGHT MISS SERES PROPELLING CHARGE CONTAINERS, BELL-BNO-DOWN, AGAINST THE PALLETIZED UNITS OF P-INCH PROJECTILES, TIGHT AGAINST EACH OTHER, AND CEN BRED ACROSS THE VEHICLE WIDTH, POSITION ONE ROW OF SEVEN MISS SERES PROPELLING CHARGE CONTAINERS, BELL-BNO-DOWN, AGAINST THE JOINTS, AND TIGHT AGAINST EACH OTHER, POSITION ONE ROW OF EIGHT MISS SERES PROPELLING CHARGE CONTAINERS, BELL-BNO-DOWN, AGAINST THE CENER ROW, CENTRED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER, INSTALL TOP AND BOTTOM STRAPS MARKED (3) AS INSTRUCTED IN KEY NUMBER (3) ON PAGE 46. BUT DO NOT RATCHET TIGHT UNTIL LOADING PROCEDURE (a) IS COMMETED. NOTE: THE BILL END FLANGE ON THE CENTER ROW OF SEVEN MISS SERES CONTAINERS WILL CONTACT THE TOP ROLLING RING FLANGE ON THE CONTAINERS IN THE TWO END ROWS, AND WILL HOLD ALL CONTAINERS DOWN WHEN STRAP MARKED (4) IS INSTRULED.
  - (e) POSITION ONE ROW OF THESE PALLETIZED UNITS OF 8-INCH, MASO SERIES, SEP-ARATE LOADING PROJECTILES AGAINST THE BUNDLE OF TWENTY-THESE, MISS SERIES, PROFELLING CHARGE CONTAINERS, TIGHT AGAINST EACH OTHER AND CENTERED ACROSS THE V-HICLE WIDTH. INSTALL TWO STRAPS MARKED TO OVER TOP OF PALLETIZED UNITS. TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT. AS INSTRUCTED IN KEY NUMBER (1) ON PAGE 44.
  - (d) RATCHET THE TOP AND BOTTOM STRAPS MARKED ① , ENCRICLING THE BUNGLE OF TWENTY-THREE MIRE SERIES PROPELLING CHARGE CONTAINERS, TIGHT. POSITION THE BARKETS AT THE SIDE OF THE VEHICLE.
  - (e) INSTALL STRAP MARKED ① OVER TOP OF BUNDLE OF THEN TY-THREE MISH SERIES PROPELLING CHARGE CONTAINERS, AS INSTRUCTED IN KEY NUMBER ② ON PAGE 44.
  - (7) POSITION ONE ROW OF SEVEN MIDD SERRES PROFELLING CHARGE CONTAINERS, MELL-BNO-DOWN, AGAINST THE PALLETIZED UNITS OF 8-INCH PROJECTILES, TIGHT AGAINST EACH OTHER, AND CEN PRIED ACROSS THE VEHICLE WOTH, POSITION ONE ROW OF SEVEN MIDD SERRES PROFELLING CHARGE CONTAINERS, MELL-BNO-UP, AGAINST THE FIRST ROW, CENTRED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER. NO SEVEN MIDD SERES PROFELLING CHARGE CONTAINERS, MELL-BNO-DOWN, AGAINST THE CENTER ROW, CENTRED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER. INSTALL TOP AND BOTTOM STRAPS MARKED (3) AS INSTRUCTED IN KEY NUMBER (3) ON PAGE 46 BUT DO NOT RATCHET TIGHT UNTIL LOADING PROCEDURE (a) S COMPLETED. NOTE: THE BULL BND FLANGE ON THE CENTER ROW OF SEVEN MIDD SERES CONTAINERS WILL CONTAINERS THE CENTER ROW, AND STRAPS MARKED ON THE CONTAINERS IN THE TWO END ROWS, AND WILL HOLD ALL CONTAINERS DOWN WHEN STRAP MARKED (3) IS INSTRALLED.
  - (g) POSITION ONE ROW OF TWO PALLETIZED UNITS OF 8-INCH, M490 SERES, SEPARATE LOADING PROJECTILES, AGAINST THE BUNDLE OF TWNETY-ONE MISS SERES PROFELLING CHARGE CONTARNERS, TIGHT AGAINST EACH OTHER AND CENTERED ACROSS THE VEHICLE WIDSTIN, INSTALL TWO STRAPS MARKED (1) OVER TOP OF PALLETIZED UNITS, TAKE UP EXCESS SLACK IN STRAPS AND RATCHET TIGHT AS INSTRUCTED IN KEY NUMBER (1) ON PAGE 46.
  - (N) RAICHET THE TOP AND BOTTOM STRAFS MARKED (3), ENCIRCLING THE BUNDLE OF TWENTY-ONE MISS SERES PROPELLING CHARGE CONTAINERS, TIGHT. POSITION THE RAICHETS AT THE SIDE OF THE VEHICLE.
  - (I) INSTALL STEAP MARKED ③ OVER TOP OF BUNDLE OF TWENTY-ONE MISS SERES PROPELLING CHARGE CONTAINERS, AS INSTRUCTED IN KEY NUMBER ④ ON PAGE 44.
  - (II) POSITION ONE ROW OF SEVEN MIBAZ SERIES PROPELLING CHARGE CONTAINERS, BELL-BID-DOWN, AGAINST THE PALLETIZED UNITS OF 8-INCH PROJECTILES, TIGHT AGAINST EACH OTHER, AND CENERED ACROSS THE VEHICLE WIDTH. POSITION ONE ROW OF SEVEN MIBAZ SERIES PROPELLING CHARGE CONTAINERS, BELL-BID-UP, AGAINST THE FIRST ROW, CENERED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER. INSTALL TOP AND BOTTOM STRAPS MARKED (3) AS INSTRUCTED IN KEY NUMBER (3) ON THIS PAGE BUT DO NOT RATCHET TIGHT UNTIL LOADING PROCEDURE (1) IS COMPLETED.

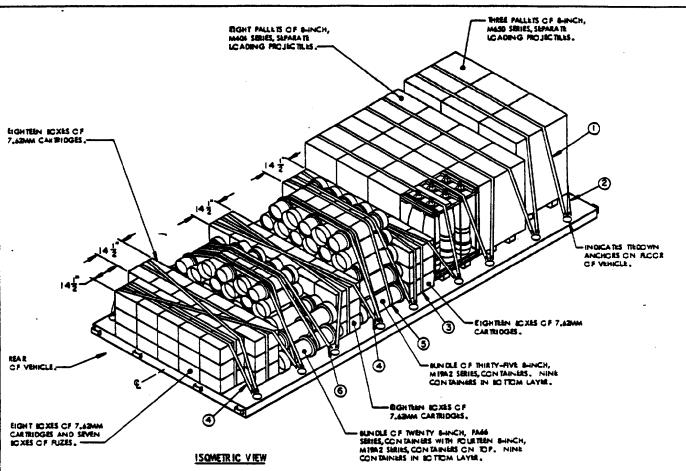
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#### ( LOAD GUIDANCE NOTES CONTINUED )

- (1) POSITION ONE ROW OF TWO PALLETIZED UNITS OF B-INCH, MADE SERES, SEPARATE LOADING PROJECTILES AGAINST THE BUNDLE OF FOURTEEN MINAS SERES PROPELLING CHARGE CONTAINERS, TIGHT AGAINST EACH OTHER AND CENTEED ACCOSS THE VEHICLE WIDTH. INSTALL TWO STRAPS MADERED OF OF PALLETIZED UNITS, TAKE UP EXCESS SLACK IN STRAPS AND RATHER TIGHT AS INSTRUCED IN KEY NUMBER (1) ON MINES.
- (m) PATCHET THE TOP AND BOTTOM STRAPS MARKED ①, ENCIRCLING THE BUNDLE OF FOURTEEN MISAS SERES PROPELLING CHARGE CONTAINERS, TIGHT, POSITION THE RATCHETS AT THE SIDE OF THE VEHICLE.
- (a) INSTALL STRAP MARICED (4) OVER TOP OF BLINDLE OF FOURTEEN MISA2 SERES PROFELLING CHARGE CONTAINERS, AS INSTRUCTED IN KEY NUMBER (4). ON PAGE (4).
- (a) POSITION ONE ROW OF SEVEN M2 SERES PROFELLING CHARGE CONTAINES, BELL-END-COWN, AGAINST THE RALETIZED UNITS OF S-INCH PROJECTILES, TIGHT AGAINST EACH OTHER, AND CEN TRED ACROSS THE VEHICLE WIDTH, POSITION ONE ROW OF SIX M2 SERES PROFELLING CHARGE CONTAINESS, BELL-END-UP, AGAINST THE FIRST ROW, CEN TRED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER, POSITION ONE ROW OF SEVEN M2 SERES PROFELLING CHARGE CONTAINESS, BELL-END-DOWN, AGAINST THE CENTER ROW, CENTRED ON THE JOINTS, AND TIGHT AGAINST EACH OTHER. INSTALL, TOP AND BOTTOM STRAPS MARKED (3) AS INSTRUCTED IN KEY NUMBER (3) ON PAGE 46 BUT DO NOT BATCH TIGHT UNTIL LOADING PROCEDURE (6) IS COMPLETED. NOTE THE BELL END FLANGE ON THE CENTER ROW OF SIX M2 SERES CONSTAINES WILL CONTACT THE TOP ROLLING RING FLANGE ON THE CONTACT HIS TABLED.
- (g) POSITION THE BOXED AMMUNITION I'RMS AS SHOWN IN THE "ISOMETRIC VIEW" ON PAGE 44 TIGHT AGAINST EACH OTHER, AND AGAINST THE BUNDLE OF TWENTY WAS SERIES PROPELLING CHARGE CONTAINEIS. INSTALL STRAPS MARKED (a) AND (7) AS INSTRUCTED IN KEY NUMBERS (a) AND (7) ON THIS PAGE.
- (a) INSTALL STRAPS MARKED (3) OVER TOP OF BUNDLE OF TWENTY MZ
  SERIES PROPELLING CHARGE CONTAINERS, AS INSTRUCTED IN KEY NUMBER
  (3) ON THIS PAGE.
- (r) PATCHET THE TOP AND BOTTOM STRAPS MARKED (1), ENCIRCLING THE BUNDLE OF TWENTY M2 SERIES PROFELLING CHARGE CONTAINERS, TIGHT. POSITION THE BATCHETS AT THE SIDE OF THE VEHICLE.
- 5. WHEN LOADING THE VEHICLE, DO NOT POSITION THE LOAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- A TOTAL OF TWENTY-FIVE WEB STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

### ( KEY NUMBERS CONTINUED FROM PAGE 46 )

- WEB STRAP TEDOWN ASSEMBLY (2 REQD), INSTALL EACH STRAP TO EXTEND FROM A TEDOWN ANCHOR ON SIDE OF VEHICLE AT THE LOCATION SHOWN IN THE "SOMETRIC VIEW" ON PAGE 46, UNDER RATCHET ON TOP STRAP MARKED ③, OVER TOP OF END CONTAINER IN CENTER ROW, ANGLE OVER AND DOWN AT JOINT BETWEEN THE THIRD AND FOURTH CONTAINER IN THE LAST ROW. BEING END OF STRAP DOWN AND ACKOSS THE LAST ROW OF CONTAINERS TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT BOTH STRAPS MARKED ⑤ AT THE SAME TIME, SEE LOAD GUIDANCE NOTE 4 (6) ON THIS PAGE FOR INSTRUCTIONS ON BATCHETING THESE STRAPS TIGHT, NOTE: THESE TWO STRAPS WILL PREVENT THE CONTENCONTAINERS FROM "BULGTING" REARWARD, AND WILL RETAIN THE LOAD LONGITUDINALLY. HOWEVER, AS STRAPS MARKED ① 3 ARE RATCHETED TIGHT, THE CONTAINERS WILL TEND TO SEEK THEIR NESTING POSITION AND "BULGTING" OF CONTAINERS WITHIN THE BUNDLE IS NOT SOSTION AND "BULGTING" OF CONTAINERS WITHIN THE BUNDLE IS ACCEPTABLE AS LONG AS THE BUNDLE REMAINS TIGHT AND SECURE.
- WEB STRAP TIEDOWN ASSEMBLY (I REQD), INSTALL STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES, PRE-POCITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES, MAKE SURE STRAP LAYS FLAT ACROSS THE FLOOR, WITH THE RATCHET HANDLE ON THE BOTTOM SIDE AND DRAPE THE FINDS OVER THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER, AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETTER. TAKE UP EXCESS SLACK IN STRAP AND THEN, RATCHET TIGHT, THE RATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (1 REQD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF STACK TO A TIEDOWN ANCHOR ON THE OFFOSITE SIDE OF THE VEHICLE. IF ANOTHER STRAP IS TO SE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP FINDS TO THE TIEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F". "G", AND "M", ON PAGE 2.



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	TYPICAL UNIT BASIC LOAD SHOWN				
	ITEM	DODIC	DIMENSIONS ( INCHES )	WEIGHT	QUANTITY
A	CARTRIDGE, 7.62MM, BALL	AISI	14-1/2 X 12-3/4 X 8-3/8	50	65 ICKES
	PROJECTILE, S-INCH, MASO	D424	22-5/8 X 31-3/4 X 45-5/8	1,260	3 PALLETS
c	PROP CH, S-INCH, PAGE	0442	37-3/4 X 10-15/32	50	20 ₹
٥	PROP CH, SHINCH, MISAZ	D681	29-9/32 X 9-13/16	54	49 PC
E	PROJECTILE, 8-INCH, MICH	D684	19-1/2 X 28-1/2 X 39-1/2	1,253	8 PALLETS
F	FUZE, M <b>S</b> 77	N285	14-5/8 X 12-13/16 X 9-1/8	60	7 BOKES

### LOAD AS SHOWN

ITEM	<b>QUANTITY</b>	WEIGHT (APPICX)
PROP CHARGES	NCH PROJ — 11 —————————————————————————————————	3,646 L <b>3</b> 5
	TO TAL WEIGHT	21,466 LBS

UNIT BASIC LOAD ON A TRUCK DEMITH, 10-TON, M977 AND/OR M985

#### LCAD GUIDANCE NOTES: (FOR PAGE 48)

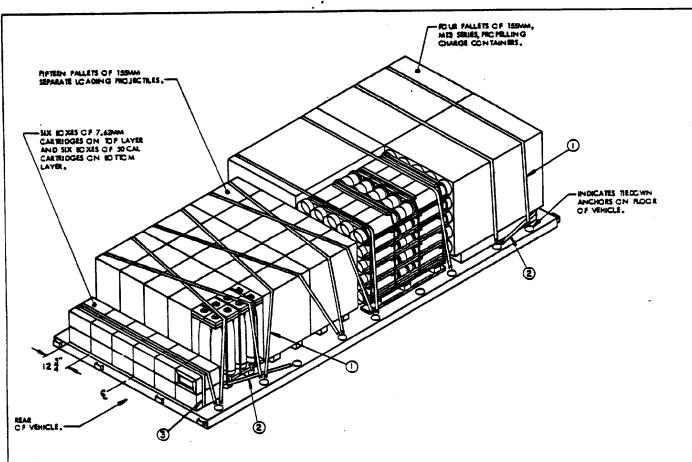
- A TYPICAL UNIT BASIC LOAD OF PALLETIZED SHINCH PROJECTILES, LOOSE PROPELING CHARGE CONTAINESS, AND LOCKE BOXED AMMUNITION, IS SHOWN ON A TRUCK, HEAVY EXPANCED MOBILITY HEATTY, IG-TON, M977 AND/CE M985, HAVING INSIDE DIMENSIONS OF 216 3/8" LONG BY 90 3/4" WIDE.
- 2. THE MCCEDURES SHOWN ON PAGE 48 DEPICT SECUREMENT OF THREE PALLETIZED LINITS OF B-INCH, MASS SERIES PROJECTILES, BIGHT PALLETIZED LINITS OF B-INCH, MAINS SERIES PROJECTILES, POPICE SHIPCH, MAINS SERIES MOPELLING CHARGE CONTAININGS, TWENTY B-INCH PAGE SERIES PROPILLING CHARGE CONTAININGS, SIXTY-THO BOXES OF 7.62MM CARRIDGES AND SEVEN BOXES OF PIZES. IF LOADING SIMILAR ITEMS OF OTHER DIMENSIONS AND GUANTITIES, POLICY THESE SAME PROCEDURES. SEE SPECIAL NOTES 5, 6, AND 7, ON PAGES 6 AND 7.
- 3. WHEN LCADING THE VEHICLE, POSITION THE PALLETIZED PROJECTILES TIGHT AGAINST EACH CTHER AND/CX C THEI ITEMS LATERALLY AND LONGITUDINALLY. POSITION EACH STACK OF LOUSE PROPELLING CHARGE CONTRAINERS TIGHT AGAINST CTHER ITEMS. POSITION THE ECXED AMMUNITION AS SHOWN. ALL ITEMS IN THE CL.M-PLETED LCAD SHOULD BE LONGITUDINALLY TIGHT AGAINST EACH C THER AND SECURED WITH WES STRAP TEEDOWN ASSEMBLIES AS SHOWN IN THE LCAD ON PAGE 48.
- 4. WHEN LOADING THE VEHICLE, OD NOT POSITION THE LOAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- 5. A TOTAL OF TWENTY-SIX WEB STRAP REDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN ON PAGE 48.
- 4. NOTE: SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.
- 7. IF A STACK OF LOOSE BOXES IS IN LINE WITH A TEDOWN ANCHOR ON EACH SIDE OF THE VEHICLE, ONLY ONE STRAP MARKED (4) IS REQUIRED OVER TOP OF THE STACK.

### KEY NUMBERS (FOR PAGE 48)

- WES STRAP TIEDOWN ASSEMBLY (& REQO). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. FOSTTON THIS STRAP STRAIGHT ACROSS THE PALLETIZED UNIT, IF POSSIBLE. HOWEVER, DUE TO LOCATION AND GUANTITY OF TREOWN ANCHORS, IT MAY BE NECESSARY TO POSTTON THIS STRAP DIAGONALLY OVER TOP OF PALLETIZED UNITS. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP ENDS TO THE TREOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT. TAKE UP ENCESS SLACK IN STRAP AND THEN RATCHETING STRAP TIGHT. TAKE UP ENCESS SLACK IN STRAP AND THEN RATCHETING STRAP BOOK THE STRAP STR
- WES STRAP TIEDOWN ASSEMBLY (I REQD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND BNO OF PALLETIZED UNITS, ON OPERATION OF THE PALLET BASE, AGAINST THE BASE OF THE POLICITLES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED TO, ATTACH BRICHET BNO OT THE SAME TIEDOWN ANCHOR THAT THE NON-PARTHET BNO OF STRAP MARKED TO IS ATTACHED TO. TAKE UP EXCESS BLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2,
- WEB STRAP TIEDDWIN ASSEMBLY (A REQD). INSTALL EACH STRAP TO ENCIRCLE ALL LOCKE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES. PRE-POSITION—THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LCADING EXES. MAKE STRAP LAYS RAT ACROSS THE ROOR, WITH THE EXCHET MANUE ON THE STTOM SIDE AND DRAPE THE BOXES OWN THE SIDE OF THE VEHICLE, POSITION THE FIRST LAYER OF BOXES ON THE VEHICLE ROOR AND CENTERED ON TOP OF THE STRAP. KEEP THE BOTTOM LAYER OF STRAF, KEEP THE BOTTOM LAYER OF STRAF ALL EXAS TIGHT AGAINST EACH OTTHER AND STRACK THE REMAINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL EXES ARE STACKED, BRING ENDS OF STRAP BOYER FOF STACK, NECK BNDS OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN, BATCHET TIGHT. THE BATCHET MAY SE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK, SEE GENERAL NOTES TO AND TOP, ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (7 REGD). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF STACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. DUE TO THE LIGITION AND QUANTITY OF TIEDOWN ANCHORS, IT MAY BE NECESSARY TO CROSS THESE STRAPS OVER TOP OF STACK, AS SHOWN. IF ANO THER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOOK THE STRAP BINDS TO THE TIEDOWN ANCHORS PRIOR TO EATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NO TES THY "O", AND "M", ON PAGE 2. SEE LOAD GUIDANCE NOTE 7 ON THIS PAGE.
- ON THIS PAGE.

  ON THIS PAGE.

  WER STEAT TECOWIN ASSEMBLY (TWO REQUIRED FOR EACH BUNDLE OF LOOSE PROPELLING CHARGE CONTAINERS). INSTALL EACH STEAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINERS IN THE BUNDLE. PRE-POSITION THESE TWO STRAPS ON THE ROOR OF THE VEHICLE PRICE TO LO LADING PROPELLING CHARGE CONTAINERS, MAKE SURE STRAPS LAY RAT ACROSS THE ROOR AND DEAPE THE ENDS OVER THE SIDE WALL OF THE VEHICLE. POSITION BOTH STRAP THE ENDS OF THE VEHICLE. POSITION THE FIRST LAYER OF PROPELLING CHARGE CONTAINERS ON THE ROOR, WITH ENDS ALTERNATED. ADJUST THE TWO STRAPS SO THEY WILL BE CLOSE TO THE BELL END AND THE ROLLING RANGE ON THE OPPOSITE END OF THE CONTAINER. KEEP THE BOTTOM LAYER CONTAINERS THAT AGAINST EACH OTHER BY USING OF WEDGES AT SIDES OF HOLD IN PLACE MANUALLY AND STACK THE REMAINING CONTAINERS, IN LAYERS, WITH ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, WITH ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, WITH ENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED, HOCK ENDS OF TWEB STRAP THEOTYM ASSEMBLIES TO GETHER, TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BUT IN STRAPS AT THE SAME TIME. NOTE: AS THE STRAPS AND RATCHET TIGHT BUT ON THE SAME TIME. NOTE: AS THE STRAPS AND RATCHET TIGHT END, MAKE POSITION ADJUSTMENTS TO THE CONTAINERS SO THEY OR AS A COMPACT TIGHT BUNDLE. SEE GENERAL NO TES "F" AND "G" ON PAGE 2.
- WEB STRAP TIEDDWN ASSEMBLY (TWO REQUIRED FOR EACH BUNDLE OF LOC SE MOPPELLING CHARGE CONTAINERS). INSTALL EACH STRAP FROM A TIEDDWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PROPELLING CHARGE CONTAINERS, TO A TIEDDWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION BOTH RATCHETS ON THE SAME SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAPS AND RATCHET TIGHT BOTH STRAPS MARKED (3) AT THE SAME TIME. NOTE: THESE STRAPS SHOULD ALWAYS BE ROSITIONED BETWEEN THE BELL ON ONE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE BUD OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF TIEDDWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. IF THE TREDWN ANCHORS ARE TOO FAR APPART, THE STRAPS AND BE CROSSED OVER TOP OF BUNDLE. SEE GENERAL NOTES "F" AND "G", ON PAGE 2.



SEE PAGE ST FOR KEY NUMBERS AND LOAD GUIDANCE NOTES.

	TYPICAL UNIT BASIC LOAD SHOWN				
	ITEM	DODIC	DIMENSIONS ( INCHES )	WEIGHT	QUANTITY
_	CARTRIDGE, 7.62MM, BALL	A131	14-1/2 X 12-3/4 X 8-3/8	58	6 BOXES
8	CARTRIDGE, .50 CAL	A589	14-1/2 X 12-3/4 X 8-3/8	79	6 SOXES
c	PROJECTILE, 155MM, M741	0509	29-1/8 X 14-5/8 X 39	797	3 PALLETS
D	PROP CH, 155MM, MIS	D541	55 X 41-1/2 X 45-7/8	1,751	4 MUETS
E	PROJECTILE, ISSMM	0563	29-1/8 X 14-5/8 X 39	797	12 MUETS

LOAD AS SHOWN

QUANTITY ITEM - 15 -

- 11,955 LBS - 7,004 LBS - 822 LBS 12 10 XES -

TOTAL WEIGHT -

WEIGHT (APPROX)

UNIT BASIC LOAD ON A TRUCK (HEMTT), 10-TON, M977 AND/OR M985 PAGE 50

### LCAD GUIDANCE NO TES: (FOR PAGE 50)

- A TYPICAL UNIT BASIC LOAD OF PALLETIZED MOMBLING CHARGE CONTAINERS, PALETIZED 195MM MOJECTILES, AND LOG SE ED XED AMMUNITION, IS SHOWN ON A TRUCK, HEAVY EXPANDED MOBILITY DIEMITH, 10-TON, MITT AND/OR MITS, HAVING INSIDE DIMINISIONS OF 216 1/8" LONG BY 10 3/4" WIDE.
- 2. THE PROCEDURES SHOWN ON PAGE 59 DEPICT SECUREMENT OF PALETIZED ISSMM PROPELLING CHARGE CONTAINERS FACKED IN THE MID SERIES CONTAINER, HAVING DIMENSONS OF 55" WIDE BY 44 1/2" LONG BY 45 7/5" HIGH AND WEIGHING 1,731 FOLLINDS,
  PRITEIN PALETIZED UNITS OF 155MM PROJECTILES, HAVING DIMENSIONS OF 14 5/5" LONG
  BY 29 1/8" WIDE BY 39" HIGH AND WEIGHING 797 FOLLING, SIX SOXES OF 7,42MM CARTBLOGES AND 9 X ECXES OF 50MM CARRIDGES. IF LOADING FALETIZED UNITS OF PROPELLING CHARGE CONTAINERS, SEPARTE LOADING PROJECTILES, AND CEXTED AMMUNITION OF O THER DIMENSIONS AND QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE
  SPECIAL NOTES 5, 7, AND 8, ON PAGES 4 AND 7.
- WHEN LOADING THE VEHICLE, DO NOT POSITION THE LOAD AGENST THE BND WALLS ANOJOR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- I, A TOTAL OF FOURTEEN WEB STRAP TIEDDWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.

### KEY NUMBERS (FOR PAGE 50)

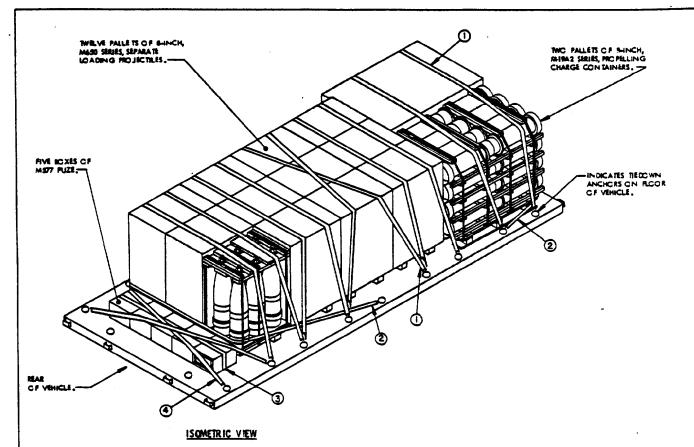
- WES STRAP TREDOWN ASSEMBLY (10 REQD), INSTALL EACH STRAP FROM A TREDOWN ANCIOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNITS, IF A TREDOWN ANCIOR ON THE OPPOSITE SIDE OF THE VEHICLE. ROSSITON THIS STRAP STRAIGHT ACROSS THE PALLETIZED UNITS, IF DISSIBLE. HOWEVER, DUE TO LOCATION AND QUANTITY OF TRECOWN ANCIONES, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY OVER TOP OF PALLETIZED UNITS, IF AND THER STRAP IS TO BE ATTACHED TO THE SAME RECOWN ANCIORS, HOCK THE STRAP PRIOS TO THE TRECOWN ANCHOES PRIOR TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN ASCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- (2) WES STRAP TEDOWN ASSEMBLY (2 REGD), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF PALLETIZED UNITS, AS SHOWN, TO A TIEDOWN ANCHOR ON THE OFFICISTE SIDE OF THE VEHICLE. IF THIS STRAP SEING A STRACHED TO THE SAME TEDOWN ANCHOR SA A STRAP MARKED (1), ATTACH RAICHET END TO THE SAME TEDOWN ANCHOR MAT THE NON-LATCHET END OF STRAP MARKED (1) IS A STACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RAICHET TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2,
- WES STRAP TIECOWN ASSEMBLY (I REQD), INSTALL STRAP TO ENCIRCLE ALL LOOSE BOXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES.
  PRE-IOSITION THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LECCATION SELECTED PRIOR TO LOADING BOXES, MAKE SURE STRAP LAYS FLAT ACROSS THE ROOR, WITH THE RATCHET HANGLE ON THE ENTEN SIDE AND CRAPE THE ENDS OVER THE SIDE OF THE VEHICLE, POSITION THE BOXES ON THE VEHICLE ROCK AND CENTERED ON TOP OF THE STRAP, BRING ENDS OF STRAP LIP CYCLE TOP OF EXCES, MOD KENDS OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN, RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G", ON PAGE 2,
- WES STRAP TRECOWN ASSEMBLY (T REGID). INSTALL STRAP FROM A TRECOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF BOXES TO A TRE-DOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NO TES "F", "G" AND "M", ON PAGE 2.

### LCAD GUIDANCE NOTES: (FOR PAGE SE)

- A TYPICAL UNIT BASIC LOAD OF PALLETIZED MOPELLING CHARGE CONTAINERS, PALLETIZED BUNCH MOJECTILES, AND LOOSE SOXED AMMINITION, IS SHOWN ON A BLICK, HEAVY EXPANDED MCBILITY (HEMIT), 10-TON, M977 AND/OR M985, HAVING INSIDE DIMENSIONS OF 216 3/8" LONG BY 90 3/4" MIDE.
- 2. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF PALLETIZED 6-INCH PROPELLING CHARGES PACIED IN THE MIRAZ SERIES CONTAINER, HAVING DIMENSIONS
  OF 58 V.2" WIDE BY 40 5/8" LONG BY 46 V.4" HIGH AND WEIGHING 1,857 ROLINDS,
  TWB.VE PALLETIZED UNITS OF 8-INCH PROJECTILES, HAVING DIMENSIONS OF 72 V.7"
  LONG BY 31 5/8" WIDE BY 45 5/8" HIGH AND WEIGHING 1,260 POUNDS, AND RIVE
  EXES OF MS07 FUZES. IF LICADING PALLETIZED UNITS OF PROPELLING CHARGE
  CONTAINERS, SPARATE LOADING PROJECTILES, ANOIGN EXIDE AMMINITION OF
  CITHER DIMENSIONS AND QUANTITIES, POLICY THESE SAME PROCEDURES. SEE
  SPECIAL NOTES 5, 7, AND 8, ON PAGES 6 AND 7.
- 3. WHEN LOADING THE VEHICLE, OC NOT POSITION THE LOAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 CN PAGE 42.
- 4. A TOTAL OF FIFTEEN WEB STRAP TIEDDWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.

## NEY NUMBERS ( FOR PAGE 53 )

- WES STRAP TRECOWN ASSEMBLY (10 REGID). INSTALL EACH STRAP FROM A TRECOWN ANCHOR ON THE STOL OF THE VEHICLE, OVER TOP OF PALLETIZED UNITS, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TO SITION THIS STRAP STRANGHT ACCOSS THE PALLETIZED UNITS, IF FOR STROP TON AND GLIAN THY OF TRECOWN ANCHORS, IT MAY BE NECESSARY TO FOSTION THIS STRAP GLIAGORALLY OVER TOP OF PALLETIZED UNITS. IF ANG THE STRAP IS TO BE ATTACHED TO THE SAME TRECOWN ANCHORS, HOOK THE STRAP ENDS TO THE TRECOWN ANCHORS, HOOK THE STRAP ENDS TO THE TRECOWN ANCHORS THORT. TAKE UP DICESS SLACK IN STRAP AND THEN EXPORTS THE STRAP THE TRECOWN ANCHORS THE THE THE TRECOWN ANCHORS THE THE TRECOWN ANCHORS THE THE THE TRECOWN ANCHORS THORT.
- WES STRAP TREDOWN ASSEMBLY (2 REGD), INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF PALETIZED UNITS, AS SHOWN, IC A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS SEING ATTACHED TO THE SAME TREDOWN ANCHORS AS A STRAP MARKED (1), ATTACH RATCHET END TO THE SAME TREDOWN ANCHOR THAT THE NORTHCHET END OF STRAP MARKED (1) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL INGTES TO, "O", AND "M", ON PAGE 2.
- WES STRAP TIECOWN ASSEMBLY (I REGO). INSTALL STRAP TO ENCIRCLE ALL LIGOSE ECXES IN THE ROW, AT THE APPROXIMATE CENTER OF THE BOXES. ME-POSITION THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LOCATION SELECTED PRICE TO LICACING ECXES. MAKE SUME STRAP LAYS RAT ACROSS THE PLOCK, WITH THE RATCHET HANGLE ON THE BOTTOM SIDE AND GRAPE THE BIDE OVER THE SIDE OF THE VEHICLE. POSITION THE BOXES ON THE VEHICLE ROOR AND CENTERED ON TOP OF THE STRAP. BRING BINDS OF STRAP UP OVER TOP OF BOXES, HOOK ENDS OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT, SEE GENERAL NOTES TO AND "G", ON PAGE 2.
- WES STRAF TREDOWN ASSEMBLY (2 REGD). INSTALL EACH STRAF FROM A TIEDDWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF BOXES TO A TREDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. DUE TO THE LOCATION AND GLUANTITY OF TREDOWN ANCHORS, IF MAY SE NICESSARY TO CROSS THESE STRAPS OVER TOP OF EDXES, AS SHOWN. TAKE UP EXCESS SLOCK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.



SEE PAGE 52 FOR KEY NUMBERS AND LOAD GUIDANCE NO TES.

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N**285** 

FUZE, MS77

14-5/8 X 12-13/16 X 8-9/16

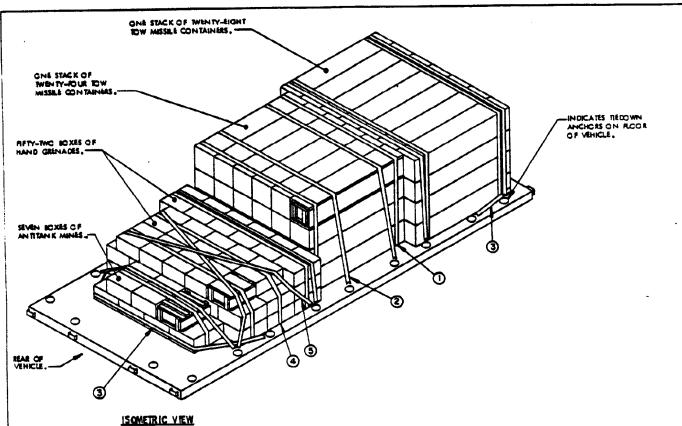
LOAD	ΑŞ	SHOWN	

ITEM	QUAN TITY	WEIGHT (APPROX)
PALLETIZED PRO	P CH 2 5 80 XES	3,744 LBS
	TO TAL: WEIGHT	19,164 LBS

UNIT BASIC LOAD ON A TRUCK GLENATTY, 10-TON, M977 AND/OR M995

5 BOKES

60



SEE PAGE 35 FOR KEY NUMBERS AND LOAD GUIDANCE NO TES.

TYPICAL UNIT BASIC LOAD SHOWN						
$\vdash$	ITEM	DODIC	DIMENSIONS (INCHES)	WEIGHT POUNDS	QUANTITY	
_	TOW MISSILE		58-1/4 X 11-5/8 X 11-5/9		SE CHIES	
	GRENADE, HD	G815	16-3/8 X 13-3/8 X 7-5/8	42	2 FOXE	
c	MINE, ANTITANK	K181	18 X 15 X 7-1/2	49	7 SCKES	

### LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
TOW MISSILE	2 CNR5	4,526 LBS 2,184 LBS 343 LBS
	TO TAL WEIGHT	7,051 LBS

### LOAD GUIDANCE NO TES: (FOR PAGE 54)

- A TYPICAL UNIT BASIC LOAD OF LOOSE TOW CONTAINERS, AND LOOSE BOXED AMMU-NITION, IS SHOWN ON A TRUCK, NEAVY EXPANDED MOBILITY (HEMIT), 10-TON, M977 AND/OR M985, NAVING INSIDE DIMENSIONS OF 214-3/P-LONG BY 90-3/4" WIDE.
- THE PROCEDURES SHOWN ON PAGE 54 DEPICT SECUREMENT OF FIFTY-TWO TOW MISSILE
  CONTAINERS, PETTY-TWO BOXES OF HAND GRENADES, AND SEVEN BOXES OF ANTITANK MINES. IF LOADING SIMILAR ITEMS OF OTHER DIMENSIONS AND QUANTITIES,
  POLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTE 7 ON PAGE 6.
- 3. WHEN LOADING THE VEHICLE, POSITION THE TOW MISSILE CONTAINERS AND ECXED AMMUNITION TIGHT AGAINST EACH OTHER LATERALLY AND LONGITUDINALLY. SECURE THE LOAD WITH WER STRAP TRECOWN ASSEMBLES AS SHOWN ON PAGE 54.
- WHEN LOADING THE VEHICLE, DC NOT ROSITION THE LOAD AGAINST THE END WALLS ANOVOR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- S. A TOTAL OF EIGHTEEN WES STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

## KEY NUMBERS (FOR PAGE 54)

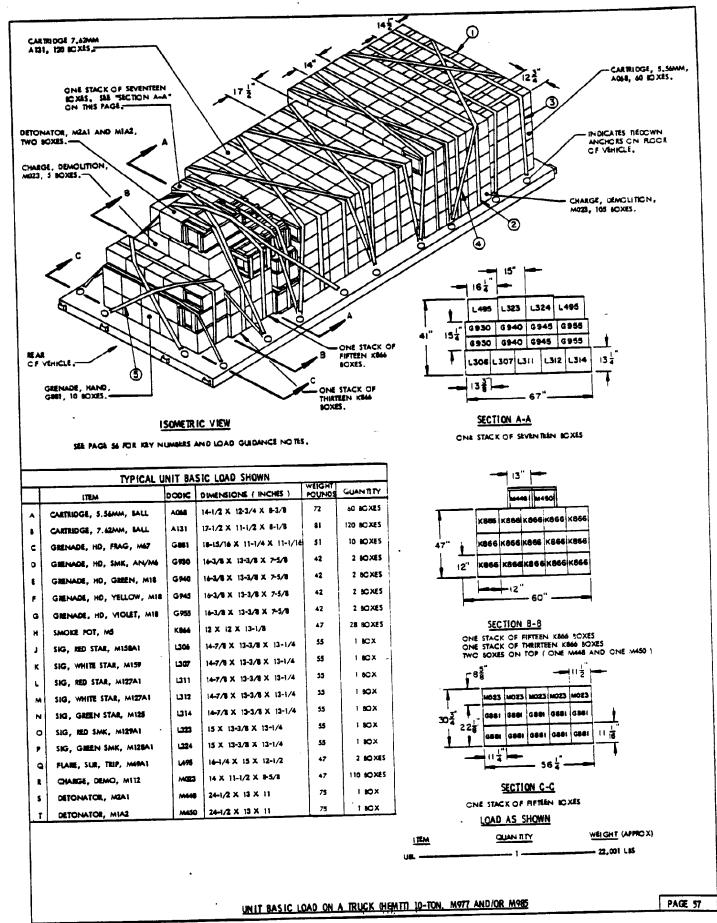
- WEE STRAP TROOWN ASSEMBLY (TWO REQUIRED FOR EACH STACK OF CONTAINEES FORTIONED ACROSS THE VEHICLE WIDTH AT THE FORWARD END OF THE LOGAD). INSTALL EACH STRAP TO ENCINCLE ALL CONTAINEES IN THE STACK AT THE APPROXIMANE LICCATION SHOWN. PREJICISTION THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LICCATION SELECTED PRICE TO LICADING CONTAINEES. MAKE SURE STRAP LAYS RATION THE ECTIOM BIXES ON THE VEHICLE ROOR AND CENTERED ON TOP OF THE STRAP. KEEP THE CONTAINEES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING CONTAINEES THAT LAYES ON TOP OF THE ECTIOM CONTAINEES. AFTER ALL CONTAINEES ALE STRAP TO GETHER, TAKE UP EXCESS RACK IN STAP AND THE ROOK ENDS OF STRAP TO GETHER, TAKE UP EXCESS RACK IN STAP AND THEM RATCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ON TOP OF THE STACK OF THE PORTMAND END OF THE STACK. SEE GENERAL NOTES "F", "G", AND "P", ON PAGE 2.
- WES STRAP TRECOWN ASSEMBLY (A REGO). INSTALL EACH STRAP FROM A TRECOWN ANCHOR ON THE SIDE OF THE VEHICLE, CYCR TOP OF EACH STRACK OF CONTAINERS, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ROSITION THIS STRAP STRAIGHT ACICSS THE STACK IF POSSIBLE. HOWEVER, DUE TO THE LOCATION AND QUANTITY OF TRECOWN ANCHORS, IT MAY BE NECESSARY TO POSITION THIS STRAP DIAGONALLY ACROSS THE STACK. TAKE UP EXCESS RACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M" ON PAGE 2.
- WER STRAP TREDOWN ASSEMBLY (2 REGD). INSTALL STRAP FROM A TREDOWN ANCHOR ON SIDE OF VEHICLE, AROUND BND OF CONTAINERS/BOXES, AS SHOWN, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NO TEST FP, "G", AND "NA", ON PAGE 2.
- WES STRAP TIEGOWN ASSEMBLY (ONE REQUIRED FOR EACH STACK OF SC XES ROSITIONED ACROSS THE VEHICLE WIDTH), INSTALL EACH STRAP TO ENGINGED ACROSS THE VEHICLE WIDTH), INSTALL EACH STRAP TO ENGINGED ACROSS TO THE STRAP ON THE APPROXIMATE CENTER OF THE COXAS. PRE-POSITION THIS STRAP ON THE APPROXIMATE CENTER OF THE LOCATION SELECTED PRIOR TO LICADING BOXES. MAKE SURE STRAP LAYS RAT ON THE PLOCK WITH THE RATCHET HANDLE ON THE OFTOM SIDE. FOR STRONG THE DOTTOM SOLES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP, KEEP THE BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYES ON TOP OF THE SC TIOM BOXES. AFTER ALL BOXES ARE STACKED, BRING ENDS OF STRAP UP CVER TOP OF STACK, HOOK ENDS OF STRAP. TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN EXCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ON TOP OF THE STACK OF THE PORWARD END OF THE STACK. SEE GFN-ERAL NOTES THE NOT "G", ON PAGE 2.
- WES STRAP TIEDOWN ASSEMBLY (4 REQD), INSTALL EACH STRAP FIOM A TIEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF STACK, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. DUE TO THE LOCATION AND QUANTITY OF TIEDOWN ANCHORS IT MAY SE NECESSARY TO COOST THESE STRAPS OVER TOP OF STACK, AS SHOWN. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NO TES "F" "G" AND "M". ON PAGE 2. NOTE: IF A STACK OF LOOSE BOXES IS IN LINE WITH A TIEDOWN ANCHOR ON EACH SIDE OF THE VEHICLE, ONLY ONE STRAP MARKED (3) IS REQUIRED OVER TOP OF SACH STACK.

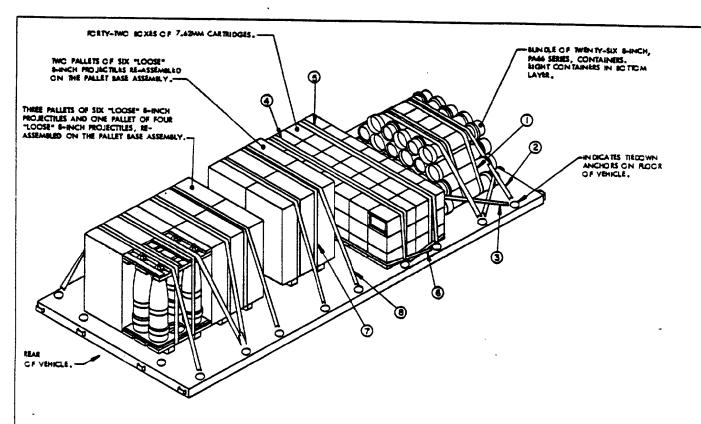
### LOAD GUIDANCE NOTES: ( FOR PAGE 57 )

- A TYPICAL UNIT BASIC LOAD OF LOOSE BOXED AMMUNITION IS SHOWN ON A BLICK, HEAVY EXPANDED MOBILITY (HEMTT), 10-TON, M977 AND/OR M985, HAVING THIS DE DIMENSIONS OF 214-3/8" LONG BY 90-3/4" WIDE.
- 2. THE PROCEDURES SHOWN ON PAGE 57 DEPICT SECUREMENT OF LOOSE BOXES OF VARIOUS SIZES AND QUANTITIES. WHEN LOADING THE VEHICLE, DO NOT POSITION THE BOXES AND QUANTITIES. WHEN LOADING THE VEHICLE, DO NOT POSITION THE BOXES AGAINST THE END WALLS AND/OR SIDE WALLS. POSITION ALL BOXES THAT SAME SIZE IN EACH LARBALLEY AND LATERALLY. POSITION BOXES OF THE SAME SIZE IN EACH LARBALL FOW ACROSS THE WIDTH OF THE VEHICLE, OR SILECT BOXES MOST INEARLY THE SAME SIZE, WHEN POSSIBLE, OR LATERAL ROW CONSISTS OF VARIOUS SIZE BOXES, POSITION THE TALLEST BOX (3) IN THE CENTER OF THE ROW WHEN POSSIBLE, THIS WILL PROVIDE CONTACT BY THE UNITEZING STRAP MARKED (3), AND THE HOLD-DOWN STRAP MARKED (3), AT THE CENTER AND EACH END OF THE LATERAL ROW. OO NOT STRAP MARKED (2). SEE SPECIAL NOTE 7 ON PAGE 6.
- 3. STRAPS MARKED (1) ARE REQUIRED TO PREVENT LOOSE BOXES POSITIONED IN THE FIRST TWO LATERAL ROWS FROM MOVING FORWARD DURING PANIC STOPS AND/OR EXCESSIVELY ROUGH TERRAIN. SELECT THE QUANTITY OF BOXES ALLO TACKS. TO BE UNITIZED, PRIOR TO LOOKING VEHICLE, AND POLLOW INSTRUCTIONS IN KEY NUMBER (1) ON THIS PAGE.
- 4. DO NOT POSITION BOXES ON TOP OF THE TEDOWN ANCHORS AT FORWARD END AND AFT END OF VEHICLE. SEE KEY NUMBERS () AND () ON THIS FAGE.
- 5. WHEN LOADING THE VEHICLE, DO NOT POSITION THE LOAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- A TOTAL OF THIRTY-TWO WEB STRAF TIEDOWN ASSEMBLES ARE REQUIRED FOR THE LOAD SHOWN.
- 7. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.
- 8. STRAPS MARKED 4) AND 1) ARE ANGLED OVER ENDS OF LOAD TO HELP MEVENT LONGITUDINAL MOVEMENT.

### KEY NUMBERS (FOR PAGE 57)

- WES STRAP TIELDWIN ASSEMBLY ONE REQUIRED FOR EACH STACK OF THE LOAD, ROSTRONED ACROSS THE VEHICLE WIDTH AT THE FORWARD END OF THE LOAD, RISTALL EACH STRAP TO ENCIRCLE ALL LOCK EXXES IN THE STACK AT THE APPROXIMATE CENTRE OF THE BOXES, REA-FOSTRON THIS STRAP ON THE ROOT OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING EDXES, MAKE SURE STRAP LAYS RAT ON THE ROOT WITH THE EATHER HANDLE ON THE SOTTOM SIDE, POSITION THE ECTIOM EDXES ON THE VEHICLE PLOCE AND CHITERED ON TOP OF THE STRAP. KEEP THE ECXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING EDXES IN LAYERS ON TOP OF THE ECTION EDXES, AFTER ALL EDXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF TIEST, THOSE OF STRAP TO GETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. THE RATCHET MAY BE OD SITIONED ANYWHERE ON TOP OF THE STRACK OF REPARCHET MAY BE STACK. SEE GENERAL NOTES TO AND "GO, ON PAGE 2.
- WES STRAP TROOWN ASSEMBLY IONE REQUIRED FOR EACH LATERAL FOW HAVING THREE OR MORE LOCKS ROXES). INSTALL EACH STRAP TO ENCIRCLE ALL LOCKS EXXES IN THE ROW, AT THE APPROXIMANT CENTER OF THE IOXES, HELPOSITION THIS STRAP ON THE ROOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING BOXES. MAKE SURE STRAP LAYS RAT ACROSS THE ROOR, WITH THE FACHET HANDLE ON THE ROTTOM SIDE AND CRAPE THE BIOS OVER THE SIDE OF THE VEHICLE. POSITION THE RISTS LAYER OF BOXES ON THE VEHICLE ROOR AND CENTRED ON TOP OF THE STRAP, LOKEP THE ED TOM LAYER OF BOXES TIGHT AGAINST EACH OTHER AND STACK THE REMAINING BOXES IN LAYERS ON TOP OF THE ED TOM LAYER, AFTER ALL EDXES ARE STACKED, BRING ENDS OF STRAP LOVER OF OVER TOP OF STRAP, COCK ENDS OF STRAP TO GETHER, THAT UP OVER TOP OF STRACK, HOOK ENDS OF STRAP TO GETHER, THAT UP OVER TOP OF STRACKED THE RESTORMENT OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL NOTES THE AMOUNT OF ON PAGE 2.
- WES STRAP TREDOWN ASSEMBLY ONE REQUIRED FOR EACH LATERAL ROW HAVING CINE OR MORE LOOSE SCRESS. INSTALL EACH STRAP FROM A TREDOWN ANCHOR ON THE SIDE OF THE VEHICLE. ROSTON THIS STRAP STRAIGHT ACROSS THE ROW/STACK IF ROSSIBLE. HOWEVER, DUE TO THE LOCATION AND GLAN THY OF TREOGYN ANCHORS, IT MAY BE NECESSARY TO ROSTON THIS STRAP DIAGON—ALLY ACROSS THE ROW/STACK. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TREODWN ANCHORS, PROC TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
- WES STRAP TIECOWN ASSEMBLY (2 REQD). INSTALL EACH STRAP TO EXTEND FROM A TIECOWN ANCHOR ON THE SIDE OF THE VEHICLE, UP GYER SIDE OF LOAD AND ANGLE OVER FORWARD END OF LOAD TO A TIECOWN ANCHOR IN FLOCR AT FORWARD END OF VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "7" AND "0", ON PAGE 2.
- WES STRAP TIESDWIN ASSEMBLY (2 REGD). INSTALL EACH STRAP TO EXTEND FROM A TIESDWIN ANCHOR ON THE SIDE OF THE VEHICLE, UP:OVER TOP OF SDXES IN ZEAR-MOST STACK AND ANGLE OVER AFT END OF STACK TO A TIESDWIN ANCHOR IN ROCK AT AFT END OF VEHICLE. TAKE UP EXCESS SLACK IN STRAP AND RATCHET, SEE GENERAL NOTES "F" AND "G", ON PAGE 2.





SEE PAGE 59 FOR KEY NUMBERS AND LOAD GUIDANCE NO TES.

	PARTIAL UNIT BASIC LOAD SHOWN							
	(TEM	DODIC	DIMENSIONS (INCHES)	WEIGHT POUNDS	QUANTITY			
^	CARTRIDGE, 7.62MM, BALL	AI31	17-1/2 X 11-1/2 X 8-3/4	81	42 BOKES			
8	PROJECTILE, 8-INCH, M450	D624	22-5/8 X 31-3/4 X 45-5/8	1,260	6 PALLETS			
٥	PROP CH, S-INCH, PANS	0662	37-3/4 X 10-15/32	50	26 PC			

### LOAD AS SHOWN

LIEM .	QUANTITY	WEIGHT (APPROX
PRC P CHARGES	4 MCJ 6	1,300 LBS
	TO TAL WEIGHT	12,262 LBS

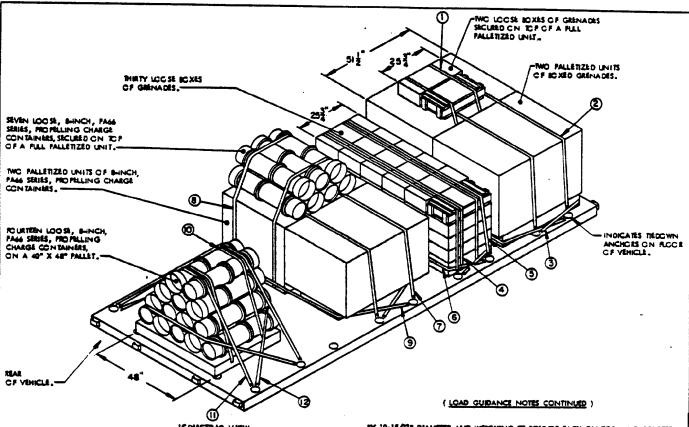
PARTIAL UNIT BASIC LOAD ON A TRUCK CHEMITH, 10-TON, M977 AND/OR M985

#### LC AD GUIDANCE NO TES: UNDE PAGE 500

- A PARTIAL UNIT BASIC LOAD OF LOOSE PROFILLING CHARGE CONTAINERS, LOOSE BOX AMMUNITION, AND LOOSE SHINCH PROJECTILES, IS SHOWN ON A TRUCK, HEAVY EXPANSED MOBILITY (HEATT), 10-TON, M977 AND/OR M985, HAVING INSIDE DIMÉN-SICINS OF 214 2/8" LONG BY 98 3/4" WIDE.
- THE PROCEDURES SHOWN ON PAGE 38 DEPICT SECUREMENT OF ONE BUNDLE OF TWENTYSIX LOOSE, S-INCH, PAGE
  SERIES ROPPLLING CHARGE CON TAINERS, HAVING DIMENSIONS OF 373/4" LONG BY 10 15/32" DIAMETER AND WEIGHING 59 FOUNDS EACH,
  FORTY-IND LOCSE DURES OF 7.42MM CARTISIDES, MAYING DIMENSIONS OF 17 1/2"
  LONG BY 11 1/2" WIDE BY 83/4" HIGH AND WEIGHING 81 FOUNDS LACH, AND THIRTYFOUR LOCSE S-INCH PROJECTILES, RE-ASSEMBLED ON THE FALLET BAS ASSEMELY. IF
  LOADING LOCSE FORMLING CHARGE CONTAINERS, DOXED AMMUNITION, AND/OR
  LOCSE S-PARATE LOADING MOJECTILES OF OTHER DIMENSIONS AND QUANTITIES, FOLLOW
  THESE SAME PROCEDURES. SEE SPECIAL NOTES 6, 7, AND 9 CN PAGES 6 AND 7.
- 3. WHEN LOADING THE VEHICLE, 30 NOT POSITION THE LIGAD AGAINST THE END WALLS AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- 4. A TOTAL OF TWENTY-FOUR WES STRAP TIECOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN.
- 5. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.

### NEY NUMBERS (FOR PAGE 58)

- WER STRAP TREDOWN ASSEMBLY (TWO REQUIRED FOR EACH BUNDLE OF LOCKE PROPELLING CHARGE CONTAINERS). INSTALL EACH STRAP TO ENCIRCLE ALL PROPELLING CHARGE CONTAINERS IN THE BUNDLE. PRE-MOSITION THESE TWO STRAPS ON THE FOCK OF THE VEHICLE PRIOR TO LOADING PROPELLING CHARGE CONTAINERS. MAKE SURE STRAPS LAY FLAT ACROSS THE RIGGR AND DRAPE THE ENOS OVER THE SOE WALL OF THE VEHICLE. POSITION THE PRIST LAYER OF PROPELLING CHARGE CONTAINERS ON THE FICOR, WITH ENOS ALTERNATED. ADJUST THE TWO STRAPS SO THEY WILL BE CLOSE TO THE BELL END AND THE ROLLING FLANGE ON THE CPROSITE END OF THE CONTAINER. WERE THE EDITION LAYER CONTAINERS TIGHT AGAINST EACH C'THE RY USING WEDGES AT SIDES OR HOLD IN PLACE MANUALLY AND STACK THE REMAINING ON TAINERS, IN LAYERS, WITH ENDS ALTERNATED, HOCK ENDS OF WES STRAP TIEDOWN ASSEMBLIES TO GETHER, TAKE UP SLACK IN STRAPS AND RETCHET TIGHT BOTH STRAPS AT THE SAME TIME. NOTE: AS THE STRAPS AND BEING TIGHT BOTH SUNDERS SET OF THEY SLACK INSTRAPS AND RETCHET TIGHTED THE OTT STRAPS AT THE SAME TIME. NOTE: AS THE STRAPS ARE BEING TIGHT BOTH SUNDERS. SEE GENERAL NOTES STRAPS AND "G" ON PRIGE 2.
- WES STRAP TIECOWN ASSEMBLY (TWO REQUIRED FOR EACH BUNDLE OF LOCK SE PROPELLING CHARGE CONTAINERS). INSTALL EACH STRAP FROM A TRECOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PICHING CHARGE CONTAINERS, TO A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. ATTACH WAS STRAP TROOWN ASSEMBLY MARKED ③ TO THE TRECOWN ANCHOR FROM TO RATCHETS ON THE SAME SIDE OF THE VEHICLE. ATTACH WES STRAP THOOWN ASSEMBLY MARKED ③ TO THE TRECOWN ANCHOR PRICE TO RATCHETING WES STRAP THOOWN ASSEMBLIES MARKED ② TIGHT, TAKE UP SLACK IN STRAPS AND THE THE TIT TO THE STRAPS MARKED ③ AT THE SAME TIME. NOTE: THESE STRAPS SHOULD ALWAYS BE POSITIONED SETWEEN THE SELL ON ONE END OF A CONTAINER AND THE ROLLING RANGE ON THE OPPOSITE END OF THE SAME CONTAINER, IN SOME VEHICLE, DUE TO LOCK-TON OF TREDOWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NO TES "F" AND "G" ON PAGE 2.
- WES STRAP TEDOWN ASSEMBLY (2 REOD). INSTALL STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, AROUND END OF PROFELLING CHARGE CONTAINER BUNDLE, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "P" AND "G" ON PAGE 2.
- WEB STRAP TEIDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW NAVRING THREE OR MORE LOOSE BOXES). INSTALL EACH STRAP TO ENCIRCLE ALL
  LOOSE BOXES IN THE ROW, AT THE APPROXIMANE CENTER OF THE BOXES.
  PRE-POSITION THIS STRAP ON THE FLOOR OF THE VEHICLE AT THE LOCATION
  SELECTED PRIOR TO LOADING BOXES, MAKE SURE STRAP LAYS FLAT ACROSS
  THE FLOOR, WITH THE RACHET HANDLE ON THE BUTTOM SIDE AND DRAPE
  THE ENDS OVER THE SIDE OF THE VEHICLE. POSITION THE FIRST LAYER OF
  BOXES ON THE VEHICLE FLOOR AND CENTERED ON TOP OF THE STRAP. KEEP
  THE BOTTOM LAYER OF BUXES TIGHT AGAINST EACH OTHER AND STACK THE
  REMARING BOXES IN LAYERS ON TOP OF THE SOTTAM LAYER, AFTER ALL
  BOXES ARE STACKED, BRING ENDS OF STRAP UP OVER TOP OF STRACK. HOOK
  ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN,
  RANCHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWERE ACROSS THE
  TUP OF THE STACK OR SINGLE LAYER ROW. SEE GENERAL NOTES "F" AND
  "G" ON PAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (ONE REQUIRED FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE BOXES). INSTALL EACH STRAP FROM A TIEDOWN
  ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF EACH ROW/STACK, TO
  A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION
  THIS STRAP STRAIGHT ACROSS THE ROW/STACK IF POSSIBLE. HOWEVER, DUE
  TO THE LOCATION AND QUANTITY OF TEDOWN ANCHORS, IT MAY SE NECESSARY TO POSITION THE STRAP DIAGONALLY ACROSS THE ROW/STACK. IF
  ANOTHER STRAP IS TO SE ATTACHED TO THE SAME TEDOWN ANCHORS, HOOK
  THE STRAP FROMS TO THE TEDOWN ANCHORS PRIOR TO RATCHETING STRAP
  TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE
  GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
  - WEB STRAP TIEDOWN ASSEMBLY (Z TEQD). INSTALL STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF BOTTOM LAYER BOXES, AS SHOWN, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THE STRAP IS BEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED ③ ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED ③ IS ATTACHED TO, TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.
  - WEB STRAP TEDOWN ASSEMBLY (6 REQD). INSTALL EACH STRAP TO ENCIRCLE TWO LATERALLY ADJACENT PALLETZED UNITS OF "LOOSE" 8-INCH PROJECTILES, UNDER THE PALLET BASE ASSEMBLY AND OVER TOP OF THE PALLET COVER ASSEMBLY. POSITION RATCHETS ON THE SAME SIDE OF PALLETZED UNITS. TAKE UP STACK IN STRAPS AND RATCHET TIGHT, SEE GENERAL NOTES "F" AND "G" ON PAGE 2.
  - WEB STRAP TIEDOWN ASSEMBLY (6 REOD). INSTALL EACH STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, OVER TOP OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE, TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. IF ANOTHER STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHOR, HOOK THE STRAP ENDS TO THE TIEDOWN ANCHORS PRIOR TO RATCHETING STRAP TIGHT, SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2.



ISOMETRIC VIEW
SEE PAGE 41 FOR KEY NUMBERS AND LOAD GUIDANCE NOTES.

### LCAD GUIDANCE NOTES:

- T. A PARTIAL UNIT BASIC LOAD OF LOCKE MOPELLING CHARGE CONTAINERS, LOCKE BOX AMMUNITON, AND PALLETIZED UNITS, IS SHOWN ON A TRUCK, HEAVY EXPANDED MOBILITY (HEMTT), 10-TON, M977 AND/OR M985, HAVING INSIDE DIMENSIONS OF 216 3/8" LONG BY 90 3/4" WIDE.
- 2. THE PROCEDURES SHOWN ARD VE DEPICT SECUREMENT OF LOOSE BOXES ON TOP OF A PALLETIZED UNIT WHICH IS SECURED TO THE VEHICLE, HOLD-COWN STRAPS MARKED () ARE POSITIONED OVER TOP OF THE PALLETIZED UNITS AND MAIST NOT SEE ROSTITONED OVER TOP OF THE LOOSE BOXES ON TOP OF THE PALLETIZED UNIT. SEE RAY NUMBERS () AND () ON THIS PAGE FOR GUIDANCE WHEN LOADING LOOSE BOXES ON TOP OF PALLETIZED UNITS. ALSO, LOOSE PROPELLING CHARGE ON TARNESS ARE SECURED TO THE PALLETIZED UNIT WHICH IS SECURED TO THE VEHICLE. NOLD-COWN STRAPS MARKED () ARE POSITIONED OVER TOP OF THE PALLETIZED UNIT. SEE RAY NUMBERS PALLETIZED UNIT. SEE RAY NUMBERS () AND () ON THIS PAGE FOR GUIDANCE WHEN LOADING LOOSE PROPELLING CHARGE CON TRAINESS ON TOP OF THE PALLETIZED UNITS.
- 3. THE PROCEDURES SHOWN ABOVE DEPICT SECUREMENT OF TWO PALLETIZED. UNITS OF SOXED GRENADES HAVING DIMENSIONS OF \$1-1/2" WIDE BY 40-1/2" LONG BY 37-7/8" HIGH AND WEIGHING 1.700 POUNDS, WITH TWO LOOSE BOXES OF GRENADES HAVING DIMENSIONS OF 25-1/4" LONG BY 13-1/2" WIDE BY 6-7/8" HIGH AND WEIGHING 54 POUNDS EACH, ON TOP, ONE STACK OF THIRTY LOOSE SOXES OF GRENADES HAVING DIMENSIONS OF 25-1/4" LONG BY 13-1/2" WIDE BY 6-7/8" HIGH AND WEIGHING 34 POUNDS EACH, TWO PALLETIZED UNITS OF PROFELLING CHARGE CONTAINERS HAVING DIMENSIONS OF 50-1/2" WIDE BY 37-3/4" LONG BY 35-5/8" HIGH AND WEIGHING 1,775 POUNDS, WITH SEVEN LOOSE PROFELLING CHARGE CONTAINERS HAVING DIMENSIONS OF 37-3/4" LONG

SY 10-15/22" DIAMETER AND WERGHING 77 POUNDS EACH ON TOP, AND POURTEEN LOOSE PROPELLING CHARGE CONTAINERS POSITIONED ON A 40" X 48" PALLET BASE. IF LOADING PALLETIZED UNITS, BOXED AMMUNITION, AND PROPELLING CHARGE CONTAINERS OF OTHER SIZES OF QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTES 5, 6, AND 7, ON PAGES 6 AND 7.

- WHEN LOADING THE VEHICLE, DO NOT POSITION THE LOAD AGAINST THE END WALL AND/OR SIDE WALLS OF THE VEHICLE. SEE SPECIAL NOTE 2 ON PAGE 42.
- A TOTAL OF TWENTY-FOUR WES STRAP TIEDOWN ASSEMBLIES ARE REQUIRED FOR THE LOAD SHOWN;
- 6. SEE SPECIAL NOTE 13 ON PAGE 7 FOR UNITIZATION OF UNIT BASIC LOAD ITEMS.
- 7. IN THE METHOD SHOWN ABOVE THERE IS ONE 40" X 48" PALLET WITH FOURTEEN LOOSE 8-INCH PAGE SERIES CONTAINERS SECURED ON TOP. IF LOADING LOOSE PROPELLING CHARGE CONTAINERS OF OTHER SIZES, OR QUANTITIES, FOLLOW THESE SAME PROCEDURES. SEE SPECIAL NOTE 6 ON PAGE 6.
- 8. THE QUANTITY OF LOOSE CONTAINERS POSITIONED ON A PALLET BASE MAY SE ONE CONTAINER UP TO THE MAXIMUM QUANTITY THAT CAN SE POSITIONED IN THE SOTTOM LAYER, IF MORE THAN ONE FULL LAYER OF LOOSE CONTAINERS IS TO SE POSITIONED ON A PALLET MSE, SEE SPECIAL NOTE 6 ON PAGE 6. MORE THE CONTAINERS MAY SEEK THEIR MATURAL POSITION DURING TRANSPORT. IF SO, CHECK STRAPS MARKED (1) FOR TIGHTNESS, AND RE-TIGHTEN IF NECESSARY.
- 9. ALL LOGSE CONTAINERS POSITIONED ON TOP OF A PALLET BASE MUST FORM A TIGHT BUNDLE AFTER STRAPS MARKED ① ARE RATCHETED TIGHT. IF CONTAINERS ON NOT FORM A TIGHT BUNDLE, OR IF CONTAINERS OF DIFFERENT SIZES ARE BEING POSITIONED ON TOP OF THE SAME PALLET BASE TWO ADDITIONAL WES STRAP ASSEMBLIES ARE REQUIRED. POSITION THE TWO ADDITIONAL STRAPS TO ENCIRCLE ALL CONTAINERS BUT NOT THE PALLET AND RATCHET TIGHT, SEE KEY NUMBER ① ON PAGE 59 FOR ADDITIONAL GUIDANCE.

( CONTINUED AT RIGHT )

PARTIAL UNIT BASIC LOAD SHOWN						
	TEM	DODIC	DIMENSIONS (INCHES)	WEIGHT	QUANTITY	
^	PROP CH, B-INCH, PA66	D642	50-1/2 X 37-3/4 X 35-5/8	1,275	2 MALLETS	
8	PROP CH, S-INCH, PA66.	2662	37-2/4 X 10-15/32	77	21 PC	
c	GRENADE, HD, INCD, AN/MI4	G910	25-3/4 X 13-1/2 X 6-7/8	54	32 ICKES	
٥	GRENADE, HD	G910	51-1/2 X 40-1/2 X 39-7/8	1,708	2 PALLETS	

LOAD AS SHOWN

TO TAL WEIGHT ----- 9,311 LBS

PAGE 60

PARTIAL UNIT BASIC LOAD ON A TRUCK (HEMTT), 10-TON, M977 AND/OR M985

### KEY NUMBERS

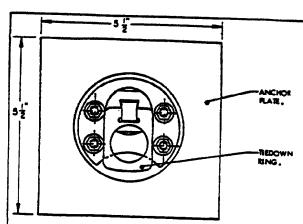
- WEB STRAP TIEDOWN ASSEMBLY (AS REQUIRED TO SECURE LOCSE EDUES ON TOP OF A
  PALETIZED UNIT). INSTALL EACH STRAP TO ENCIRCLE PALETIZED UNIT AND EDUES.
  POSITIONED ON TOP OF THE PALETIZED UNIT. PRIOR TO POSITIONING LOCSE EDUES,
  ON THE PALETIZED UNIT, THERAD STRAPS MARKED (1) UNDER THE TOP DECK OF THE
  PALET, MAKE SURE THE STRAPS LAY PLAT WITH NO MISTS IN THEM. POSITION THE
  PALET, MAKE SURE THE STRAPS LAY PLAT WITH NO MISTS IN THEM. POSITION THE
  LOGISE EDUES ON TOP OF THE PALLETIZED UNIT. BRING ENDS OF STRAPS UP OVER TOP
  OF LOOSE BOXES AND HOOK ENDS OF STRAP TOGETHER. TAKE UP EXCESS SLACK IN
  STRAPS AND BATCHET TIGHT. SEE GENERAL NOTES TO, "G", AND "M", ON PAGE 2.
- WES STRAP TRECOWN ASSEMBLY (2 REQD). INSTALL EACH STRAP FROM A TRECOWN ANCHOR ON THE SIDE OF THE VEHICLE, OVER TOP OF PALLETIZED UNIT, UNDER ALL LOGSE BOXES ROSITIONED ON TOP OF THE PALLETIZED UNIT, IC. A TRECOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF AND THER STAP IS TO SE ATTACHED TO THE SAME TRECOWN ANCHORS, VHOCK THE STRAP FROS TO THE TRECOWN ANCHORS THAT FROM TO RATCHETING STRAP TIGHT. TAKE UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND "M", ON PAGE 2. ➂
- WES STRAP TIEDDWN ASSEMBLY (2 REQD), INSTALL EACH STRAP FROM A TIEDDWN ANCHOR ON SIDE OF VEHICLE, ARD UND END OF PALLETIZED UNITS, TO A TIEDDWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BRING ATTACHED TO THE SAME TIEDDWN ANCHORS AS A STRAP MARKED (), ATTACH RARCHET END TO THE SAME TIEDDWN ANCHOR THAT THE NON-LARCHET END OF STRAP MARKED () IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT, SEE GENERAL NO TES TF", "G", AND "M", ON PAGE 2. ➂
- WEG STRAF TECOWN ASSEMBLY (TWO REQUIRED FOR EACH LATERAL ROW HAVING THESE OR MORE LOOSE ECXES). INSTALL EACH STRAF TO ENCIRCLE ALL LOOSE ECXES) THIS THE ROW, AT THE APPROXIMATE LOCATION SHOWN, PRE-POSITION STRAFS ON THE ROOR OF THE VEHICLE AT THE LOCATION SELECTED PRIOR TO LOADING ECXES. RAME SLUES STRAFS LAY PLAT ACROSS THE ROOR, WITH THE LETCHET HANDLE ON THE BOTTOM SIDE AND DRAFE THE ENDS CVER THE SIDE OF THE VEHICLE. ROSITION THE PREST LAYER OF EXXES ON THE VEHICLE ROOR AND CENTRED ON TOP OF THE STRAPS. PREST LAYER OF EXXES ON THE VEHICLE ROOR AND CENTRED ON TOP OF THE STRAPS. FREST LAYER OF EXXES TO THE VEHICLE FROM A CONTROL OF THE AND STACK THE EXAMINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL BOXES ARE EXAMINING BOXES IN LAYERS ON TOP OF THE BOTTOM LAYER. AFTER ALL BOXES ARE STACKED, BRINGE FORS OF STRAP UP OVER TOP OF STACK, HOOK ENDS OF STRAP TOGETHER, TAKE UP EXCESS SLACK IN STRAP AND THEN RAICHET TIGHT. THE RATCHET MAY BE POSITIONED ANYWHERE ACROSS THE TOP OF THE STACK. SEE GENERALNOTS. TO ANYWHERE ACROSS THE TOP OF THE STACK.  $\odot$
- WER STAAF TIECOWN ASSEMBLY (TWO REQUIRED FOR EACH LATERAL ROW HAVING ONE OR MORE LOOSE ECXES). INSTALL EACH STRAF FROM A TIECOWN ANCHOR ON THE SIDE OF THE VEHICLE, CVER TOP OF STACK, TO A TREDWIN ANCHOR ON THE OPPOSITE RICE OF THE VEHICLE. POSITION THIS STRAF STRAIGHT ACCOSS THE STACK POSITION AND QUANTITY OF TIECOWN ANCHORS, IT MAY BE NICESSARY TO ACSITION THIS STRAP DIAGONALLY ACROSS THE STACK IF ANOTHER STRAP IS TO SE ATTACHED TO THE SAME TRECOWN ANCHORS, HOOK THE STRAP BLOS TO THE TRECOWN ANCHORS PRICE TO RAICHETING STRAP TIGHT, TAKE STRAP BLOS TO THE TRECOWN ANCHORS PRICE TO RAICHETING STRAP TIGHT, TAKE UP EXCESS SLACK IN STRAP AND THEN RAICHET TIGHT, SEE GNERAL NOTES TO, AND THE, ON PAGE 2. WER STEAP TIESDWN ASSEMBLY (TWO REQUIRED FOR EACH LATERAL ROW HAVING
- WES STRAP TIEDOWN ASSEMBLY (TWO REGO). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE, AROUND END OF SO TIOM LAYER SOXES, TO A TIEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS SEING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (3), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (3) IS ATTACHED TO. TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NO TES "F", "G", AND "M", CH FAGE 2.
- WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL EACH STRAP TO EXTEND FROM A TIEDOWN ANCHOR ON SIDE OF VOHICLE, OVER TOP OF PALLETIZED UNIT, UTITIER ALL LIGGE MOPELLING CHARGE CONTAINLES WHICH ARE ROSITIONED ON TOP OF THE PALLETIZED UNIT, TO A TIEDOWN ANCHOR ON THE TIGHT. NOTE: STRAPS MARKED (2) MUST UP EXCESS SLACK IN STRAP AND THEN RATCHET TIGHT. NOTE: STRAPS MARKED (2) MUST BE INSTALLED CYPE TOP OF THE PALLETIZED UNIT PRIOR TO TO STRAPS MARKED TO THE STRAP IS PILLING CHARGE CONTAINLES ON TOP OF THE PALLETIZED UNIT. IF AND THE STRAP IS TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS, HOCK THE STRAP ENDS TO THE TIED TO BE ATTACHED TO THE SAME TIEDOWN ANCHORS PRIOR TO RESERVE "F", "G", AND "A", ON FRGE 2. AND Mª, CN PAGE 2.
- WES STRAP TIEDCWN ASSEMBLY (TWO REQUIRED FOR EACH SUNDLE OF LOOSE MOPELLING CHARGE CONTAINERS ON TOP OF A PALLETIZED UNIT. INSTALL EACH STRAP TO ENCIRCLE CHARGE CONTAINERS ON TOP OF A PALLETIZED UNIT. AND ALL LOOSE MOPELLING CHARGE CONTAINERS FOR STICKNED ON TOP PALLETIZED UNIT. PRICE TO RESTITIONING LOOSE CONTAINERS ON THE PALLETIZED ON THE PALLETIZED UNIT. THEAD STRAPS MARKED (8) UNDER THE TOP DECK OF THE PALLET WITH SOTT RATCHET UNIT, THREAD STRAPS MARKED (8) UNDER THE TOP DECK OF THE PALLET WITH NO TWISTS BNDS ON THE SAME SIDE OF THE PALLET, WAKE SURE THE STRAPS LAY RAT WITH NO TWISTS BN THEM, POSITION THE PRIST LAYER OF MOPPELLING CHARGE CONTAINERS ON TOP OF THE PALLETIZED UNIT, WITH ENDS ALTENNATED. ADJUST THE WO STRAPS MARKED (8) SO THE PALLETIZED UNIT, WITH ENDS ALTENNATED. ADJUST THE WO STRAPS MARKED (7) THE FALLETIZED CHIT, WITH ENDS ALTENNATED, OF THE LOOSE CONTAINERS. KEEP THE BOTTOM LAYER CONTAINERS THE TENDS ALTERNATED, ON TOP OF THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STACKED, BRING ENDS OF STRAPS UP OVER TOP OF LOOSE CONTAINERS AND HOCK ENDS OF STRAP TO CENTER. TARE UP EXCLUSIS SLACK IN STRAPS AND RACHET TIGHT BOTH STRAPS AT THE SAME TIME. THE STAPP AT THE SAME TIME.

  TOTEL AS THE STRAPS ARE SEING TIGHTENED, MAKE FOSTION ADJUSTMENTS TO THE CONTAINERS MAY SEEK THEIR NATURAL TO STITON DURING TRANSPORT, FOR CHECK STRAPS AND SERVE THE ROTTESSARY. SEE GENERAL NO TES THE AND TOP THE PALLETIZED UNIT. THE CONTAINERS MAY SEEK THEIR NATURAL TO STITON DURING TRANSPORT, FOR, CHECK STRAPS FOR TIGHTNESS AND RE-TIGHTEN IF NECESSARY. SEE GENERAL NO TES THE AND THE CONTAINERS MAY SEEK THEIR NATURAL TO STITON DURING TRANSPORT, FOR, CHECK G" CN PAGE 2, AND LCAD GUIDANCE NO TE 7 ON PAGE 60.
- WES STRAP TIEDOWN ASSEMBLY (TWO REGDI). INSTALL EACH STRAP FROM A TIEDOWN ANCHOR ON SIDE OF VEHICLE ARCHIND END OF PALLETIZED UNITS, TO A TIEDOWN ANCHOR ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. IF THIS STRAP IS BRING ATTACHED TO THE SAME TIEDOWN ANCHORS AS A STRAP MARKED (7), ATTACH RATCHET END TO THE SAME TIEDOWN ANCHOR THAT THE NON-RATCHET END OF STRAP MARKED (7) IS ATTACHED TO TAKE UP EXCESS SLACK IN STRAP AND RATCHET TIGHT. SEE GENERAL NOTES "F", "G", AND TA", ON PAGE 2.

( CONTINUED AT RIGHT )

### (KEY NUMBERS CONTINUED)

- WEB STRAP TEDOWN ASSEMBLY (2 MEGD). INSTALL EACH STRAP TO ENCIRCLE PALLET AND ALL LOOSE PROFELLING CHARGE CONTAINERS ON POSITIONED ON THE PALLET, PRICE TO POSITIONING CONTAINERS ON THE PALLET, THEAD STRAPS MARKED (B) UNDER THE TOP DECK OF THE PALLET WITH BOTH RATCHET ENDS ON THE SAME SIDE OF THE PALLET, PALLET WITH BOTH RATCHET ENDS ON THE SAME SIDE OF THE PALLET, WITH ENDS ALERNAS LAY PLAT WITH NO THARS IN THEM, POSITION THE FIRST LAYER OF PROFELLING CHARGE CONTAINERS ON THE PALLET, WITH ENDS ALERNAMED, ADJIST THE TWO STRAPS MARKED (B) SO THEY WILL BE CLOSE TO THE BELL END AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE CONTAINERS, KEEP THE BOTTOM LAYER, AFTER ALL CONTAINERS, KEEP THE BOTTOM LAYER, AFTER ALL CONTAINERS ARE STRACED, SRING ENDS OF STRAPS OF STRAPS OF STRAPS OF STRAPS AND RESTORMENT OF STRAPS AND BOTTOM LAYER, AFTER ALL CONTAINERS ARE STRACED, SRING ENDS OF STRAPS TO THE SAME TIME. NOTE: AS THE STRAPS ARE BEING BOTTOM PARKED, MAKE POSITION ADJISTMENTS TO THE CONTAINERS SIGNED THEY FORM A TIGHT BINDLE ON THE PALLET, THE CONTAINERS MAY SEEK THEIR NATURAL POSITION OURNING TRANSPORT, F SO, CHECK STRAPS FOR TIGHTNESS AND RE-TIGHTN IF NECESSARY. SEE GENERAL NOTES "AND TO ON THE STRAP FOR TIGHTNESS AND RE-TIGHTN IF NECESSARY. SEE GENERAL NOTES "AND TO ON THE STRAP FOR THE CONTAINERS AND RE-TIGHTN IF NECESSARY. SEE GENERAL NOTES "AND TO" ON PAGE 2.
- WEB STRAP TEDOWN ASSEMBLY (2 REGO). INSTALL EACH STRAP FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, CAVER TOP OF PROPELLING CHARGE CONTAINERS, TO A TEDOWN ANCHOR ON THE OPPOSITE SIDE OF THE VEHICLE. POSITION BOTH EARTH-ST ON THE SAME SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAPS AND ARCHET TIGHT BOTH STRAPS MARKED (1) AT THE SAME TIME. NOTE: THESE STRAPS SHOULD ALWAYS BE POSITIONED BETWEEN THE BELL ON CHE END OF A CONTAINER AND THE ROLLING FLANGE ON THE OPPOSITE END OF THE SAME CONTAINER. IN SOME VEHICLES, DUE TO LOCATION OF TEDOWN ANCHORS, IT MAY BE NECESSARY TO ANGLE THESE STRAPS SLIGHTLY TO MEET THIS REQUIREMENT. SEE GENERAL NOTES "F" AND "TO" CAN PAGE 2. G" UN PAGE 2.
- (2) WEB STRAP TEDOWN ASSEMBLY (2 REQD). INSTALL STRAPS FROM A TEDOWN ANCHOR ON THE SIDE OF THE VEHICLE, ARCUND END OF PROPELLING CHARGE CONTAINERS AS SHOWN, TO A TEDOWN ANCHOR ON THE OFFICIAL SIDE OF THE VEHICLE. TAKE UP SLACK IN STRAPS AND BATCHET TIGHT. SEE GENERAL NOTES "F" AND "G" ON PAGE 2.



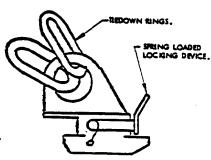
## UNIVERSAL TIEDOWN ANCHOR (FRONT VIEW)

THIS TIEDOWN ANCHOR IS RATED AT 1,000 POUNDS AND IS FOR USE ON CARGO TRUCKS AND/OR CARGO TRALES. SEE GENERAL NOTE "C" ON FAGE 2 AND "NOTE "AT EIGHT.

# NOTE:⊕:

THIS TIEDOWN ANCHOR IS EARD AT 10,000 POUNDS AND IS ONLY FOR USE ON THE MET SHATEMARK. IT IS COMMONLY REFIRED TO AS "THE ROOT", THERE ARE LOCATIONS FOR TEN TIEDOWN ANCHORS ON EACH SIDE OF THE MET SHATEMARK AND THEY SHYDE. THIS TIEDOWN ANCHOR HAS A SRING LOADED LOCKING DEVICE TO HOLD IT IN FLACE AND IT IS INSERTED, ROOM THE TOP, INTO A 1-3/4" DIAMETER HOLE LOCATED TOP, INTO A 1-1/4" DIAMETER HOLE LOCATED ON THE SIDE OF THE SEMITRALER PLOOF. SEE GENERAL NOTE TO ON PAGE 2 AND SPECIAL NOTE 10 ON PAGE 7. THIS TEDOWN ANCHOR IS PLETHER IDENTIFIED AS NON 2540-01-117-3043.

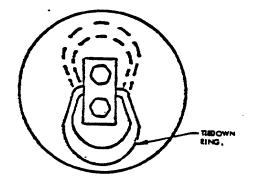
NOTE :



IF THE TACTICAL VEHICLES/REING LIED ARE NOT EQUIPPED WITH-THE \$,000 POUND, UNIVERSAL TREDOWN ANCHOR SHOWN AT LEFT, SEE TO 9-200-280-30 FOR VEHICLE MODIFICATION PROCEDURES AND INSTALLATION OF THE TREDOWN ANCHOR; WITH THE EXCEPTION OF THE HEAVY EXPANDED MOBILITY TRUCK, WHANTO MOTOR MYES, WHICH HAS THE TREDOWN ANCHORS INSTALLED IN THE FLOOR, THESE TREDOWN ANCHORS ARE TO SE INSTALLED IN THE SIDE WALLS AND CRO WALLS OF CARGO TRUCKS AND CARGO TRALETS. IF AN MIZZ, 12-TON, SMITTALE IS BEING USED, SEE INFORMATION IN TO 9-2000-280-30. THE SEMITRALE REQUIRES A DIFFERENT TYPE OF TREDOWN ANCHOR.

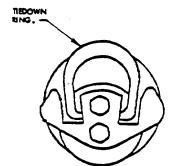
## TYPE II. REMOVABLE TIEDOWN ANCHOR (SIDE VIEW)

(SEE "NOTE # ABOVE.)



## TYPE III. FIXED TIEDOWN ANCHOR (TOP VIEW)

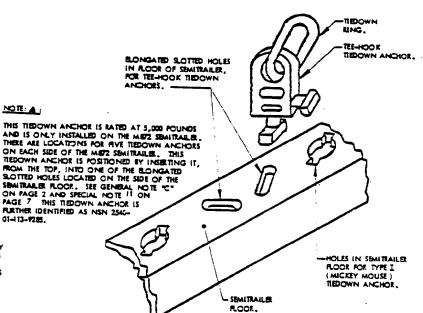
THIS TEDIOWN ANCHOR IS RATED AT 10,000 POUNDS AND IS IND REDOWN ANCHOR IS KARED AT 10,000 POUNDS AND IS ONLY INSTALLED ON THE MET SEMITIALIER. THERE ARE FIVE ON EACH SIDE OF THE MET SEMITIALIER AND THEY DO NOT SWIVEL, SEE GENERAL NOTE "C" ON PAGE 2 AND SPECIAL NOR 10 ON PAGE 7.



## TYPE I REMOVABLE TIEDOWN ANCHOR (TOP VIEW)

TIPE L REMOVABLE HEUDING ANUTION ( HOP VIEW)

THIS TEDOWN ANCHOR IS RATED AT 10,000 POUNDS AND IS
INSTALLED ON THE MET AND MET? SEMITRALIES. IT IS COMMONLY
REFERRED TO AS "MICKEY MOUSE". THERE ARE LOCATIONS FOR TEN
TEDOWN ANCHORS ON EACH SIDE OF THE MET! SEMITRALIES AND
LOCATIONS FOR APPROXIMATELY TWENTY-EIGHT TIEDOWN ANCHORS
ON EACH SIDE OF THE MET? SEMITRALIES. THIS TIEDOWN ANCHOR
IS POSTIONED BY REACHING UNDER ROOR OF SEMITRALIES AND
INSERTING THE TIEDOWN ANCHOR UP THROUGH THE HOLE AND
ROTATING IT INTO POSITION. SEE GENERAL NOTE: "C" ON PAGE
2 AND SPECIAL NOTES 10 AND 11 ON PAGE 7. THIS TIEDOWN
ANCHOR IS PURTHER IDENTIFIED AS NSN 2540-01-112-1732.



REMOVABLE TEE-HOOK TIEDOWN ANCHOR ( ISOMETRIC VIEW )