APPROVED BY BUREAU OF EXPLOSIVES

D. M. Herry

DATE 3-17-97

JAVELIN

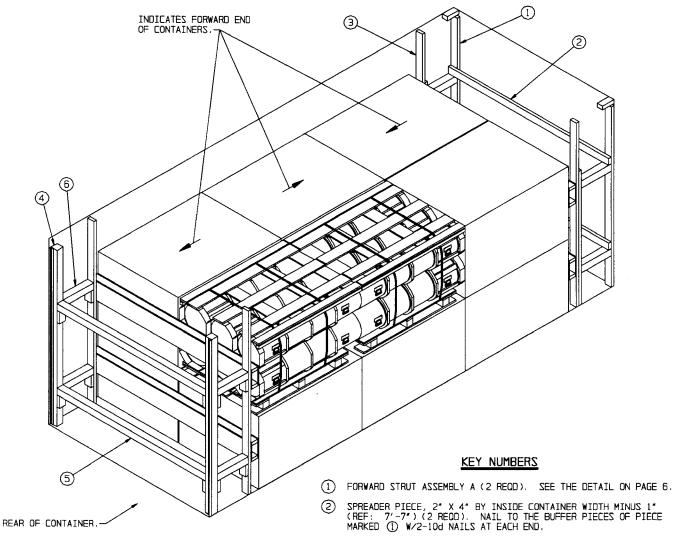
LOADING AND BRACING TIN END OPENING CONTAINERS OF GUIDED MISSILES PACKED ONE PER CYLINDRICAL METAL CONTAINER

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LOADING AND BRACING SPECIFICATIONS SET FORTH WITHIN THIS DRAWING ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL CARRIER SERVICE. THESE SPECIFICATIONS MAY ALSO BE USED FOR LOADS THAT ARE TO BE MOVED BY MOTOR OR WATER CARRIERS.

| U.S. ARMY | MATE | RI | EL COMMAND | ם נ | RAWI | NG | | |
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| APPROVED, U.S. ARMY AVIATION AND MISSILE COMMAND | ENGINEER | BASIC | LAURA FIEFFER | | DO | NOT | SCAL | _E |
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| APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND | TRANSPORTAT ENGINEERIN DIVISION | ION ION | willow & Thered | - | | <u> </u> | | |
| | VALIDATION ENGINEERING | | TESTED | CLASS | DIVISION | DRAWI | ING | FILE |
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| William First DEFENSE AMMUNITION CENTER | LOGISTIC ENGINEERI OFFICE | | William FErnet | 19 | 48 | 598 | 88 | GM15JV2 |



ISOMETRIC VIEW

BILL OF MATERIAL LUMBER LINEAR FEET BOARD FEET 2" X 4" 4" X 4" NAILS NO. REQD POUNDS 6d (2") 176 1 - 1/410d (3") 1 - 1/412d (3-1/4") 40

PLYW00D, 1/2" - - - 48.03 SQ FT REQD - - - 66.04 LBS

- FORWARD/REAR BLOCKING ASSEMBLY A (2 REOD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF PIECE MARKED () W/S-10d NAILS. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. D NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- DOOR POST VERTICAL A (2 REQD). SEE TI "DETAIL A" AND "DETAIL B" ON PAGE 11. SEE THE DETAIL ON PAGE 6, AND
- 5 DOOR SPANNER, 4" X 4" MATERIAL, CUT TO A LENGTH THAT WILL PROVIDE FOR A DRIVE FIT (REF: 7'-1-3/8") (2 REOD). TOENAIL TO THE DOOR POST VERTICALS W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 8.
- STRUT, 4" X 4" BY CUT-TO-FIT (REF: 17-1/2") (4 REQD).
 TOENAIL TO THE BUFFER PIECE OF THE REAR BLOCKING ASSEMBLY AND
 THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE
 "BEVEL-CUT" DETAIL ON PAGE 8.

LOAD AS SHOWN

| ITEM | QUANTITY | WEIGHT | (APPROX) |
|---------------------------------------|----------|--------|------------|
| PALLET UNIT DUNNAGE CONTAINER - | | 366 | LBS |

TOTAL WEIGHT + - - - - - - 11,654 LBS (APPROX)

PAGE 2

12 PALLET UNIT LOAD

(GENERAL NOTES CONTINUED)

- DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY $3\prime4$ " THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- CAUTION: DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS THE SIDEWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- MAXIMUM LOAD WEIGHT CRITERIA:

THE MAXIMUM LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALTHOUGH THE HEAVIEST MAXIMUM LOADS ARE DELINEATED IN THE LOAD VIEWS, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOADS CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. DEPENDING ON TRANSPORTATION ROUTING, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY "WEIGHT LAWS" OF CERTAIN STATES. ALSO, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY TO REDUCE THE LOAD WEIGHT TO SATISFY TO REDUCE THE LOAD WEIGHT TO SATISFY OTHER WEIGHT RESTRICTIONS IMPOSED ON THE INTERMODAL CONTAINER SYSTEM.

- REQUIREMENTS CITED WITHIN THE BUREAU OF EXPLOSIVES PAMPHLET BC APPLY WHEN THE SHIPMENT MOVES BY TRAILER/ CONTAINER-ON-FLATCAR (T/COFC). SPECIAL T/COFC NOTES FOLLOW:
 - A LOADED CONTAINER MUST BE ON A CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE.
 - 2. THE LOAD LIMIT OF A T/COFC RAILCAR MUST NOT BE EXCEEDED, NOR WILL A CAR BE LOADED SO THAT THE TRUCK UNDER ONE END OF THE CAR CARRIES MORE THAN ONE-HALF OF THE LOAD LIMIT FOR THAT CAR.
- N. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS OR MODIFIED FLATBED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES
- O. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4 MM AND ONE POUND EQUALS 0.454 KG.
- OTHER TYPES OF LADING ITEMS MAY BE LOADED INTO END OPENING CONTAINERS WHICH ARE PARTIALLY LOADED WITH THE DESIGNATED ITEM, PROVIDING THE TOTAL LOAD IS COMPATIBLE, EXISTING DIRECTIVES ARE NOT VIOLATED, AND THE OTHER LADING ITEMS ARE BLOCKED AND BRACELE TO EQUAL THE BLOCKING AND BRACING CRITERIA SPECIFIED HEREIN.
- TO MAKE LOADING EASIER, TO HELP ACHIEVE A TIGHT LOAD ACROSS A CONTAINER, AND TO PREVENT UNACCEPTABLE DAMAGE TO LADING UNITS WHEN LOADING AN END OPENING CONTAINER, A SLIP-SHEET CAN BE USED EFFECTIVELY AS A "SHOEHORN" TYPE DEVICE. THE SLIP-SHEET WILL PROVIDE A SMOOTH SURFACE THAT WILL PREVENT UNIT STRAPS AND/OR CONTAINERS FROM INTERLOCKING OR CATCHING ON OTHER PROJECTIONS WHEN LATERALLY ADJACENT LADING UNITS ARE BEING LOADED. A SLIP-SHEET WILL BE USED AFTER ONE-HALF OF A STACK IS LOADED WITH ONE OF ITS SIDES IN TIGHT CONTACT AT ONE SIDE OF THE END OPENING CONTAINER. THE SLIP-SHEET IS TO BE PLACED AGAINST THE OTHER SIDE OF THE HALF-STACK BEFORE THE LAST HALF OF THE STACK IS LOADED. AFTER A STACK IS COMPLETED, THE SLIP-SHEET MAY BE REMOVED FOR SUBSEQUENT USE WITH THE NEXT STACK, OR MAY BE LEFT IN PLACE TO FILL A VOID OR TO AID IN UNLOADING. A SLIP-SHEET OF SUITABLE SIZE CAN BE MADE FROM A SHEET OF ANY OTHER MATERIAL THAT WILL SATISFY THE REQUIREMENTS.
- THE QUANTITY OF PALLET UNITS SHOWN IN THE LOADS ON PAGES THE CUANTITY OF PALLET UNITS SHOWN IN THE LUADS ON PAGES 2 AND 4 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL-LOAD" DETAILS ON PAGE 10. WHETHER A CONTAINER IS FULL OR IS LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF THE LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MID-POINT OF THE CONTAINER.

GENERAL NOTES

- THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE ₩ITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF JAVELIN MISSILES PACKED ONE PER CYLINDRICAL METAL CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE COMPONENTS. CAUTION: REGARDLESS OF THE QUANTITY OF MISSILES TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE END OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. FOR DETAIL ON THE PALLET UNIT, SEE U.S. ARMY MATERIEL COMMAND DRAWING NO. 19-48-5265-GM20JV1 AND PAGE 5.

PALLET DIMENSIONS - - - - 45-3/4" LONG X 59-1/4" WIDE X 36-1/4" HIGH (APPROX)

GROSS WEIGHT - - - - - 549 POUNDS (APPROX)

CUBE - - - - - - - - - 55.9 CUBIC FEET (APPROX)

- THE LOADS AS SHOWN ARE BASED ON A 4,700 POUND 20' LONG BY B' WIDE BY B'-6" HIGH END OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 93" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS OLDER/OTHER CONTAINERS MAY HAVE A TOTAL INSIDE HEIGHT OF 95", BUT A CLEAR HEIGHT UNDER THE ROOF BOWS OF 93", VERIFY INSIDE CONTAINER HEIGHT PRIOR TO FABRICATING VERTEY INSIDE CONTAINER HEIGHT PRIOR TO FABRICATING DUNNAGE. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLATCAR (T/COFC) SHIPMENT, HOWEVER, THE LOAD AS DESIGNED CAN ALSO BE MOVED BY OTHER SURFACE MODES OF TRANSPORT. NOTICE: OTHER CONTAINERS OF THE SAME DESIGN CONFIGURATION CAN BE USED.
- WHEN LOADING PALLET UNITS, THEY ARE TO BE POSITIONED SO AS TO ACHIEVE A TIGHT LOAD (TIGHT AGAINST THE DUNNAGE ASSEMBLIES). THE UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS NOT TO EXCEED 1-1/2". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE LONGITUDINAL PIECES ON THE CRIB FILL ASSEMBLIES, OR BY INSERTING PLYWOOD OR HARDBOARD FILLER BETWEEN PALLET UNITS. NAIL FACH ADDITIONAL PIECE W/I APPROPRIATELY SIZED NAIL EVERN EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE LENGTH OF THE LATERAL PIECES IN THE CRIB FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT.
- A STAGGERED NAILING PATTERN WILL BE USED WHENEVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.
- G. IN SOME CONTAINERS THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD STRUT LAMINATED TO THE BUFFER PIECES ON THE FORWARD STRUT ASSEMBLIES TO PROVIDE A FLAT SURFACE FOR THE BUFFER PIECES. A PIECE OF 2" X 4", 2" X 3" OR A SPECIAL WIDTH PIECE CUT-TO-FIT CAN BE USED. THIS FILL PIECE WILL BE NAILED WITH ONE APPROPRIATELY SIZED NAIL EVERY 12". NOTE THAT SOME CONTAINERS ARE EQUIPPED WITH "TIE-BARS" IN THE CORNER SLOT, WHICH PRECLUDE THE USE OF A FULL HEIGHT FILL PIECE. WHEN "TIE-BARS" ARE PRESENT, THE FILL PIECE MUST BE INSTALLED IN SEGMENTS DESIGNED TO FIT BETWEEN THE "TIE-BARS" VERTICALLY. THE FILL PIECE(S) IS NOT REQUIRED WHEN THE CORNER PORTIONS OF THE CONTAINER FORWARD WALL ARE SMOOTH AND FLAT. DO NOT ALLOW ANY DUNNAGE ASSEMBLY TO CONTACT THE CONTAINER FORWARD WALL, ONLY THE CORNER POSTS OF THE CONTAINER SHOULD BE USED FOR FORWARD LONGITUDINAL BLOCKING.

(CONTINUED AT LEET)

MATERIAL SPECIFICATIONS

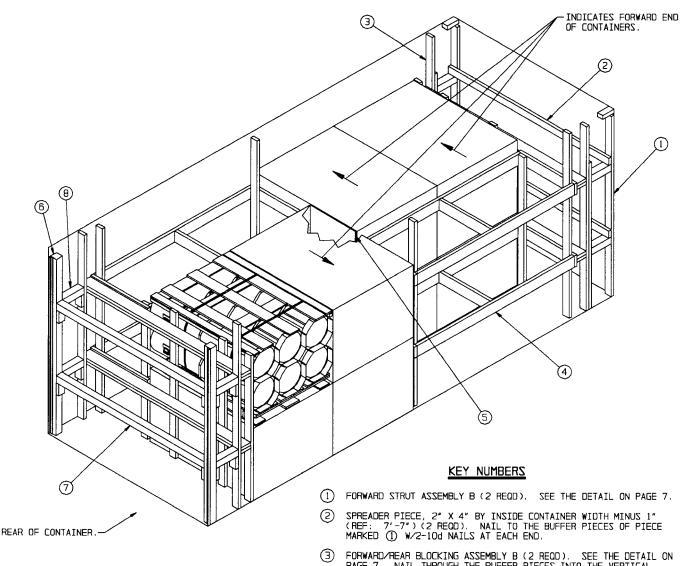
SEE TM 743-200-1 (DUNNAGE LUMBER) AND FED SPEC MM-L-751. LUMBER - - - - - -:

NAILS ----: FED SPEC FF-N-105; COMMON.

PLYW000 - - - - -: COMMERCIAL ITEM DESCRIPTION A-A-55057, TYPE A, CONSTRUCTION AND INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY DE SUBSTITUTED

MAY BE SUBSTITUTED.

ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, .0800" DIA, GRADE 1006 WIRE, CARBON STEEL -: OR BETTER.



ISOMETRIC VIEW

| BILL OF MATERIAL | | | | |
|------------------------------------------|------------------|------------------|--|--|
| LUMBER | LINEAR FEET | BOARD FEET | | |
| 2" X 4" 2" X 6" 4" X 4" | 170 155 37 | 113 155 50 | | |
| NAILS | NO. REQD | POUNDS | | |
| 10d (3°) 12d (3-1/4°) | 261 40 | 4-1/4 3/4 | | |
| PLYW00D, 1/2" 13.00 SQ FT REQD 17.88 LBS | | | | |

- (3) FORWARD/REAR BLOCKING ASSEMBLY B (2 REQD). SEE THE DETAIL ON PAGE 7. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF PIECE MARKED (1) W/5-10d NAILS. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- (4) CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 8.
- (5) SEPARATOR GATE (1 REQD). SEE THE DETAIL ON PAGE 9.
- (6) DOOR POST VERTICAL B (2 REQD). SEE THE DETAIL ON PAGE 7, AND "DETAIL A" AND "DETAIL B" ON PAGE 11.
- 7 DOOR SPANNER, 4" X 4" MATERIAL, CUT TO A LENGTH THAT WILL PROVIDE FOR A DRIVE FIT (REF: 7'-1-3/8") (2 REOD). TOENAIL TO THE DOOR POST VERTICALS W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 8.
- (8) STRUT, 4" X 4" BY CUT-TO-FIT (REF: 12-1/2") (4 REQD).
 TOENAIL TO THE BUFFER PIECE OF THE REAR BLOCKING ASSEMBLY AND
 THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE
 "BEVEL-CUT" DETAIL ON PAGE 8.

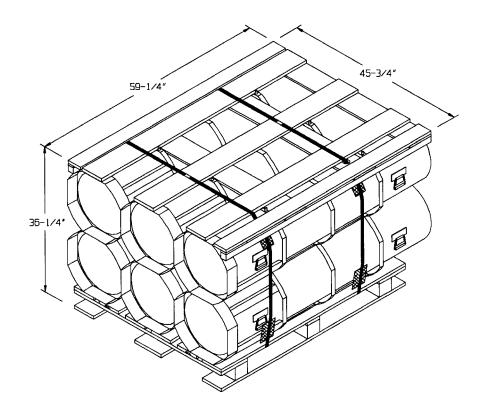
LOAD AS SHOWN

| ITEM | QUANTITY | WEIGHT (APPROX) |
|---------------------|----------|-----------------|
| PALLET UNIT DUNNAGE | | 659 LBS |

TOTAL WEIGHT - - - - - - 9,751 LBS (APPROX)

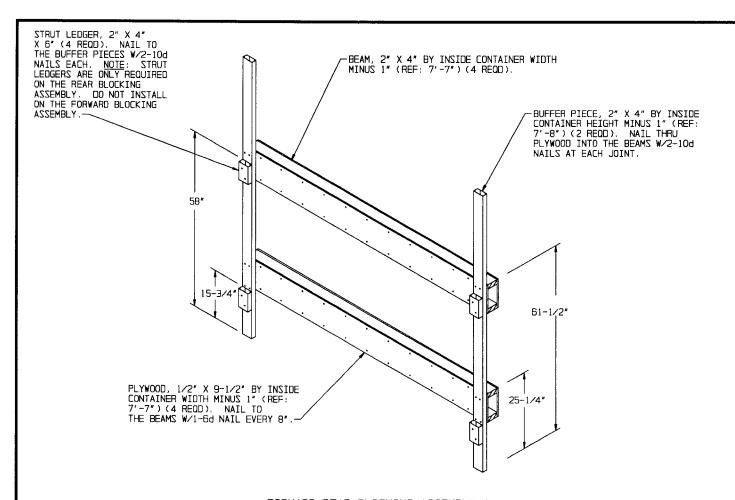
PAGE 4

EIGHT PALLET UNIT LOAD



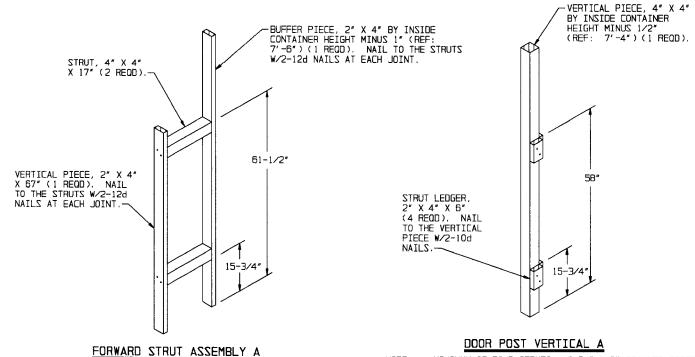
PALLET UNIT DETAIL

GROSS WEIGHT - - - - - - - - - 549 LBS (APPROX)
CUBE - - - - - - - - - - - - 56.9 CUBIC FEET (APPROX)



FORWARD/REAR BLOCKING ASSEMBLY A

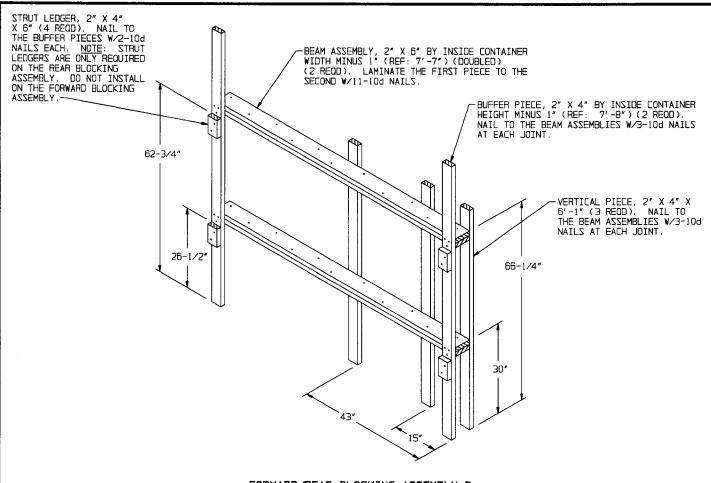
NOTE: FOR A ONE HIGH LOAD, ELIMINATE THE TOP BOX BEAM ASSEMBLY, AND REPLACE THE UPPER STRUT LEDGERS WITH 2-1/2" LONG STRUT LEDGERS, INSTALLED DIRECTLY ABOVE THE LOWER STRUT, AFTER IT IS IN PLACE.



NOTE: FOR A ONE HIGH LOAD, RELOCATE THE TOP STRUT AT 25-1/4". SHORTEN THE VERTICAL PIECE APPROPRIATELY.

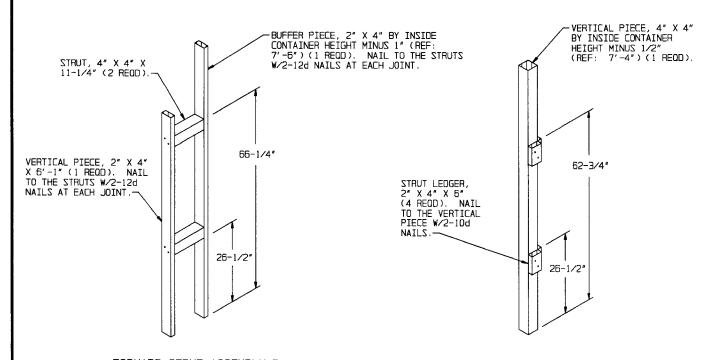
NOTE: A MINIMUM OF FOUR STRUTS AND TWO DOOR SPANNER PIECES ARE REQUIRED FOR ALL REDUCED LOADS. FOR A DNE HIGH LOAD, REPLACE THE UPPER TWO STRUT LEDGERS WITH 2-1/2" LONG STRUT LEDGERS, INSTALLED DIRECTLY ABOVE THE LOWER STRUT OR DOOR SPANNER, AFTER IT IS IN PLACE.

PAGE 6



FORWARD/REAR BLOCKING ASSEMBLY B

NOTE: FOR A ONE HIGH LOAD, REPOSITION THE TOP BEAM ASSEMBLY AT 10" AND TOP TWO STRUT LEDGERS (AS APPROPRIATE) AT 6". SHORTEN THE VERTICAL PIECES APPROPRIATELY.



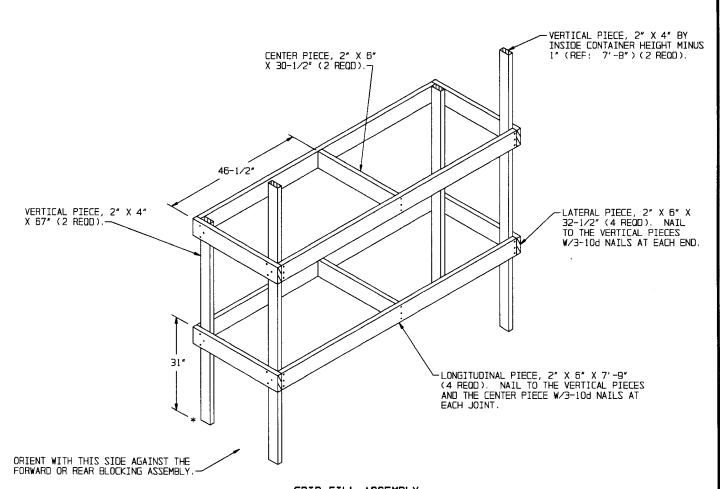
FORWARD STRUT ASSEMBLY B

 ${\hbox{NOIE}}\colon$ FOR A ONE HIGH LOAD, RELOCATE THE TOP STRUT AT 9-1/2". SHORTEN THE VERTICAL PIECE APPROPRIATELY.

DOOR POST VERTICAL B

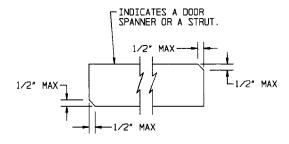
 $\underline{\text{NOTE}}\colon$ A MINIMUM OF FOUR STRUTS AND TWO DOOR SPANNER PIECES ARE REQUIRED FOR ALL REDUCED LOADS. FOR A ONE HIGH LOAD, REPOSITION THE TOP TWO STRUT LEDGERS AT 6'' .

PAGE 7



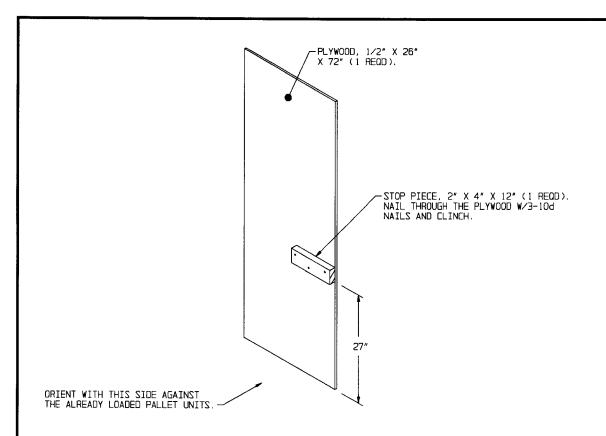
CRIB FILL ASSEMBLY

NOTE: FOR A ONE HIGH LOAD, REPOSITION THE TOP TWO LONGITUDINAL PIECES, THE TOP TWO LATERAL PIECES, AND THE TOP CENTER PIECE AT 22". SHORTEN THE 67" VERTICAL PIECES APPROPRIATELY. THE LENGTH OF THE LATERAL PIECES IS DEPENDENT ON THE VOID BETWEEN THE PALLET UNIT AND THE CONTAINER SIDEWALL. THE LENGTH OF THE LONGITUDINAL PIECES MUST BE FIELD CHECKED TO ENSURE A TIGHT LONGITUDINAL FIT.



BEVEL-CUT

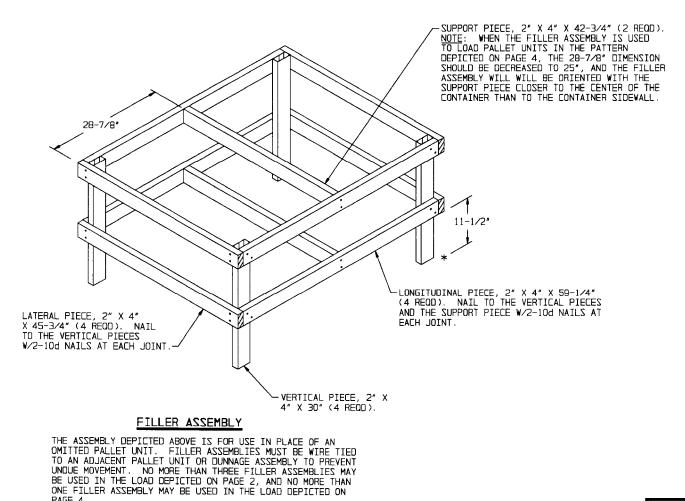
IF DESIRED, EACH END OF A DOOR SPANNER PIECE OR A STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE THE ACHIEVEMENT OF A TIGHT DOOR-POST-TO-DOOR-POST OR REAR-BLOCKING-ASSEMBLY-TO-DOOR-POST FIT.



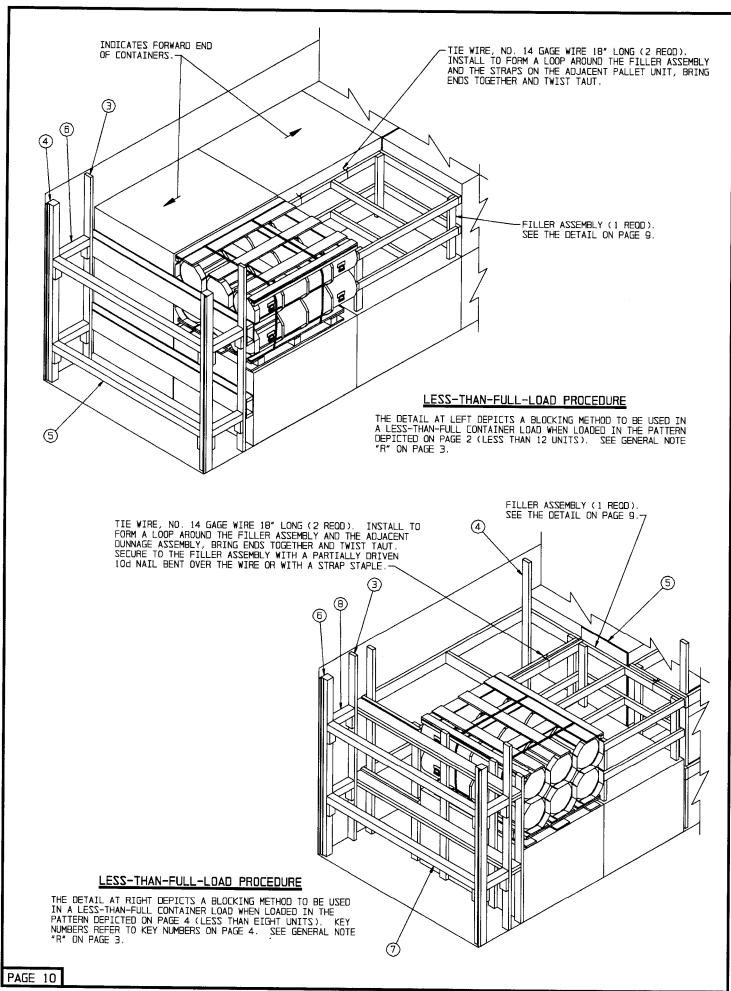
SEPARATOR GATE

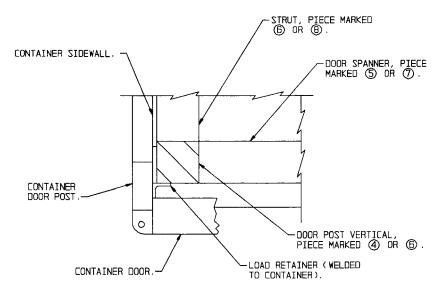
PAGE 4.

NOTE: FOR A ONE HIGH LOAD, SHORTEN THE PLYWOOD TO 36".



PAGE 9



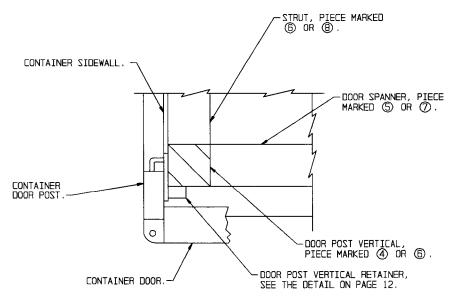


DETAIL A

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

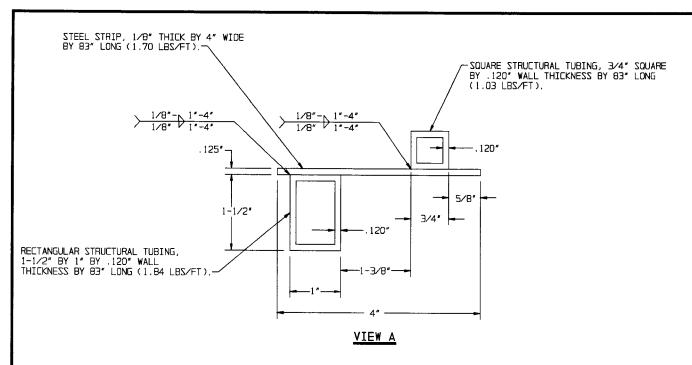
SPECIAL NOTE:

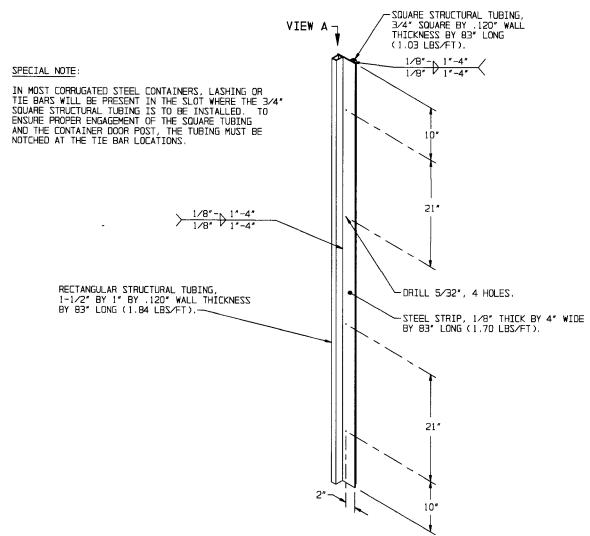
WHEN ISO CONTAINERS ARE NOT EQUIPPED WITH PRE-WELDED LOAD RETAINERS, AS DEPICTED IN "DETAIL A" ABOVE, DOOR POST VERTICAL RETAINERS WILL BE REQUIRED FOR THE LOADS DEPICTED ON PAGES 2 AND 4. SEE VARIOUS LOADS WITHIN AMC DRAWING 19-48-4153-15PA1002 FOR EXAMPLES. SEE PAGE 12 FOR DETAILS OF THE METAL DOOR POST VERTICAL RETAINER.



DETAIL B

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL RETAINER AND ADJACENT DUNNAGE PIECES.





DOOR POST VERTICAL RETAINER

 $\underline{\text{NOTE}}\colon$ THE ABOVE ASSEMBLY HAS BEEN SHOWN ROTATED 90° FROM THE ORIENTATION IN WHICH IT IS INSTALLED IN THE LEFT REAR CORNER OF THE CONTAINER. THE ASSEMBLY HAS BEEN ROTATED FOR HOLE LOCATION CLARITY.