

APPROVED BY
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LOADING AND BRACING (TL & LTL) IN CLOSED OR OPEN TOP VAN TRAILERS [⊙] OF ROCKET MOTOR, SR 49-TC-1 (GENIE) PACKED IN WOODEN CONTAINERS

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[⊙] THIS DOCUMENT INCLUDES OUTLOADING PROCEDURES FOR CONVENTIONAL TYPE TRAILERS AND FOR TRAILERS EQUIPPED WITH MECHANICAL BRACING DEVICES AS APPROVED BY THE BUREAU OF EXPLOSIVES, ASSOCIATION OF AMERICAN RAILROADS. **CAUTION:** THE PROCEDURES SHOWN HEREIN, FOR BOTH TYPES OF TRAILERS, ARE ONLY APPLICABLE FOR HIGHWAY MOVEMENTS; **NOT** FOR CONTAINER/TRAILER-ON-FLAT-CAR MOVEMENTS.

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DO NOT SCALE

GENERAL NOTES

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1, AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE OUTLOADING PROCEDURES SPECIFIED IN THIS DRAWING ARE APPLICABLE TO THE SR 49-TC-1 (GENIE) ROCKET MOTOR PACKED ONE PER WOODEN CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH CONTENTS.
- C. FOR DETAIL OF THE CONTAINER, SEE PAGE 3 OF THIS DRAWING AND US AIR FORCE CONTAINER DRAWING TPO NO. 00-671-2763.
- DIMENSIONS--6'-8-1/8" LONG X 26-3/8" WIDE X 30" HIGH.
GROSS WEIGHT--760 POUNDS (APPROX).
- D. THIS ITEM IS A ROCKET MOTOR. THE OUTLOADING PROCEDURES SPECIFIED HEREIN CAN ALSO BE UTILIZED FOR THE SHIPMENT OF THE DEPICTED CONTAINER WHEN THEY ARE LOADED WITH AN ITEM WHICH IS IDENTIFIED DIFFERENTLY BY NOMENCLATURE THAN THE ITEM DESIGNATED WITHIN THE DRAWING TITLE.
- E. THE LOADS AS SHOWN HEREIN ARE FOR CLOSED OR OPEN TOP VAN TRAILERS WHICH ARE 89" TO 93" WIDE (INSIDE DIMENSION) AND OF VARIOUS LENGTHS, UP TO AND INCLUDING 45'-0" LONG. THEY ARE LIMITED TO HIGHWAY MOVEMENT ONLY. THE DEPICTED LOADS ARE BASED ON TRAILERS OF THE CONVENTIONAL TYPE OR ARE BASED ON TRAILERS WHICH ARE EQUIPPED WITH SELF-CONTAINED MECHANICAL BRACING DEVICES (CROSS MEMBERS AND WALL MEMBERS) AND APPLY TO TRAILERS HAVING WOOD, WOOD AND METAL, OR METAL FLOORS. SEE GENERAL NOTE "I" ON THIS PAGE.
- F. THE OUTLOADING PROCEDURES SPECIFIED IN THE ISOMETRIC VIEWS ARE FOR CONVENTIONAL TYPE VAN TRAILERS.
- G. THE OUTLOADING PROCEDURES SPECIFIED IN THE "PARTIAL ELEVATION VIEW" ON PAGE 5 ARE FOR TRAILERS EQUIPPED WITH VARIOUS TYPES OF SELF-CONTAINED MECHANICAL BRACING DEVICES, AND ARE LIMITED TO HIGHWAY MOVEMENT ONLY. THE HEIGHT REQUIREMENTS SPECIFIED WITHIN THIS DRAWING FOR THE INSTALLATION OF CROSS MEMBERS ARE IDENTICAL WITH THOSE RECOMMENDED BY THE BUREAU OF EXPLOSIVES PAMPHLET 6C, AND APPENDICES THERETO. **CAUTION:** TRAILERS EQUIPPED WITH WALL MEMBERS WHICH DO NOT MEET THE LOCATION REQUIREMENTS MUST NOT BE USED.
1. VOIDS LENGTHWISE WITHIN THE LOAD MUST BE HELD TO A MINIMUM. CROSS MEMBERS MUST BE PLACED AGAINST THE LADING AS TIGHTLY AS THE HOLE SPACING IN THE CROSS MEMBER ATTACHMENT FACILITY PERMITS. EACH CROSS MEMBER WILL BE INSTALLED WITH THE ENDS ATTACHED AS NEARLY AS POSSIBLE IN "MATED" POSITIONS (AT EQUAL HEIGHTS AND AT EQUAL DISTANCES FROM THE END OF THE TRAILER).
 2. CROSS MEMBERS IN EMPTY TRAILERS AND THOSE NOT USED IN LOADED TRAILERS MUST BE SECURED FOR SHIPMENT. COMPONENTS ASSIGNED TO EACH TRAILER MUST REMAIN THEREWITH EVEN THOUGH UNUSED DURING SOME SHIPMENTS.
 3. ONE (1) CROSS MEMBER WILL BE REQUIRED FOR EACH 10,000 POUNDS OF LADING, AND SHOULD NOT BE RELIED UPON TO RETAIN A GREATER WEIGHT. CROSS MEMBERS WILL NOT BE DOUBLED; THAT IS, TWO CROSS MEMBERS AT THE SAME HEIGHT LOCATION WILL NOT BE PLACED SIDE BY SIDE.
- H. SELECTION OF A VEHICLE TO BE USED TO TRANSPORT THE DESIGNATED ITEM MUST COMPLY WITH AR 55-355, CHAPTER 213, FOR EXPLOSIVES AND OTHER DANGEROUS ARTICLES, IN FULL.
- J. THE GROSS WEIGHT AND AXLE DISTRIBUTION OF WEIGHT FOR A LOAD WILL BE THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE THE SHIPPER OF THE APPLICABLE LOADING REQUIREMENTS, AND THE SHIPPER WILL LOAD ACCORDINGLY. THE TOTAL WEIGHT OF THE LADING, OF THE DUNNAGE, OF THE TRACTOR AND OF THE SEMI-TRAILER CARRYING THE LADING MUST NOT EXCEED THE MAXIMUM GROSS WEIGHT ALLOWED FOR THE STATE OR STATES THRU WHICH THE LOAD IS TO BE TRANSPORTED BY MOTOR CARRIER. LIKEWISE, THE GROSS WEIGHT ON A SINGLE OR TANDEM AXLE MUST NOT EXCEED THE MAXIMUM ALLOWABLE WEIGHT. IF THERE IS ANY DOUBT AS TO WHETHER ANY AXLES ARE OVER-LOADED, OR ANY DOUBT AS TO WHETHER THE TOTAL GROSS WEIGHT EXCEEDS THE MAXIMUM ALLOWED, PROPER WEIGHT DISTRIBUTION SHOULD BE VERIFIED BY ACTUALLY WEIGHING THE LOADED VEHICLE.

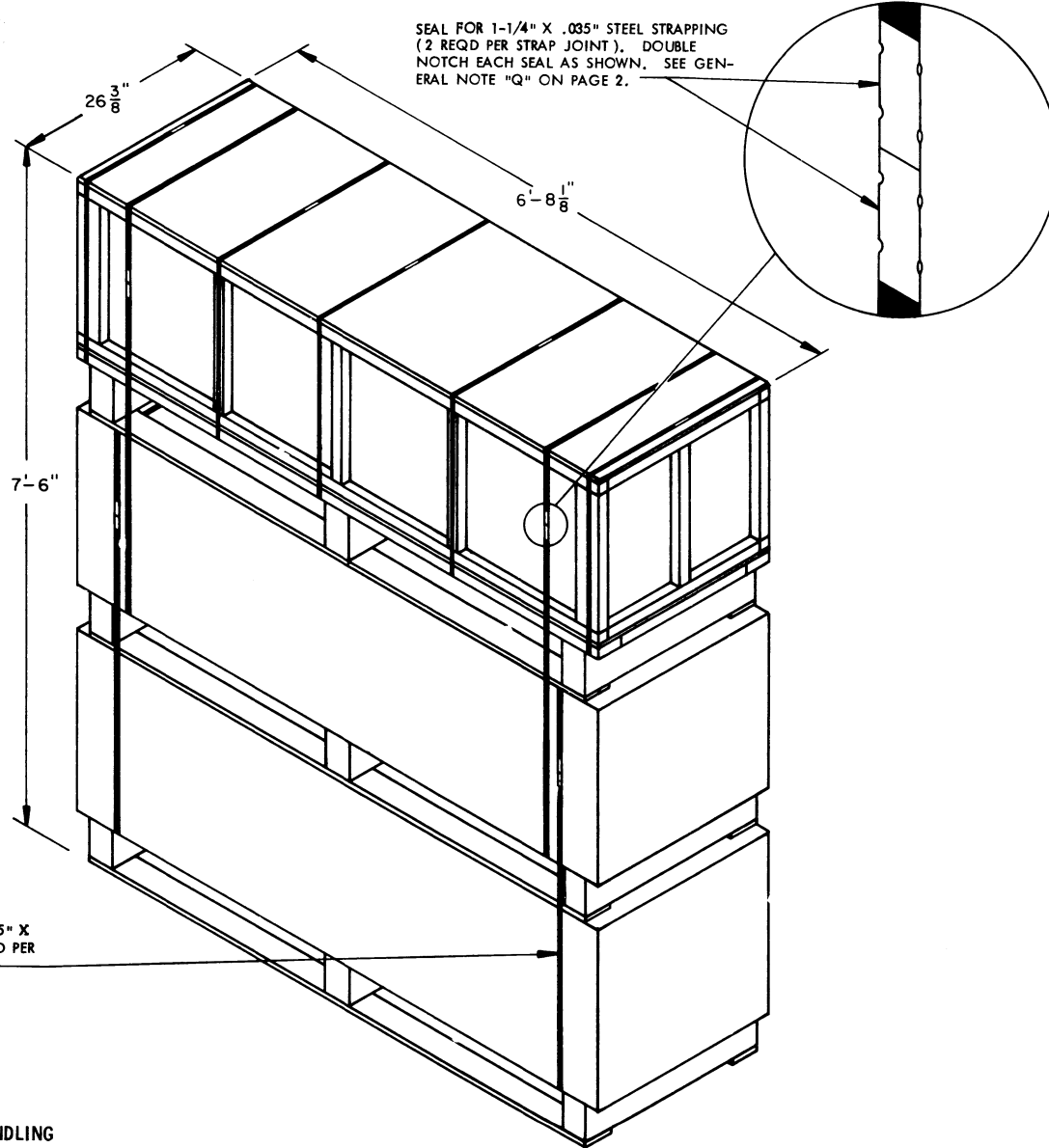
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MATERIAL SPECIFICATIONS

- LUMBER ----- : SEE TM 743-200-1, DUNNAGE LUMBER; FED SPEC MM-L-751.
- NAILS----- : FED SPEC FF-N-105, COMMON.
- STRAPPING, STEEL ----- : CLASS 1, TYPE I OR IX, HEAVY DUTY, FINISH A OR B (GRADE 2), OR C; FED SPEC QQ-5-781.
- SEAL, STRAP----- : TYPE D, STYLE, I, II, OR IX, CLASS H; FED SPEC QQ-5-781.

(GENERAL NOTES CONTINUED)

- K. THE NUMBER OF LADING UNITS MAY BE ADJUSTED TO SUIT THE CAPACITY OF THE TRAILER BEING LOADED OR THE QUANTITY TO BE SHIPPED. HOWEVER, THE APPROVED METHODS SPECIFIED HEREIN MUST BE FOLLOWED AS CLOSELY AS POSSIBLE FOR BLOCKING, BRACING, AND STAYING OF THE LOADS.
- L. OTHER TYPES OF LADING ITEMS MAY BE LOADED INTO TRAILERS WHICH ARE PARTIALLY LOADED WITH THE DESIGNATED ITEMS, PROVIDING THE TOTAL LOAD IS COMPATIBLE, EXISTING DIRECTIVES ARE NOT VIOLATED, AND THE OTHER LADING ITEMS ARE BLOCKED AND BRACED TO EQUAL THE BLOCKING AND BRACING CRITERIA SPECIFIED HEREIN.
- M. FOR TRAILERS NOT EQUIPPED WITH REAR CORNER POSTS, REAR BLOCKING MUST BE EXTENDED TO CONTACT THE REAR DOORS WHEN THEY ARE CLOSED.
- N. DUNNAGE LUMBER SPECIFIED THROUGHOUT THIS PROCEDURAL DRAWING IS OF NOMINAL SIZE. FOR EXAMPLE, 2" X 4" MATERIAL IS ACTUALLY 1-1/2" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- O. **NOTICE:** A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES. ALSO, A STAGGERED NAILING PATTERN WILL BE USED WHEN DUNNAGE IS NAILED TO THE FLOOR OF THE TRANSPORTING VEHICLE, 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.
- P. PORTIONS OF THE TRAILER BODIES DEPICTED WITHIN THIS PROCEDURAL DRAWING, SUCH AS ONE OF THE SIDE WALLS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- Q. WHEN STEEL STRAPPING IS SEALED AT AN END-OVER-END LAP JOINT, A MINIMUM OF TWO (2) SEALS, BUTTED TOGETHER, WITH TWO (2) PAIRS OF NOTCHES PER SEAL, MUST BE USED TO SEAL THE JOINT.
- R. FOR ADDITIONAL GUIDANCE, ATTENTION IS DIRECTED TO THE UNITIZATION AND HANDLING PROCEDURES ON PAGE 3, AND THE "SPECIAL NOTES" SECTIONS WHICH ARE IMMEDIATELY ADJACENT TO THE DEPICTED OUTLOADING METHODS.
- S. TO ACHIEVE SHIPMENTS OF MORE CONTAINERS THAN DEPICTED IN THE FULL LOAD AS SHOWN IN THIS DOCUMENT, LONGER TRAILERS, IF DESIRED, CAN BE USED WITH THE SAME REAR BLOCKING AND ADJUSTMENTS TO THE OTHER OUTLOADING PROCEDURES. SEE GENERAL NOTE "E" ON THIS PAGE.



UNITIZING STRAP, 1-1/4" X .035" X 16'-0" STEEL STRAPPING (4 REQD PER STACK).

UNITIZING AND HANDLING PROCEDURAL GUIDANCE

STACK DETAIL

1. STACKING CONTAINERS FOR UNITIZING.
 - A. PLACE AN UPPER CONTAINER AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE NEXT LOWER CONTAINER.
 - B. POSITION THE STENCILED END OF AN UPPER CONTAINER ABOVE THE STENCILED END OF THE NEXT LOWER CONTAINER.
2. INSTALLATION OF 1-1/4" X .035" UNITIZING STEEL STRAPPING. SEE GENERAL NOTE "Q" ON PAGE 2.
 - A. EACH OF THE TWO SETS OF UNITIZING STRAPS SHOULD BE POSITIONED AROUND THE CONTAINERS AS SHOWN. PLACE STRAPPING NEAR THE INSIDE ENDS OF THE SKIDS AND SO THAT THE STRAPPING LAYS FLAT AND STRAIGHT WITH THE BODY SURFACES OF THE CONTAINERS; I.E., VERTICAL ALONG SIDES AND STRAIGHT ACROSS THE TOP AND BOTTOM OF THE STACK.
 - B. STRAPPING WILL BE FIRMLY TENSIONED, AND EACH END-OVER-END LAP JOINT WILL BE SEALED WITH TWO DOUBLE NOTCHED STRAP SEALS AS SHOWN. THE LAP JOINT WILL BE MADE ALONG THE SIDE OF THE STACK SO THAT THE SEALS WILL NOT BE IN CONTACT WITH THE CONTAINERS. DURING STRAP TENSIONING, CARE SHOULD BE EXERCISED TO INSURE THAT THE CONTAINERS ARE NOT DAMAGED. EXCESS STRAPPING (STRAP ENDS) SHOULD BE CUT OFF OR BROKEN OFF NEAR THE JOINT SEALS.

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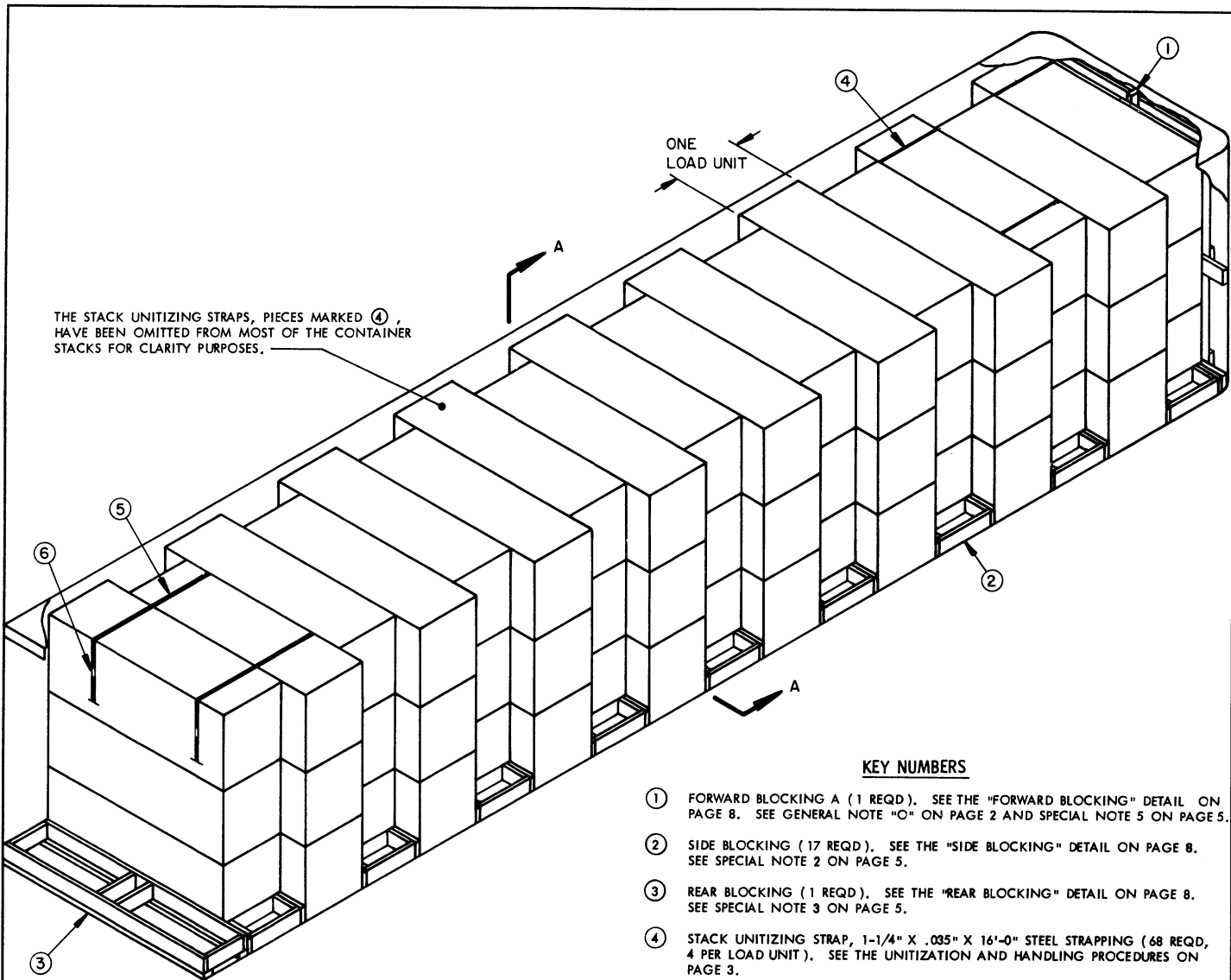
(UNITIZING AND HANDLING PROCEDURAL GUIDANCE CONTINUED)

3. CONTAINER OR CONTAINER STACK HANDLING.

NOTES: (1) APPROVED MATERIALS HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS, SPREADER BARS, ETC.) IS SPECIFIED ELSEWHERE THAN HEREIN.

(2) PRECAUTIONARY HANDLING TECHNIQUES NORMALLY EMPLOYED OR AS SPECIFIED FOR THE TYPE OF COMMODITY INVOLVED WILL BE USED FOR HANDLING THE DEPICTED CONTAINERS.

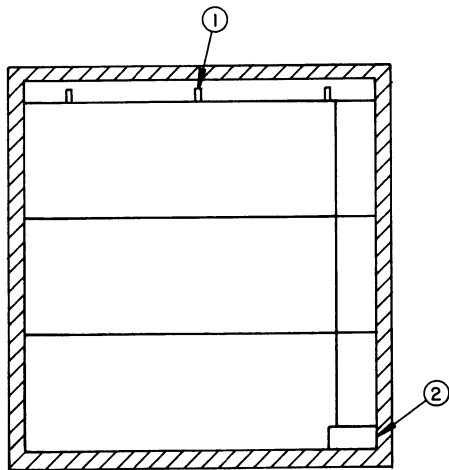
 - A. ONLY APPROVED AND APPROPRIATELY-SIZED MATERIALS HANDLING EQUIPMENT WILL BE USED FOR HANDLING THE DEPICTED CONTAINERS.
 - B. IF HANDLING IS ACCOMPLISHED WITH A FORKLIFT TRUCK, THE CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION AS MUCH AS POSSIBLE. CARE MUST BE EXERCISED WHEN INSERTING FORKS UNDER A CONTAINER TO PREVENT DAMAGE TO THE CONTAINER BY THE FORK TINES OR THE FORKLIFT PACKAGE GUARD. FOR VERY SHORT "INCHING" SPEED MOVEMENTS, SUCH AS WILL BE EXPERIENCED DURING TRAILER LOADING, A UNITIZED TWO OR THREE-CONTAINER STACK MAY BE HANDLED BY INSERTING THE FORKS OF A FORKLIFT TRUCK UNDER THE BODY OF AN UPPER CONTAINER. IF ONE CONTAINER IS HANDLED BY SLINGING, THE SLING MUST BE OF SUCH A DESIGN THAT THE LIFTING IS DONE ON THE BOTTOM OF THE CONTAINER.



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD BLOCKING A (1 REQD). SEE THE "FORWARD BLOCKING" DETAIL ON PAGE 8. SEE GENERAL NOTE "O" ON PAGE 2 AND SPECIAL NOTE 5 ON PAGE 5.
- ② SIDE BLOCKING (17 REQD). SEE THE "SIDE BLOCKING" DETAIL ON PAGE 8. SEE SPECIAL NOTE 2 ON PAGE 5.
- ③ REAR BLOCKING (1 REQD). SEE THE "REAR BLOCKING" DETAIL ON PAGE 8. SEE SPECIAL NOTE 3 ON PAGE 5.
- ④ STACK UNITIZING STRAP, 1-1/4" X .035" X 16'-0" STEEL STRAPPING (68 REQD, 4 PER LOAD UNIT). SEE THE UNITIZATION AND HANDLING PROCEDURES ON PAGE 3.
- ⑤ BUNDLING STRAP, 1-1/4" X .035" X 15'-0" LONG STEEL STRAPPING (2 REQD). PRE-POSITION AND INSTALL SO AS TO ENCIRCLE THE TWO TOP REAR CONTAINERS.
- ⑥ SEAL FOR 1-1/4" STRAPPING (140 REQD, 2 PER STRAP). DOUBLE NOTCH EACH SEAL. SEE GENERAL NOTE "Q" ON PAGE 2.

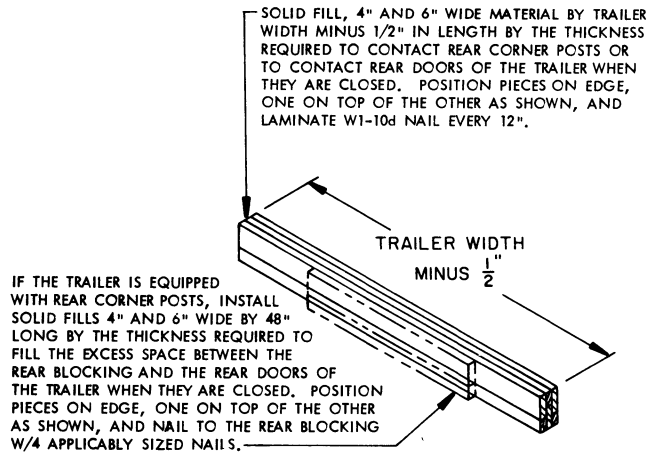


SECTION A-A

51-UNIT LOAD IN A 40'-0" LONG TRAILER

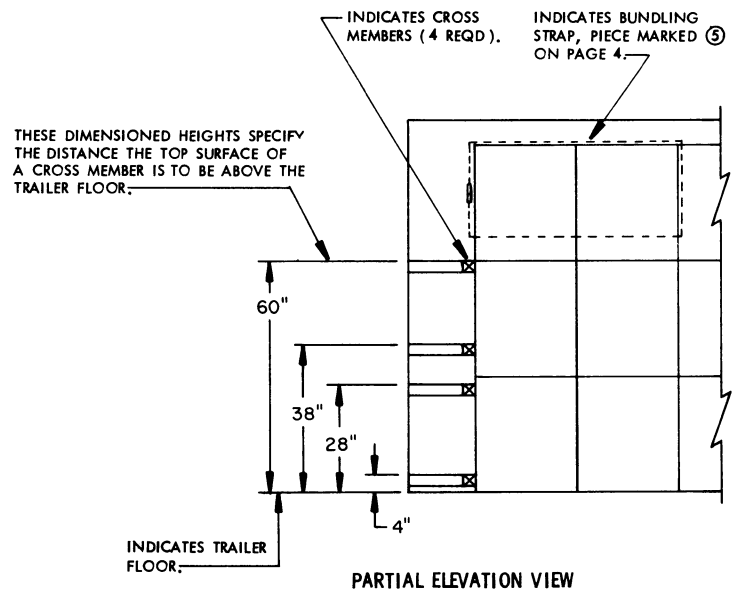
SPECIAL NOTES:

1. A LOAD OF CONTAINERS IS SHOWN IN A 40'-0" LONG BY 7'-6" WIDE (INSIDE DIMENSION) CONVENTIONAL TYPE VAN TRAILER.
2. A WIDER OR NARROWER TRAILER THAN SHOWN MAY BE USED FOR SHIPPING THE DEPICTED LOAD. ADJUST THE WIDTH OF THE "SIDE BLOCKING" ASSEMBLY AS NECESSARY.
3. IF THE VOID AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR MEASURES 1-1/2" OR LESS NO REAR BLOCKING IS REQUIRED. IF THE VOID AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE "ALTERNATIVE REAR BLOCKING" AS SHOWN AT RIGHT.
4. IF THE TRAILER BEING USED IS EQUIPPED WITH A SQUARE FRONT OR WITH AN INSTALLED BULKHEAD, OMIT THE FORWARD BLOCKING ASSEMBLY, PIECE MARKED ①, AND POSITION THE CONTAINERS DIRECTLY AGAINST THE FORWARD PORTION OF THE TRAILER.
5. IF THE TRAILER BEING OUTLOADED CONTAINS MECHANICAL BRACING DEVICES, SUCH AS A WALL BELT RAIL AND LOAD BLOCKING CROSS MEMBERS, WHICH CONFORM TO SPECIFICATIONS SET FORTH WITHIN THE BUREAU OF EXPLOSIVES PAMPHLET 6C AND APPENDICES THERETO, THEY MAY BE USED AT THE REAR OF THE LOAD AS SHOWN IN THE "PARTIAL ELEVATION VIEW" ON THIS PAGE. THE MECHANICAL BRACING DEVICE SYSTEM OF A TRAILER MUST HAVE A LENGTH OF AT LEAST 38'-0" AS MEASURED FROM THE FRONT WALL OF THE TRAILER.



ALTERNATIVE REAR BLOCKING

THIS REAR BLOCKING IS DESIGNED FOR USE AT THE REAR END OF THE LOAD SHOWN ON PAGE 4 WHEN THE SPACE BETWEEN THE LADING AND THE TRAILER DOORS IS LESS THAN 9".



PARTIAL ELEVATION VIEW

THE VIEW SHOWN ABOVE INDICATES THE REAR PORTION OF THE LOAD SHOWN ON PAGE 4. SEE SPECIAL NOTE 5 ON THIS PAGE.

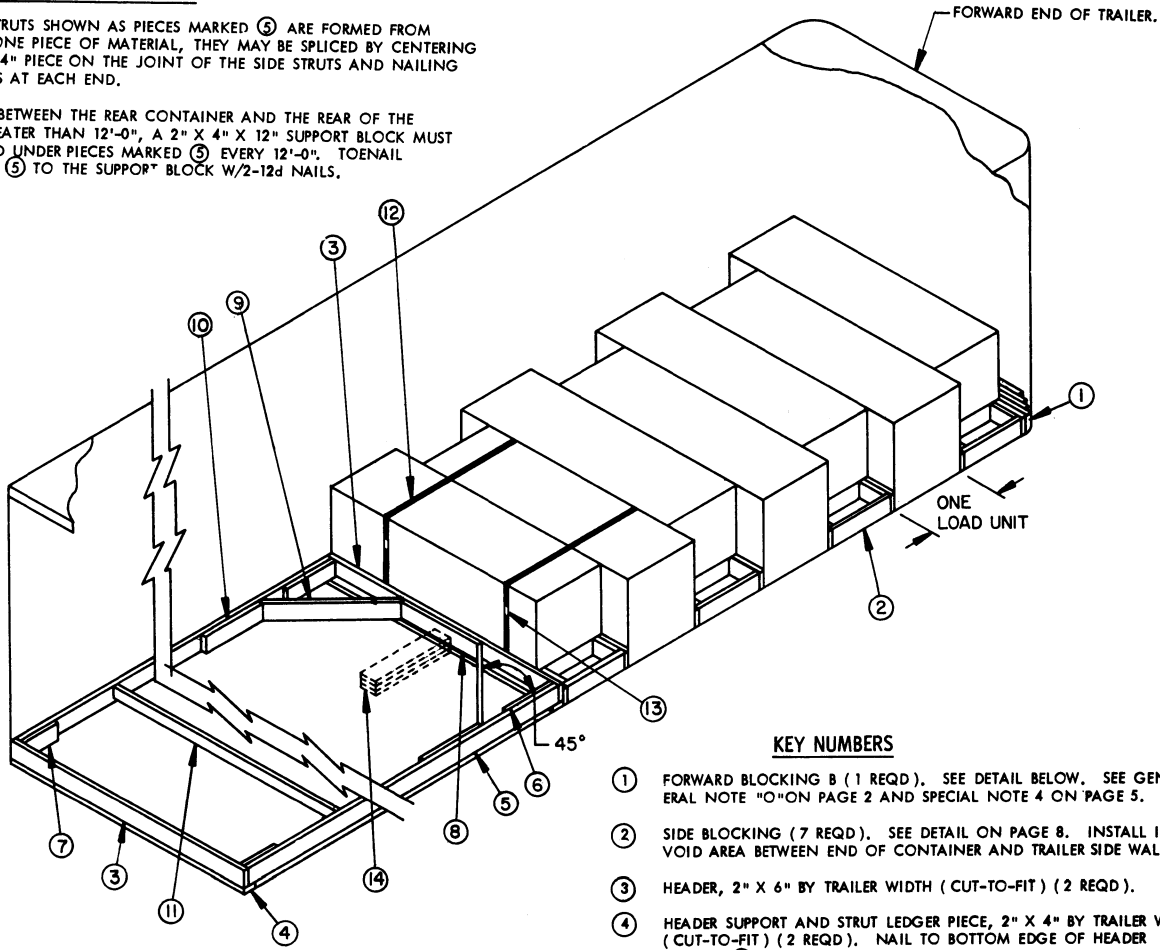
BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	42	28
2" X 6"	196	196
NAILS	NO. REQD	POUNDS
10d (3")	382	6
STEEL STRAPPING, 1-1/4" ----- 1,118 REQD -----		160 LBS
SEAL FOR 1-1/4" STRAPPING ----- 140 REQD -----		7 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CONTAINER -----	51 -----	38,760 LBS
DUNNAGE-----	-----	621 LBS
TOTAL WEIGHT-----		39,381 LBS (APPROX)

(SPECIAL NOTES CONTINUED)

4. IF THE SIDE STRUTS SHOWN AS PIECES MARKED ⑤ ARE FORMED FROM MORE THAN ONE PIECE OF MATERIAL, THEY MAY BE SPLICED BY CENTERING A 2" X 6" X 24" PIECE ON THE JOINT OF THE SIDE STRUTS AND NAILING W/4-10d NAILS AT EACH END.
5. IF THE SPACE BETWEEN THE REAR CONTAINER AND THE REAR OF THE TRAILER IS GREATER THAN 12'-0", A 2" X 4" X 12" SUPPORT BLOCK MUST BE POSITIONED UNDER PIECES MARKED ③ EVERY 12'-0". TOENAIL PIECE MARKED ⑤ TO THE SUPPORT BLOCK W/2-12d NAILS.



ISOMETRIC VIEW

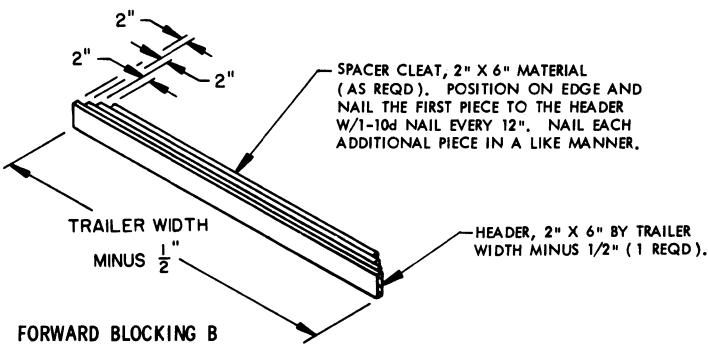
KEY NUMBERS

- ① FORWARD BLOCKING 8 (1 REQD). SEE DETAIL BELOW. SEE GENERAL NOTE "O" ON PAGE 2 AND SPECIAL NOTE 4 ON PAGE 5.
- ② SIDE BLOCKING (7 REQD). SEE DETAIL ON PAGE 8. INSTALL IN VOID AREA BETWEEN END OF CONTAINER AND TRAILER SIDE WALL.
- ③ HEADER, 2" X 6" BY TRAILER WIDTH (CUT-TO-FIT) (2 REQD).
- ④ HEADER SUPPORT AND STRUT LEDGER PIECE, 2" X 4" BY TRAILER WIDTH (CUT-TO-FIT) (2 REQD). NAIL TO BOTTOM EDGE OF HEADER MARKED ③ W/1-10d NAIL EVERY 8".
- ⑤ SIDE STRUT, 2" X 6" BY CUT-TO-FIT BETWEEN HEADERS MARKED ③ (2 REQD). SEE SPECIAL NOTE 4 ON THIS PAGE.
- ⑥ POCKET CLEAT, 2" X 6" X 18" (2 REQD). NAIL TO STRUT MARKED ⑤ W/5-10d NAILS. TOENAIL TO THE ADJACENT HEADER MARKED ③ W/3-12d NAILS.
- ⑦ STRUT RETAINING BLOCK, 2" X 6" X 12" (2 REQD). NAIL TO STRUT MARKED ⑤ W/3-10d NAILS. TOENAIL TO THE ADJACENT HEADER MARKED ③ W/3-12d NAILS.
- ⑧ CENTER CLEAT, 2" X 6" X 30" (1 REQD). NAIL TO HEADER MARKED ③ W/6-10d NAILS.
- ⑨ DIAGONAL BRACE, 2" X 6" BY CUT-TO-FIT (2 REQD). DOUBLE BEVEL EACH END WITH 45° CUTS. INSTALL AT A 45° ANGLE AS SHOWN AND TOENAIL TO THE ADJACENT HEADER MARKED ③ AND STRUT MARKED ⑤ W/2-16d NAILS AT EACH END.
- ⑩ BACK-UP CLEAT, 2" X 6" X 24" (2 REQD). NAIL TO A STRUT MARKED ⑤ W/8-10d NAILS.
- ⑪ STRUT BRACING, 2" X 4" BY TRAILER WIDTH MINUS 3-1/4" (CUT-TO-FIT) (MINIMUM OF 1 REQD). INSTALL ONE (1) NEAR REAR END OF STRUT MARKED ⑤ AS SHOWN. ONE (1) ADDITIONAL PIECE REQUIRED FOR EVERY 7'-0" OF STRUT LENGTH. TOENAIL TO STRUTS MARKED ⑤ W/4-12d NAILS AT EACH END. **CAUTION:** USE CARE WHEN TOENAILING TO PREVENT NAILING THRU AND INTO A SIDE WALL OF A TRAILER.
- ⑫ BUNDLING STRAPS, 1-1/4" X .035" X 14'-0" LONG STEEL STRAPPING (2 REQD). PREPOSITION AND INSTALL TO ENCIRCLE TWO (2) CONTAINERS, AS SHOWN.
- ⑬ SEAL FOR 1-1/4" STRAPPING (2 REQD). DOUBLE NOTCH EACH SEAL. SEE GENERAL NOTE "Q" ON PAGE 2.
- ⑭ BACK-UP CLEAT, 2" X 4" X 30" (TRIPLED) (3 REQD). POSITION ONE AGAINST EACH END OF THE HEADER MARKED ③ AND CENTER THE REMAINING ONE. NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/7-12d NAILS. NAIL EACH ADDITIONAL PIECE IN A LIKE MANNER. TOENAIL THE TOP PIECE TO A HEADER PIECE MARKED ③ W/2-12d NAILS. SEE SPECIAL NOTE 2 ON THIS PAGE.

SPECIAL NOTES:

1. THESE OUTLOADING PROCEDURES DEPICT THE USE OF K-BRACE BLOCKING IN A 7'-6" WIDE (INSIDE DIMENSION) VAN TRAILER WHICH IS EQUIPPED WITH OR WITHOUT NAILABLE FLOORS AND REAR CORNER POSTS.
2. PIECES MARKED ⑭ ARE FOR USE IN A TRAILER WHICH HAS A NAILABLE FLOOR AND SHOULD BE USED, IF POSSIBLE, IN LIEU OF PIECES MARKED ⑤ THROUGH ⑪ WHICH APPLY TO TRAILERS HAVING NON-NAILABLE FLOORS. THREE (3) BACK UP CLEATS, SHOWN AS PIECES MARKED ⑭, ARE ADEQUATE FOR RETAINING A MAXIMUM SIZE LTL LOAD OF 12,000 POUNDS.
3. THE DEPICTED K-BRACE BLOCKING WILL RETAIN A MAXIMUM SIZE LTL LOAD.

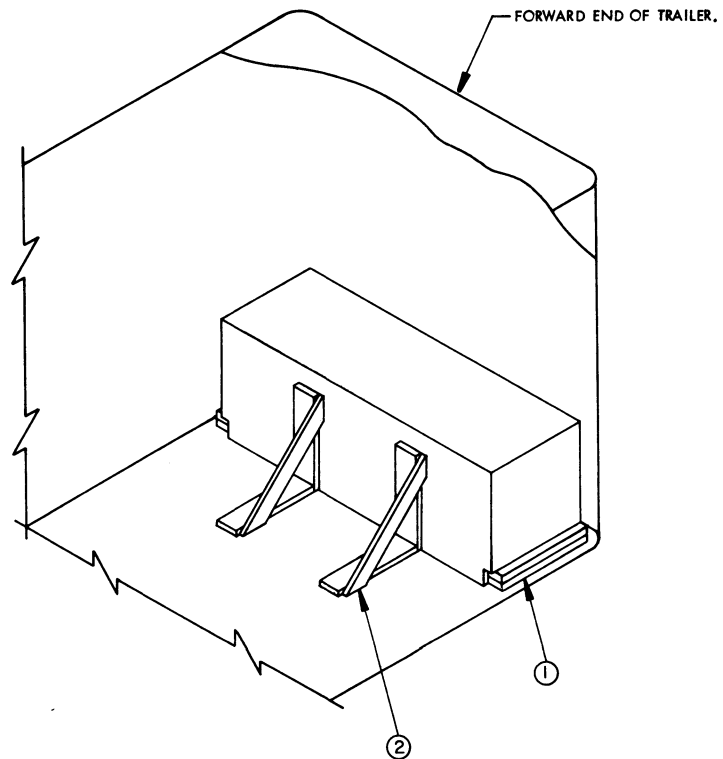
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FORWARD BLOCKING B

THIS FORWARD BLOCKING ASSEMBLY IS DESIGNED FOR USE AT THE FORWARD END OF A ONE (1) LAYER LOAD WHICH IS TO BE SHIPPED IN A TRAILER HAVING ROUNDED CORNERS OF AN INSIDE RADIUS OF 7" OR LESS. ADDITIONAL LAMINATIONS MUST BE ADDED TO THE BACK SIDE OF THE SPACER CLEATS TO COMPENSATE FOR LARGER SIZE CORNERS.

TYPICAL LTL (7-UNIT LOAD)



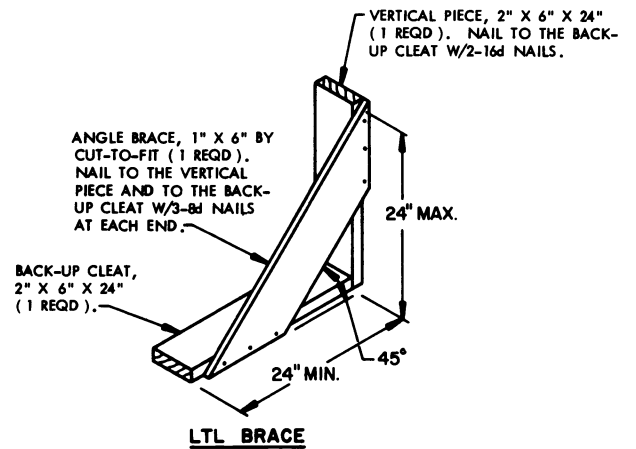
ISOMETRIC VIEW

KEY NUMBERS

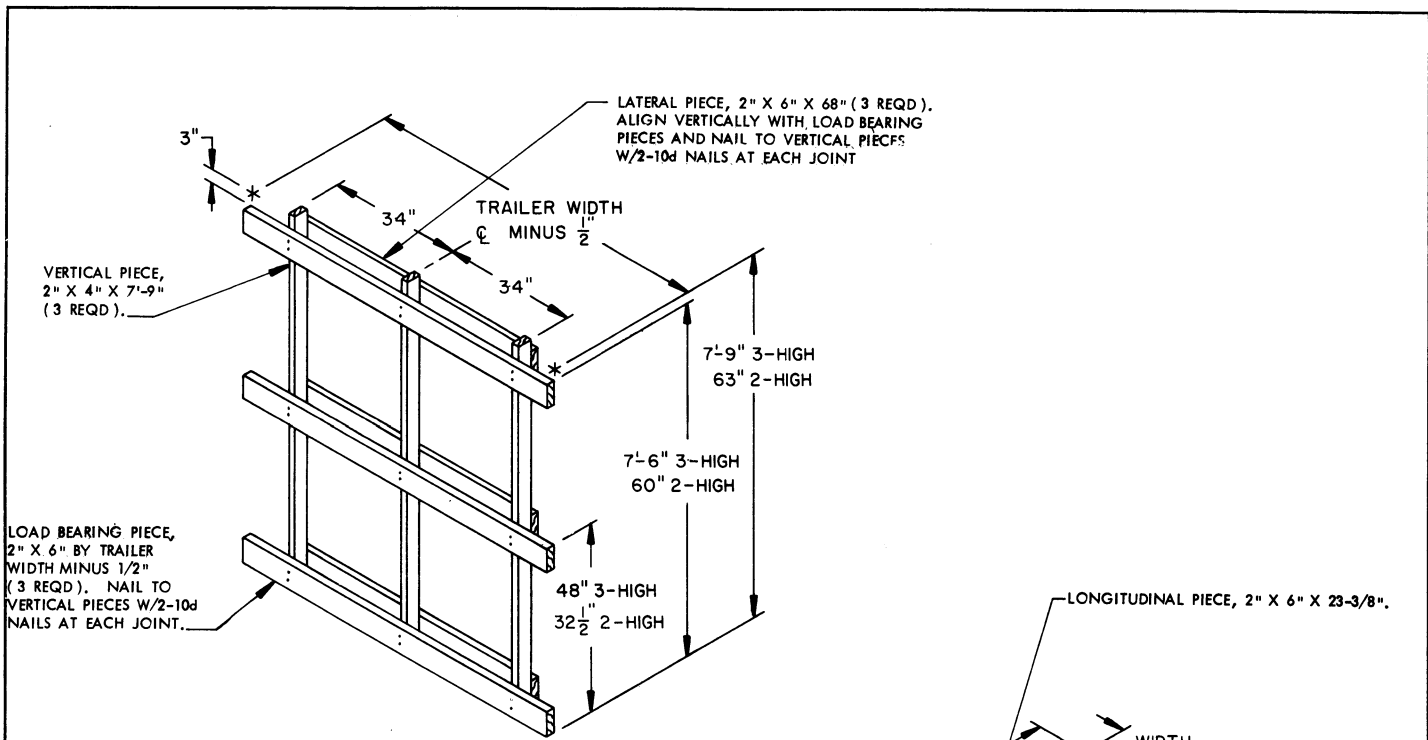
- ① SIDE BLOCKING, 2" X 4" X 24" (DOUBLED) (2 REQD). PRE-POSITION AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-12d NAILS. NAIL THE SECOND PIECE TO THE FIRST IN A LIKE MANNER. SEE SPECIAL NOTES AT LEFT.
- ② LTL BRACE (2 REQD). SEE THE "LTL BRACE" DETAIL BELOW. NAIL TO THE TRAILER FLOOR W/7-12d NAILS.

SPECIAL NOTES:

1. A 1-UNIT LOAD IS SHOWN IN A ROUNDED FRONT TRAILER WHICH IS 7'-6" WIDE(INSIDE DIMENSION) AND WHICH IS EQUIPPED WITH A NAILABLE FLOOR. WIDER OR NARROWER TRAILERS, OR TRAILERS WITH SQUARE FRONTS MAY BE USED.
2. THE DEPICTED PROCEDURES CAN BE USED FOR THE SHIPMENT OF A 2-UNIT LOAD BY REPEATING WHAT IS SHOWN FOR THE 1-UNIT LOAD.

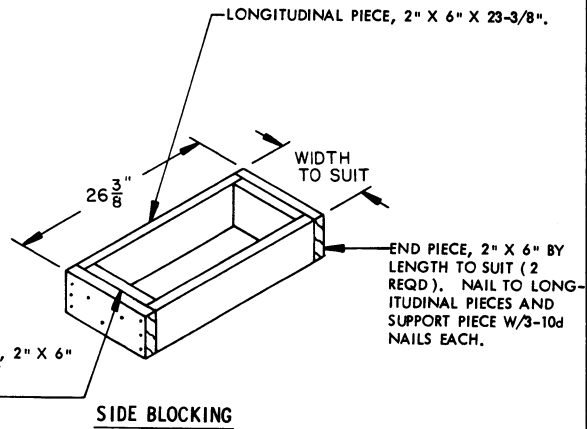


TYPICAL LTL (1-UNIT LOAD)

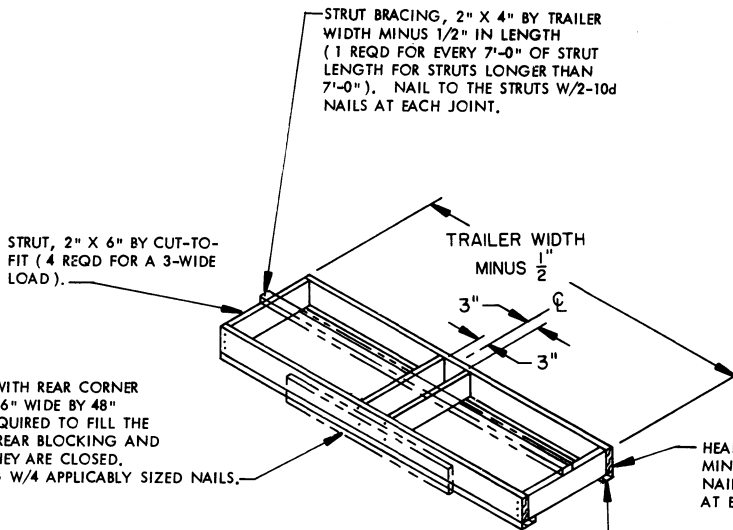


FORWARD BLOCKING A

THIS ASSEMBLY IS DESIGNED FOR USE AT THE FRONT END OF A TRAILER HAVING ROUNDED CORNERS, AND IS APPLICABLE FOR A CORNER RADIUS OF NOT MORE THAN 6-1/2". IF THE RADIUS IS FROM 6-1/2" TO 8", 2" X 6" VERTICAL PIECES WILL BE USED IN LIEU OF THE 2" X 4" PIECES.



SIDE BLOCKING



REAR BLOCKING

IF THE TRAILER IS EQUIPPED WITH REAR CORNER POSTS, INSTALL SOLID FILL, 6" WIDE BY 48" LONG BY THE THICKNESS REQUIRED TO FILL THE EXCESS SPACE BETWEEN THE REAR BLOCKING AND THE TRAILER DOORS WHEN THEY ARE CLOSED. NAIL TO THE REAR BLOCKING W/4 APPLICABLY SIZED NAILS.

THIS ASSEMBLY IS DESIGNED FOR USE AT THE REAR OF THE LOAD WHEN THE EXCESS SPACE BETWEEN THE LADING AND THE TRAILER DOORS IS MORE THAN 9".

DETAILS