

APPROVED BY
BUREAU OF EXPLOSIVES

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DATE *8/7/96*

LOADING AND BRACING WITH WOODEN DUNNAGE IN END OPENING ISO CONTAINERS OF CBU ITEMS PACKED IN CNU-147/E (TWIN PACK) SHIPPING AND STORAGE CONTAINERS

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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.

NOTE: THIS DRAWING SUPERSEDES DEFENSE AMMUNITION CENTER AND SCHOOL DRAWING NUMBER D-SARAC-4458, DATED SEPTEMBER 1982.

DO NOT SCALE

U.S. ARMY MATERIEL COMMAND DRAWING			
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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 SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF CBU ITEMS PACKED IN CNU-147/E (TWIN PACK) CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH CBU ITEMS. SEE PAGE 3 FOR DETAILS OF THE CONTAINER. CAUTION: REGARDLESS OF THE QUANTITY OF UNITS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE END OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 4,700 POUND 20' LONG BY 8' WIDE BY 8'-6" HIGH END OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 93" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS. OLDER/OTHER CONTAINERS MAY HAVE A TOTAL INSIDE HEIGHT OF 95", BUT A CLEAR HEIGHT UNDER THE ROOF BOWS OF 93". VERIFY INSIDE CONTAINER HEIGHT PRIOR TO FABRICATING DUNNAGE. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLATCAR (T/COFC) SHIPMENT, HOWEVER, THE LOAD AS DESIGNED CAN ALSO BE MOVED BY OTHER SURFACE MODES OF TRANSPORT. NOTICE: OTHER CONTAINERS OF THE SAME DESIGN CONFIGURATION CAN BE USED.
- D. WHEN LOADING CNU-147/E CONTAINERS, 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 CENTER OR SIDE FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE TO THE LONGITUDINAL OR VERTICAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND QUANTITY OF THE DUNNAGE LUMBER USED, OR THE LENGTH OF THE CENTER FILL ASSEMBLY LATERAL PIECES, MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE CONTAINER.
- E. DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.
- F. A STAGGERED NAILING PATTERN WILL BE USED WHENEVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.
- G. IN SOME CONTAINERS THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD 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 RIGHT)

MATERIAL SPECIFICATIONS

- LUMBER - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND FED SPEC MM-L-751.
- NAILS - - - - - : FED SPEC FF-N-105; COMMON.
- PLYWOOD - - - - - : 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 BE SUBSTITUTED.
- WIRE, CARBON STEEL - : ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, .0800" DIA, GRADE 1006 OR BETTER.

(GENERAL NOTES CONTINUED)

- H. WHETHER A CONTAINER IS FULL OR IS LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF THE LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MID-POINT OF THE CONTAINER.
- J. CAUTION: DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- K. PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS THE SIDEWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- L. MAXIMUM LOAD WEIGHT CRITERIA:
THE MAXIMUM LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALTHOUGH THE HEAVIEST MAXIMUM LOADS ARE DELINEATED IN THE LOAD VIEWS, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOADS CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. DEPENDING ON TRANSPORTATION ROUTING, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY "WEIGHT LAWS" OF CERTAIN STATES. ALSO, IT MAY BE NECESSARY TO REDUCE THE LOAD WEIGHT TO SATISFY OTHER WEIGHT RESTRICTIONS IMPOSED ON THE INTERMODAL CONTAINER SYSTEM.
- M. REQUIREMENTS CITED WITHIN THE BUREAU OF EXPLOSIVES PAMPHLET 6C APPLY WHEN THE SHIPMENT MOVES BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC). SPECIAL T/COFC NOTES FOLLOW:
1. A LOADED CONTAINER MUST BE ON A CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE.
2. THE LOAD LIMIT OF A T/COFC RAILCAR MUST NOT BE EXCEEDED, NOR WILL A CAR BE LOADED SO THAT THE TRUCK UNDER ONE END OF THE CAR CARRIES MORE THAN ONE-HALF OF THE LOAD LIMIT FOR THAT CAR.
- N. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS OR MODIFIED FLATBED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES INVOLVED.
- O. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4 MM AND ONE POUND EQUALS 0.454 KG.
- P. THE QUANTITY OF CONTAINERS SHOWN IN THE LOADS ON PAGES 4 AND 8 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL-LOAD" DETAILS ON PAGES 11 AND 12.
- Q. THE DOOR OPENING WIDTH OF THE ISO CONTAINER MUST BE CHECKED AGAINST THE LENGTH OF THE CNU-147/E CONTAINER PRIOR TO LOADING CONTAINERS IN THE PATTERN DEPICTED ON PAGE 4. IF THE CNU CONTAINER IS TOO LONG TO FIT THROUGH THE DOOR OPENING, THE PATTERN ON PAGE 4 CANNOT BE USED, AND THE PATTERN DEPICTED ON PAGE 8 MUST BE USED INSTEAD.

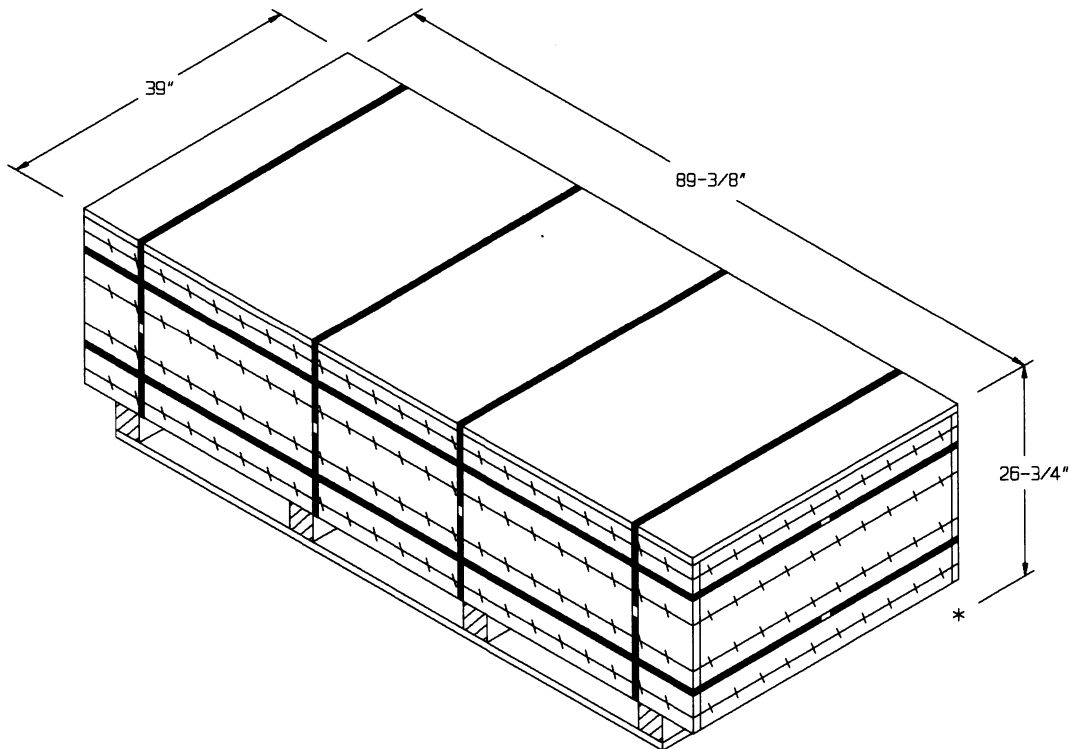
LOADING AND UNLOADING GUIDANCE

(LOADING AND UNLOADING GUIDANCE CONT.)

- 1. STACKING CONTAINERS FOR LOADING.
 - A. AN UPPER CONTAINER SHOULD BE PLACED AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE NEXT LOWER CONTAINER.
 - B. POSITION THE AFT END OF AN UPPER CONTAINER ABOVE THE AFT END OF THE NEXT LOWER CONTAINER.
- 2. CONTAINER OR CONTAINER STACK HANDLING.
 - A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIALS HANDLING EQUIPMENT WILL BE USED FOR HANDLING THE DEPICTED CONTAINERS. APPROVED MATERIAL HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS, SPREADER BARS, ETC.) IS SPECIFIED ELSEWHERE.

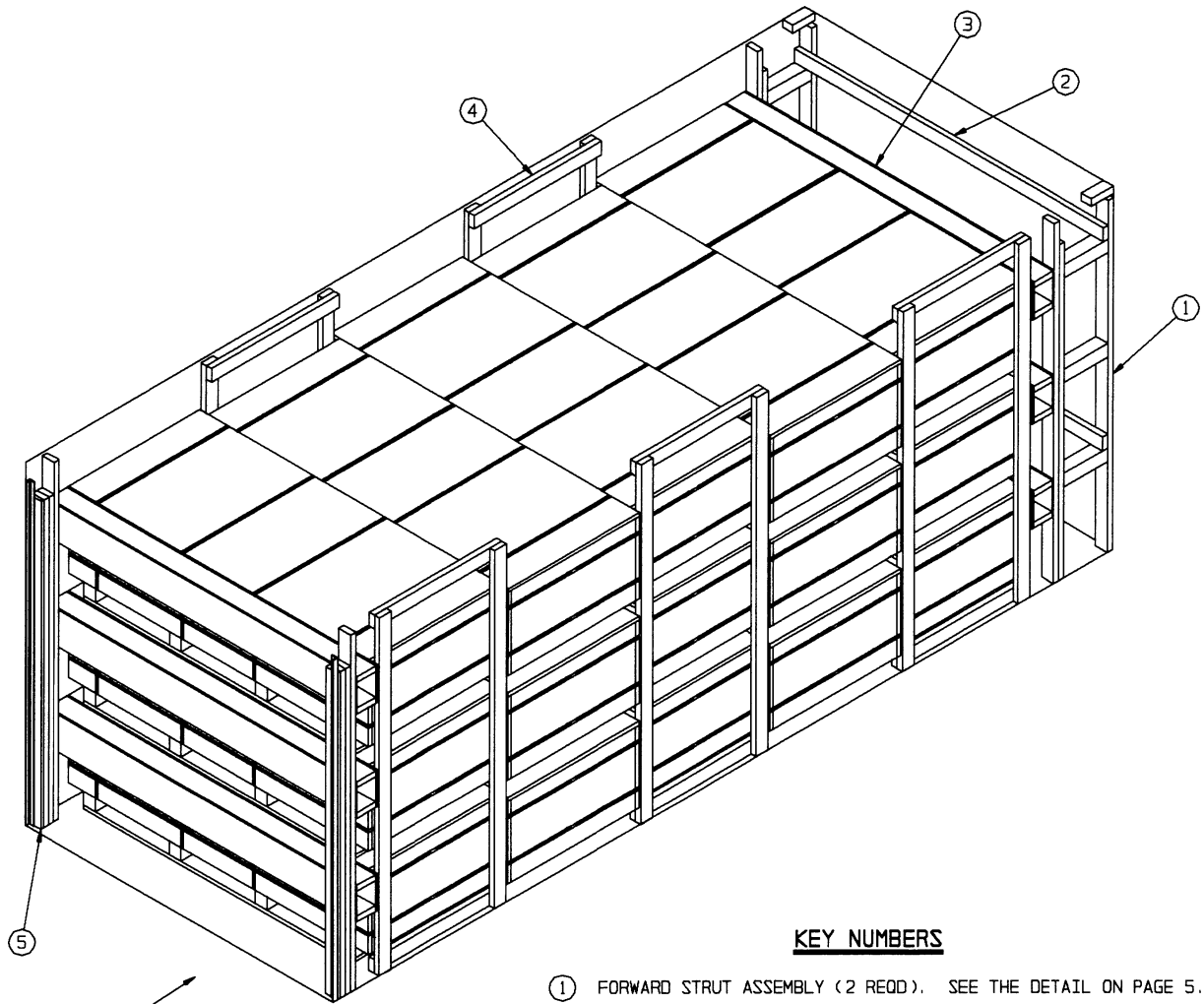
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- B. PRECAUTIONARY HANDLING TECHNIQUES NORMALLY EMPLOYED OR AS SPECIFIED FOR THE TYPE OF COMMODITY INVOLVED WILL BE OBSERVED.
- C. IF HANDLING IS ACCOMPLISHED WITH A FORKLIFT TRUCK, THE CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION AS MUCH AS POSSIBLE. 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. IF ONE CONTAINER IS HANDLED BY SLINGING, THE SLING MAY BE ATTACHED TO THE LIFTING POINTS ON THE CONTAINER. DO NOT HANDLE STACKED CONTAINERS WITH A SLING.
- D. WHEN UNLOADING CONTAINERS LOADED AS DEPICTED ON PAGE 8, REMOVE THE REAR AND LATERAL DUNNAGE, AND SHIFT THE NEAR END OF A CONTAINER STACK TOWARDS THE CENTER OF THE END OPENING CONTAINER. ATTACH A CHAIN THROUGH THE CONTAINER FORKLIFT OPENING, AND AROUND THE FORKLIFT MAST, FORMING A COMPLETE LOOP. SLIGHTLY ELEVATE AND INSERT THE FORK TINES UNDER THE END OF THE CONTAINER STACK AND SLOWLY DRAG THE CONTAINER STACK REARWARD UNTIL IT CAN BE HANDLED FROM THE SIDE, TAKING CARE NOT TO DAMAGE THE CONTAINERS.



CNU-147/E (TWIN PACK) CONTAINER

GROSS WEIGHT - - - - - 1,855 LBS (APPROX)
CUBE - - - - - 54.0 CUBIC FEET (APPROX)



REAR OF CONTAINER. →

ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (2 REQD). NAIL TO THE BUFFER PIECES OF PIECE MARKED ① W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY A (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF PIECE MARKED ① W/6-10d NAILS.
- ④ SIDE FILL ASSEMBLY (5 REQD). SEE THE DETAIL ON PAGE 5.
- ⑤ FILL MATERIAL, 4" WIDE BY 84" LONG MATERIAL (AS REQD). NAIL THE FIRST PIECE TO THE REAR BLOCKING ASSEMBLY W/7 NAILS OF A SUITABLE SIZE (10d FOR 2" THICK MATERIAL). NAIL EACH ADDITIONAL PIECE TO THE PREVIOUS PIECE IN A SIMILAR MANNER. NOTE: MULTIPLE PIECES MAY BE LAMINATED TOGETHER FIRST AND THEN TOENAILED TO THE REAR BLOCKING ASSEMBLY. SEE THE "SOLID FILL DETAIL A" AND THE "SOLID FILL DETAIL B" ON PAGE 10.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	14	5
2" X 4"	212	142
2" X 6"	91	91
4" X 4"	7	10
NAILS	NO. REQD	POUNDS
6d (2")	278	1-3/4
10d (3")	156	2-1/2
12d (3-1/4")	24	1/2
PLYWOOD, 1/2" - - - 72.04 SQ FT REQD - - - 99.06 LBS		

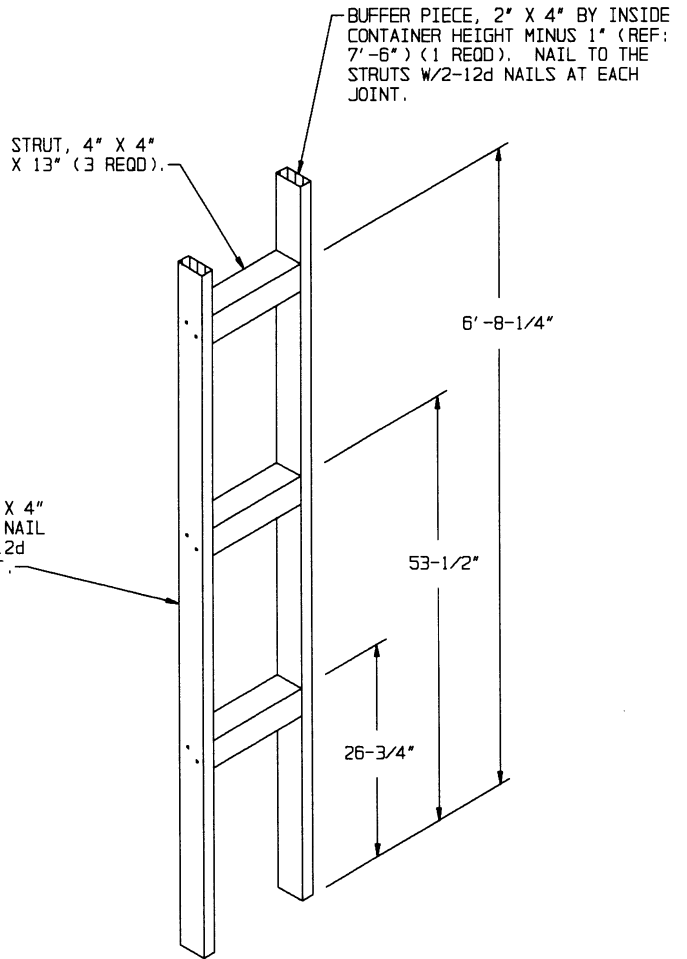
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-147/E	15	27,825 LBS
DUNNAGE		600 LBS
CONTAINER		4,700 LBS

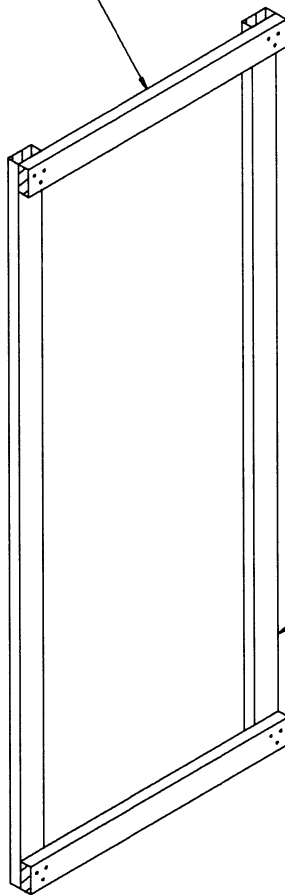
TOTAL WEIGHT - - - - - 33,125 LBS (APPROX)

RECOMMENDED SEQUENTIAL LOADING PROCEDURES FOR THE LOAD ON PAGE 4

1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES "A", AND FIVE SIDE FILL ASSEMBLIES.
2. INSTALL THE TWO FORWARD STRUT ASSEMBLIES AND THE TWO SPANNER PIECES.
3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
4. LOAD THREE CNU-147/E CONTAINERS AND INSTALL ONE SIDE FILL ASSEMBLY.
5. REPEAT STEP 4 FOUR TIMES, ALTERNATING THE LATERAL VOID AS DEPICTED.
6. INSTALL THE REAR BLOCKING ASSEMBLY AND FILL MATERIAL.



HORIZONTAL PIECE, 2" X 4" X 38" (2 REQD). NAIL TO THE VERTICAL PIECES W/3-10d NAILS AT EACH END.

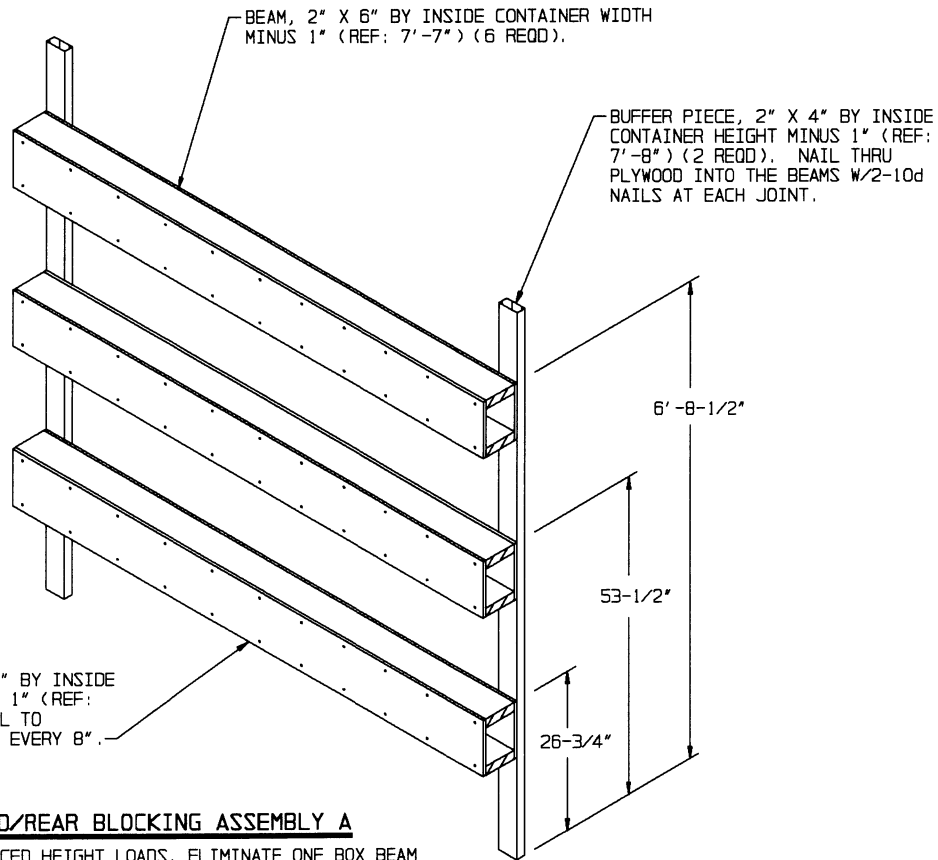


SIDE FILL ASSEMBLY

FORWARD STRUT ASSEMBLY

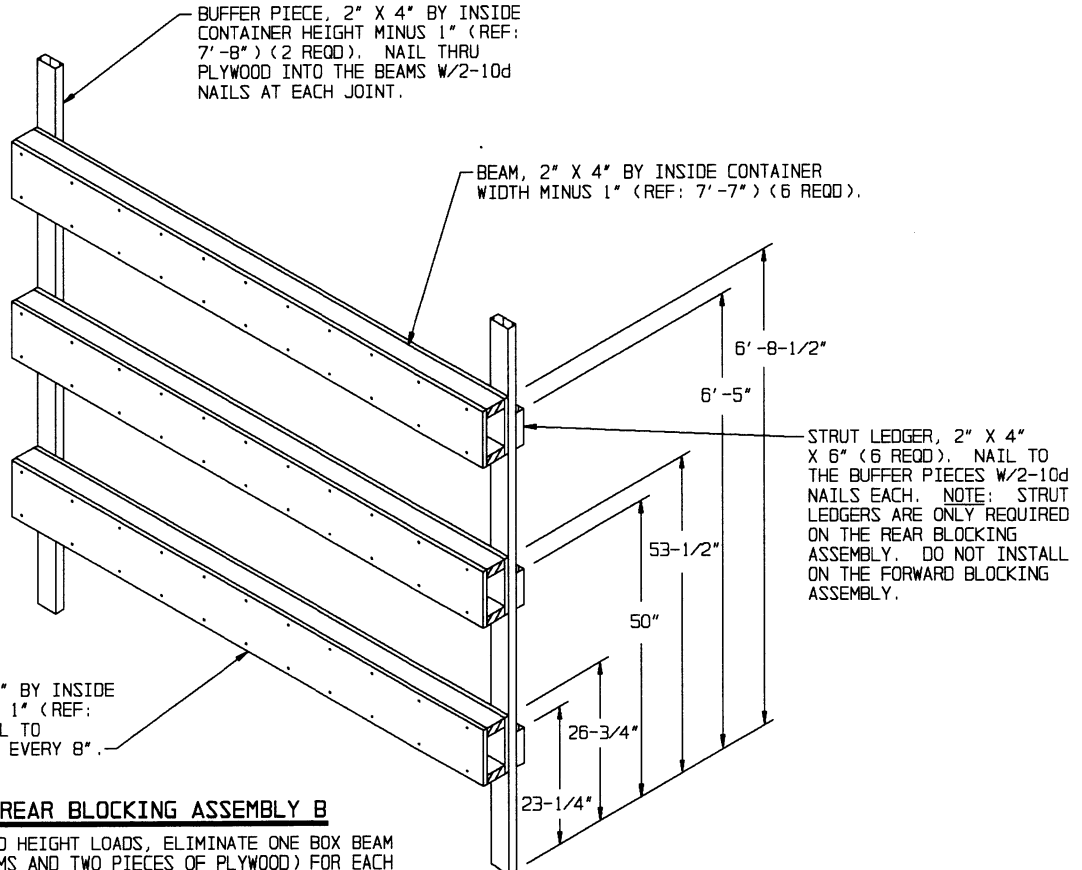
NOTE: FOR A TWO HIGH LOAD, ELIMINATE THE TOP STRUT, AND FOR A ONE HIGH LOAD, ELIMINATE THE TOP STRUT AND RELOCATE THE MIDDLE STRUT AT 20-3/4". SHORTEN THE VERTICAL PIECE APPROPRIATELY.

VERTICAL PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-8") (2 REQD).



FORWARD/REAR BLOCKING ASSEMBLY A

NOTE: FOR REDUCED HEIGHT LOADS, ELIMINATE ONE BOX BEAM ASSEMBLY (TWO BEAMS AND TWO PIECES OF PLYWOOD) FOR EACH LAYER OF CONTAINERS OMITTED.

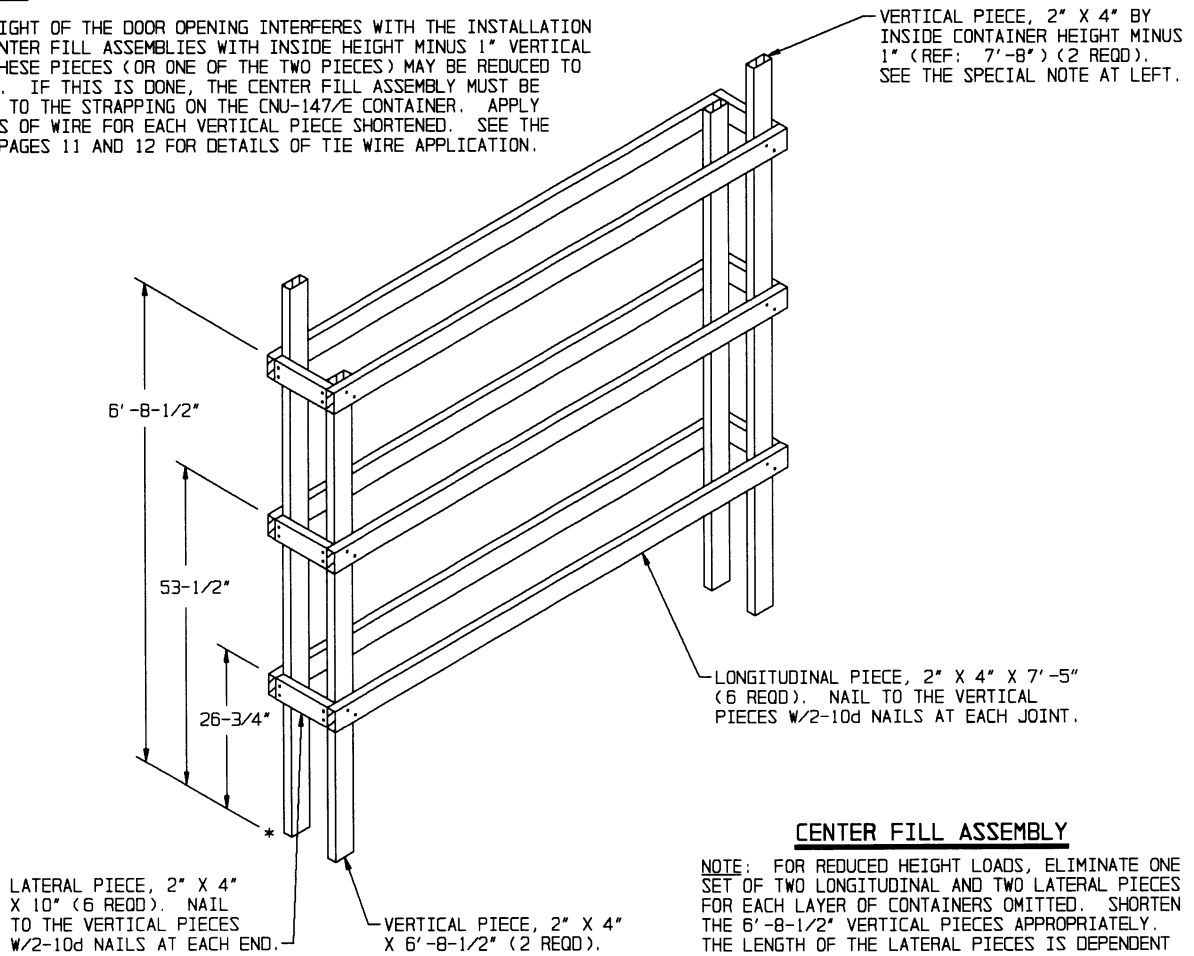


FORWARD/REAR BLOCKING ASSEMBLY B

NOTE: FOR REDUCED HEIGHT LOADS, ELIMINATE ONE BOX BEAM ASSEMBLY (TWO BEAMS AND TWO PIECES OF PLYWOOD) FOR EACH LAYER OF CONTAINERS OMITTED.

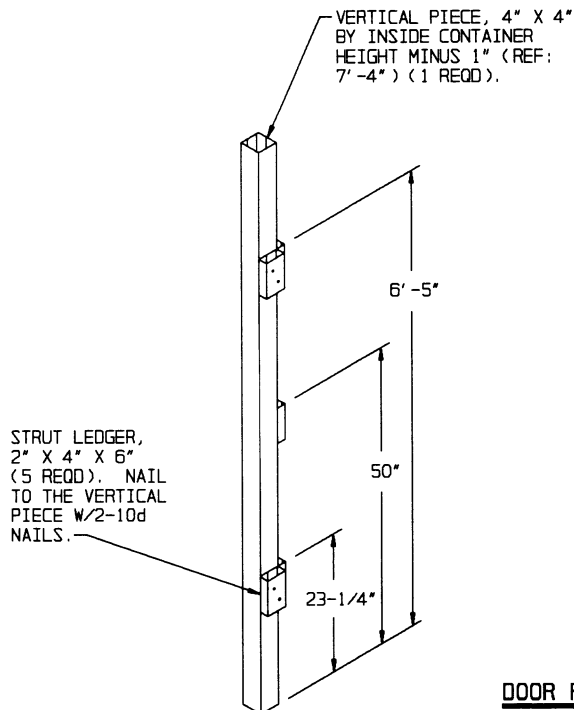
SPECIAL NOTE:

IF THE HEIGHT OF THE DOOR OPENING INTERFERES WITH THE INSTALLATION OF THE CENTER FILL ASSEMBLIES WITH INSIDE HEIGHT MINUS 1" VERTICAL PIECES, THESE PIECES (OR ONE OF THE TWO PIECES) MAY BE REDUCED TO 6'-8-1/2". IF THIS IS DONE, THE CENTER FILL ASSEMBLY MUST BE WIRE TIED TO THE STRAPPING ON THE CNU-147/E CONTAINER. APPLY TWO PIECES OF WIRE FOR EACH VERTICAL PIECE SHORTENED. SEE THE LOADS ON PAGES 11 AND 12 FOR DETAILS OF TIE WIRE APPLICATION.



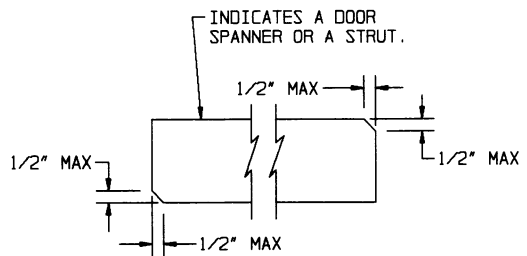
CENTER FILL ASSEMBLY

NOTE: FOR REDUCED HEIGHT LOADS, ELIMINATE ONE SET OF TWO LONGITUDINAL AND TWO LATERAL PIECES FOR EACH LAYER OF CONTAINERS OMITTED. SHORTEN THE 6'-8-1/2" VERTICAL PIECES APPROPRIATELY. THE LENGTH OF THE LATERAL PIECES IS DEPENDENT ON THE VOID BETWEEN CONTAINERS.



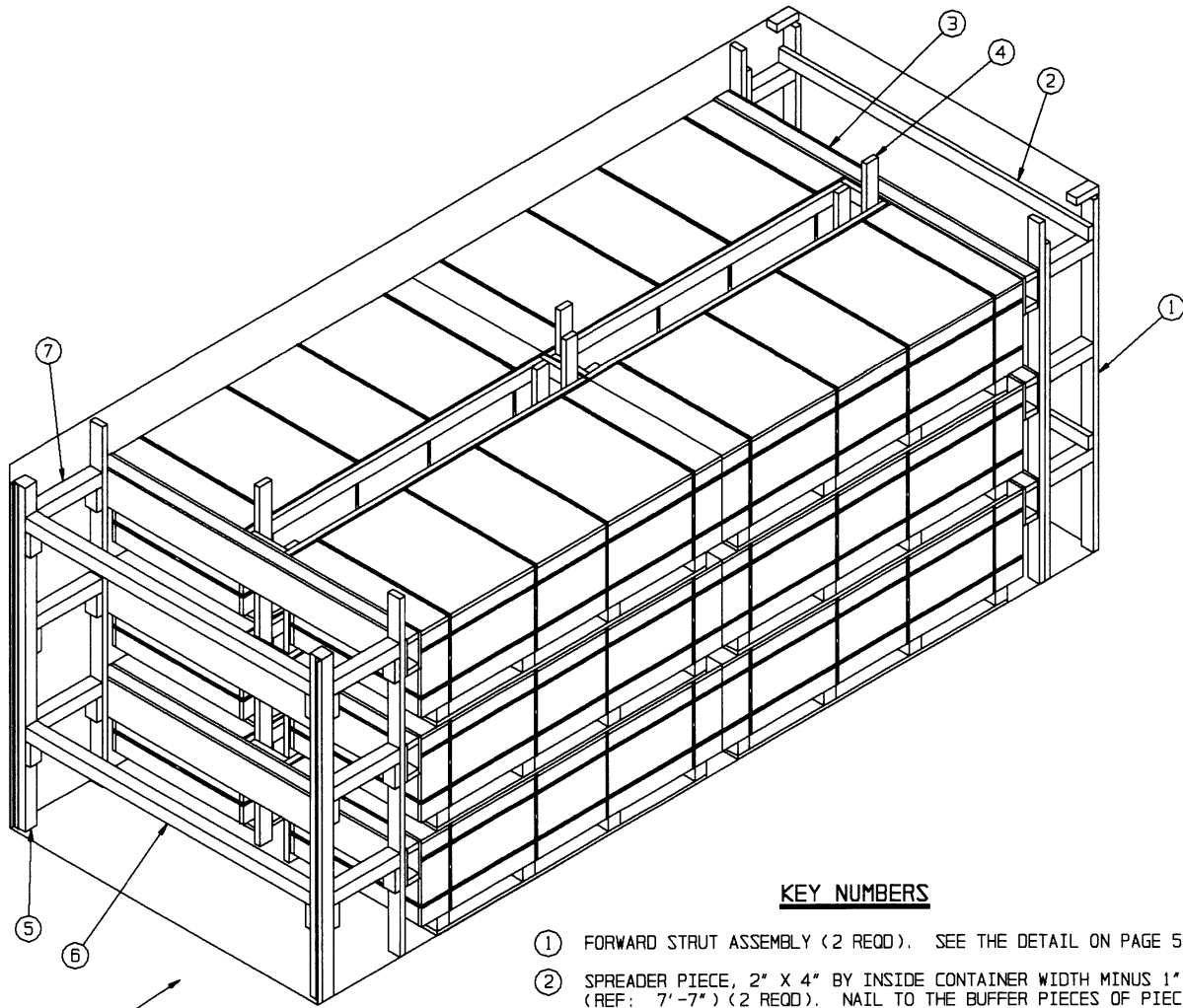
DOOR POST VERTICAL

NOTE: A MINIMUM OF FOUR STRUTS AND TWO DOOR SPANNER PIECES ARE REQUIRED FOR ALL REDUCED LOADS. FOR A ONE HIGH LOAD, INSTALL THE STRUT LEDGERS AT 23-1/4" AND 6".



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.



ISOMETRIC VIEW

KEY NUMBERS

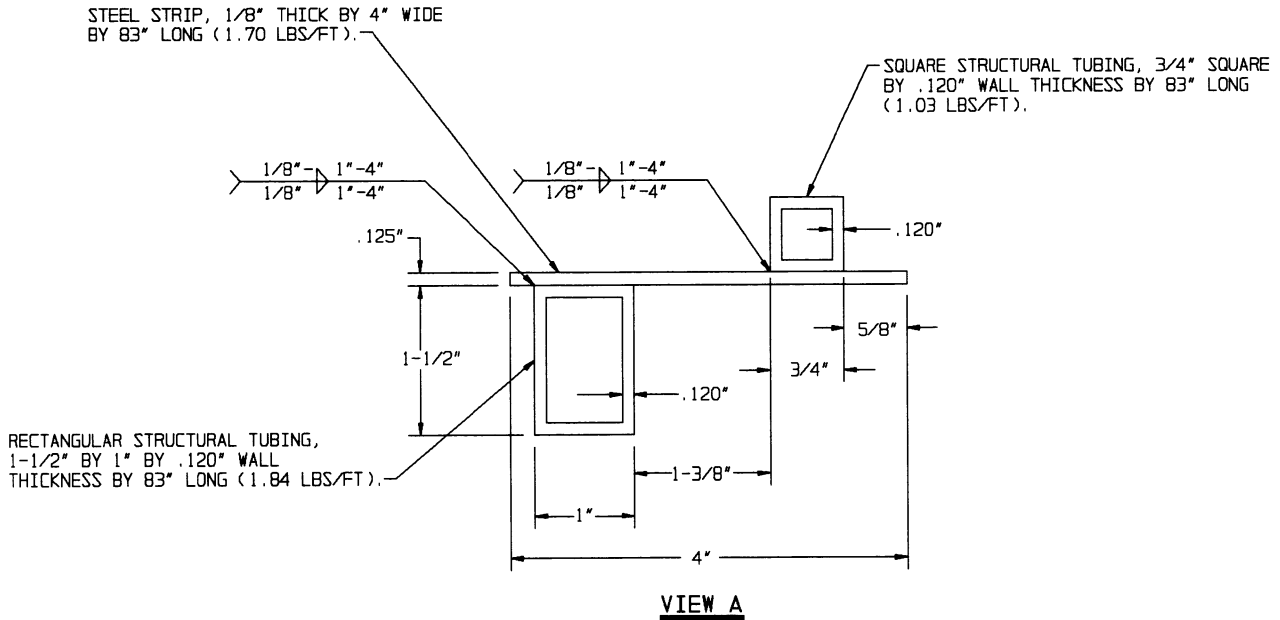
- ① FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (2 REQD). NAIL TO THE BUFFER PIECES OF PIECE MARKED ① W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY B (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF PIECE MARKED ① W/6-10d NAILS. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ④ CENTER FILL ASSEMBLY (2 REQD). SEE THE DETAIL AND THE SPECIAL NOTE ON PAGE 7.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, AND "DETAIL A" AND "DETAIL B" ON PAGE 10.
- ⑥ DOOR SPANNER, 4" X 4" MATERIAL, CUT TO A LENGTH THAT WILL PROVIDE FOR A DRIVE FIT (REF: 7'-1-3/8") (2 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.
- ⑦ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 19-1/2") (6 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 7.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	331	221
4" X 4"	46	62
NAILS	NO. REQD	POUNDS
6d (2")	264	1-3/4
10d (3")	196	3-1/4
12d (3-1/4")	56	1
PLYWOOD, 3/4"	72.04 SQ FT REQD	148.58 LBS

LOAD AS SHOWN

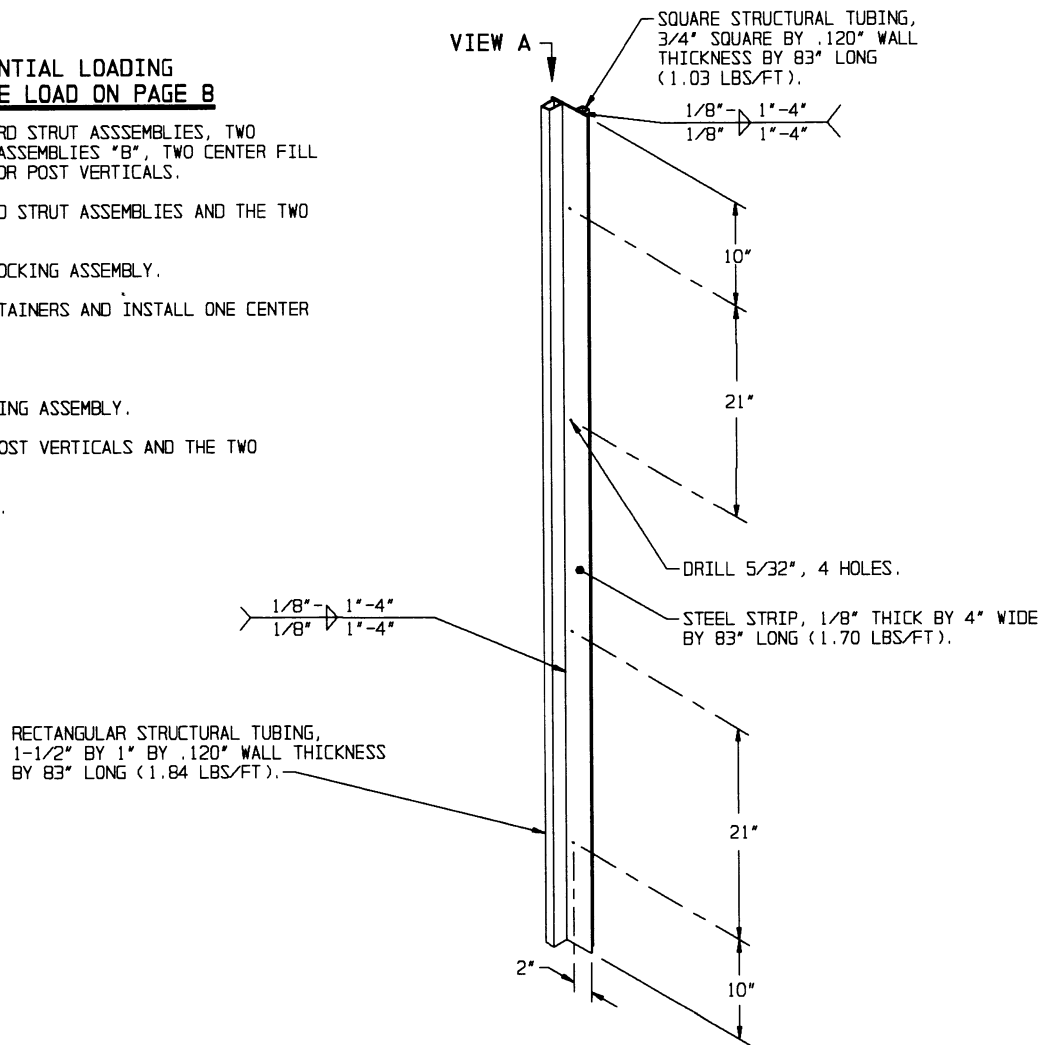
ITEM	QUANTITY	WEIGHT (APPROX)
CNU-147/E	12	22,260 LBS
DUNNAGE		721 LBS
CONTAINER		4,700 LBS

TOTAL WEIGHT ----- 27,681 LBS (APPROX)



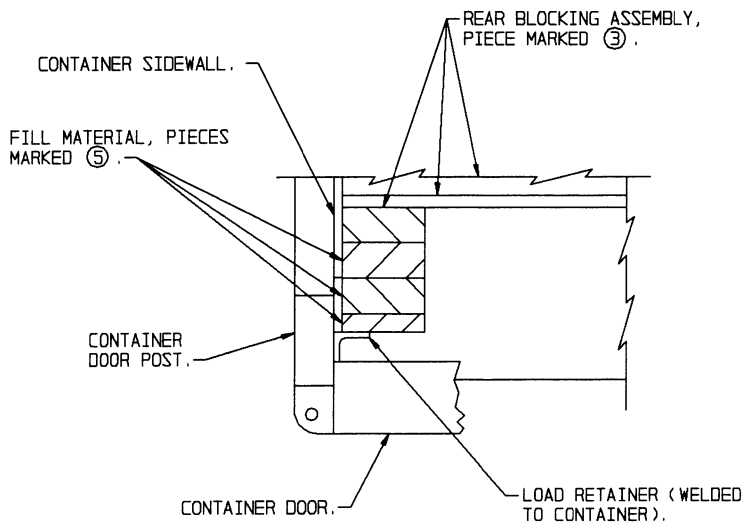
RECOMMENDED SEQUENTIAL LOADING PROCEDURES FOR THE LOAD ON PAGE 8

1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES "B", TWO CENTER FILL ASSEMBLIES, AND TWO DOOR POST VERTICALS.
2. INSTALL THE TWO FORWARD STRUT ASSEMBLIES AND THE TWO SPANNER PIECES.
3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
4. LOAD SIX CNU-147/E CONTAINERS AND INSTALL ONE CENTER FILL ASSEMBLY.
5. REPEAT STEP 4.
6. INSTALL THE REAR BLOCKING ASSEMBLY.
7. INSTALL THE TWO DOOR POST VERTICALS AND THE TWO DOOR SPANNER PIECES.
8. INSTALL THE SIX STRUTS.



DOOR POST VERTICAL RETAINER

NOTE: 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.

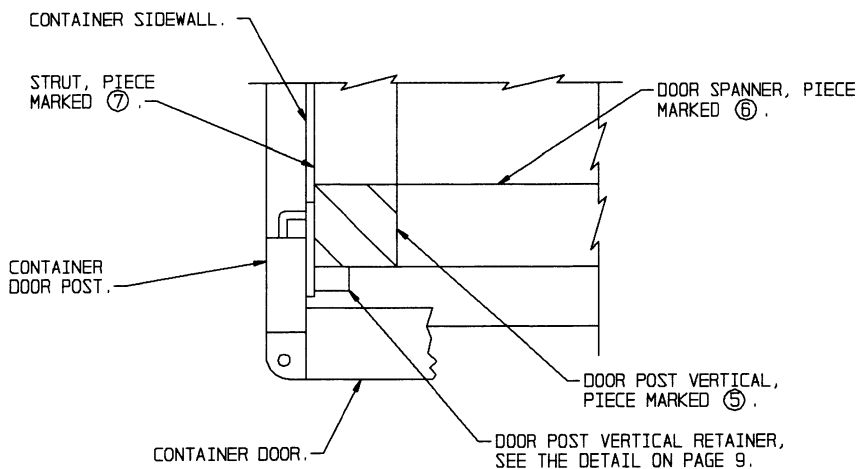


DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE FILL MATERIAL AND ADJACENT DUNNAGE PIECES. KEY NUMBERS REFER TO THE KEY NUMBERS ON PAGE 4.

SPECIAL NOTE:

WHEN ISO CONTAINERS ARE NOT EQUIPPED WITH PRE-WELDED LOAD RETAINERS, AS DEPICTED IN "DETAIL A" ABOVE, DOOR POST VERTICALS, DOOR POST VERTICAL RETAINERS AND DOOR SPANNERS WILL BE REQUIRED FOR THE LOAD DEPICTED ON PAGE 4, AND DOOR POST VERTICAL RETAINERS MUST BE ADDED TO THE LOAD ON PAGE 8. SEE VARIOUS LOADS WITHIN AMC DRAWING 19-48-4153-15PA1002 FOR EXAMPLES. SEE PAGE 9 FOR DETAILS OF THE METAL DOOR POST VERTICAL RETAINER.

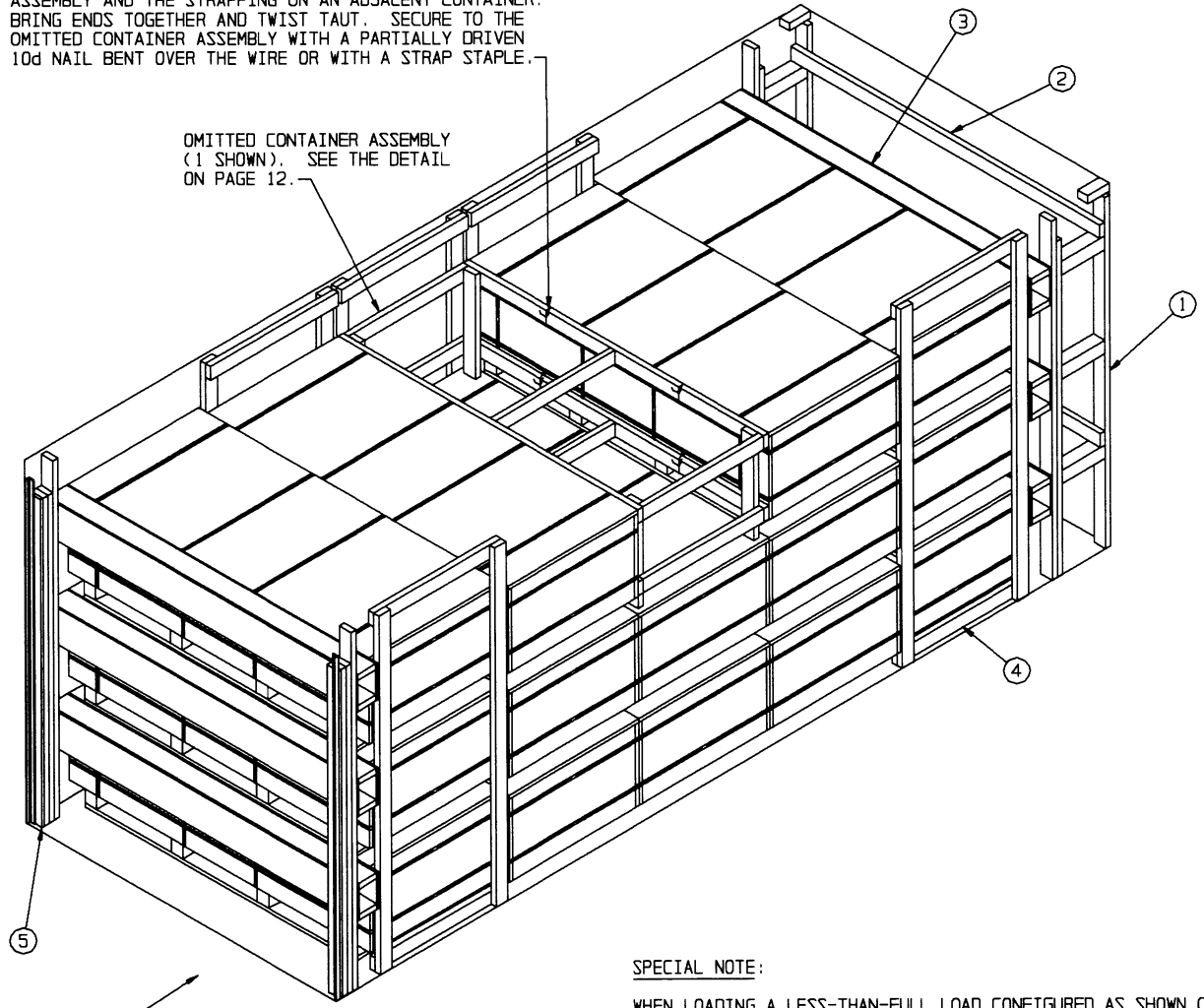


DETAIL B

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. KEY NUMBERS REFER TO THE KEY NUMBERS ON PAGE 8.

TIE WIRE, NO. 14 GAGE WIRE 18" LONG (4 REQD PER OMITTED CONTAINER ASSEMBLY). INSTALL TO FORM A COMPLETE LOOP AROUND THE OMITTED CONTAINER ASSEMBLY AND THE STRAPPING ON AN ADJACENT CONTAINER. BRING ENDS TOGETHER AND TWIST TAUT. SECURE TO THE OMITTED CONTAINER ASSEMBLY WITH A PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE OR WITH A STRAP STAPLE.

OMITTED CONTAINER ASSEMBLY (1 SHOWN). SEE THE DETAIL ON PAGE 12.



REAR OF CONTAINER.

ISOMETRIC VIEW

SPECIAL NOTE:

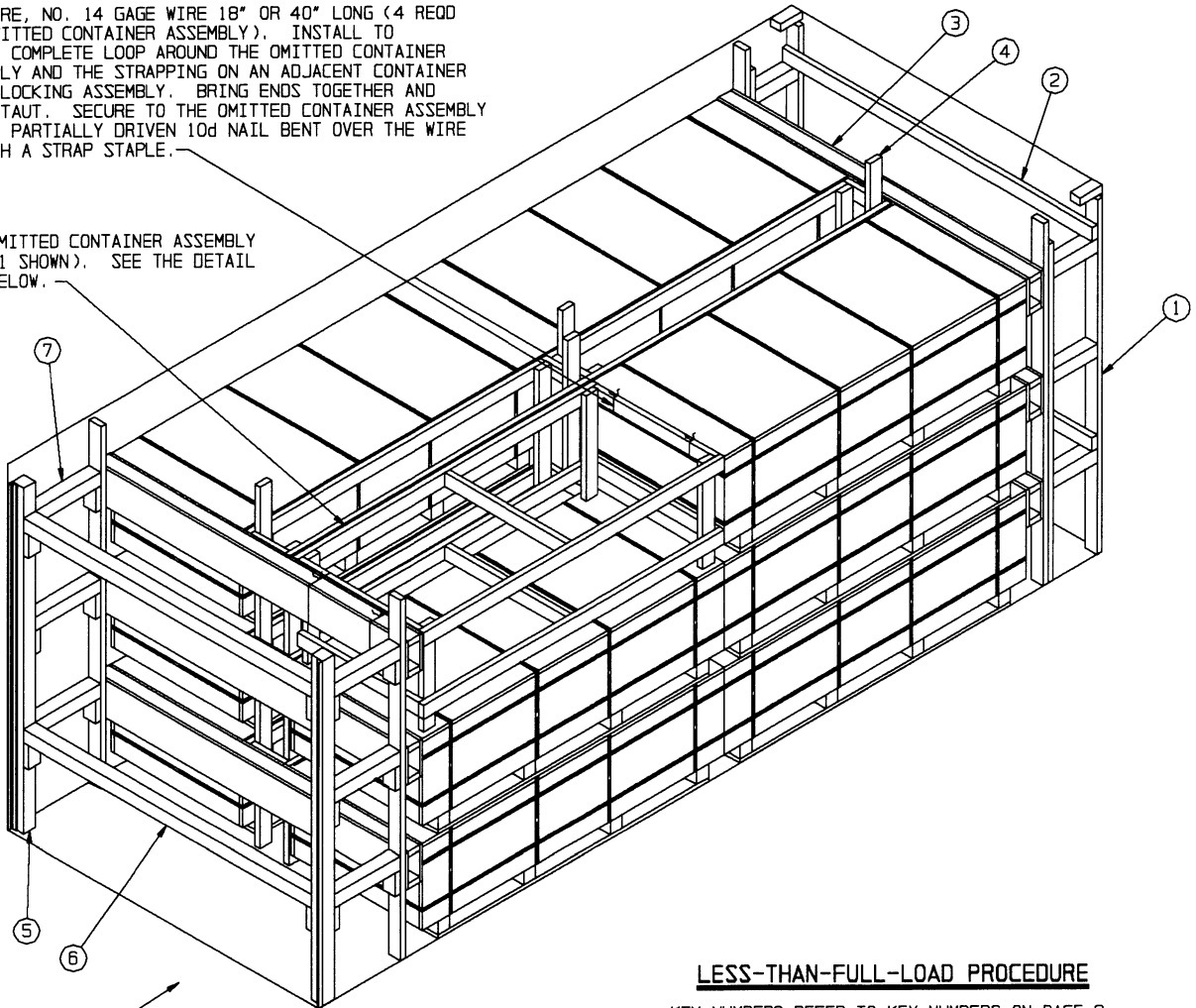
WHEN LOADING A LESS-THAN-FULL LOAD CONFIGURED AS SHOWN ON PAGE 4, DO NOT ALTERNATE THE CONTAINERS LEFT AND RIGHT FOR THE CONTAINER STACKS INCLUDING AND IMMEDIATELY ADJACENT TO THE OMITTED CONTAINER ASSEMBLY. DO, HOWEVER, ENSURE THAT THE NUMBER OF STACKS SHIFTED TO THE LEFT IS WITHIN ONE OF THE NUMBER OF STACKS SHIFTED RIGHT, I.E., TWO VERSUS THREE, OR THREE VERSUS TWO.

LESS-THAN-FULL-LOAD PROCEDURE

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 4.

TIE WIRE, NO. 14 GAGE WIRE 18" OR 40" LONG (4 REQD PER OMITTED CONTAINER ASSEMBLY). INSTALL TO FORM A COMPLETE LOOP AROUND THE OMITTED CONTAINER ASSEMBLY AND THE STRAPPING ON AN ADJACENT CONTAINER ASSEMBLY OR A BLOCKING ASSEMBLY. BRING ENDS TOGETHER AND TWIST TAUT. SECURE TO THE OMITTED CONTAINER ASSEMBLY WITH A PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE OR WITH A STRAP STAPLE.

OMITTED CONTAINER ASSEMBLY (1 SHOWN). SEE THE DETAIL BELOW.

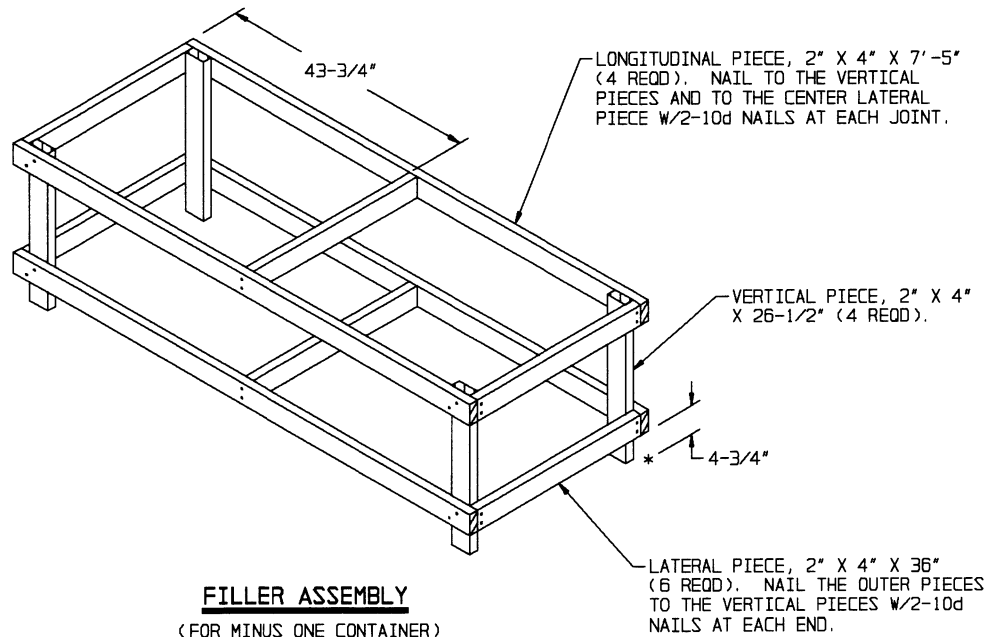


REAR OF CONTAINER.

LESS-THAN-FULL-LOAD PROCEDURE

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 8.

ISOMETRIC VIEW



FILLER ASSEMBLY
(FOR MINUS ONE CONTAINER)