

LOADING AND BRACING IN END OPENING ISO CONTAINERS OF MXU-602/B AIRFOIL GROUPS PACKED IN SKIDDED WOODEN BOXES

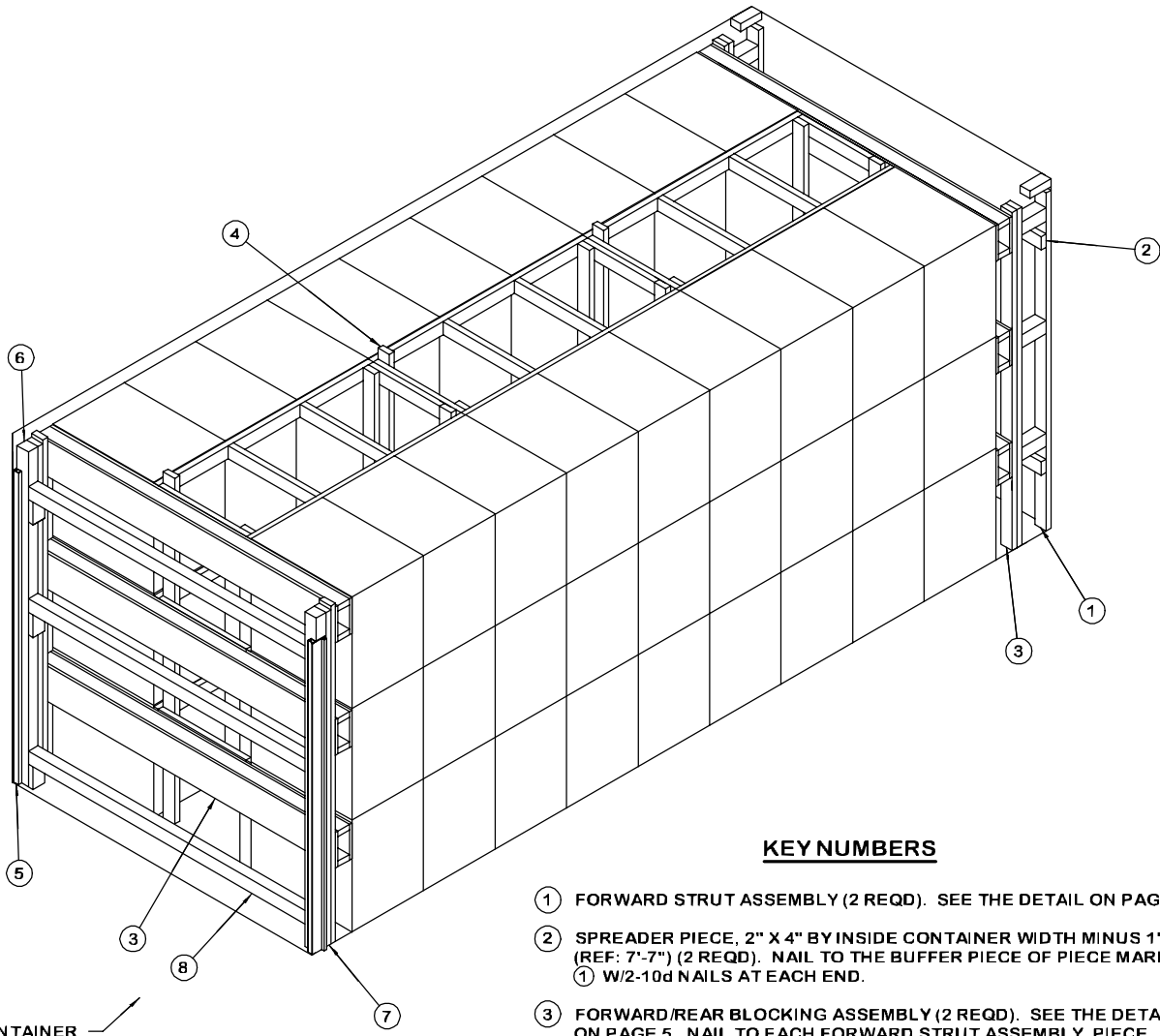
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- **LOADING AND BRACING SPECIFICATIONS SET FORTH WITHIN THIS DRAWING ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL CARRIER SERVICE. THESE SPECIFICATIONS MAY ALSO BE USED FOR LOADS THAT ARE TO BE MOVED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

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY INDUSTRIAL OPERATIONS COMMAND 	ENGINEER	BASIC		DO NOT SCALE				
		REV.		WEBSITE: HTTP://WWW.DAC.ARMY.MIL				
	TECHNICIAN	BASIC	RICHARD HAYNES		AUGUST 1997			
		REV.						
	DRAFTSMAN	BASIC						
		REV.						
APPROVED BY ORDER OF COMMANDING GENERAL U.S. ARMY MATERIEL COMMAND DEFENSE AMMUNITION CENTER	TRANSPORTATION ENGINEERING DIVISION	<i>W. R. French</i>						
	VALIDATION ENGINEERING DIVISION	<i>William F. Ernst</i> TESTED		CLASS	DIVISION	DRAWING	FILE	
	LOGISTICS ENGINEERING OFFICE	<i>William F. Ernst</i>		19	48	8622	SP15A7	



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 PIECE OF PIECE MARKED ① W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5. NAIL TO EACH FORWARD STRUT ASSEMBLY, PIECE MARKED ⑤, W/9-10d NAILS.
- ④ CENTER FILL ASSEMBLY (3 REQD). SEE THE DETAIL ON PAGE 6.
- ⑤ DOOR POST VERTICAL RETAINER (2 REQD). SEE THE DETAIL ON PAGE 9. NAIL THROUGH HOLES INTO THE DOOR POST VERTICAL W/4-10d NAILS.
- ⑥ DOOR POST VERTICAL (2 REQD). SEE THE "DOOR POST VERTICAL" DETAIL ON PAGE 7 AND "DETAIL B" ON PAGE 8.
- ⑦ FILL MATERIAL, 4" WIDE BY 7'-5" 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). LAMINATE EACH ADDITIONAL PIECE TO THE PREVIOUS PIECE IN A LIKE MANNER.
- ⑧ DOOR SPANNER, 4" X 4" MATERIAL, CUT TO A LENGTH THAT WILL PROVIDE FOR A DRIVE FIT (REF: 7'-1-3/8") (3 REQD). TOENAIL TO THE FILL MATERIAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	455	303
4" X 4"	40	53
NAILS	NO. REQD	POUNDS
6d (2")	264	1-1/2
10d (3")	330	5
12d (3-1/4")	12	1/4
DOOR POST VERTICAL RETAINER - 2 REQD - - - - 64 LBS		
PLYWOOD, 1/2" - - - - 72 SQ FT REQD - - - - 99 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
MXU-602/B CONTAINER	- 54 - - - - -	8,370 LBS
DUNNAGE	- - - - -	882 LBS
CONTAINER	- - - - -	4,700 LBS
TOTAL WEIGHT - - - - -		13,952 LBS (APPROX)

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 25.4MM AND ONE POUND EQUALS 0.454 KG.

P. THE QUANTITY OF WOODEN BOXES SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE FILLER ASSEMBLY ON PAGE 4.

Q. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:

- 1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES AND THREE CENTER FILL ASSEMBLIES.
- 2. INSTALL THE FORWARD STRUT ASSEMBLIES AND THE FORWARD BLOCKING ASSEMBLY.
- 3. LOAD 18 BOXES AND INSTALL ONE CENTER FILL ASSEMBLY.
- 4. REPEAT STEP 3 TWICE.
- 5. INSTALL THE REAR BLOCKING ASSEMBLY.
- 6. NAIL A DOOR POST VERTICAL TO A DOOR POST VERTICAL RETAINER, ONE RIGHT-HAND AND ONE LEFT-HAND.
- 7. INSTALL THE DOOR POST VERTICAL RETAINERS AND THE UPPER AND LOWER DOOR SPANNERS.
- 8. INSTALL THE SOLID FILL MATERIAL AND REMAINING SPANNER PIECE.

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 MXU-602/B AIRFOIL GROUPS PACKED IN SKIDDED WOODEN BOXES. SUBSEQUENT REFERENCE TO BOX HEREIN MEANS THE SKIDDED WOODEN BOX WITH AIRFOIL ITEMS. SEE PAGE 4 AND TPO 00-491-8006 FOR DETAILS OF THE BOX. CAUTION: REGARDLESS OF THE QUANTITY OF BOXES 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 BOXES, 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 ADJUSTING THE LENGTH OF LATERAL PIECES IN THE CENTER FILL ASSEMBLY AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE WOODEN BOX.

E. DUNNAGE LUMBER SPECIFIED 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.

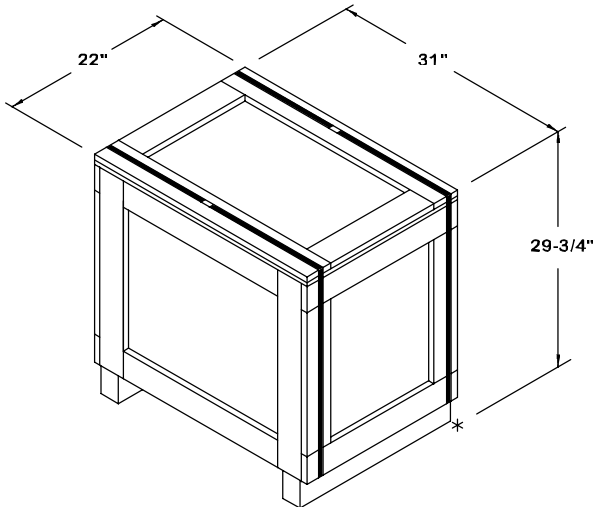
F. A STAGGERED NAILING PATTERN WILL BE USED WHENEVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ON TO 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 BLOCKING ASSEMBLY 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.

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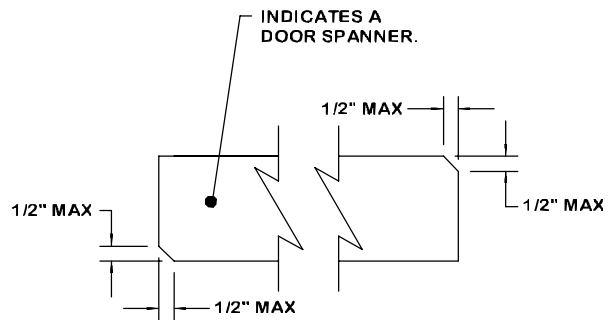
MATERIAL SPECIFICATIONS

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, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED 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.
STEEL, STRUCTURAL	---	ASTM A501, STEEL STRUCTURAL TUBING; AND ASTM A570, STEEL, STRIP, HOT-ROLLED, GRADE 36 (MINIMUM).



SKIDDED WOODEN BOX

WEIGHT ----- 155 LBS (APPROX)
 CUBE ----- 11.7 CUBIC FEET (APPROX)

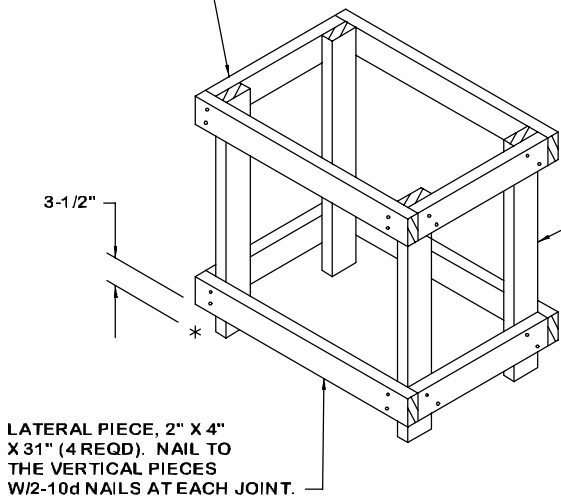


BEVEL-CUT

IF DESIRED, EACH END OF A DOOR SPANNER PIECE MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE THE ACHIEVEMENT OF A TIGHT FILL MATERIAL-TO-FILL-MATERIAL FIT.

LONGITUDINAL PIECE, 2" X 4" X 19"
 (4 REQD). NAIL TO THE VERTICAL
 PIECES W/2-10d NAILS AT EACH JOINT.

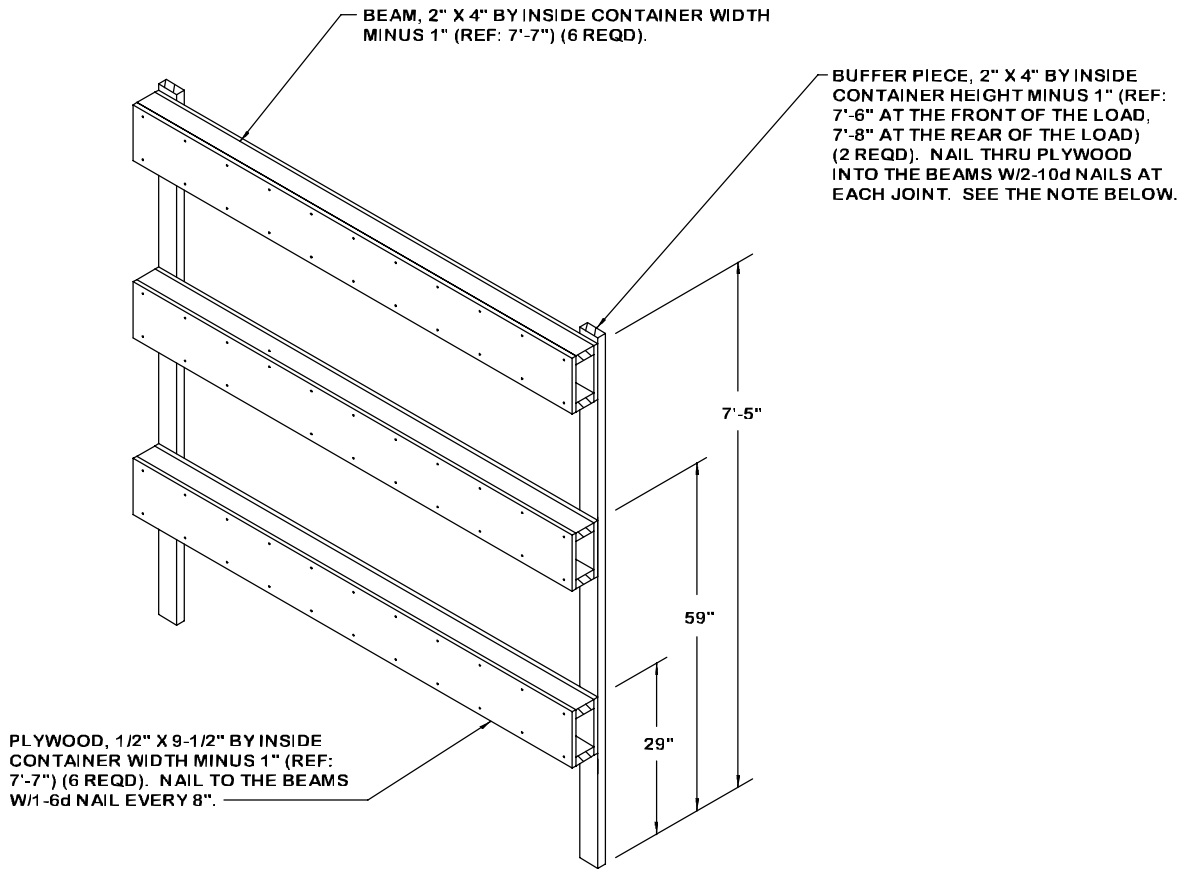
VERTICAL PIECE, 2" X
 4" X 29-3/4" (4 REQD).



LATERAL PIECE, 2" X 4"
 X 31" (4 REQD). NAIL TO
 THE VERTICAL PIECES
 W/2-10d NAILS AT EACH JOINT.

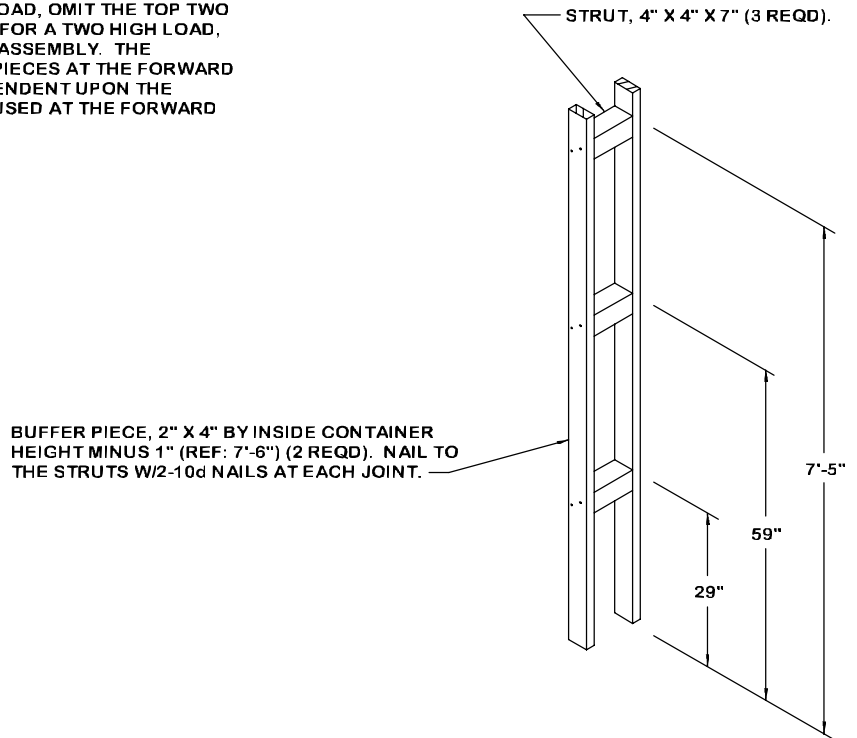
FILLER ASSEMBLY

THE ASSEMBLY DEPICTED ABOVE IS FOR USE IN PLACE OF AN OMITTED BOX. FILLER ASSEMBLIES MUST BE WIRE TIED TO THE STRAPS OF ADJACENT CRATES TO PREVENT UNDUE MOVEMENT. NO MORE THAN THREE FILLER ASSEMBLIES MAY BE USED IN THE LOAD DEPICTED ON PAGE 2.

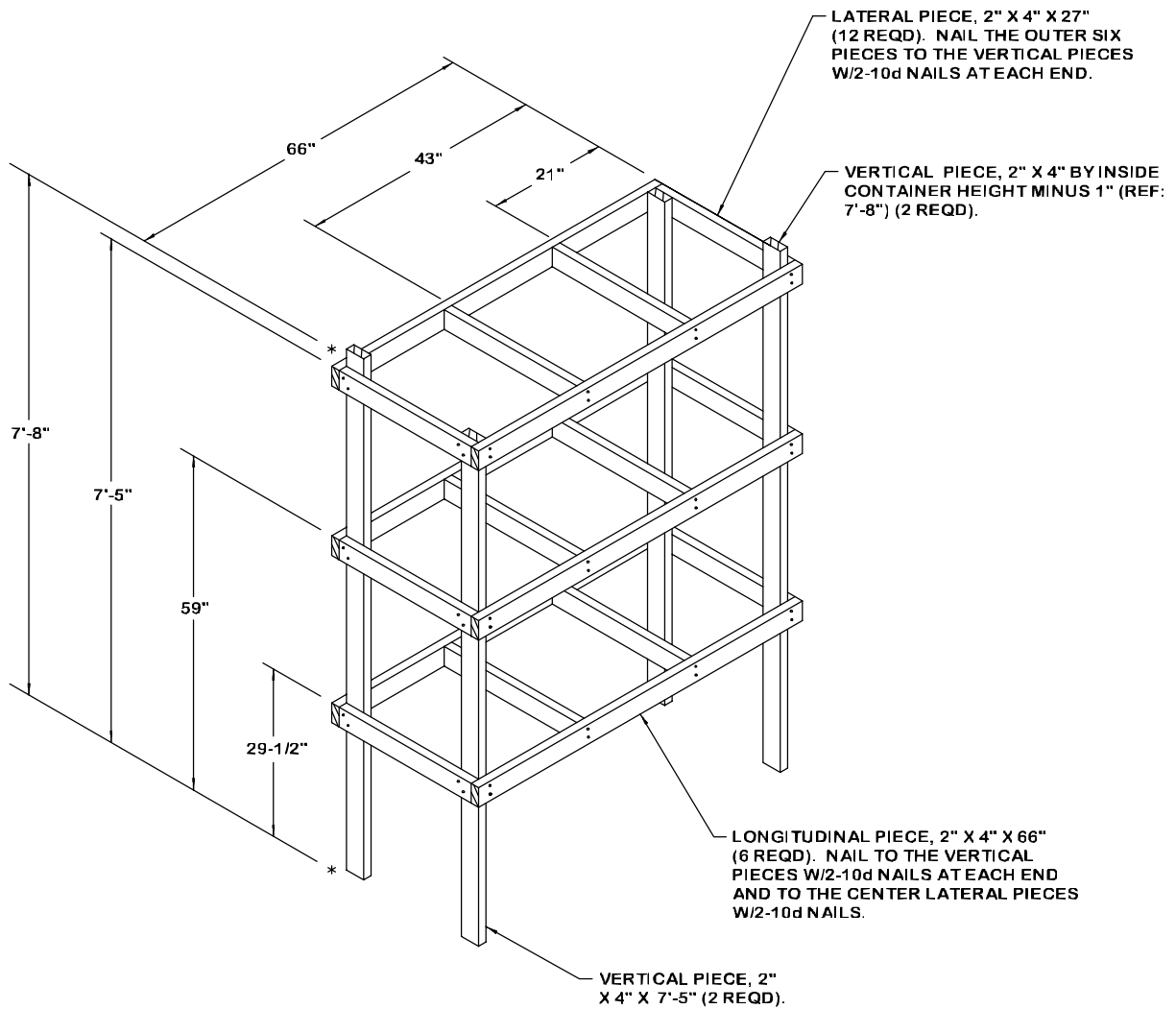


FORWARD/REAR BLOCKING ASSEMBLY

NOTE: FOR A ONE HIGH LOAD, OMIT THE TOP TWO BOX BEAM ASSEMBLIES. FOR A TWO HIGH LOAD, OMIT THE TOP BOX BEAM ASSEMBLY. THE LENGTH OF THE BUFFER PIECES AT THE FORWARD END OF THE LOAD IS DEPENDENT UPON THE NUMBER OF FILL PIECES USED AT THE FORWARD END OF THE LOAD.

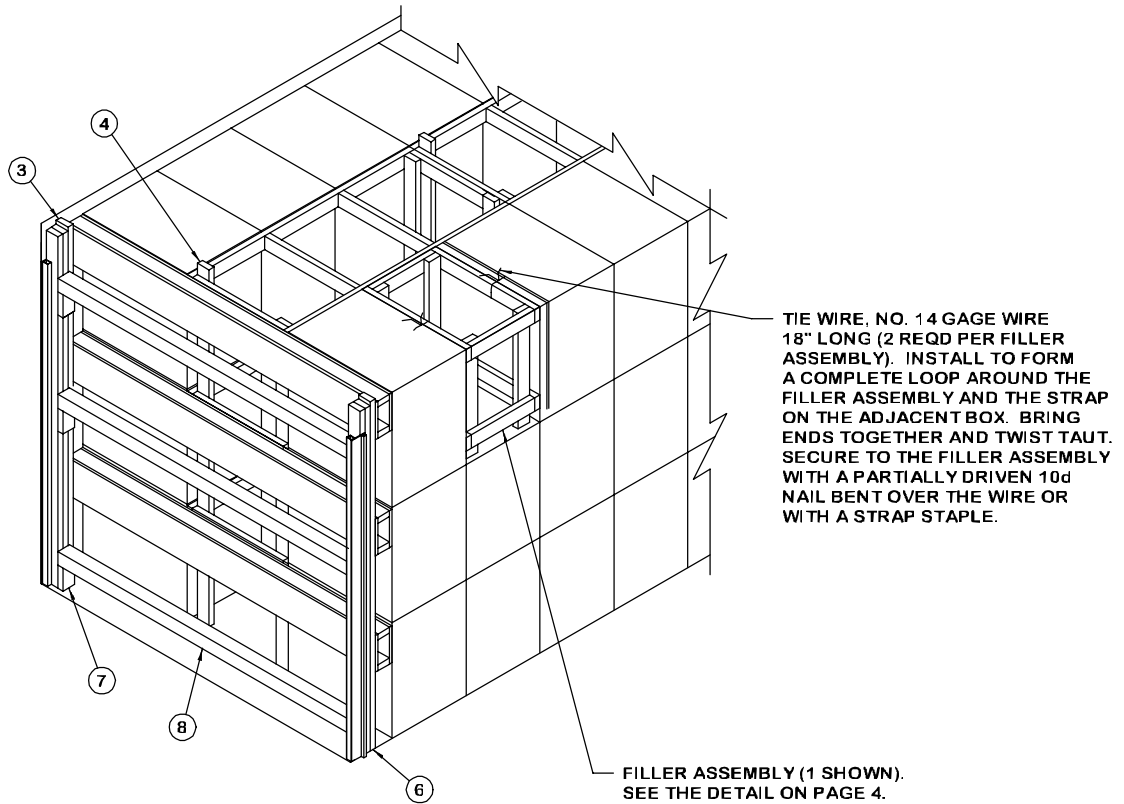


FORWARD STRUT ASSEMBLY



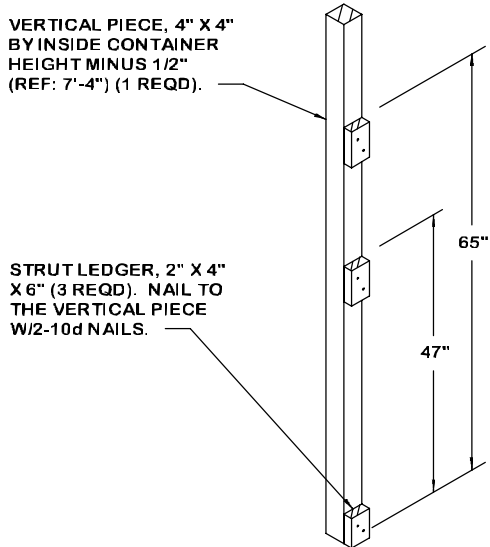
CENTER FILL ASSEMBLY

NOTE: FOR A TWO HIGH LOAD, ELIMINATE THE TOP TWO LONGITUDINAL PIECES AND THE TOP FOUR LATERAL PIECES. FOR A ONE HIGH LOAD, PLACE TWO LONGITUDINAL PIECES AND FOUR LATERAL PIECES AT A HEIGHT OF 7" FROM THE FLOOR. SHORTEN THE 7'-5" VERTICAL PIECES APPROPRIATELY. THE LENGTH OF THE LATERAL PIECES IS DEPENDENT ON THE VOID BETWEEN THE LATERALLY ADJACENT BOXES.



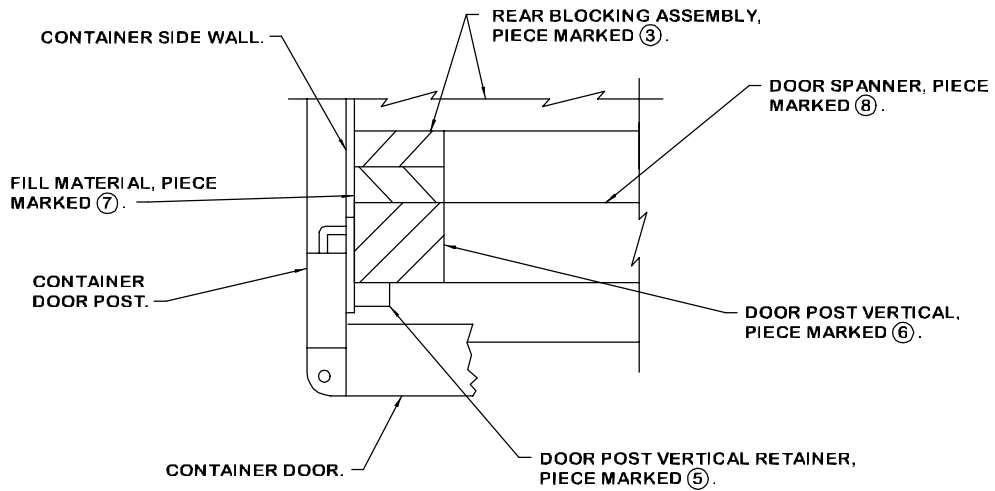
LESS-THAN-FULL-LOAD PROCEDURE

THE DETAIL ABOVE DEPICTS A BLOCKING METHOD TO BE USED IN A LESS-THAN-FULL CONTAINER LOAD (LESS THAN 54 UNITS). KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTE "H" ON PAGE 3.



DOOR POST VERTICAL

IF THE ISO CONTAINER TO BE LOADED IS NOT EQUIPPED WITH PRE-WELDED LOAD RETAINERS, THE DOOR POST VERTICAL MUST BE NAILED TO THE DOOR POST VERTICAL RETAINER. NAIL THROUGH THE HOLES IN THE DOOR POST VERTICAL RETAINER INTO THE DOOR POST VERTICAL W/4-10d NAILS.

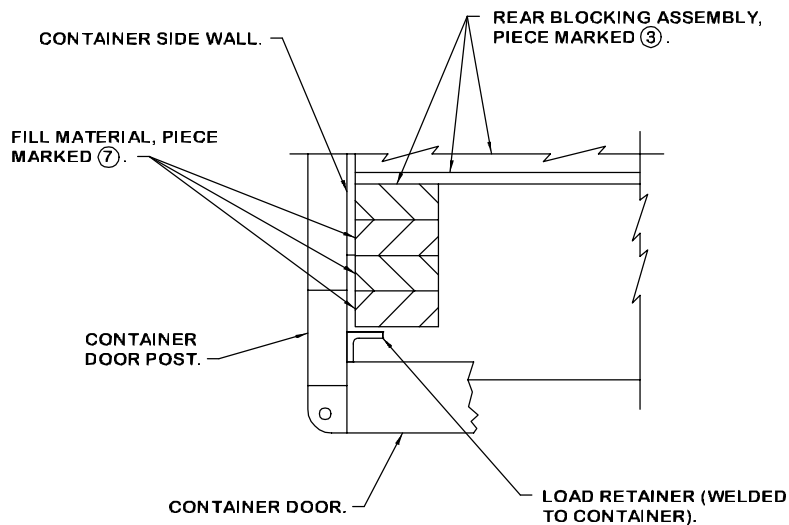


DETAIL A

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 B" BELOW, DOOR POST VERTICAL RETAINERS WILL BE REQUIRED FOR THE LOAD DEPICTED ON PAGE 2. SEE PAGE 9 FOR DETAILS OF THE METAL DOOR POST VERTICAL RETAINER.

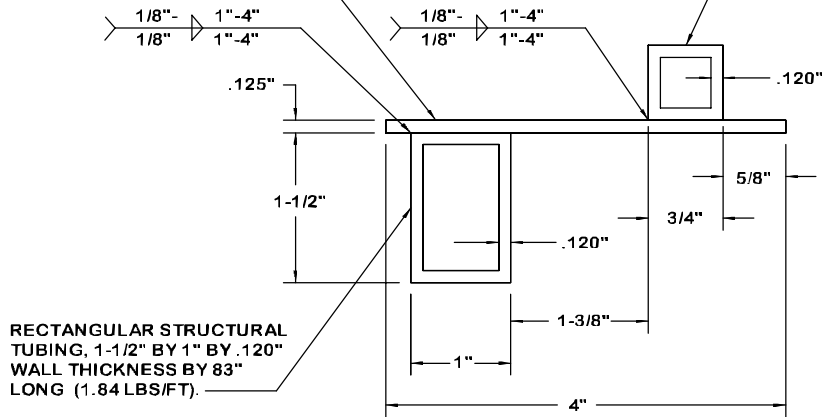


DETAIL B

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

STEEL STRIP, 1/8" THICK BY 4" WIDE BY 83" LONG (1.70 LBS/FT).

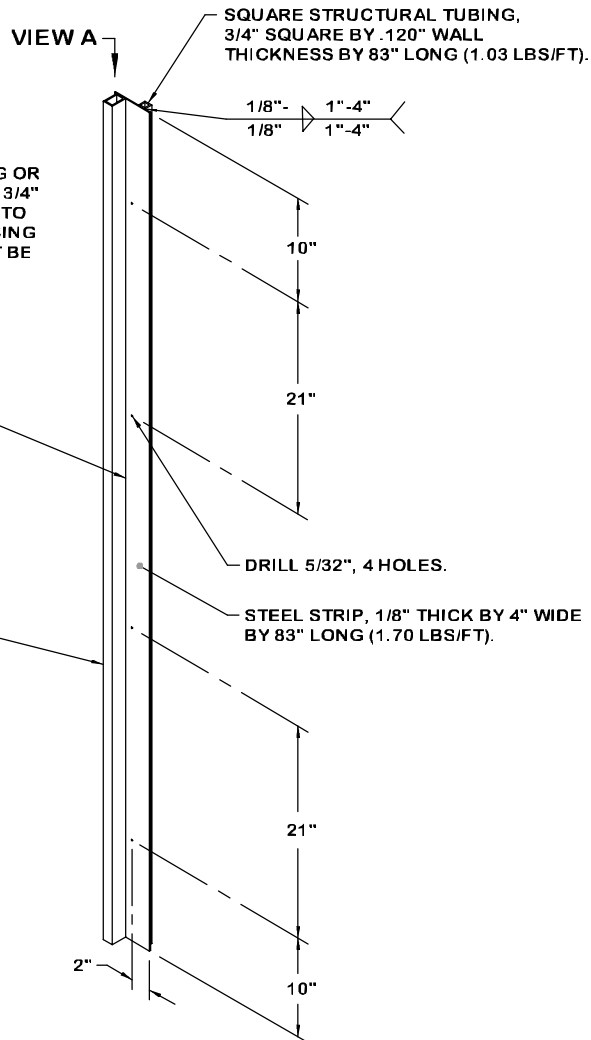
SQUARE STRUCTURAL TUBING, 3/4" SQUARE BY .120" WALL THICKNESS BY 83" LONG (1.03 LBS/FT).



VIEW A

SPECIAL NOTE:

IN MOST CORRUGATED STEEL CONTAINERS, LASHING OR TIE BARS WILL BE PRESENT IN THE SLOT WHERE THE 3/4" SQUARE STRUCTURAL TUBING IS TO BE INSTALLED. TO ENSURE PROPER ENGAGEMENT OF THE SQUARE TUBING AND THE CONTAINER DOOR POST, THE TUBING MUST BE NOTCHED AT THE TIE BAR LOCATIONS.



RECTANGULAR STRUCTURAL TUBING, 1-1/2" BY 1" BY .120" WALL THICKNESS BY 83" LONG (1.84 LBS/FT).

DRILL 5/32", 4 HOLES.

STEEL STRIP, 1/8" THICK BY 4" WIDE BY 83" LONG (1.70 LBS/FT).

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.

