

APPROVED BY  
BUREAU OF EXPLOSIVES

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# LOADING AND BRACING IN END OPENING ISO CONTAINERS OF AMRAAM (AIM-120) MISSILES PACKED IN CNU-431/E METAL CONTAINERS

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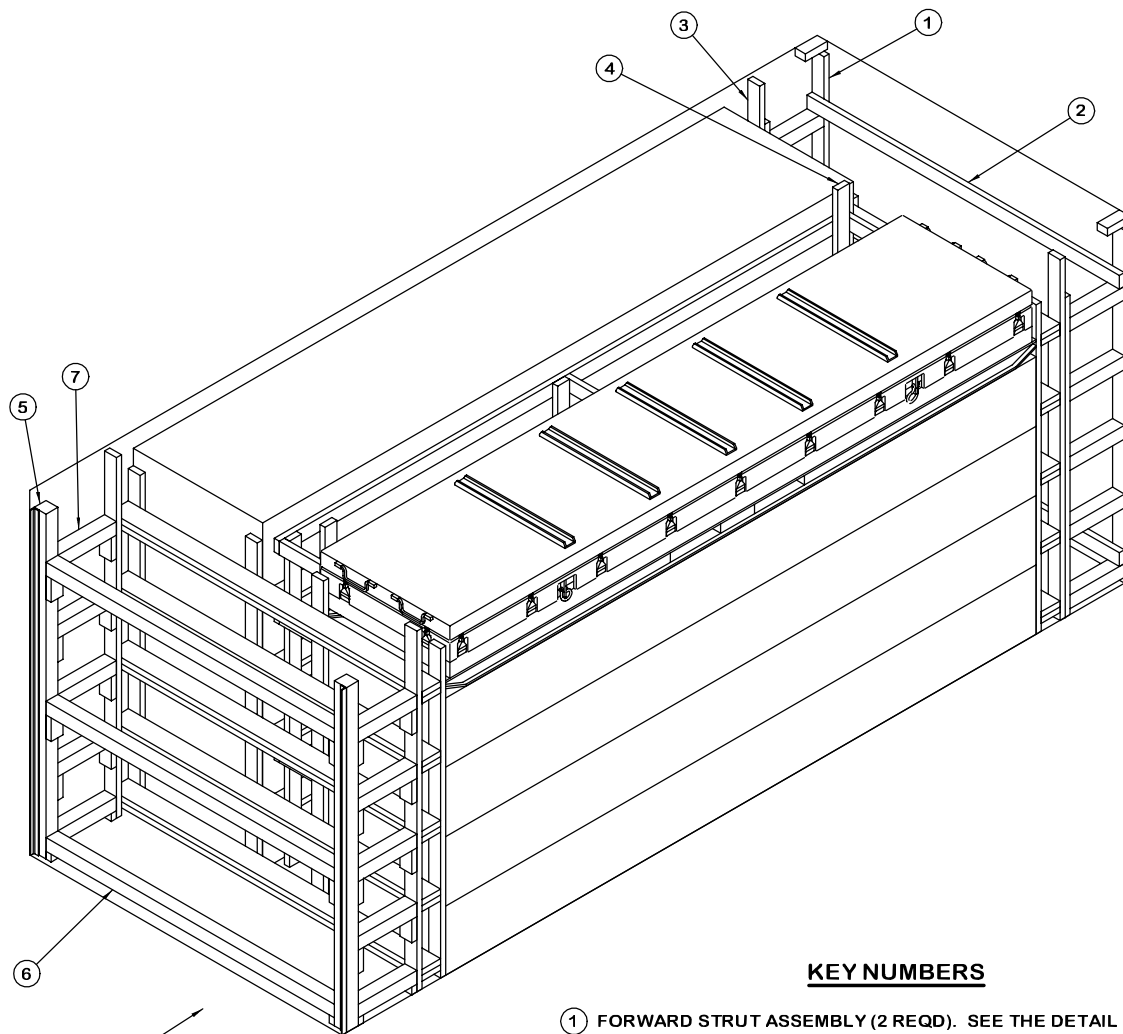
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- LOADING AND BRACING SPECIFICATIONS SET FORTH WITHIN THIS DRAWING ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL CARRIER SERVICE. THESE SPECIFICATIONS MAY ALSO BE USED FOR LOADS THAT ARE TO BE MOVED BY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

## U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY INDUSTRIAL OPERATIONS COMMAND  <i>[Signature]</i>	ENGINEER	BASIC	LAURA FIEFFER	DO NOT SCALE				
		REV.		WEBSITE: <a href="http://www.dac.army.mil">HTTP://WWW.DAC.ARMY.MIL</a>				
	TECHNICIAN	BASIC		JUNE 1998				
		REV.						
APPROVED BY ORDER OF COMMANDING GENERAL U.S. ARMY MATERIEL COMMAND  <i>William F Ernst</i>  U.S. ARMY DEFENSE AMMUNITION CENTER	TRANSPORTATION ENGINEERING DIVISION		<i>W. R. Ernieck</i>					
	VALIDATION ENGINEERING DIVISION		<i>[Signature]</i>	TESTED	CLASS	DIVISION	DRAWING	FILE
	LOGISTICS ENGINEERING OFFICE		<i>William F Ernst</i>	19	48	8652	SP15J87	

PROJECT SP 351-98



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 (2 REQD). SEE THE DETAIL ON PAGE 5. 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 (1 REQD). SEE THE DETAIL ON PAGE 4.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, AND "DETAIL A" AND "DETAIL B" ON PAGE 6.
- ⑥ 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 DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 8.
- ⑦ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 17'-1/4") (10 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.

**BILL OF MATERIAL**

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	340	227
2" X 6"	152	152
4" X 4"	64	85
NAILS	NO. REQD	POUNDS
10d (3")	482	7-1/2
12d (3-1/4")	92	1-3/4

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-431/E	10	19,730 LBS
DUNNAGE		936 LBS
CONTAINER		4,700 LBS

TOTAL WEIGHT - - - - - 25,366 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 ASSOCIATION OF AMERICAN RAILROADS (AAR) INTERMODAL LOADING GUIDE 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 CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL LOAD" DETAIL ON PAGE 8.

Q. AS REQUIRED BY THE ASSOCIATION OF AMERICAN RAILROADS (AAR), ALL 1-1/4" STEEL STRAPPING USED FOR LOAD RESTRAINT MUST BE MARKED AS SPECIFIED WITHIN THE APPLICABLE AAR RULES GOVERNING LOADING, BLOCKING AND BRACING OF FREIGHT WITHIN THE CONVEYANCE. FOR THE SPECIFIC MARKING SIZE, FREQUENCY, ETC., REQUIRED, REFER TO THE APPROPRIATE AAR LOADING RULES.

R. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN CONTAINERS AND THE END OPENING CONTAINER, AND BETWEEN CONTAINERS AND STEEL STRAPPING, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.

S. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:

- 1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES, ONE CENTER FILL ASSEMBLY, AND TWO DOOR POST VERTICALS.
- 2. INSTALL THE TWO FORWARD STRUT ASSEMBLIES AND THE TWO SPREADER PIECES.
- 3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
- 4. LOAD 10 CONTAINERS.
- 5. INSTALL THE CENTER FILL ASSEMBLY.
- 6. INSTALL THE REAR BLOCKING ASSEMBLY.
- 7. INSTALL THE TWO DOOR POST VERTICALS.
- 8. INSTALL THE UPPERMOST AND LOWERMOST DOOR SPANNER PIECES.
- 9. INSTALL THE 10 STRUTS.
- 10. INSTALL THE REMAINING DOOR 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 AMRAAM (AIM-120) MISSILES PACKED IN CNU-431/E METAL CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CNU-431/E CONTAINER WITH CONTENTS. SEE PAGE 4 AND AIR FORCE DRAWING NO. 8644140 FOR DETAILS OF THE CNU-431/E CONTAINER. CAUTION: REGARDLESS OF THE QUANTITY OF CONTAINERS 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-431/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 LONGITUDINAL PIECES ON THE CENTER FILL ASSEMBLY. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE LENGTH OF THE LATERAL PIECES IN THE CENTER FILL ASSEMBLY MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE CONTAINER SIZE.
- 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 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.

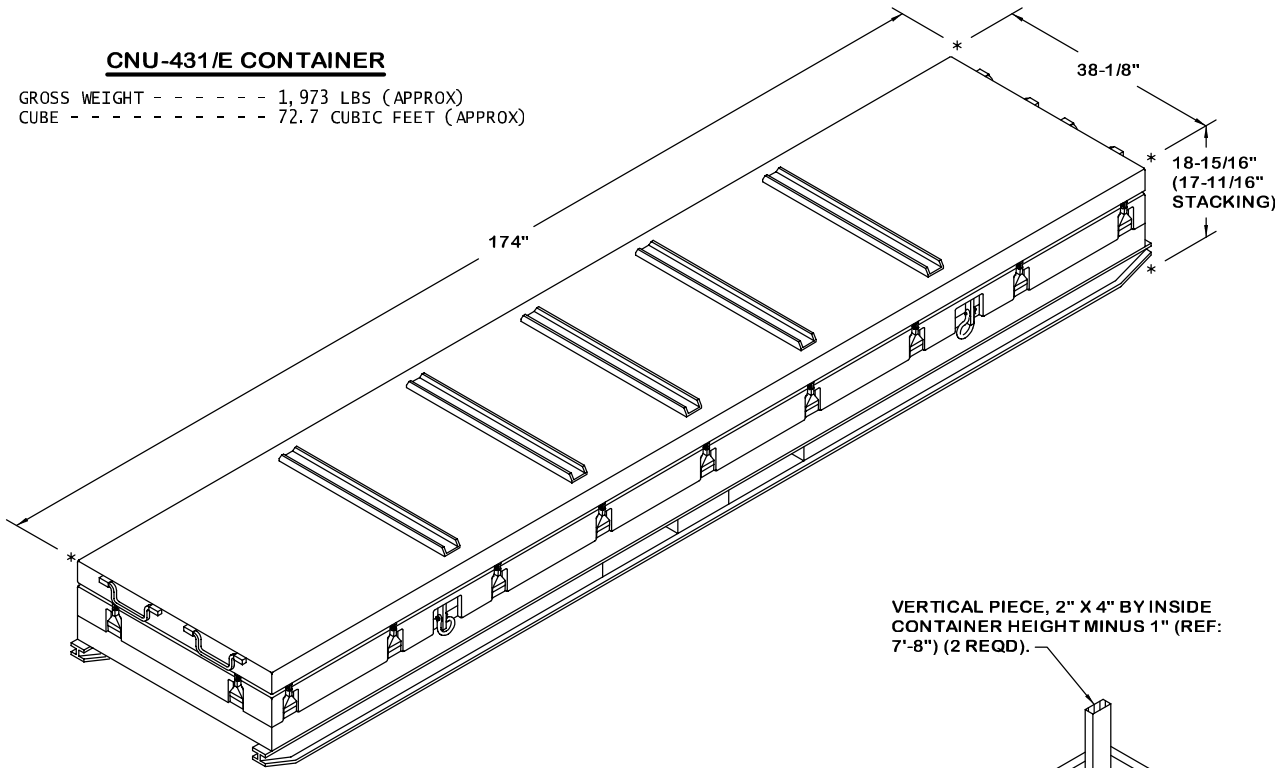
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MATERIAL SPECIFICATIONS

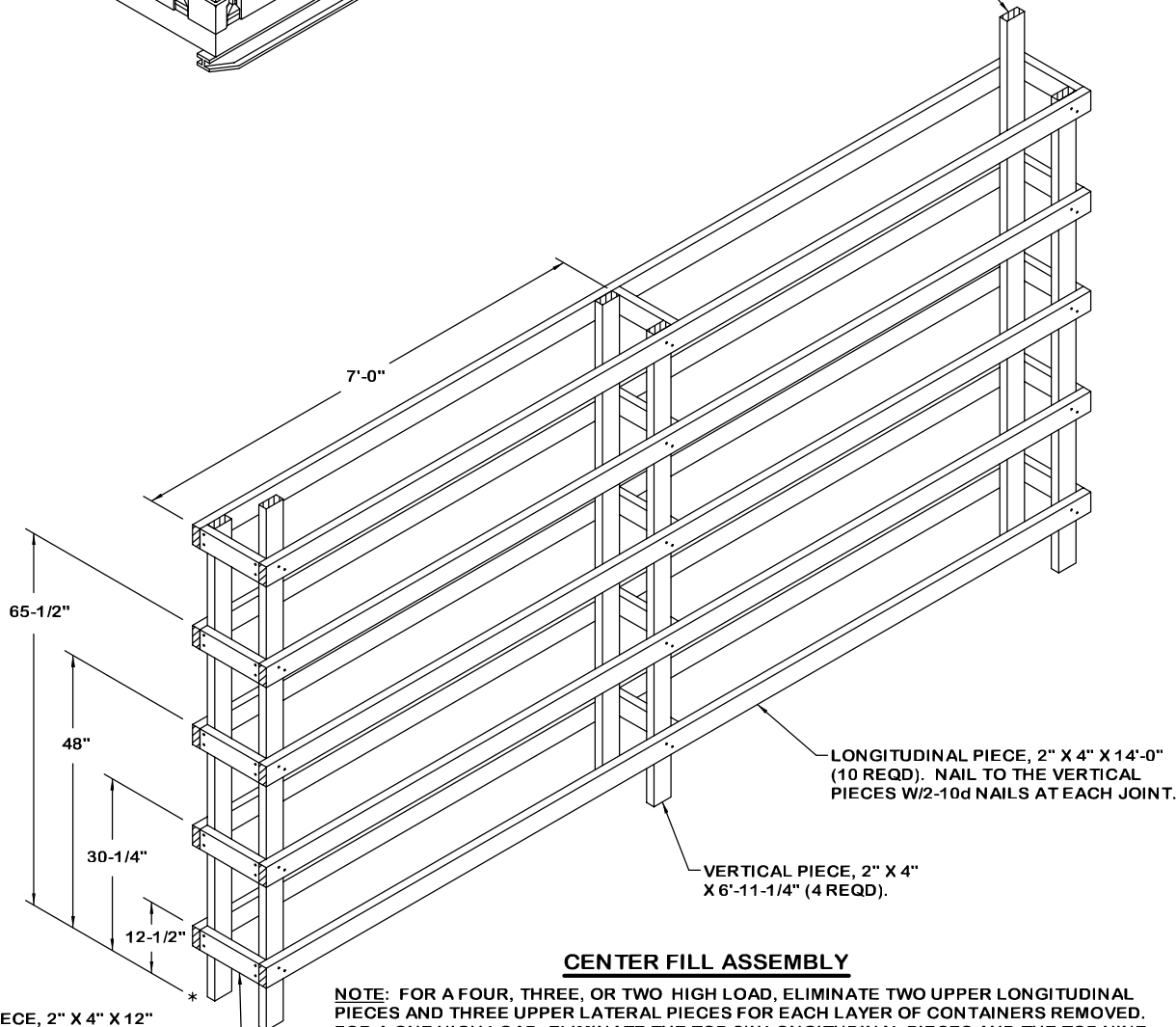
- LUMBER - - - - - -: SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS - - - - - -: ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
- STRAPPING, STEEL - -: ASTM D3953; FLAT STRAPPING, TYPE 1, HEAVY DUTY, FINISH A, B (GRADE 2), OR C.
- SEAL, STRAP - - - -: ASTM D3953; CLASS H, FINISH A, B (GRADE 2), OR C, DOUBLE NOTCH TYPE, STYLE I, II, OR IV.
- ANTI-CHAFING MATERIAL - - - - -: MIL-B-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
- STEEL, STRUCTURAL - -: ASTM A501, STEEL STRUCTURAL TUBING; AND ASTM A570, STEEL, STRIP, HOT-ROLLED, GRADE 36 (MINIMUM).

**CNU-431/E CONTAINER**

GROSS WEIGHT - - - - - 1,973 LBS (APPROX)  
 CUBE - - - - - 72.7 CUBIC FEET (APPROX)



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



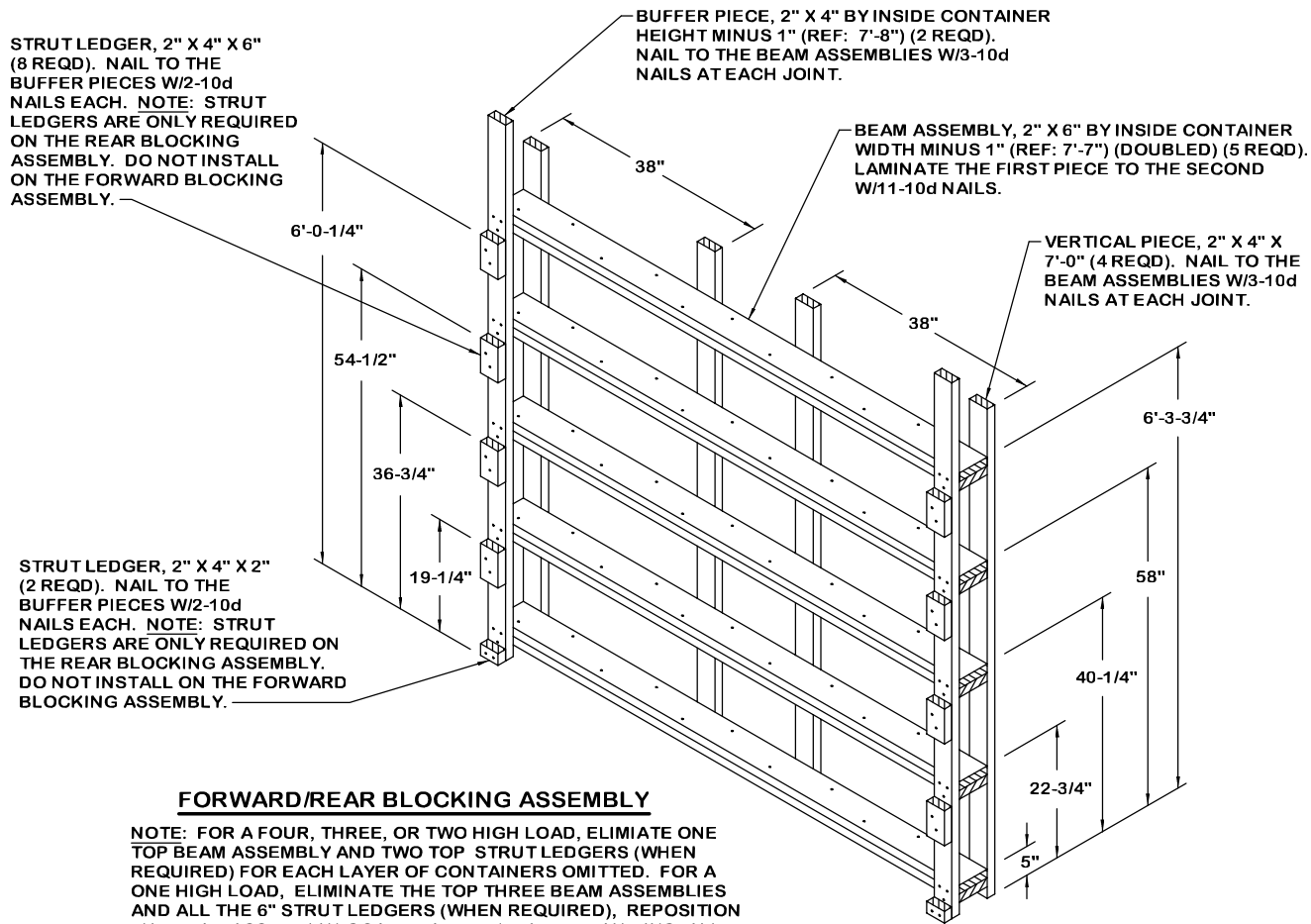
LONGITUDINAL PIECE, 2" X 4" X 14'-0" (10 REQD). NAIL TO THE VERTICAL PIECES W/2-10d NAILS AT EACH JOINT.

VERTICAL PIECE, 2" X 4" X 6'-11-1/4" (4 REQD).

**CENTER FILL ASSEMBLY**

NOTE: FOR A FOUR, THREE, OR TWO HIGH LOAD, ELIMINATE TWO UPPER LONGITUDINAL PIECES AND THREE UPPER LATERAL PIECES FOR EACH LAYER OF CONTAINERS REMOVED. FOR A ONE HIGH LOAD, ELIMINATE THE TOP SIX LONGITUDINAL PIECES AND THE TOP NINE LATERAL PIECES, REPOSITION ALL THE PIECES AT 30-1/4" AT 14-1/2", AND REPOSITION ALL THE PIECES AT 12-1/2" AT 11". SHORTEN THE 6-11-1/4" VERTICAL PIECES APPROPRIATELY. THE LENGTH OF THE LATERAL PIECES IS DEPENDENT ON THE VOID BETWEEN THE CONTAINERS.

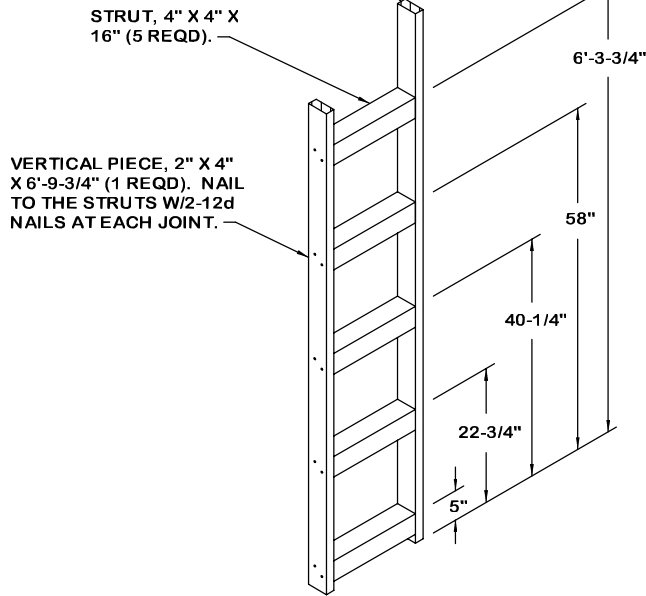
LATERAL PIECE, 2" X 4" X 12" (15 REQD). NAIL TO THE VERTICAL PIECES W/2-10d NAILS AT EACH END.



**FORWARD/REAR BLOCKING ASSEMBLY**

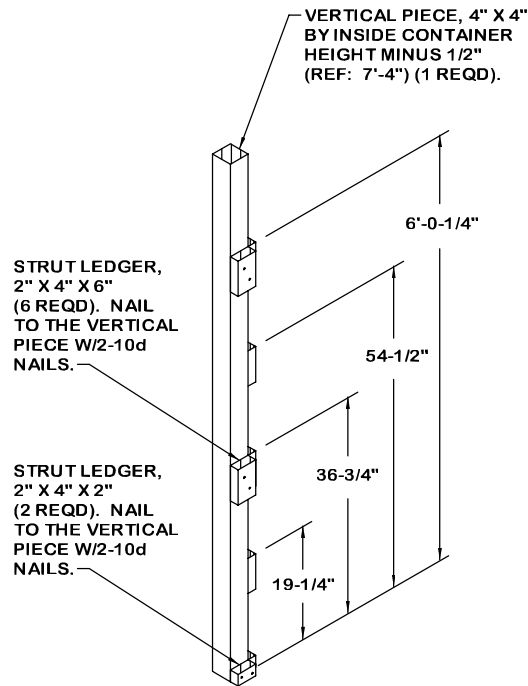
NOTE: FOR A FOUR, THREE, OR TWO HIGH LOAD, ELIMINATE ONE TOP BEAM ASSEMBLY AND TWO TOP STRUT LEDGERS (WHEN REQUIRED) FOR EACH LAYER OF CONTAINERS OMITTED. FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE BEAM ASSEMBLIES AND ALL THE 6" STRUT LEDGERS (WHEN REQUIRED), REPOSITION THE BEAM ASSEMBLY LOCATED AT 22-3/4" AT 13", AND INSTALL DOUBLED STRUTS (KEY NUMBER 7) ON TOP OF THE STRUT LEDGER LOCATED AT 2". SHORTEN THE VERTICAL PIECES APPROPRIATELY.

BUFFER PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-7") (1 REQD.). NAIL TO THE STRUTS W/2-12d NAILS AT EACH JOINT.



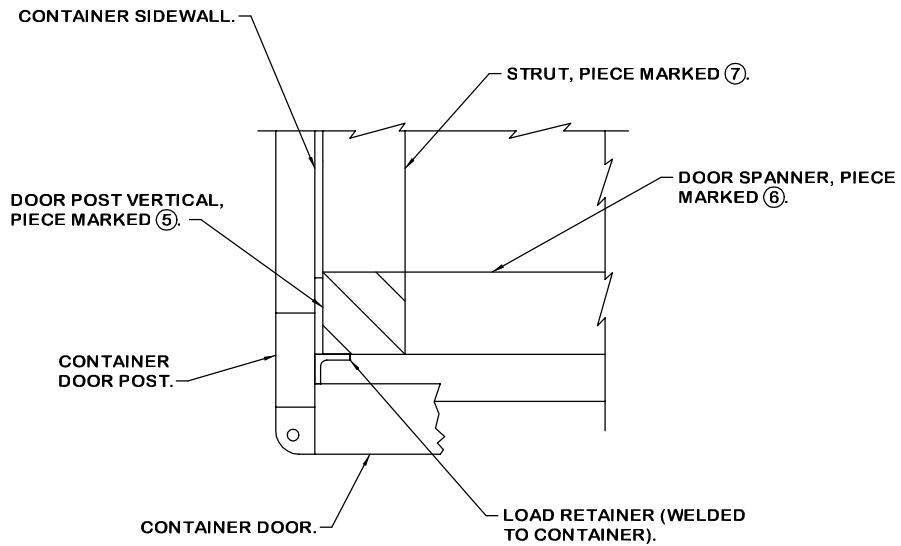
**FORWARD STRUT ASSEMBLY**

NOTE: FOR A FOUR, THREE, OR TWO HIGH LOAD, ELIMINATE ONE UPPER STRUT FOR EACH LAYER OF CONTAINERS OMITTED. FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE STRUTS AND REPOSITION THE STRUT LOCATED AT 22-3/4" AT 13". SHORTEN THE VERTICAL PIECE APPROPRIATELY.



**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 BOTTOM TWO STRUT LEDGERS (2" IN LENGTH), AND THE STRUT LEDGER FOR THE DOOR SPANNER AT 36-3/4". INSTALL DOUBLED STRUTS ON TOP OF THE 2" STRUT LEDGER, AND INSTALL THE TWO DOOR SPANNERS.

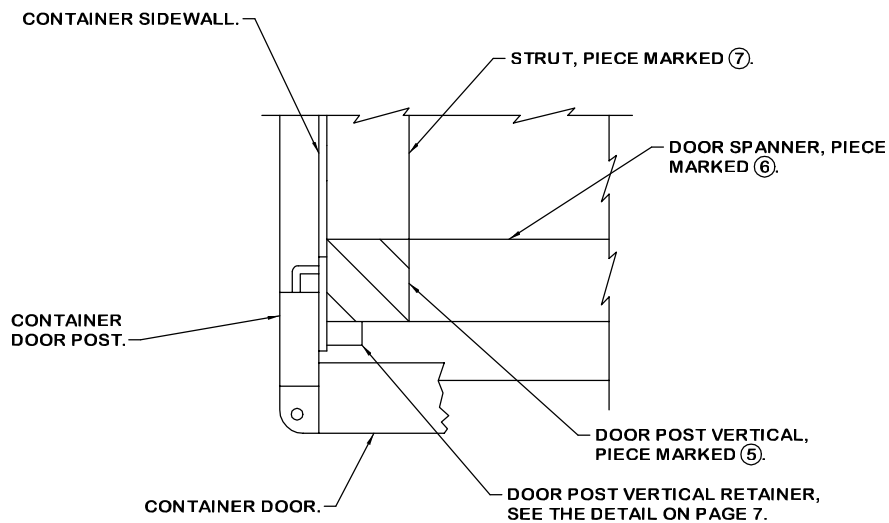


**DETAIL A**

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICALS 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 8. SEE VARIOUS LOADS WITHIN AMC DRAWING 19-48-4153-15PA1002 FOR EXAMPLES. SEE PAGE 7 FOR DETAILS OF THE METAL DOOR POST VERTICAL RETAINER.

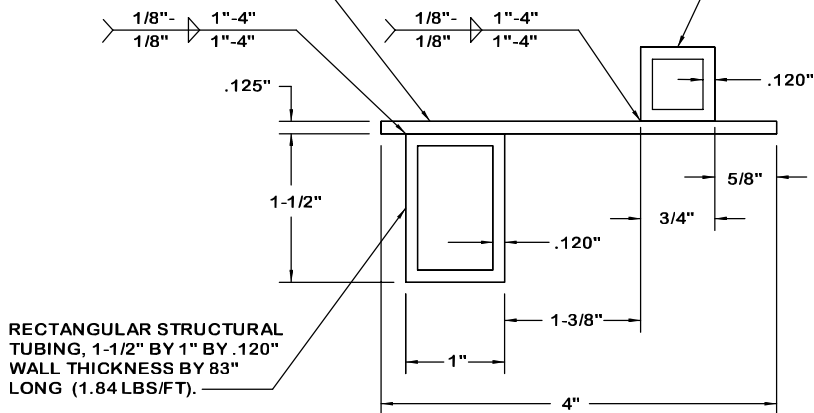


**DETAIL B**

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.

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.

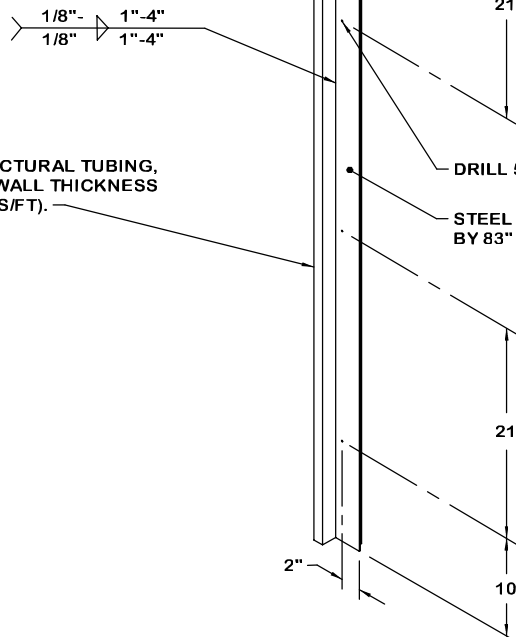
**VIEW A**  
SQUARE STRUCTURAL TUBING, 3/4" SQUARE BY .120" WALL THICKNESS BY 83" LONG (1.03 LBS/FT).



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

DRILL 5/32", 4 HOLES.

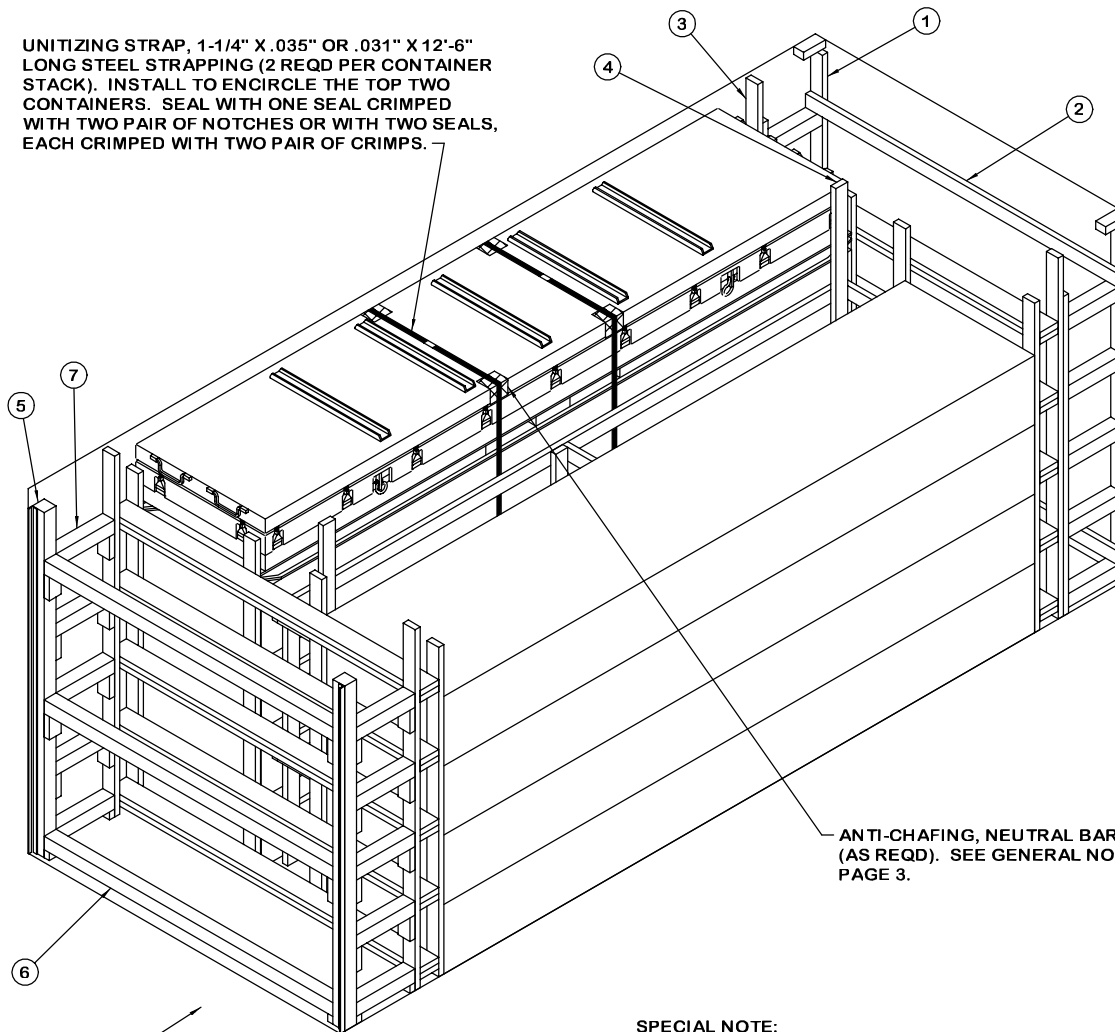
STEEL STRIP, 1/8" THICK BY 4" WIDE BY 83" LONG (1.70 LBS/FT).



**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.

UNITIZING STRAP, 1-1/4" X .035" OR .031" X 12'-6"  
LONG STEEL STRAPPING (2 REQD PER CONTAINER  
STACK). INSTALL TO ENCIRCLE THE TOP TWO  
CONTAINERS. SEAL WITH ONE SEAL CRIMPED  
WITH TWO PAIR OF NOTCHES OR WITH TWO SEALS,  
EACH CRIMPED WITH TWO PAIR OF CRIMPS.



ANTI-CHAFING, NEUTRAL BARRIER MATERIAL  
(AS REQD). SEE GENERAL NOTE "R" ON  
PAGE 3.

REAR OF CONTAINER.

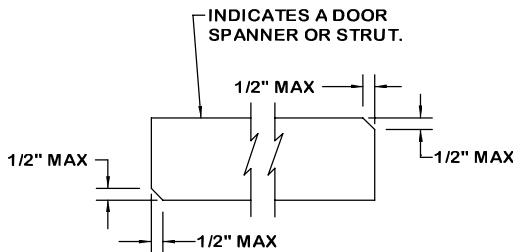
**ISOMETRIC VIEW**

**SPECIAL NOTE:**

WHEN REDUCING A LOAD BY ONE OR MORE CONTAINERS, IT WILL  
BE NECESSARY TO UNITIZE THE CONTAINER STACK WHICH IS  
LATERALLY ADJACENT TO THE OMITTED CONTAINER AS DEPICTED  
IN THE LOAD VIEW ABOVE. SEE GENERAL NOTE "H" ON PAGE 3.

**LESS-THAN-FULL-LOAD PROCEDURE**

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. NOTE THAT THE  
CENTER FILL ASSEMBLY HAS BEEN MODIFIED AS DESCRIBED ON PAGE 4.



**BEVEL-CUT**

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