LOADING AND BRACING (TL & LTL) IN VAN TRAILERS⊕ OF AGM-130 PACKED IN CNU-578 CONTAINERS

INDEX

⊕ **CAUTION: THE PROCEDURES SHOWN HEREIN ARE ONLY APPLICABLE TO HIGHWAY MOVEMENTS, NOT TRAILER-ON-FLATCAR (TOFC) MOVEMENTS.**

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND

RUS.ALLEN.J.1230354282

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APPROVED BY ORDER OF COMMANDING GENERAL, U.S ARMY MATERIEL COMMAND

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U.S. ARMY DEFENSE AMMUNITION CENTER

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SEPTEMBER 2009

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CLASS	DIVISION	DRAWING	FILE
19	48	8670	SP11J100

PROJECT SP 369-00

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 AGM-130C MISSILES PACKED IN CNU-578 CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE ITEMS. SEE PAGE 4 AND AIR FORCE DRAWING 9531330 FOR DETAILS OF THE CONTAINER.

C. THE OUTLOADING PROCEDURES DEPICTED WITHIN THIS DOCUMENT ARE APPLICABLE FOR SHIPMENTS IN CONVENTIONAL TYPE VAN TRAILERS AND APPLY TO TRAILERS HAVING WOOD, OR WOOD AND METAL, OR ALL METAL FLOORS. REGARDLESS OF THE DIMENSIONS OF THE VAN TRAILERS SHOWN, THE PROCEDURES ARE ALSO APPLICABLE FOR TRAILERS WHICH ARE 89" THRU 99" IN WIDTH AND FOR TRAILERS OF OTHER LENGTHS FROM THE SHORTEST TO THE LONGEST AVAILABLE (REF: 24' TO 53'), AND FOR STRAIGHT TRUCK VANS. THE SPECIFIED BRACING IS ADEQUATE FOR LOADS WEIGHING UP TO AND INCLUDING THE MAXIMUM WEIGHTS PERMITTED BY LAW.

D. SELECTION OF A VEHICLE FOR THE TRANSPORT OF THE DESIGNATED ITEM IS THE RESPONSIBILITY OF THE ORIGINATING CARRIER AND THE SHIPPER. ONLY VEHICLES IN ACCORDANCE WITH THE REQUIREMENTS OF THE APPLICABLE REGULATORY DOCUMENTS WILL BE SELECTED FOR USE.

E. GROSS WEIGHT AND AXLE DISTRIBUTION OF WEIGHT FOR A LOAD WILL BE THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE THE SHIPPER OF APPLICABLE LOADING REQUIREMENTS, AND THE SHIPPER WILL LOAD ACCORDINGLY. THE TOTAL WEIGHT OF THE LADING, OF THE DUNNAGE, OF THE TRACTOR, AND OF THE SEMITRAILER 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 THE TOTAL GROSS WEIGHT OR AXLE WEIGHT EXCEEDS THE MAXIMUM ALLOWED, WEIGHT SHOULD BE VERIFIED BY ACTUALLY WEIGHING THE LOADED VEHICLE.

F. NOTICE: A SHIPMENT WILL BE POSITIONED IN THE TRAILER CONSISTENT WITH STATE WEIGHT LAWS. THE NUMBER OF LADING UNITS MAY BE ADJUSTED TO FIT THE SIZE OF THE TRAILER TO BE LOADED OR THE QUANTITY TO BE SHIPPED. COMBINATIONS OF THE OUTLOADING PROCEDURES SPECIFIED MAY BE USED, HOWEVER, THE APPROVED METHODS SHOWN MUST BE FOLLOWED AS CLOSELY AS POSSIBLE FOR BLOCKING, BRACING, AND STAYING OF THE DESIGNATED ITEMS.

G. THE "LOAD AS SHOWN" FOR MOST OF THE FULL LOADS DEPICTED HEREIN IS BASED ON AN APPROXIMATE LADING WEIGHT OF 40,000 POUNDS. THE SPECIFIED BLOCKING AND BRACING FOR THE FULL LOADS IS ADEQUATE FOR THE RETENTION OF LOADS, UP TO 40,000 POUNDS, IF IT IS DESIRED TO INCREASE THE LADING WEIGHT.

H. OTHER TYPES OF LADING ITEMS MAY BE LOADED ON A TRAILER WHICH IS 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 BRACED TO EQUAL THE BLOCKING AND BRACING CRITERIA SPECIFIED HEREIN.

J. SOME LOADS ARE SHOWN IN TRAILERS HAVING ROUNDED CORNERS AT THE FORWARD END. IF THE CONVENTIONAL VAN TRAILER BEING USED IS EQUIPPED WITH A SQUARE FRONT OR WITH AN INSTALLED BULKHEAD, OMIT THE FORWARD BLOCKING ASSEMBLY, AND POSITION THE CONTAINERS DIRECTLY AGAINST THE FORWARD PORTION OF THE TRAILER.

K. WHEN STEEL STRAPPING IS SEALED AT AN END-OVER-END LAP JOINT, A MINIMUM OF ONE SEAL WITH TWO PAIR OF NOTCHES WILL BE USED TO SEAL THE JOINT WHEN A NOTCH-TYPE SEALER IS BEING USED. A MINIMUM OF TWO SEALS, BUTTED TOGETHER WITH TWO PAIR OF CRIMPS PER SEAL WILL BE USED TO SEAL THE JOINT WHEN A CRIMP-TYPE SEALER IS BEING USED. REFER TO THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 3 FOR GUIDANCE.

(CONTINUED AT RIGHT)

(GENERAL NOTES CONTINUED)

L. 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. THE NAILING PATTERN WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL DOES NOT PENETRATE INTO OR NEAR A CRACK BETWEEN FLOOR BOARDS. 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 THE PIECE ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.

M. POWER DRIVEN STAPLES MAY BE USED AS ALTERNATIVE FASTENERS FOR NAILS WHEN CONSTRUCTING DUNNAGE ASSEMBLIES THAT ARE TO BE USED IN THE DELINEATED TRAILER LOADS SHOWN THROUGHOUT THIS DRAWING. THE STAPLES TO BE USED MUST BE EQUAL IN LENGTH TO THE SPECIFIED NAIL SIZE AND MUST BE SUBSTITUTED ON A ONE STAPLE FOR ONE NAIL BASIS. STAPLES WHICH ARE 2-1/2" OR LESS IN LENGTH SHOULD BE IN ACCORDANCE WITH ASTM F1667 AS NEARLY AS PRACTICABLE. STAPLES THAT ARE LONGER THAN 2-1/2" WILL BE A COMMERCIAL GRADE, OF A QUALITY EQUIVALENT TO THOSE MANUFACTURED BY SENCO PRODUCTS INCORPORATED. NOTE: STAPLES WILL NOT BE SUBSTITUTED FOR NAILS IN ANY LOAD RESTRAINING FLOOR DUNNAGE APPLICATION.

N. THE UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS NOT TO EXCEED 6". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE ANTI-SWAY BRACES. NAIL EACH ADDITIONAL PIECE TO THE BUFFER PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND LENGTH OF THE LUMBER USED IN THESE ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE VAN TRAILER.

O. CAUTION: WHEN POWER OR PNEUMATIC NAILERS ARE BEING USED IN THE APPLICATION OF NAILED FLOORLINE BLOCKING OR BRACING, CONTAINERS BEING LOADED INTO THE CONVEYANCE MUST BE POSITIONED TO ALLOW A CLEAR PATH OF EXIT FOR THE OPERATOR AT ALL TIMES, SHOULD AN EMERGENCY EXIT BECOME NECESSARY.

P. IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR MEASURES 1-1/2" OR LESS REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THE 9". USE THE "REAR BLOCKING ASSEMBLY A" AS DEPICTED ON PAGE 21. IF THE VOID AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B", AS SHOWN ON PAGE 21. NOTE: REAR BLOCKING ASSEMBLIES MAY BE REPLACED WITH NAILED HEADERS AT THE REAR OF THE LOAD, PROVIDED THE TRAILER IS CONFIGURED SUCH AS TO ALLOW NAILING IN THE AREA IN QUESTION. REFER TO THE LOAD ON PAGE 4 AND THE HEADER NAILING CHARTS ON PAGE 5 FOR GUIDANCE. CAUTION: THE NAILED HEADER METHOD IS REQUIRED WHEN LOADING VAN TRAILERS EQUIPPED WITH ROLL-UP TYPE DOORS.

Q. PORTIONS OF THE TRAILERS, SUCH AS SIDEWALLS, ENDWALLS, AND ROOFS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.

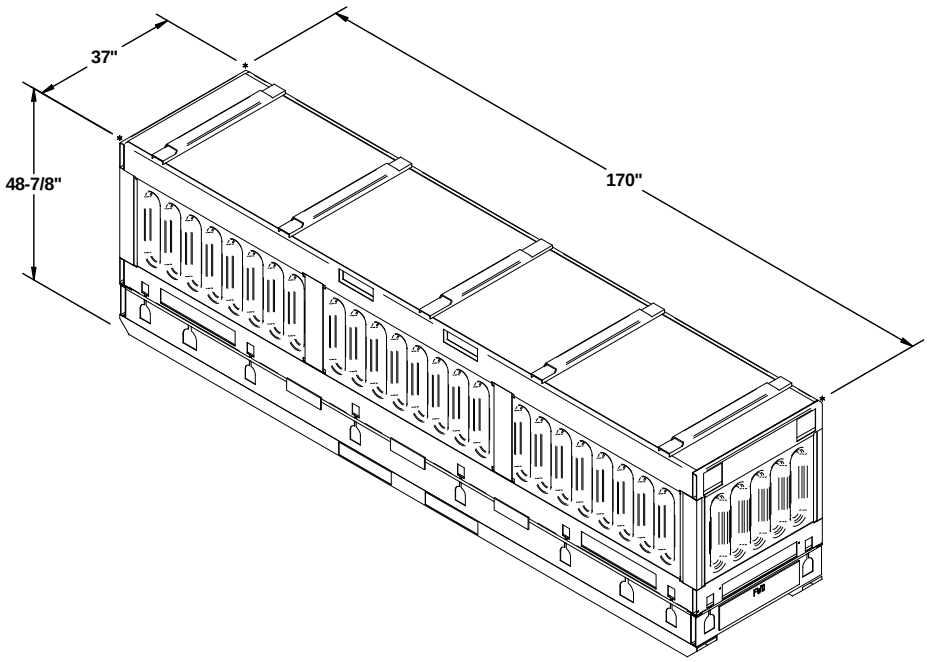
R. THESE PROCEDURES CAN ALSO BE UTILIZED FOR THE SHIPMENT OF CNU-578 CONTAINERS WHEN THEY ARE LOADED WITH AN ITEM OTHER THAN THE SPECIFIED MUNITION, OR WHEN THEY ARE EMPTY.

S. 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.

T. 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.

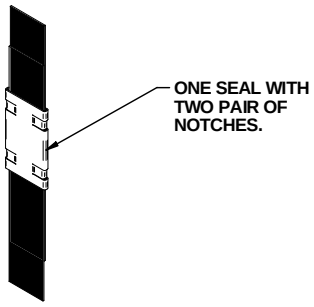
MATERIAL SPECIFICATIONS

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-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
WIRE, CARBON STEEL -:	ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, 0.0800" DIA, GRADE 1006 OR BETTER.



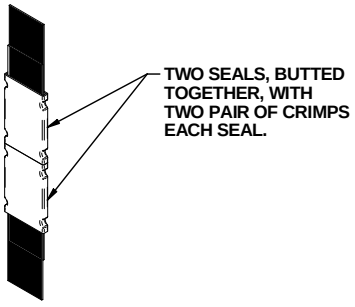
CNU-578 CONTAINER

GROSS WEIGHT - - - - - - - - - - - 4,960 LBS
CUBE - - - - - - - - - - - - - - - 179.3 CU FT



STRAP JOINT A

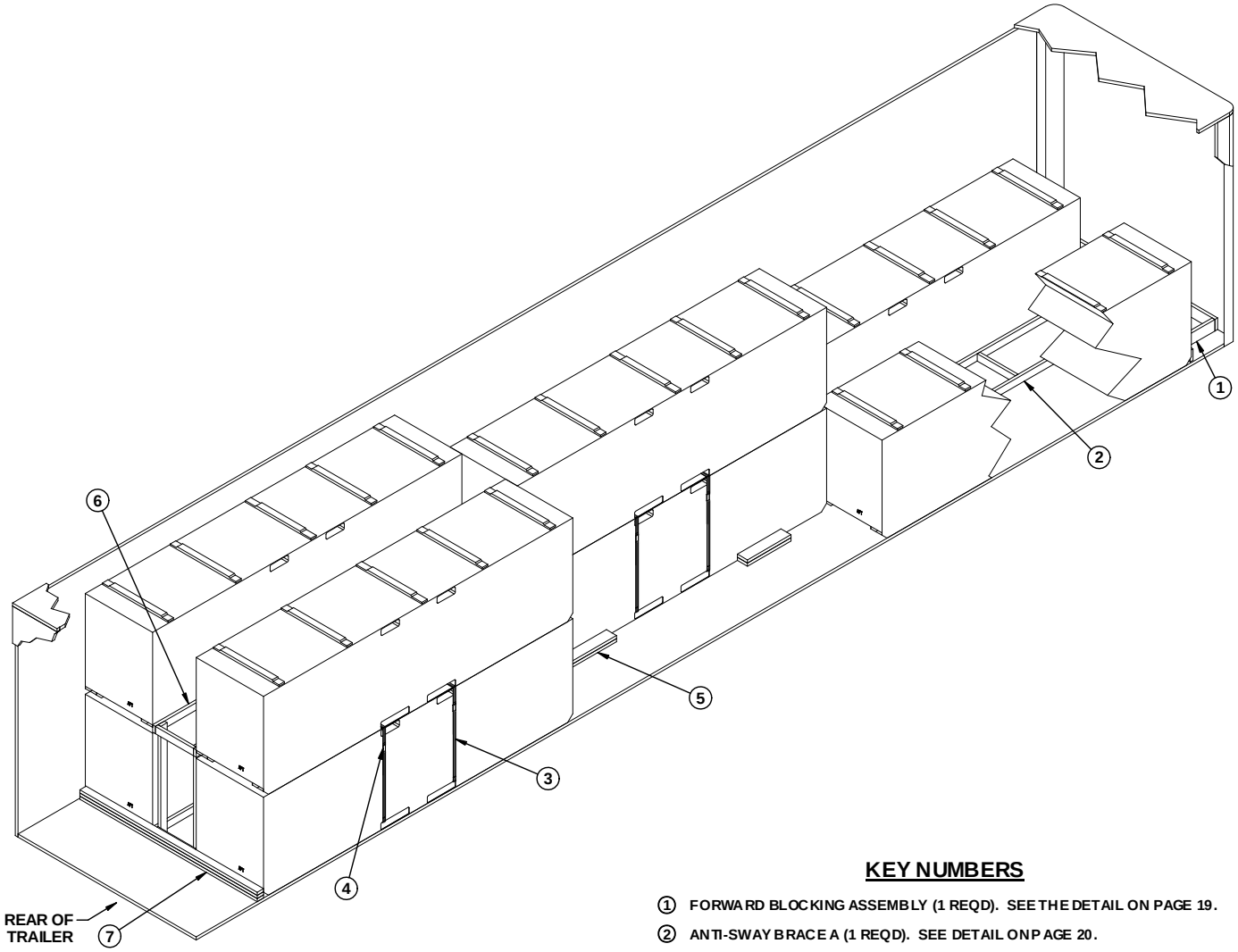
METHOD OF SECURING A
STRAP JOINT WHEN USING
A NOTCH-TYPE SEALER.



STRAP JOINT B

METHOD OF SECURING A
STRAP JOINT WHEN USING
A CRIMP-TYPE SEALER.

END-OVER-END LAP JOINT DETAILS



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 19.

② ANTI-SWAY BRACE A (1 REQD). SEE DETAIL ON PAGE 20.

③ UNITIZING STRAP, 1-1/4" X .035" OR .031" X 13'-10" LONG STEEL STRAPPING (6 REQD). INSTALL PRIOR TO LOADING SO AS TO ENCIRCLE THE UPPER AND LOWER CONTAINERS THROUGH THE FORK LIFT OPENINGS IN STACKS ADJACENT TO ONE-HIGH STACKS OR TO THE DOOR. SEE SPECIAL NOTE 4 ON PAGE 5.

④ SEAL FOR 1-1/4" STRAPPING (6 OR 12 REQD). CRIMP SINGLE SEALS WITH TWO PAIR OF NOTCHES OR CRIMP DOUBLE SEALS WITH TWO PAIR OF CRIMPS EACH. SEE THE STRAP DETAILS ON PAGE 3.

⑤ SIDE BLOCKING, 2" X 6" X 24" (DOUBLED) (4 REQD), NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS. LAMINATE THE SECOND PIECE TO THE FIRST IN A LIKE MANNER.

⑥ ANTI-SWAY BRACE B (1 REQD). SEE DETAIL ON PAGE 20.

⑦ HEADER, 2" X 4" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/16-10d NAILS. LAMINATE THE SECOND PIECE TO THE FIRST W/16-10d NAILS AND LAMINATE THE THIRD PIECE TO THE SECOND PIECE IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2″ X 4″	166	111
2″ X 6″	30	30
NAILS	NO. REQD	POUNDS
10d (3″)	184	3
STEEL STRAPPING, 1-1/4″ - 83′ REQD - - - 12 LBS		
SEAL FOR 1-1/4″ STRAPPING - 6 REQD - - 1/4 LBS		
ANTI-CHAFING MATERIAL - - - AS REQD - - - - NIL		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER	8	39,680 LBS
DUNNAGE		295 LBS
	TOTAL WEIGHT	39,975 LBS (APPROX)

8 UNIT LOAD IN A 48'-0" LONG BY 8'-2" WIDE VAN TRAILER

FORWARD HEADER NAILING CHART●	
#NAILS	MAX. LOAD WEIGHT (LBS)
3	15,000
4	20,000
5	25,000
6	30,000
7	35,000
8	40,000
9	45,000

● HEADERS AT THE FRONT END OF A LOAD OR AT THE FRONT END OF A DIVIDED LOAD WILL BE DOUBLED 2" X 6" MATERIAL. THE NUMBER OF NAILS INDICATED ABOVE REFERS TO THE NUMBER OF NAILS USED IN EACH LAMINATION OF A HEADER, FOR EXAMPLE 8 NAILS MEANS THE FIRST BOARD IS NAILED TO THE TRAILER FLOOR W/8-10d NAILS, AND THE SECOND BOARD IS LAMINATED TO THE FIRST W/8-20d NAILS, FOR A TOTAL OF 8-10d AND 8-20d NAILS PER HEADER. A MINIMUM OF 6 PAIRS OF NAILS WILL BE USED FOR TRAILER WIDTH HEADERS.

REAR HEADER NAILING CHART*	
#NAILS	MAX. LOAD WEIGHT (LBS)
6	15,000
7	17,500
8	20,000
9	22,500
10	25,000
11	27,500
12	30,000
13	32,500
14	35,000
15	37,500
16	40,000
17	42,500
18	45,000

* HEADERS AT THE REAR OF A FULL LOAD OR AT THE REAR END OF A DIVIDED LOAD WILL BE DOUBLED 2" X 4" MATERIAL. THE NUMBER OF NAILS INDICATED ABOVE REFERS TO THE NUMBER OF NAILS USED IN EACH LAMINATION OF A HEADER, FOR EXAMPLE 8 NAILS MEANS THE FIRST BOARD IS NAILED TO THE TRAILER FLOOR W/8-10d NAILS, AND THE SECOND BOARD IS LAMINATED TO THE FIRST W/8-10d NAILS, FOR A TOTAL OF 16-10d NAILS. A MINIMUM OF 6 PAIRS OF NAILS WILL BE USED FOR TRAILER WIDTH HEADERS. NOTE: REAR HEADERS MAY BE HANDLED IN THE SAME MANNER AS FORWARD HEADERS, USING 2" X 6" MATERIAL WITH 10d AND 20d NAILS, IF DESIRED.

SPECIAL NOTES:

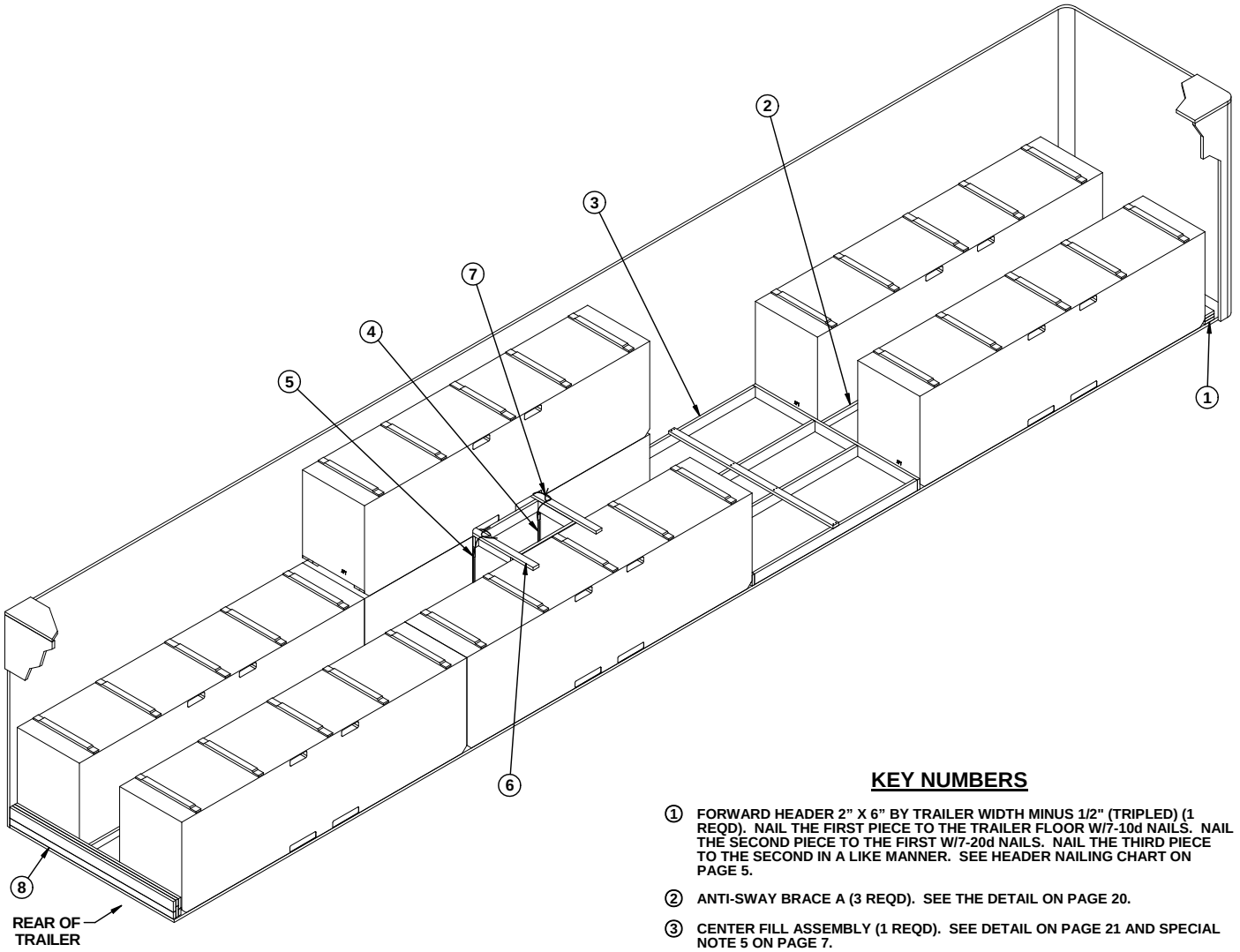
1. A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH A NAILABLE FLOOR AND ROUNDED FRONT CORNERS IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.

2. ANTI-SWAY BRACES MAY BE OMITTED WHEN THE SPACE BETWEEN LATERALLY ADJACENT UNITS IS 6" OR LESS, AS MEASURED FROM CONTAINER TO CONTAINER.

3. IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DETAILED ON PAGE 21 OR A NAILED HEADER, AS SHOWN. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DETAILED ON PAGE 21 OR A NAILED HEADER, AS SHOWN. IF THE TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING THE HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED ABOVE MUST BE INSTALLED.

4. UNITIZING STRAPS MUST BE APPLIED AROUND THE TWO-HIGH STACKS THAT ARE IMMEDIATELY ADJACENT EITHER LATERALLY OR LONGITUDINALLY TO THE ONE-HIGH UNITS. THE UNITIZING STRAPS MUST BE INSTALLED PRIOR TO FINAL POSITIONING OF THE STACK. IF A STACK AT THE REAR OF THE LOAD IS MORE THAN ONE UNIT HIGH, UNITIZING STRAPS, MUST BE INSTALLED AROUND EACH OF THE REARMOST STACKS IN EACH APPLICABLE ROW.

5. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE FULL LOAD UNITS FROM THE LOAD; OR, ONE OR MORE UNITS CAN BE ADDED TO OR OMITTED FROM THE TOP TIER.



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD HEADER 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/7-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST W/7-20d NAILS. NAIL THE THIRD PIECE TO THE SECOND IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

② ANTI-SWAY BRACE A (3 REQD). SEE THE DETAIL ON PAGE 20.

③ CENTER FILL ASSEMBLY (1 REQD). SEE DETAIL ON PAGE 21 AND SPECIAL NOTE 5 ON PAGE 7.

④ UNITIZING STRAP, 1-1/4" X .035" OR .031" X 13'-10" LONG STEEL STRAPPING (2 REQD). INSTALL PRIOR TO LOADING SO AS TO ENCIRCLE THE UPPER AND LOWER CONTAINERS THROUGH THE FORKLIFT OPENINGS IN STACKS ADJACENT TO ONE-HIGH STACKS OR TO THE DOOR. SEE SPECIAL NOTE 4 ON PAGE 7.

⑤ SEAL FOR 1-1/4" STRAPPING (2 OR 4 REQD). CRIMP SINGLE SEALS WITH TWO PAIR OF NOTCHES OR CRIMP DOUBLE SEALS WITH TWO PAIR OF CRIMPS EACH. SEE THE STRAP DETAILS ON PAGE 3.

⑥ TOP-OF-LOAD ANTI-SWAY BRACE (1 REQD). SEE DETAIL ON PAGE 22.

⑦ TIE-WIRE, .0800" DIA 24" LONG (2 REQD). INSTALL TO FORM A COMPLETE LOOP AROUND THE TOP-OF-LOAD ANTI-SWAY BRACE AND THE STRAPS.

⑧ REAR BLOCKING ASSEMBLY A (1 REQD) SEE DETAIL ON PAGE 21 AND SPECIAL NOTE 3 ON PAGE 7.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	146	97
2" X 6"	109	109
NAILS	**NO. REQD**	**POUNDS**
10d (3")	155	2-1/2
20d (4")	13	1/2
STEEL STRAPPING, 1-1/4" - 28' REQD - - -		4 LBS
SEAL FOR 1-1/4" STRAPPING - 2 REQD - - - -		NIL
WIRE, .0800" DIAMETER - - - 4' REQD - - - -		NIL

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER - -	7 - - - - -	34,720 LBS
DUNNAGE - - - - - - - - - - - - - - -		419 LBS
TOTAL WEIGHT - - - - -		35,139 LBS (APPROX)

7 UNIT LOAD IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER

PROJECT SP 369-00

SPECIAL NOTES:

1. A 53'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH NAILABLE FLOOR IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.

2. ANTI-SWAY BRACES MAY BE OMITTED WHEN THE SPACE BETWEEN LATERALLY ADJACENT UNITS IS 6" OR LESS, AS MEASURED FROM CONTAINER TO CONTAINER.

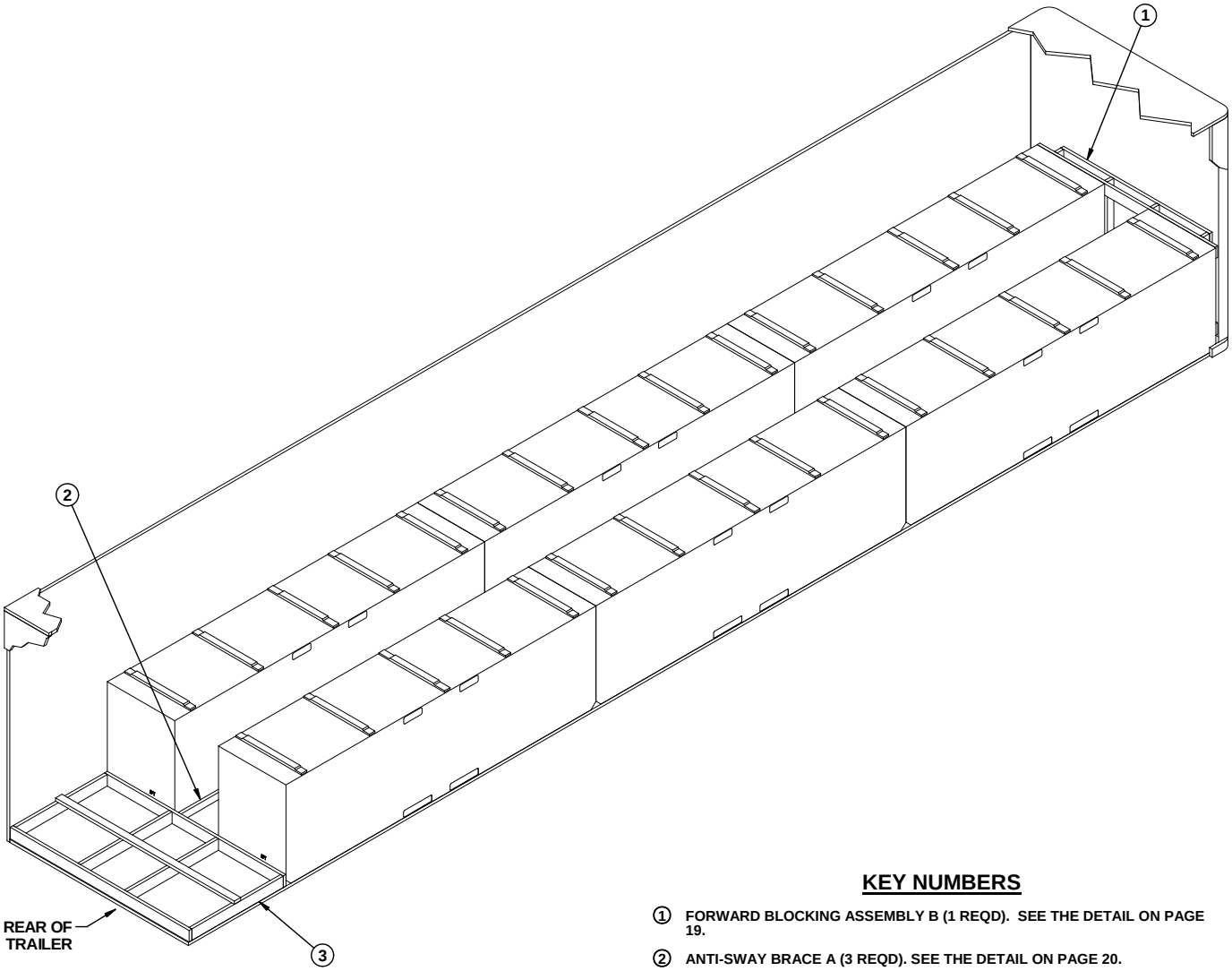
3. IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS SHOWN OR A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DETAILED ON PAGE 21 OR A NAILED HEADER. IF THE TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING THE HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED ABOVE MUST BE INSTALLED.

4. UNITIZING STRAPS MUST BE APPLIED AROUND THE TWO-HIGH STACKS THAT ARE IMMEDIATELY ADJACENT EITHER LATERALLY OR LONGITUDINALLY TO THE ONE-HIGH UNITS. THE UNITIZING STRAPS MUST BE INSTALLED PRIOR TO FINAL POSITIONING OF THE STACK. IF A STACK AT THE REAR OF THE LOAD IS MORE THAN ONE UNIT HIGH, UNITIZING STRAPS, MUST BE INSTALLED AROUND EACH OF THE REARMOST STACKS IN EACH APPLICABLE ROW.

5. ALTERNATE THE POSITION OR SIZE OF THE LATERAL VOID IN THE LOAD TO ENSURE A UNIFORM LOAD, AS DEPICTED IN THE LOAD ON PAGE 6.

6. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE FULL LOAD UNITS FROM THE LOAD; OR, ONE OR MORE UNITS CAN BE ADDED TO OR OMITTED FROM THE TOP TIER.

7 UNIT LOAD IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD BLOCKING ASSEMBLY B (1 REQD). SEE THE DETAIL ON PAGE 19.

② ANTI-SWAY BRACE A (3 REQD). SEE THE DETAIL ON PAGE 20.

③ REAR BLOCKING ASSEMBLY B (1 REQD). SEE DETAIL ON PAGE 21. AND SPECIAL NOTE 3 ON PAGE 9.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2″ X 4″ 2″ X 6″	131 63	87 63
NAILS	NO. REQD	POUNDS
10d (3″)	128	2

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER	6	29,760 LBS
DUNNAGE		302 LBS
TOTAL WEIGHT		30,062 LBS (APPROX)

6 UNIT LOAD IN A 48'-0" LONG BY 8'-2" WIDE VAN TRAILER

SPECIAL NOTES:

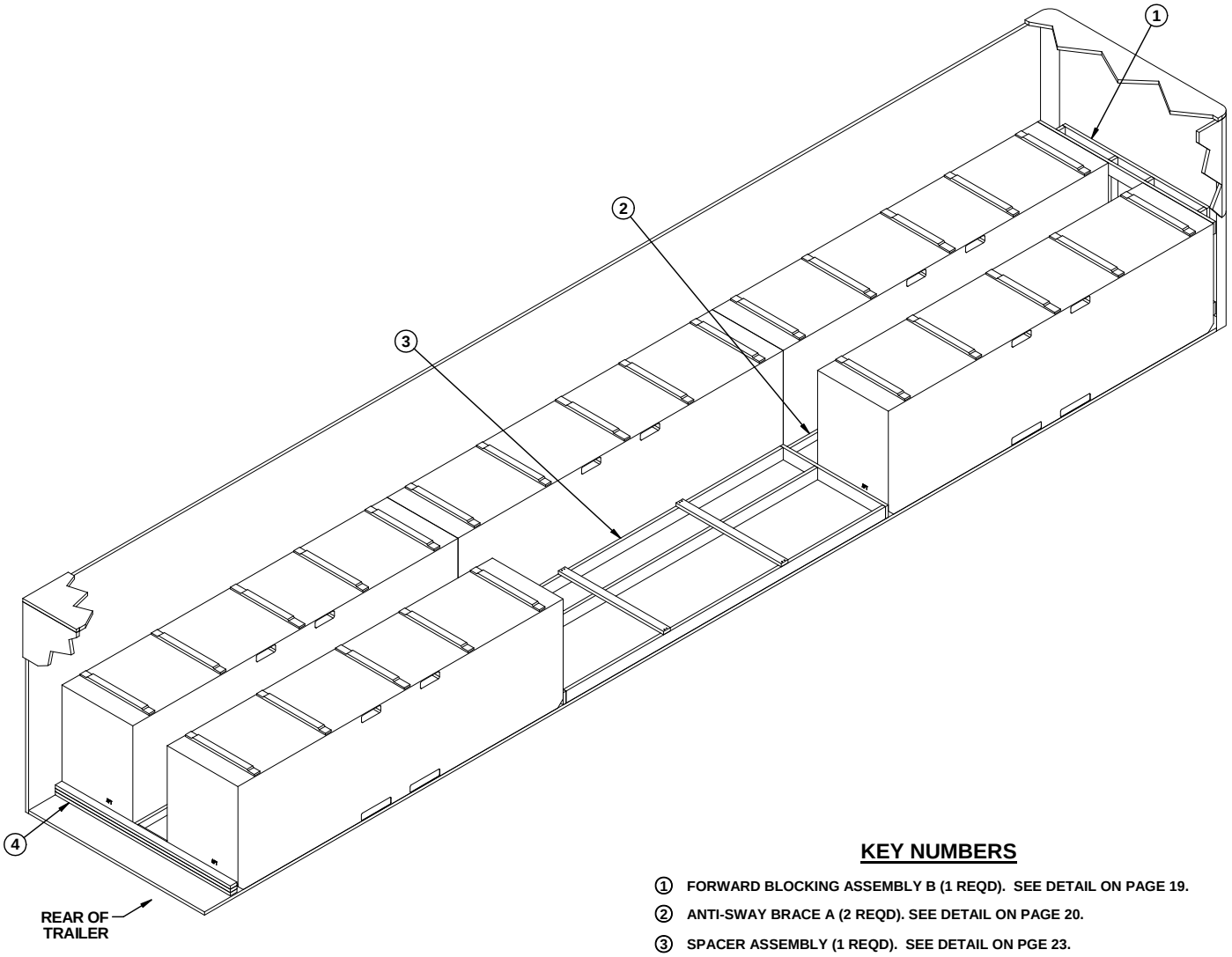
1. **A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH ROUNDED FRONT CORNERS IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.**

2. **ANTI-SWAY BRACES MAY BE OMITTED WHEN THE SPACE BETWEEN LATERALLY ADJACENT UNITS IS 6" OR LESS, AS MEASURED FROM CONTAINER TO CONTAINER.**

3. **IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DETAILED ON PAGE 21 OR A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS SHOWN OR A NAILED HEADER.**

4. **THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE UNITS FROM THE LOAD.**

6 UNIT LOAD IN A 48'-0" LONG BY 8'-2" WIDE VAN TRAILER



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD BLOCKING ASSEMBLY B (1 REQD). SEE DETAIL ON PAGE 19.

② ANTI-SWAY BRACE A (2 REQD). SEE DETAIL ON PAGE 20.

③ SPACER ASSEMBLY (1 REQD). SEE DETAIL ON PGE 23.

④ HEADER, 2" X 4" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/10-10d NAILS. LAMINATE THE SECOND PIECE TO THE FIRST W/10-20d NAILS AND LAMINATE THE THIRD PIECE TO THE SECOND IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2″ X 4″	82	55
2″ X 6″	79	79
NAILS	NO. REQD	POUNDS
10d (3″)	104	1-3/4
20d (4″)	20	1

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER	5	24,800 LBS
DUNNAGE		269 LBS
	TOTAL WEIGHT	25,069 LBS (APPROX)

5 UNIT LOAD IN A 45'-0" LONG BY 7'-8" WIDE VAN TRAILER

SPECIAL NOTES:

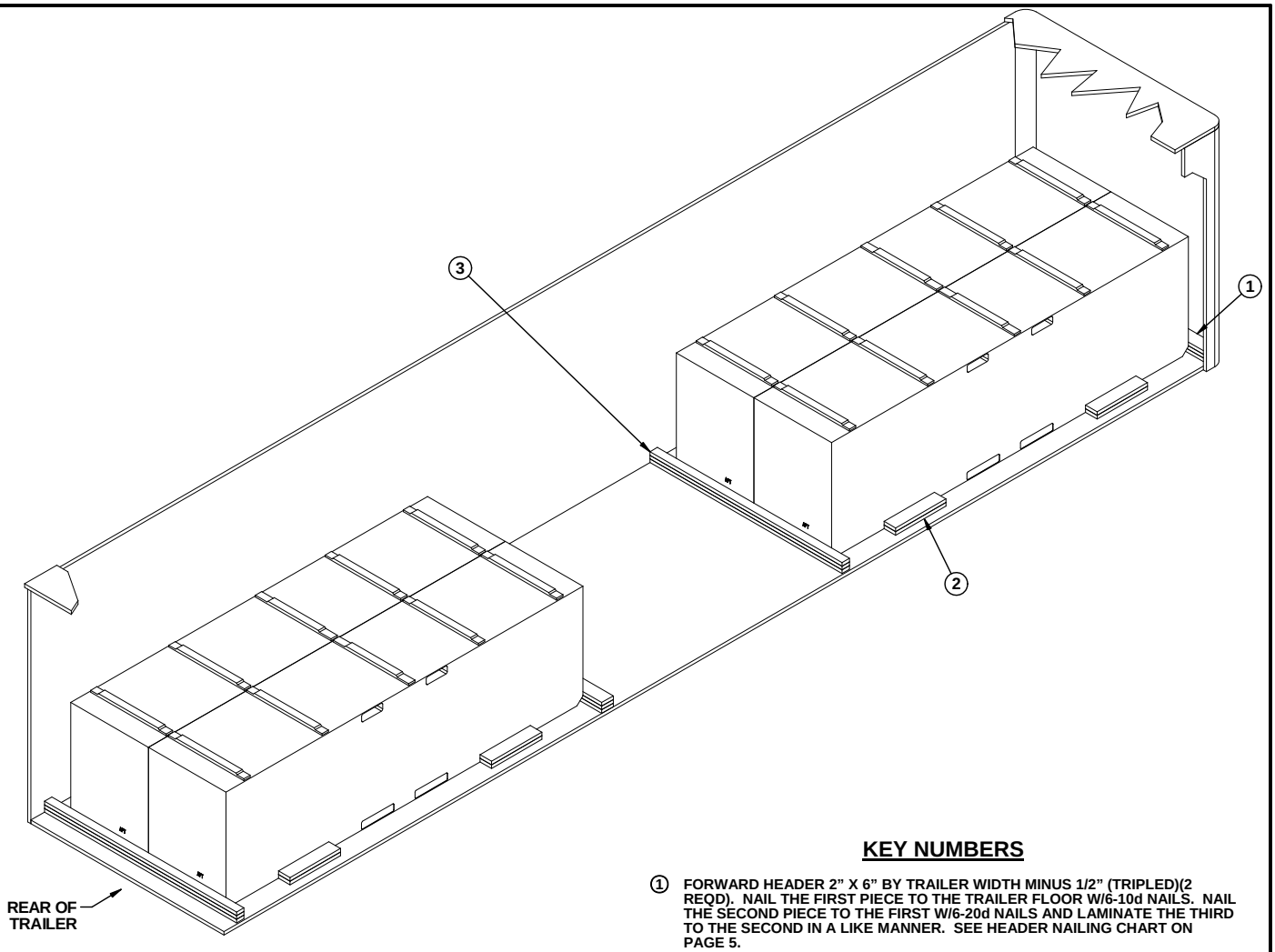
1. **A 45'-0" LONG BY 7'-8" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH A NAILABLE FLOOR AND ROUNDED FRONT CORNERS IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.**

2. **ANTI-SWAY BRACES MAY BE OMITTED WHEN THE SPACE BETWEEN LATERALLY ADJACENT UNITS IS 6" OR LESS, AS MEASURED FROM CONTAINER TO CONTAINER.**

3. **IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DETAILED ON PAGE 21 OR A NAILED HEADER. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DETAILED ON PAGE 21 OR A NAILED HEADER, AS SHOWN. IF THE TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING THE HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED ABOVE MUST BE INSTALLED.**

4. **THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE UNITS FROM THE LOAD.**

5 UNIT LOAD IN A 45'-0" LONG BY 7'-8" WIDE VAN TRAILER



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD HEADER 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED)(2 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS AND LAMINATE THE THIRD TO THE SECOND IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

② SIDE BLOCKING, 2" X 6" X 24" (DOUBLED) (8 REQD), NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS. LAMINATE THE SECOND PIECE TO THE FIRST IN A LIKE MANNER.

③ REAR HEADER 2" X 4" X TRAILER WIDTH MINUS 1/2" (TRIPLED)(2 REQD). NAIL THE FIRST PIECE .

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2″ X 4″	46	31
2″ X 6″	80	80
NAILS	NO. REQD	POUNDS
10d (3″)	144	2-1/4
20d (4″)	24	1

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER	4	19,840 LBS
DUNNAGE		224 LBS
	TOTAL WEIGHT	20,064 LBS (APPROX)

4 UNIT LOAD IN A 40'-0" LONG BY 7'-8" WIDE VAN TRAILER

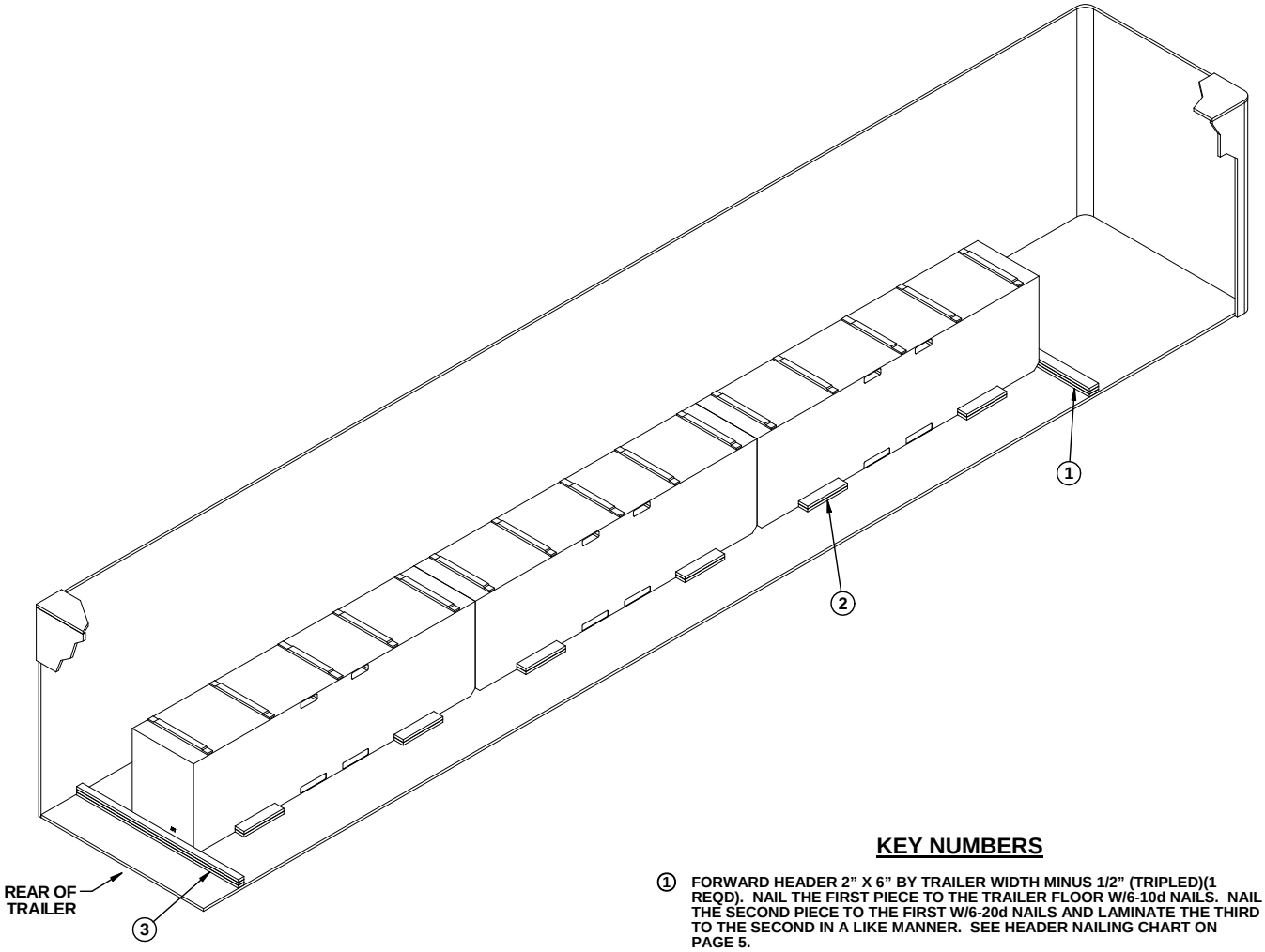
SPECIAL NOTES:

1. **A 40'-0" LONG BY 7'-8" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH A NAILABLE FLOOR AND ROUNDED FRONT CORNERS IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.**

2. **IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DETAILED ON PAGE 21 OR A NAILED HEADER AS SHOWN. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DETAILED ON PAGE 21 OR A NAILED HEADER. IF THE TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING THE HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED ABOVE MUST BE INSTALLED.**

3. **THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE UNITS FROM THE LOAD.**

4 UNIT LOAD IN A 40'-0" LONG BY 7'-8" WIDE VAN TRAILER



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD HEADER 2" X 6" BY TRAILER WIDTH MINUS 1/2" (TRIPLED)(1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST W/6-20d NAILS AND LAMINATE THE THIRD TO THE SECOND IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

② SIDE BLOCKNG 2" X 6" X 24" (DOUBLED) (12 REQD). NAIL THE FIRST PIECE TO THE FLOOR W/6-10d NAILS. LAMINATE THE SECOND PIECE TO THE FIRST IN A LIKE MANNER.

③ REAR HEADER 2" X 4" X TRAILER WIDTH MINUS 1/2" (TRIPLED)(1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/6-10d NAILS. LAMINATE THE SECOND TO THE FIRST W/6-10d NAILS AND LAMINATE THE THIRD TO THE SECOND IN A LIKE MANNER. SEE HEADER NAILING CHART ON PAGE 5.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4" 2" X 6"	23 71	16 71
NAILS	NO. REQD	POUNDS
10d (3") 20d (4")	168 12	2-3/4 1/2

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-578 CONTAINER	3	14,880 LBS
DUNNAGE		176 LBS
TOTAL WEIGHT		15,056 LBS (APPROX)

3 UNIT LOAD (1-WIDE) IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER

PROJECT SP 369-00

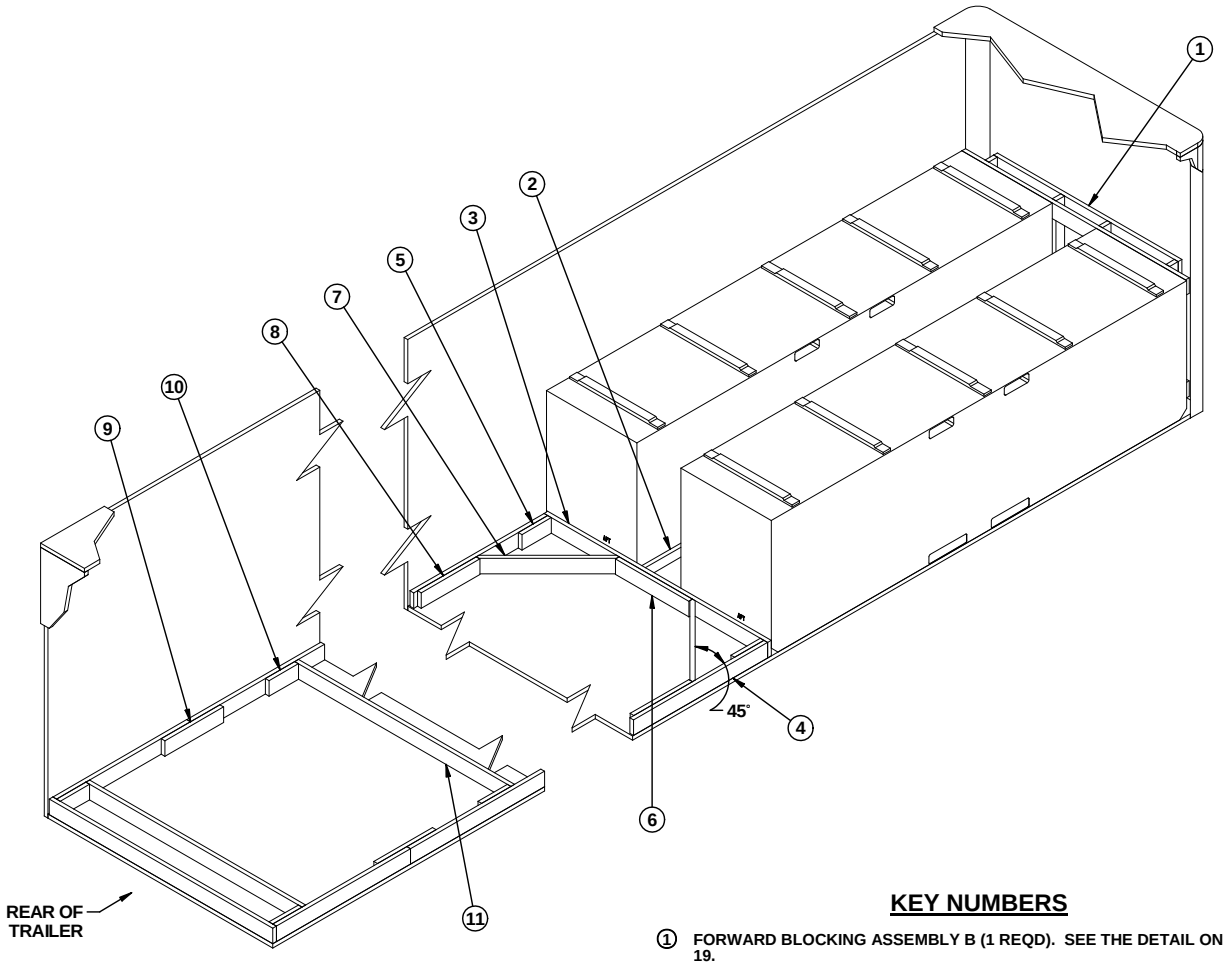
SPECIAL NOTES:

1. A 53'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH A NAILABLE FLOOR IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.

2. IF THE SPACE AT THE REAR OF THE LOAD, BETWEEN THE CONTAINERS AND THE REAR DOOR IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. IF THE SPACE AT THE REAR OF THE LOAD IS GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DETAILED ON PAGE 21 OR A NAILED HEADER AS SHOWN. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DETAILED ON PAGE 21 OR A NAILED HEADER. IF THE TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING THE HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED ABOVE MUST BE INSTALLED.

3. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED. A 1-TIER LOAD CAN BE REDUCED BY OMITTING ONE OR MORE UNITS FROM THE LOAD.

3 UNIT LOAD (1-WIDE) IN A 53'-0" LONG BY 8'-2" WIDE VAN TRAILER



ISOMETRIC VIEW

KEY NUMBERS

① FORWARD BLOCKING ASSEMBLY B (1 REQD). SEE THE DETAIL ON PAGE 19.

② ANTI SWAY BRACE A (1 REQD). SEE THE DETAIL ON PAGE 20. SEE SPECIAL NOTE 2 ON PAGE 17.

③ HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" IN LENGTH (2 REQD). SEE SPECIAL NOTE 6 ON PAGE 17.

④ SIDE STRUT, 2" X 6" BY CUT TO FIT BETWEEN THE FORWARD AND REAR HEADERS (2 REQD). SEE SPECIAL NOTE 3 ON PAGE 17.

⑤ POCKET CLEAT, 2" X 6" X 12" (4 REQD). NAIL TO A SIDE STRUT W/3-10d NAILS. TOENAIL TO THE ADJACENT HEADER W/3-12d NAILS.

⑥ CENTER CLEAT, 2" X 6" X 30" (1 REQD). NAIL TO A HEADER W/6-10d NAILS.

⑦ 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 AND SIDE STRUT W/2-16d NAILS AT EACH END.

⑧ BACK-UP CLEAT, 2" X 6" X 24" (2 REQD). NAIL TO A SIDE STRUT W/8-10d NAILS.

⑨ SPLICE PIECE, 2" X 6" X 24" (AS REQD). CENTER ON JOINT OF THE SIDE STRUTS AND NAIL TO SIDE STRUT W/4-10d NAILS AT EACH END. SEE SPECIAL NOTE 3 ON PAGE 17.

⑩ STRUT BRACE RETAINING CLEAT, 2" X 6" X 12" (AS REQD). NAIL TO A SIDE STRUT W/3-10d NAILS. SEE SPECIAL NOTE 4 ON PAGE 17.

⑪ STRUT BRACE, 2" X 6" BY TRAILER WIDTH MINUS 3" IN LENGTH (MINIMUM OF ONE REQUIRED). NAIL TO THE POCKET CLEATS AND/OR TO THE STRUT BRACE RETAINING CLEATS W/2-12d NAILS AT EACH END. SEE SPECIAL NOTE 4 ON PAGE 17.

TYPICAL LTL (2-UNITLOAD)

SPECIAL NOTES:

1. **A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH ROUNDED FRONT CORNERS IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED.**

2. **ANTI-SWAY BRACES MAY BE OMITTED WHEN THE SPACE BETWEEN LATERALLY ADJACENT UNITS IS 6" OR LESS, AS MEASURED FROM CONTAINER TO CONTAINER.**

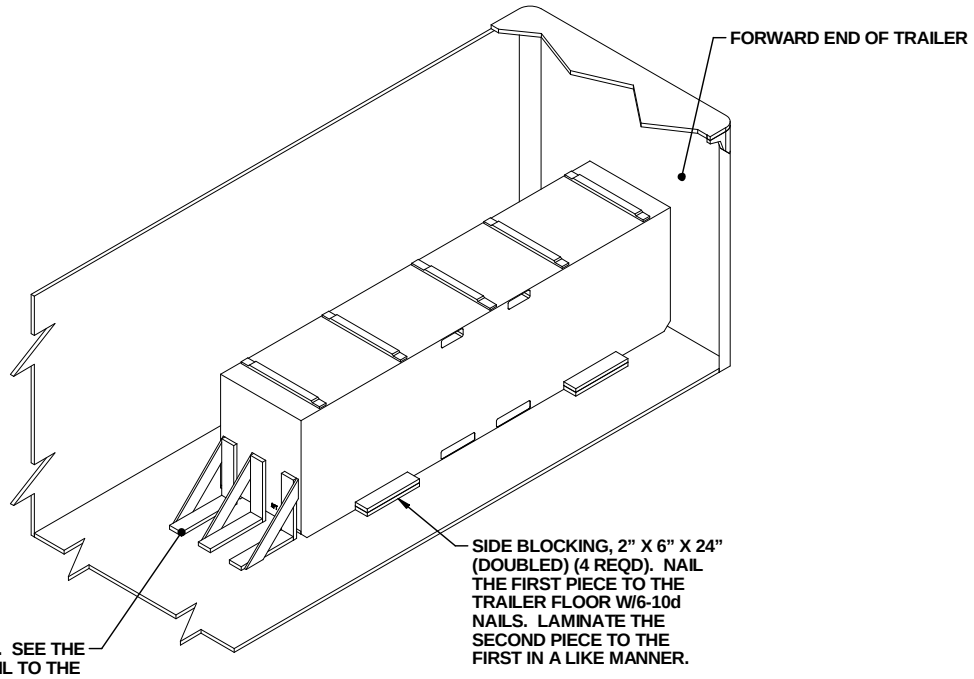
3. **DEPENDING ON THE NUMBER OF UNITS BEING LOADED, EACH OF THE SIDE STRUTS MAY NEED TO BE FORMED FROM MORE THAN ONE PIECE OF MATERIAL. IF SUCH IS THE CASE, THE SIDE STRUTS MUST BE SPLICED. SPLICING CAN BE ACCOMPLISHED BY CENTERING A 2" X 6" X 24" PIECE ON THE JOINT OF THE SIDE STRUTS AND NAILING IT TO THE SIDE STRUTS W/4-10d NAILS AT EACH END.**

4. **ALL LTL LOADS, REGARDLESS OF THEIR SIZE, REQUIRE ONE STRUT BRACE POSITIONED AT THE REAR OF THE TRAILER AND NAILED TO THE POCKET CLEAT. IF THE SIDE STRUTS ARE LONGER THAN 7'-0", AN ADDITIONAL STRUT BRACE AND TWO STRUT BRACE RETAINING CLEATS MUST BE APPLIED FOR EVERY 7'-0" OF SIDE STRUT LENGTH.**

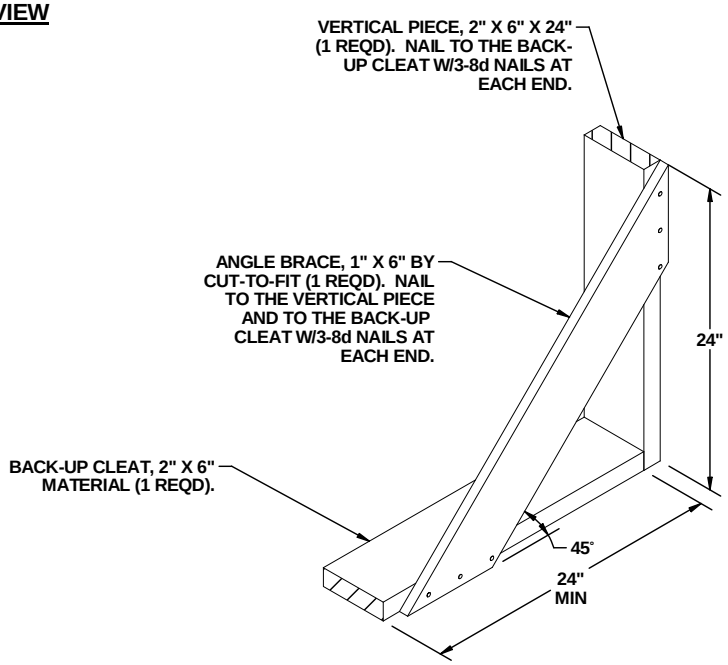
5. **THE "K-BRACE" BLOCKING IS ADEQUATE FOR RETAINING A MAXIMUM LOAD OF 20,000 POUNDS.**

6. **TRAILERS EQUIPPED WITH ROLL-UP TYPE DOORS MAY BE USED; HOWEVER, THE NAILED-HEADER METHOD OF REAR BLOCKING MUST BE INSTALLED IN LIEU OF THE "K-BRACE" TYPE BLOCKING. REFER TO THE LOAD ON PAGE 4 AND THE HEADER NAILING CHARTS ON PAGE 5 FOR GUIDANCE. NOTE THAT THE NAILED-HEADER METHOD OF REAR BLOCKING MAY ALSO BE USED IN TRAILERS EQUIPPED WITH HINGED DOORS AND NAILABLE FLOORS, AND MAY BE USED IN LIEU OF THE "K-BRACE" PIECES WHICH APPLY TO TRAILERS HAVING NON-NAILABLE FLOORS.**

TYPCAL LTL (2-UNIT LOAD)



ISOMETRIC VIEW



LTL BRACE

SPECIAL NOTES:

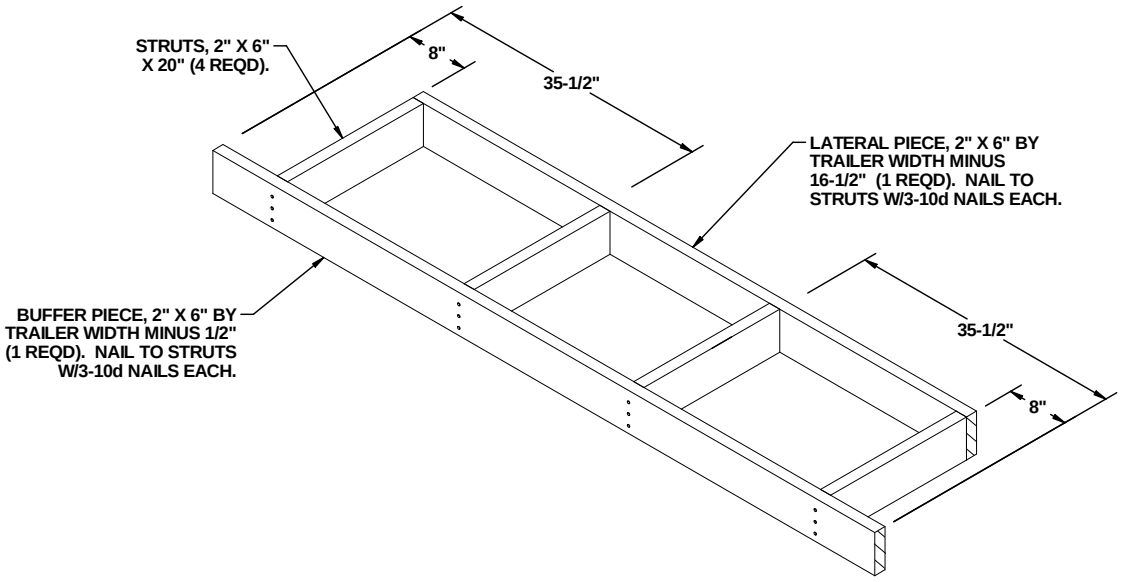
1. A 7'-8" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WHICH HAS A NAILABLE FLOOR IS SHOWN. TRAILERS OF OTHER WIDTHS CAN BE USED.

2. THE POSITIONING OF A UNIT IS OPTIONAL. LTL BRACES MUST CONTACT EITHER THE AFT OR FORWARD END OF THE UNIT, NOT THE SIDES. UNITS MAY ALSO BE LOCATED IN THE CORNER OF THE TRAILER, IF DESIRED. IF THE TRAILER DOES NOT HAVE A SQUARE FRONT, A FORWARD BLOCKING ASSEMBLY MUST BE INSTALLED WHEN POSITIONING A UNIT IN THE CORNER OF THE TRAILER. SEE THE DETAIL ON PAGE 19.

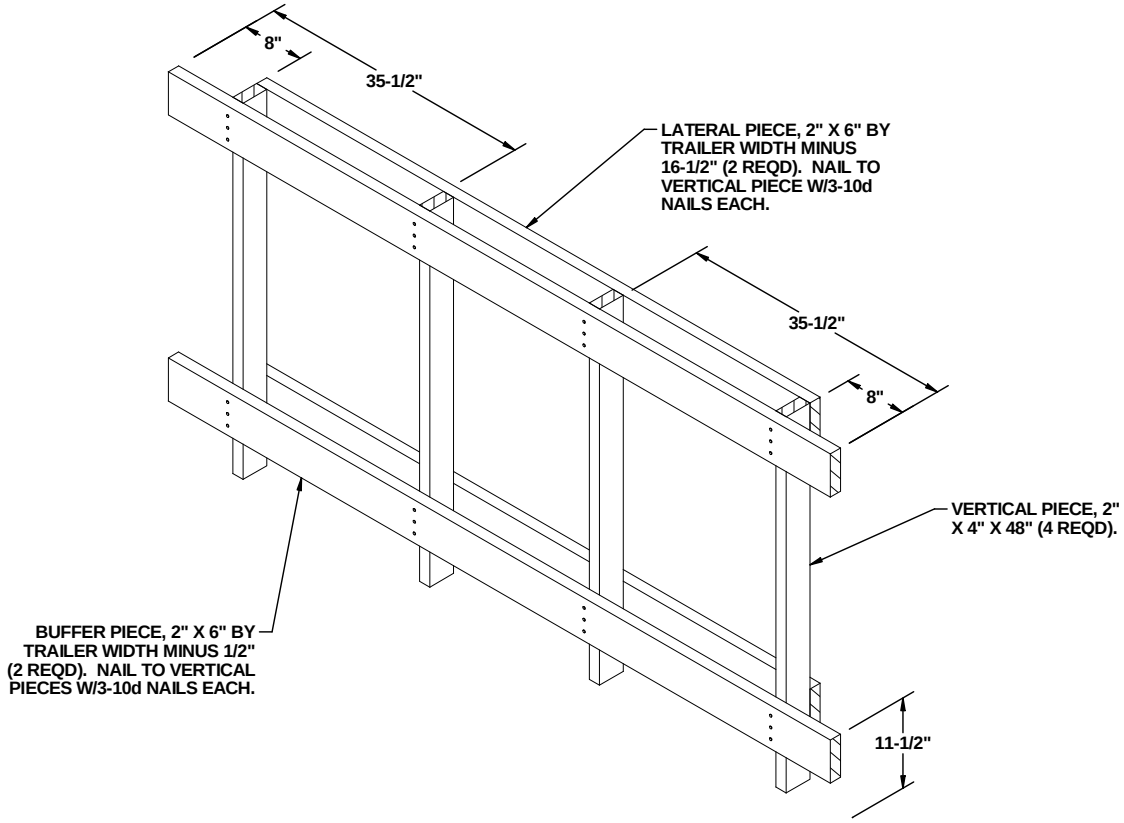
3. MORE THAN ONE CONTAINER CAN BE SHIPPED, PROVIDING THE CAPACITY OF THE LTL BRACES IS NOT EXCEEDED. THE LOAD SHOULD BE FORMED IN ROWS, WITH THE UNITS POSITIONED AGAINST OPPOSITE SIDEWALLS. THE PROPER ANTI-SWAY BRACES, IF REQUIRED, WILL BE INSTALLED BETWEEN THE LATERALLY ADJACENT UNITS. SEE THE DETAIL ON PAGE 20.

4. EACH LTL BRACE AS APPLIED FOR LONGITUDINAL BRACING WILL SUPPORT 2,000 POUNDS OF LADING; HOWEVER, NOT LESS THAN TWO BRACES WILL BE USED AGAINST EACH CONTAINER ACROSS THE WIDTH OF THE TRAILER.

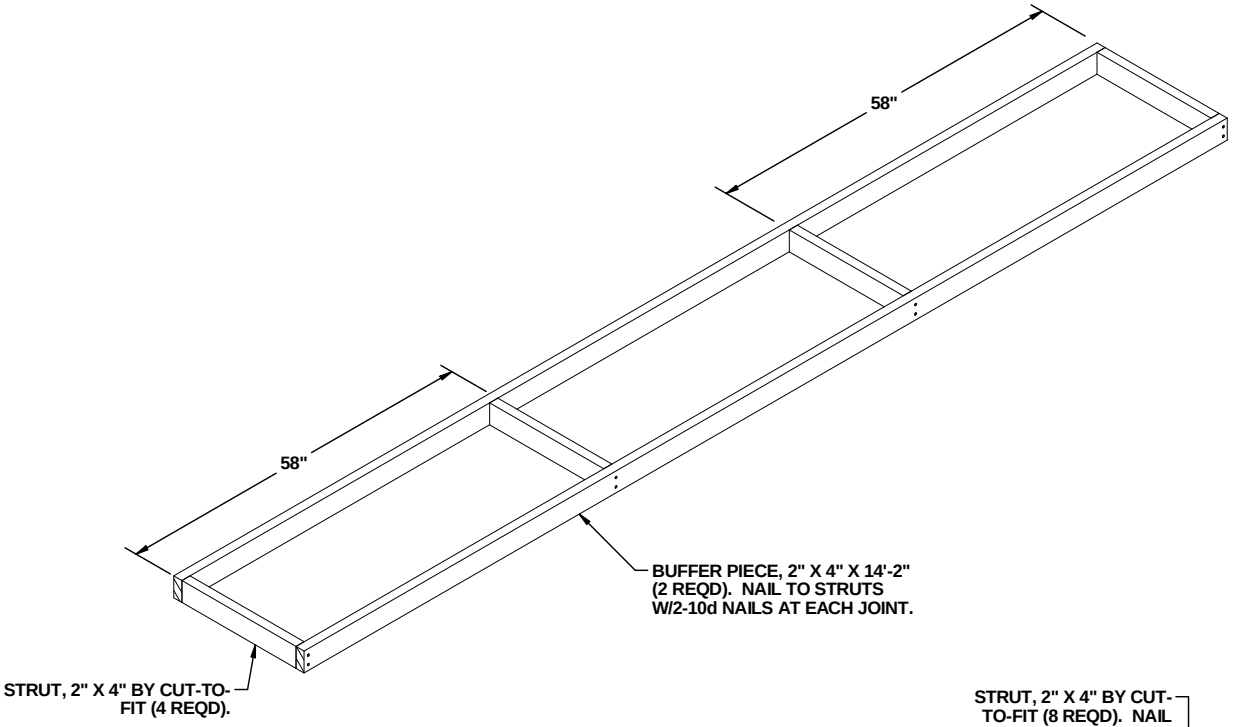
TYPICAL LTL (1-UNITLOAD)



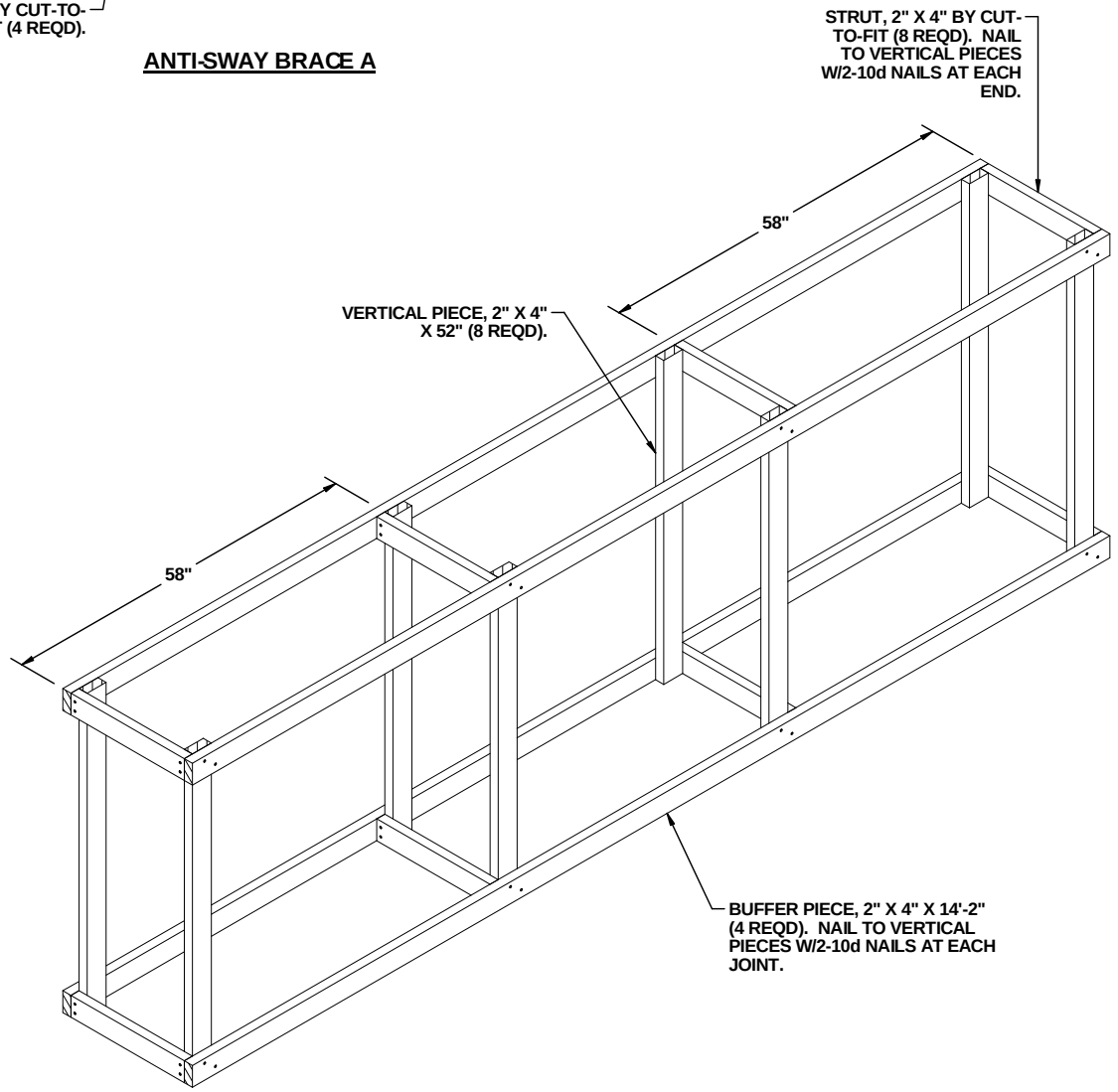
FORWARD BLOCKING ASSEMBLY A



FORWARD BLOCKING ASSEMBLY B

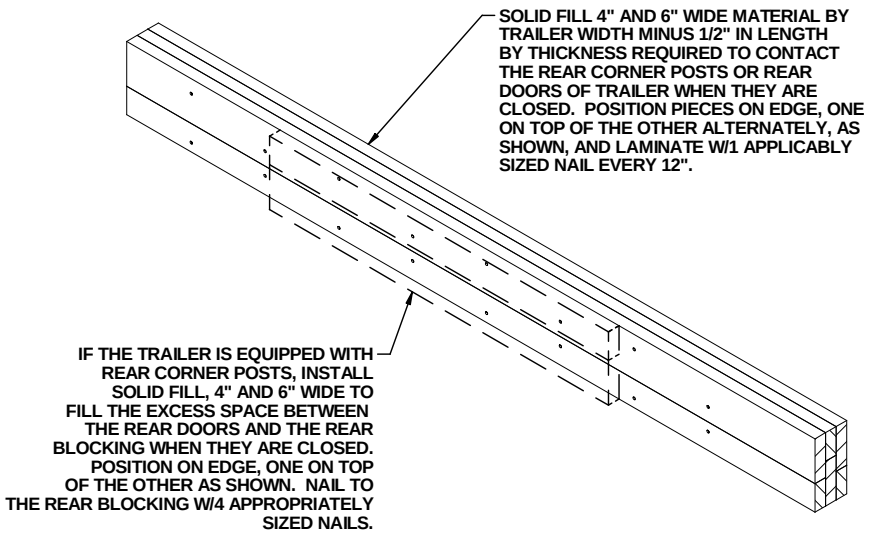


ANTI-SWAY BRACE A

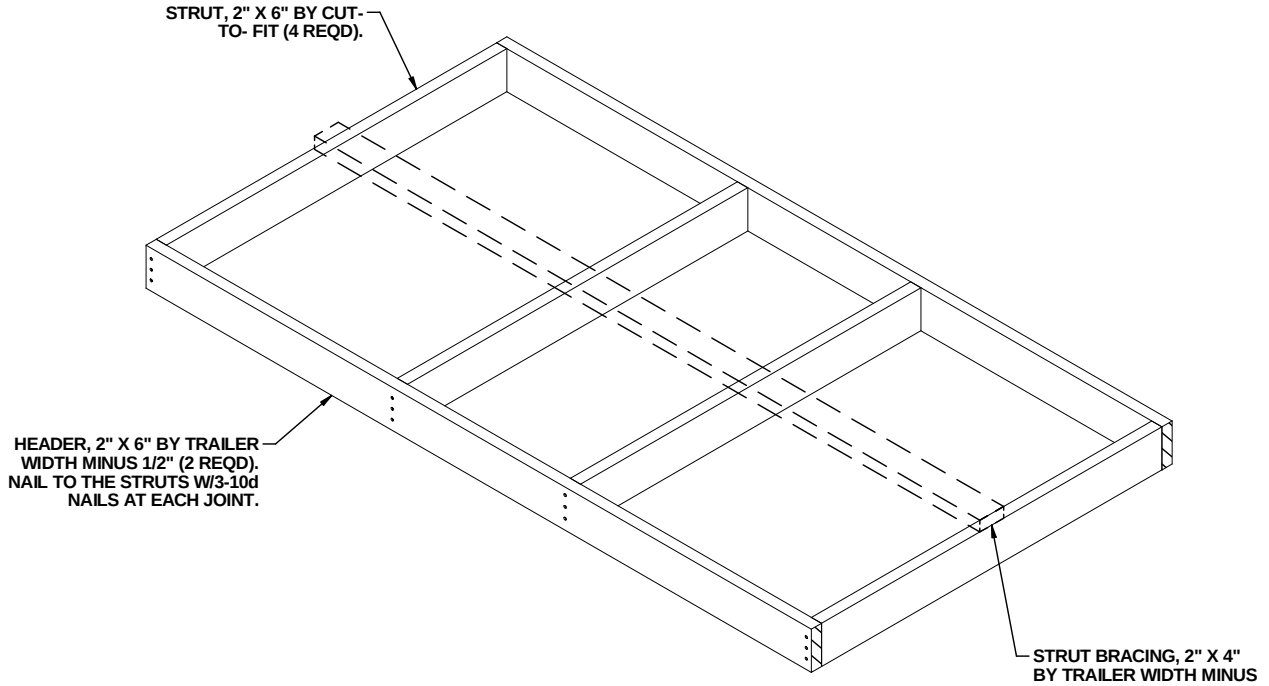


ANTI-SWAY BRACE A

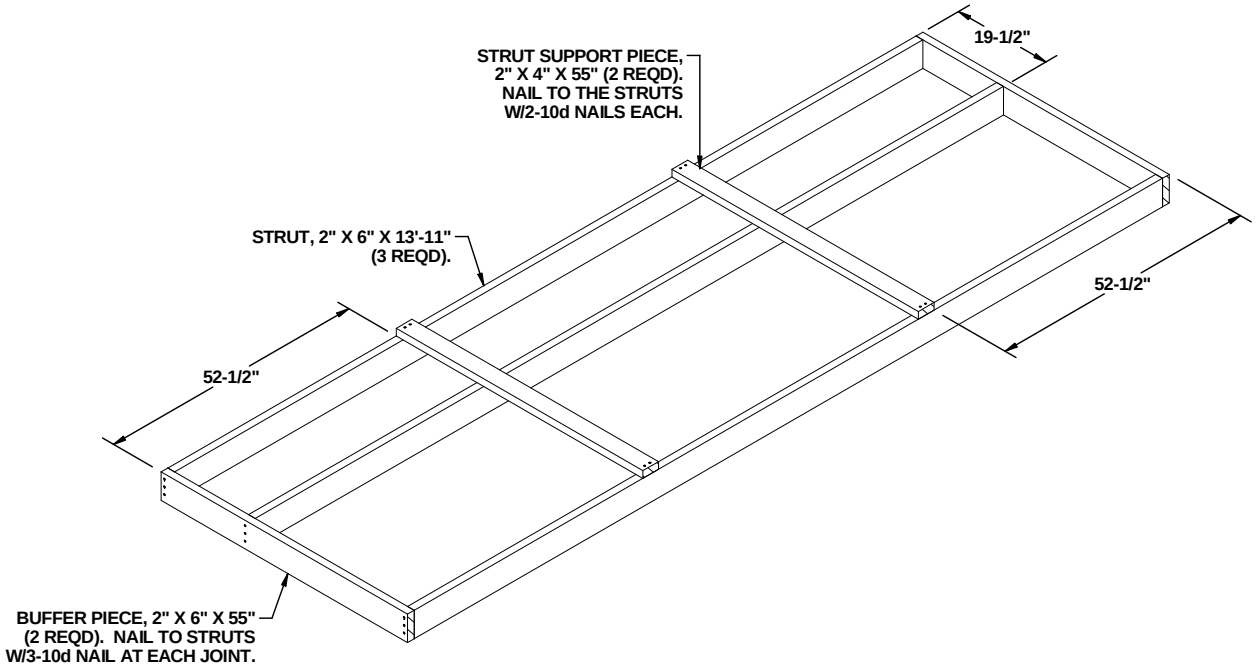
PROJECT SP 369-00



REAR BLOCKING ASSEMBLY A

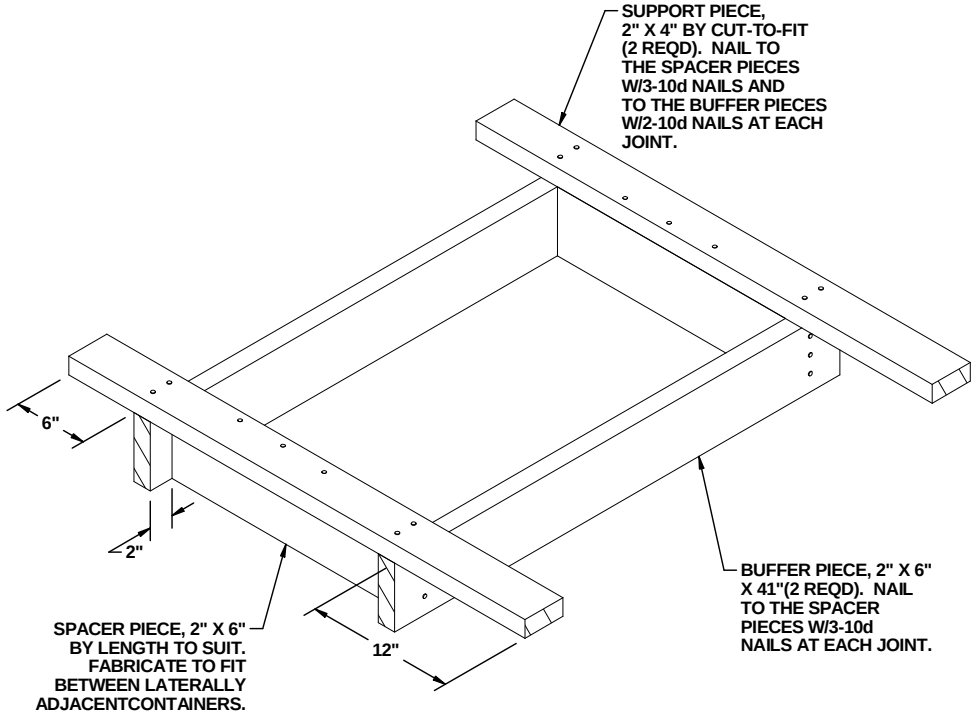


REAR BLOCKING ASSEMBLY B / CENTER FILL ASSEMBLY



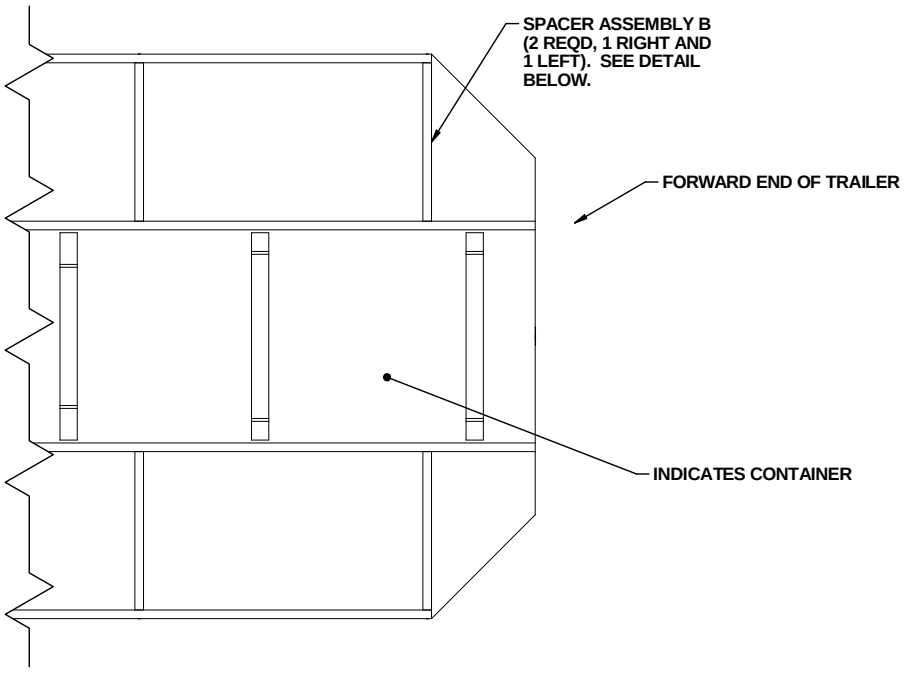
SPACER ASSEMBLY

FOR USE IN 7'-8" WIDE VAN TRAILERS. IF A TRAILER OF A DIFFERENT WIDTH IS USED, MODIFY STRUT SUPPORT PIECE AND BUFFER PIECE LENGTHS ACCORDINGLY.



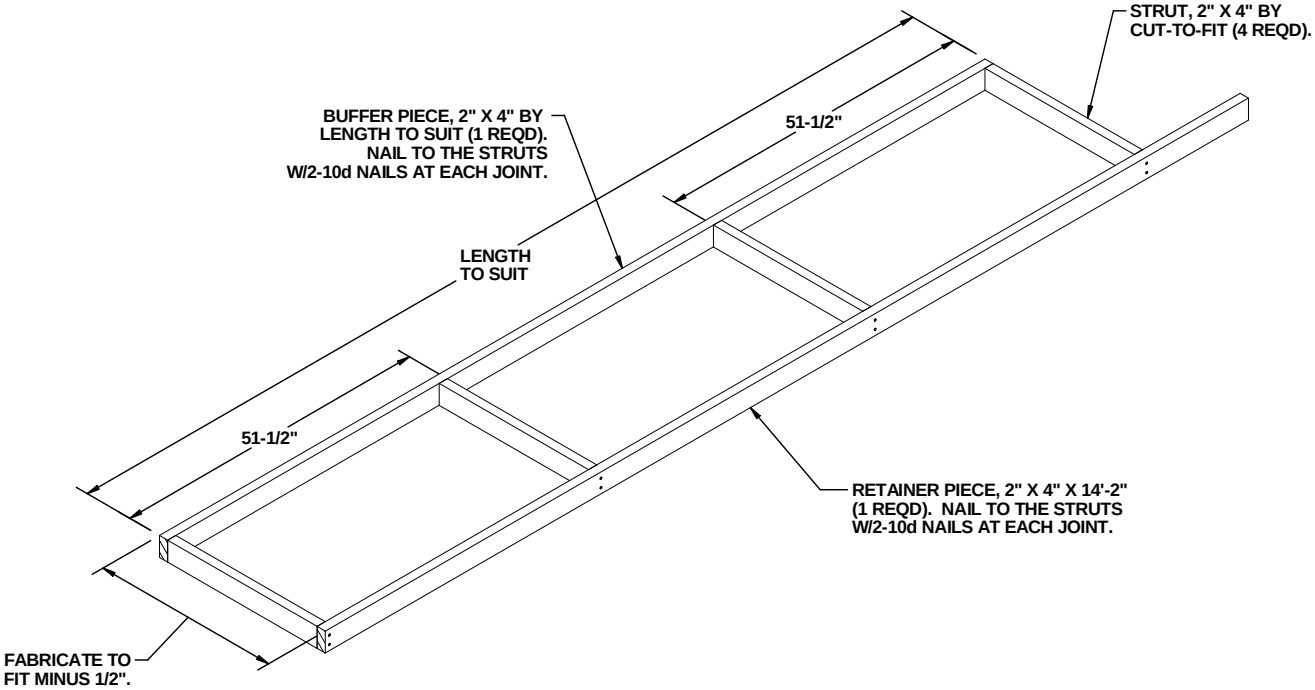
TOP-OF-LOAD ANTI-SWAY BRACE

NOTE: THIS ASSEMBLY IS DESIGNED FOR THE LATERAL BRACING OF A CONTAINER IN A SECOND LAYER WHEN THERE IS NO CONTAINER DIRECTLY OPPOSITE IT. POSITION THE 6" END OF THE SUPPORT PIECE INTO THE FORKLIFT OPENINGS OF THE UPPER CONTAINER.



ALTERNATE FORWARD LOADING PATTERN

THIS PROCEDURE IS APPLICABLE TO THE LOADING OF A CONTAINER IN THE FORWARD END OF A VAN TRAILER HAVING LARGE ANGLED FRONT CORNERS (REF: 18"). THE PROCEDURE MAY BE USED FOR TRAILERS HAVING SQUARE CORNERS OR ROUNDED FRONT CORNERS.



SPACER ASSEMBLY B