

LOADING AND BRACING (TL & LTL) IN VAN TRAILERS[⊕] OF AMRAAM MISSILES PACKED IN CNU-415 (AIM- 120) OR CNU-555 (CATM-120) SHIP- PING AND STORAGE CONTAINERS

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**⊕ CAUTION: THE PROCEDURES SHOWN HEREIN ARE ONLY APPLICABLE TO
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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 AMRAAM (AIM-120 OR CATM-120) MISSILES PACKED IN CNU-415 OR CNU-555 SHIPPING AND STORAGE CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE ITEMS. SEE PAGE 3 AND NAVY DRAWING 6214480 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. **NOTE:** 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 44,500 POUNDS. THE SPECIFIED BLOCKING AND BRACING FOR THE FULL LOADS IS ADEQUATE FOR THE RETENTION OF LOADS, UP TO 45,000 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 14 FOR GUIDANCE.

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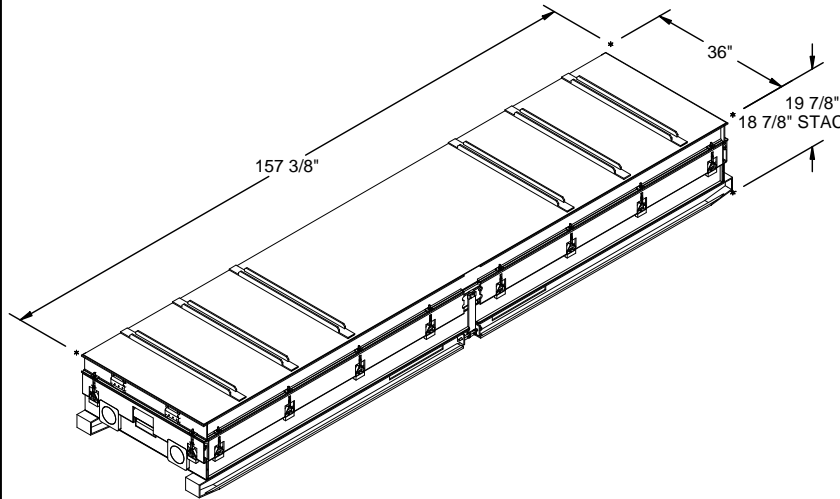
MATERIAL SPECIFICATIONS

- LUMBER** - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - : ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMS).
- 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.

(GENERAL NOTES CONTINUED)

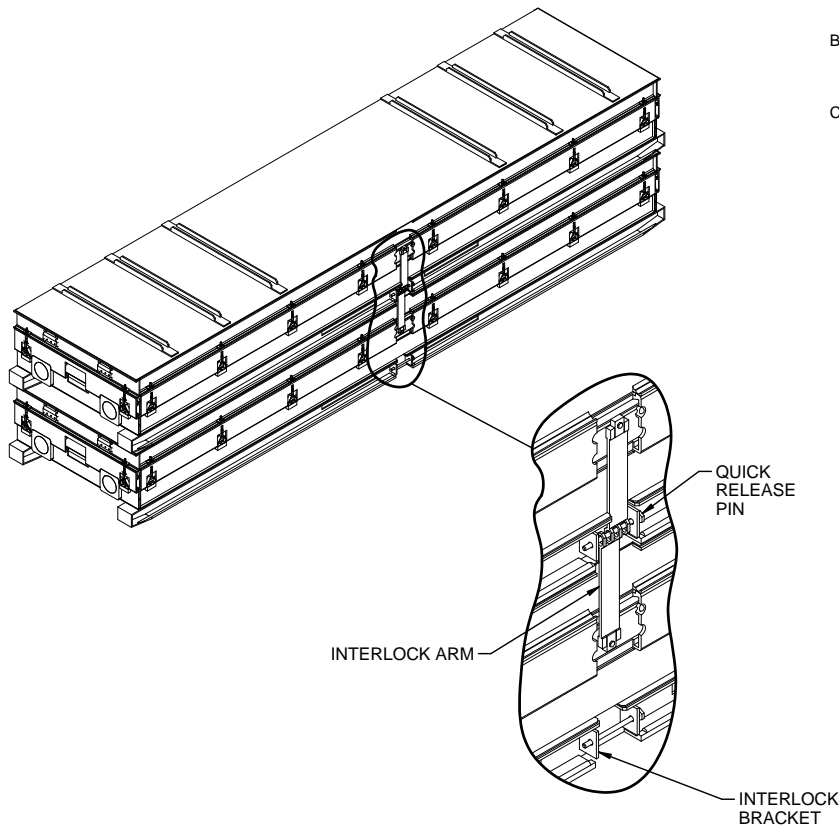
- L. A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES. ALSO, A STAGGERED NAILING PATTERN WILL BE USED WHEN DUNNAGE IS NAILED TO THE FLOOR OF THE TRANSPORTING VEHICLE, OR WHEN LAMINATING DUNNAGE. THE NAILING PATTERN WILL BE ADJUSTED AS 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 CENTER FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE TO THE LONGITUDINAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE THICKNESS AND QUANTITY OF THE LUMBER USED IN THESE ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE CONTAINER.
- 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 THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS DEPICTED ON PAGE 12. IF THE VOID AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B", AS SHOWN ON PAGE 13. **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 8 AND THE HEADER NAILING CHARTS ON PAGE 9 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. THE TWO CNU CONTAINER INTERLOCKS LOCATED ON EITHER SIDE OF THE CONTAINERS CAN BE UTILIZED IN PLACE OF STEEL STRAPPING WHEN UNITIZING CONTAINERS. CONTAINERS MAY BE UNITIZED TWO HIGH USING INTERLOCKS. WHEN HANDLING INTERLOCKED CONTAINERS LIFT BY BOTTOM CONTAINER ONLY. SEE THE "CONTAINER INTERLOCK DETAIL" ON PAGE 3 AND NAVY DRAWING 6214480 FOR FURTHER DETAILS.
- S. THESE PROCEDURES CAN ALSO BE UTILIZED FOR THE SHIPMENT OF CNU-415 OR CNU-555 CONTAINERS WHEN THEY ARE LOADED WITH AN ITEM OTHER THAN THE SPECIFIED AMRAAM MISSILES, OR WHEN THEY ARE EMPTY.
- T. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN CONTAINERS AND THE VAN TRAILER OR BETWEEN CONTAINERS AND STEEL STRAPPING, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.
- U. 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.
- V. 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.

UNITIZATION AND HANDLING GUIDANCE



CNU-415 OR CNU-555 CONTAINER

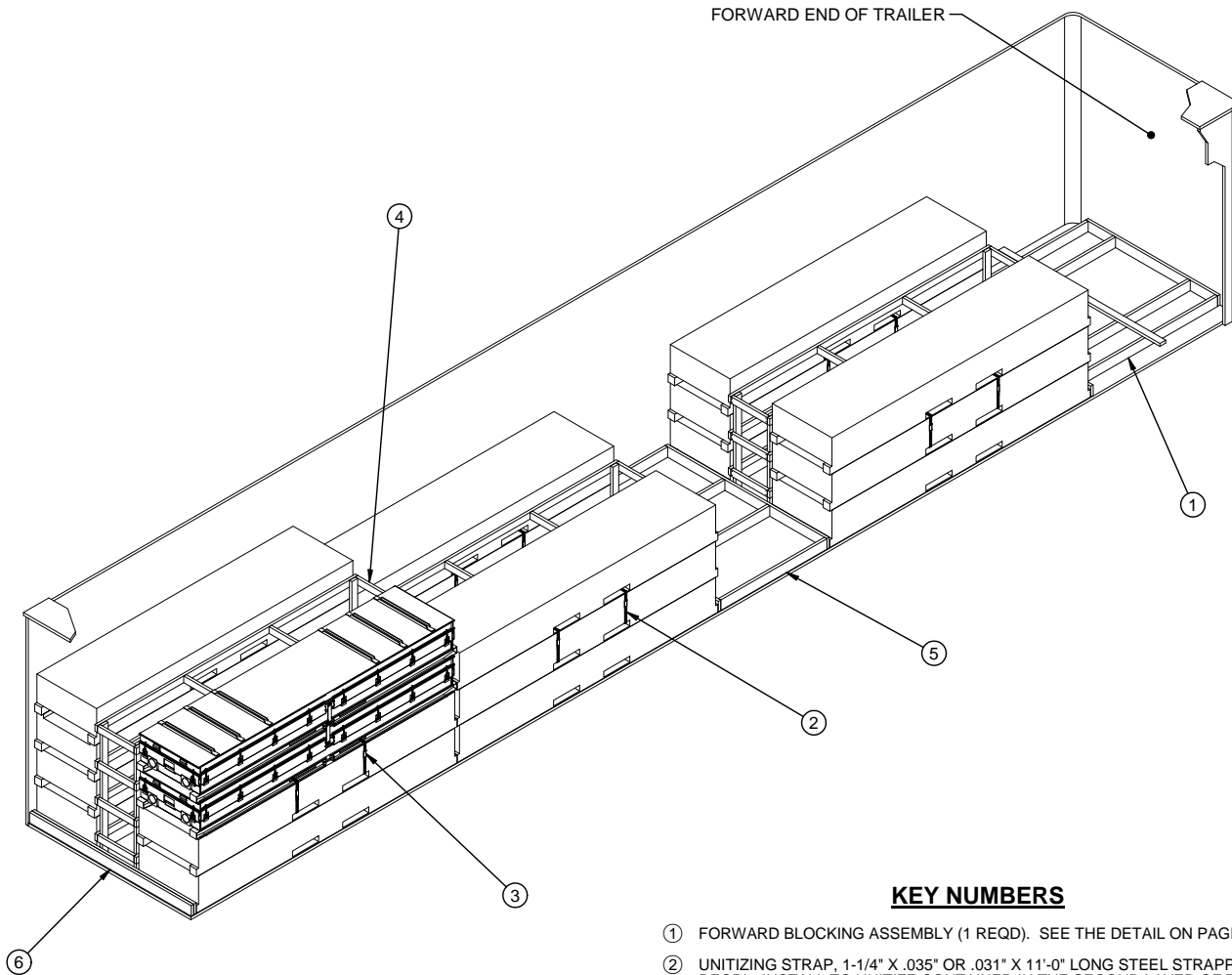
GROSS WEIGHT ----- 2,191 LBS
 CUBE ----- 65.2 CU FT



CONTAINER INTERLOCK DETAIL

REMOVE THE QUICK RELEASE PINS OF BOTH CONTAINERS. LIFT THE INTERLOCK ARMS OF THE LOWER CONTAINER UP INTO THE INTERLOCK BRACKETS OF THE UPPER CONTAINER AND SECURE WITH QUICK RELEASE PINS. PINS SHALL BE INSERTED THROUGH ONE BUSHING ONLY. RE-SECURE THE LOWER CONTAINER'S QUICK RELEASE PINS INTO THE INTERLOCK BRACKETS. BOTH SIDES OF CONTAINERS MUST BE INTERLOCKED AS SHOWN BY THIS DETAIL. SEE GENERAL NOTE "R" ON PAGE 2.

1. STACKING CONTAINERS FOR UNITIZING:
 - 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.
 - C. THE CONTAINER SKIDS OF AN UPPER CONTAINER SHOULD BE FULLY SEATED AGAINST THE SKID LOCATOR PIECES ON THE COVER OF THE NEXT LOWER CONTAINER.
2. UNITIZING PROCEDURE USING PREFERRED INTERLOCKING FEATURE.
 - A. DETACH QUICK RELEASE PIN (BOTH SIDES) ON CONTAINER TO BE PLACED ON TOP.
 - B. STACK TWO CONTAINERS AS SHOWN. BE SURE TO ALIGN THE STACKING FEATURES.
 - C. SECURE TOP CONTAINER TO BOTTOM CONTAINER USING INTERLOCKING FEATURE.
 - D. INSTALL QUICK RELEASE PIN (BOTH SIDES).
3. UNITIZING PROCEDURE USING OPTIONAL 1-1/4" BANDING STRAPS. SEE THE LOAD ON PAGE 6 FOR FURTHER DETAIL.
 - A. STACK TWO CONTAINERS AS SHOWN. BE SURE TO ALIGN THE STACKING FEATURES.
 - B. FEED UNITIZING STRAP THROUGH FORK POCKETS OF BOTH CONTAINERS (2 PLACES).
 - C. TENSION AND SECURE EACH STRAP WITH ONE DOUBLE-NOTCHED SEAL.
4. CONTAINER OR CONTAINER STACK HANDLING:
 - A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIAL 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.
 - 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.



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 12.
- ② UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" LONG STEEL STRAPPING (12 REQD). INSTALL TO UNITIZE CONTAINER IN THE SECOND LAYER OF THE STACK TO THE CONTAINER ON THE THIRD LAYER OF THE STACK. **NOTE:** THE LOAD SHOWN ABOVE DEPICTS THE CONTAINERS IN THE FIRST AND SECOND LAYERS AND THE THIRD AND FOURTH LAYERS AS BEING UNITIZED USING THE CONTAINER INTERLOCKS. IF DESIRED, ALL LAYERS CAN BE UNITIZED USING STRAPPING. SEE THE DETAILS ON PAGE 3.
- ③ SEAL FOR 1-1/4" STRAPPING (12 REQD, 1 PER STRAP). DOUBLE NOTCH EACH SEAL WITH TWO PAIR OF NOTCHES. SEE THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 14.
- ④ CENTER FILL ASSEMBLY (3 REQD, 2 FOR THREE HIGH LOADS AND 1 FOR FOUR HIGH LOAD). SEE THE DETAIL ON PAGE 13 AND SPECIAL NOTE 2 ON PAGE 5.
- ⑤ SPACER ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 14 AND SPECIAL NOTE 4 ON PAGE 5.
- ⑥ REAR BLOCKING ASSEMBLY A (1 REQD). SEE THE DETAIL ON PAGE 12 AND SPECIAL NOTE 3 ON PAGE 5.

BILL OF MATERIAL

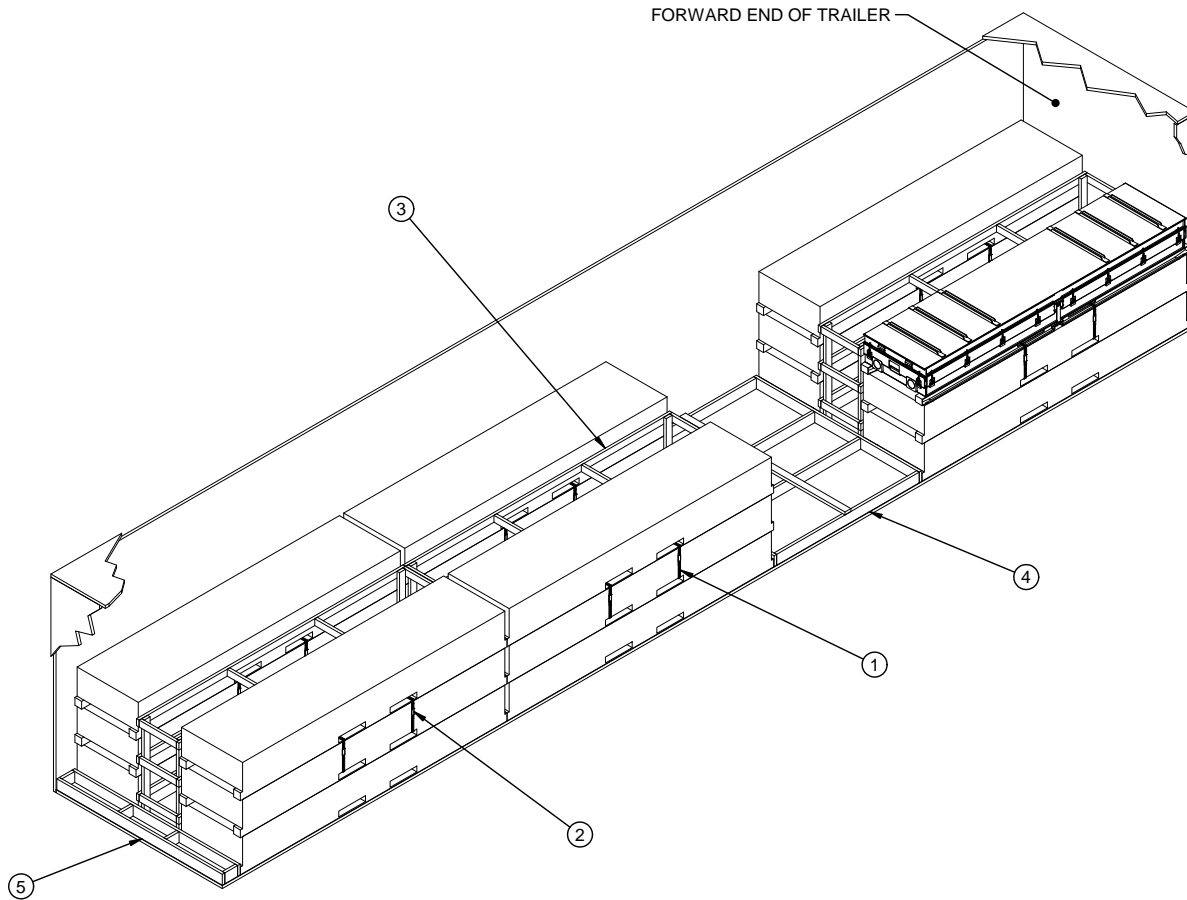
LUMBER	LINEAR FEET	BOARD FEET
2" x 4"	399	266
2" X 6"	97	97
NAILS	NO. REQD	POUNDS
10d (3")	313	5
STEEL STRAPPING, 1-1/4" - 132' REQD - - - 20 LBS		
SEAL FOR 1-1/4" STRAPPING - 12 REQD - - - 3/4 LB		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER - - - -	20 - - - - -	43,820 LBS
DUNNAGE - - - - -	- - - - -	752 LBS
TOTAL WEIGHT - - - - -		44,572 LBS (APPROX)

SPECIAL NOTES:

1. A 53'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED. THE LOAD ON PAGE 4 IS DEPICTED IN A VAN TRAILER EQUIPPED WITH ROUNDED FRONT CORNERS. IF THE TRAILER TO BE LOADED HAS A SQUARE FRONT, OMIT THE FORWARD BLOCKING ASSEMBLY AND POSITION THE CONTAINERS DIRECTLY AGAINST THE TRAILER FRONT WALL.
2. CENTER FILL ASSEMBLIES ARE NOT REQUIRED IF THE TOTAL VOID ACROSS THE WIDTH OF THE LOAD 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 GREATER THAN 1-1/2" BUT LESS THAN 9", USE THE "REAR BLOCKING ASSEMBLY A" AS SHOWN. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DEPICTED ON PAGE 6. IF THE SPACE AT THE REAR OF THE LOAD IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. **NOTE:** THE REAR BLOCKING ASSEMBLY 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 REAR HEADER ON PAGE 8 AND THE HEADER NAILING CHARTS ON PAGE 9 FOR GUIDANCE.
4. SPACER ASSEMBLY IS TO BE USED FOR THE PURPOSE OF PROVIDING FOR PROPER WEIGHT DISTRIBUTION, AND IS SHOWN AS TYPICAL ONLY. IF THE TRAILER TO BE LOADED IS LONGER THAN 53', THE LOCATION OF THE ASSEMBLY, AND/OR THE STRUT LENGTHS, MAY BE DIFFERENT FROM WHAT IS SHOWN. IF A SHORTER TRAILER IS USED FOR THE DEPICTED LOAD, THIS ASSEMBLY MAY NOT BE REQUIRED. NOTE THAT A SPACER ASSEMBLY MUST NOT BE POSITIONED ADJACENT TO THE FORWARD BLOCKING ASSEMBLY.
5. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED.



ISOMETRIC VIEW

KEY NUMBERS

- ① UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" LONG STEEL STRAPPING (12 REQD). INSTALL TO UNITIZE CONTAINER IN THE CENTER OF THE STACK TO THE CONTAINER ON THE TOP OF THE STACK. **NOTE:** THE LOAD SHOWN ABOVE DEPICTS THE CONTAINERS IN THE FIRST AND SECOND LAYERS AS BEING UNITIZED USING THE CONTAINER INTERLOCKS AND THE THIRD LAYER AS BEING UNITIZED USING STEEL STRAPPING. IF DESIRED, ALL THREE LAYERS CAN BE UNITIZED USING STRAPPING. SEE THE DETAILS ON PAGE 3.
- ② SEAL FOR 1-1/4" STRAPPING (12 REQD, 1 PER STRAP). DOUBLE NOTCH EACH SEAL WITH TWO PAIR OF NOTCHES. SEE THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 14.
- ③ CENTER FILL ASSEMBLY (3 REQD). SEE THE DETAIL ON PAGE 13 AND SPECIAL NOTE 2 ON PAGE 7.
- ④ SPACER ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 14 AND SPECIAL NOTE 4 ON PAGE 7.
- ⑤ REAR BLOCKING ASSEMBLY B (1 REQD). SEE THE DETAIL ON PAGE 13 AND SPECIAL NOTE 3 ON PAGE 7.

BI LL OF MATERIAL

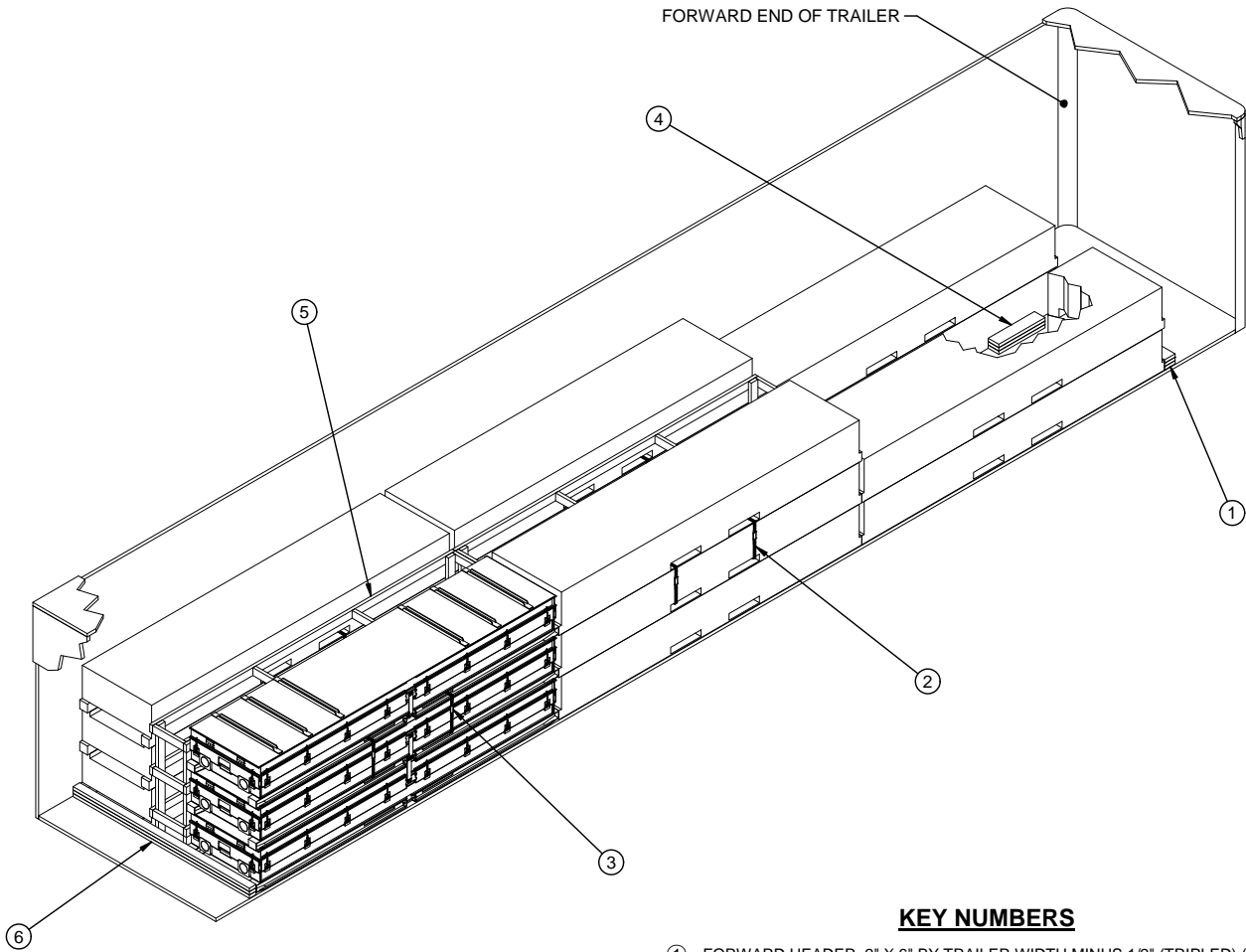
LUMBER	LI NEAR FEET	BOARD FEET
2" x 4"	359	240
2" X 6"	63	63
NAI LS	NO. REQD	POUNDS
10d (3")	272	4-1/4
STEEL STRAPPING, 1-1/4" - 132' REQD - - - 20 LBS		
SEAL FOR 1-1/4" STRAPPING - 12 REQD - - - 3/4 LB		

LOAD AS SHOWN

ITEM	QUANTITY	WEI GHT (APPROX)
CNU CONTAINER - - - -	18 - - - - -	39, 438 LBS
DUNNAGE - - - - -	- - - - -	631 LBS
TOTAL WEI GHT - - - - -		40, 069 LBS (APPROX)

SPECIAL NOTES:

1. A 48'-0" LONG BY 8'-2" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER IS SHOWN. TRAILERS OF OTHER DIMENSIONS CAN BE USED. THE LOAD ON PAGE 6 IS DEPICTED IN A VAN TRAILER EQUIPPED WITH A SQUARE FRONT. IF A TRAILER WITH ROUNDED FRONT CORNERS IS TO BE LOAD, THE FORWARD BLOCKING ASSEMBLY MUST BE USED. SEE THE DETAIL ON PAGE 12.
2. CENTER FILL ASSEMBLIES ARE NOT REQUIRED IF THE TOTAL VOID ACROSS THE WIDTH OF THE LOAD 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 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS SHOWN. 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 DEPICTED ON PAGE 4. IF THE SPACE AT THE REAR OF THE LOAD IS 1-1/2" OR LESS, REAR BLOCKING IS NOT REQUIRED. **NOTE:** THE REAR BLOCKING ASSEMBLY 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 REAR HEADER ON PAGE 8 AND THE HEADER NAILING CHARTS ON PAGE 9 FOR GUIDANCE.
4. SPACER ASSEMBLY IS TO BE USED FOR THE PURPOSE OF PROVIDING FOR PROPER WEIGHT DISTRIBUTION, AND IS SHOWN AS TYPICAL ONLY. IF THE TRAILER TO BE LOADED IS LONGER THAN 48', THE LOCATION OF THE ASSEMBLY, AND/OR THE STRUT LENGTHS, MAY BE DIFFERENT FROM WHAT IS SHOWN. IF A SHORTER TRAILER IS USED FOR THE DEPICTED LOAD, THIS ASSEMBLY MAY NOT BE REQUIRED. NOTE THAT A SPACER ASSEMBLY MUST NOT BE POSITIONED ADJACENT TO THE FORWARD BLOCKING ASSEMBLY.
5. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED.



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/8-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/8-20d NAILS EACH. SEE THE HEADER NAILING CHARTS ON PAGE 9.
- ② UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" LONG STEEL STRAPPING (8 REQD). INSTALL TO UNITIZE CONTAINER IN THE CENTER OF THE STACK TO THE CONTAINER ON THE TOP OF THE STACK. **NOTE:** THE LOAD SHOWN ABOVE DEPICTS THE CONTAINERS IN THE FIRST AND SECOND LAYERS AS BEING UNITIZED USING THE CONTAINER INTERLOCKS AND THE THIRD LAYER AS BEING UNITIZED USING STEEL STRAPPING. IF DESIRED, ALL THREE LAYERS CAN BE UNITIZED USING STRAPPING. SEE THE DETAILS ON PAGE 3.
- ③ SEAL FOR 1-1/4" STRAPPING (8 REQD, 1 PER STRAP). DOUBLE NOTCH EACH SEAL WITH TWO PAIR OF NOTCHES. SEE THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 14.
- ④ SIDE BLOCKING, 2" X 6 X 24" (TRIPLED) (4 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/4-10d NAILS EACH. SEE THE SPECIAL NOTE 2 ON PAGE 9.
- ⑤ CENTER FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 13 AND SPECIAL NOTE 2 ON PAGE 9.
- ⑥ REAR HEADER, 2" X 4" BY TRAILER WIDTH MINUS 1/2" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/15-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/15-10d NAILS EACH. SEE THE HEADER NAILING CHARTS AND SPECIAL NOTE 3 ON PAGE 9.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" x 4"	245	163
2" X 6"	47	47
NAI LS	NO. REQD	POUNDS
10d (3")	209	3-1/4
20d (4")	16	3/4
STEEL STRAPPING, 1-1/4" - 88' REQD - 13-1/2 LBS		
SEAL FOR 1-1/4" STRAPPING - 8 REQD - - - 1/2 LB		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER - - - -	16 - - - - -	35,056 LBS
DUNNAGE - - - - -	- - - - -	438 LBS
TOTAL WEIGHT - - - - -		35,494 LBS (APPROX)

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

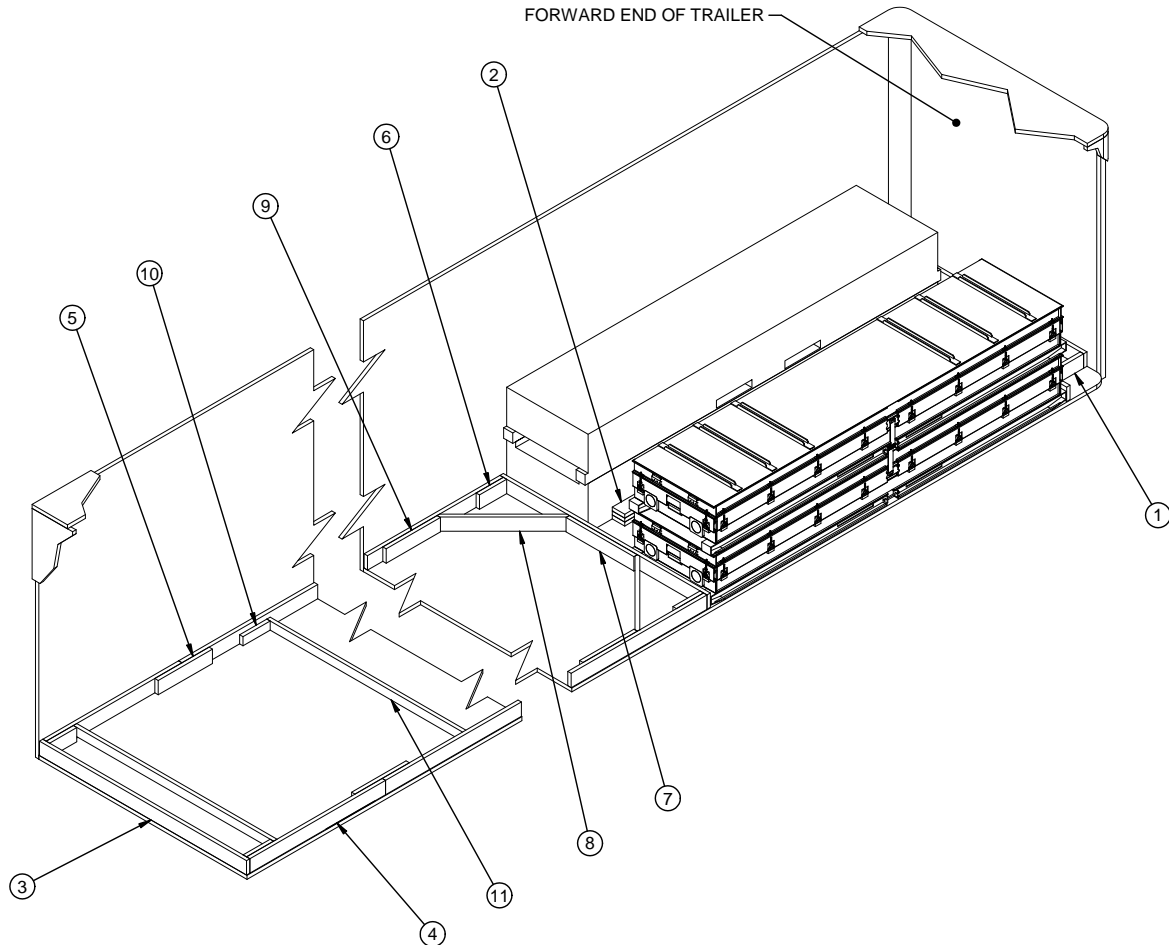
- HEADERS AT THE FRONT END OF A LOAD OR AT THE FRONT END OF A DIVIDED LOAD WILL BE TRIPLED 2" X 6" MATERIAL. THE NUMBER OF NAILS INDICATED ABOVE REFERS TO THE NUMBER OF NAILS USED IN EACH LAMINATION OF A HEADER, FOR EXAMPLE 8 NAILS MEANS THE FIRST BOARD IS NAILED TO THE TRAILER FLOOR W/8-10d NAILS, THE SECOND BOARD IS LAMINATED TO THE FIRST W/8-20d NAILS, AND THE THIRD BOARD IS LAMINATED TO THE SECOND W/8-20d NAILS, FOR A TOTAL OF 8-10d AND 16-20d 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 TRIPLED 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, THE SECOND BOARD IS LAMINATED TO THE FIRST W/8-10d NAILS, AND THE THIRD BOARD IS LAMINATED TO THE SECOND W/8-10d NAILS, FOR A TOTAL OF 24-10d 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 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. CENTER FILL ASSEMBLIES AND SIDE BLOCKING ARE NOT REQUIRED IF THE TOTAL VOID ACROSS THE WIDTH OF THE LOAD 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 TRAILER IS EQUIPPED WITH A METAL THRESHOLD PLATE AND IT INTERFERES WITH THE NAILING OF THE REAR HEADER, ONE OF THE REAR BLOCKING ASSEMBLIES DESCRIBED BELOW MUST BE INSTALLED. 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 DEPICTED ON PAGE 4. IF THE SPACE AT THE REAR OF THE LOAD IS 9" OR GREATER, USE THE "REAR BLOCKING ASSEMBLY B" AS DEPICTED ON PAGE 6.
4. THE DEPICTED LOAD CAN BE ADJUSTED TO SUIT THE QUANTITY TO BE SHIPPED, OR TO SUIT THE WEIGHT OF THE UNIT BEING LOADED.



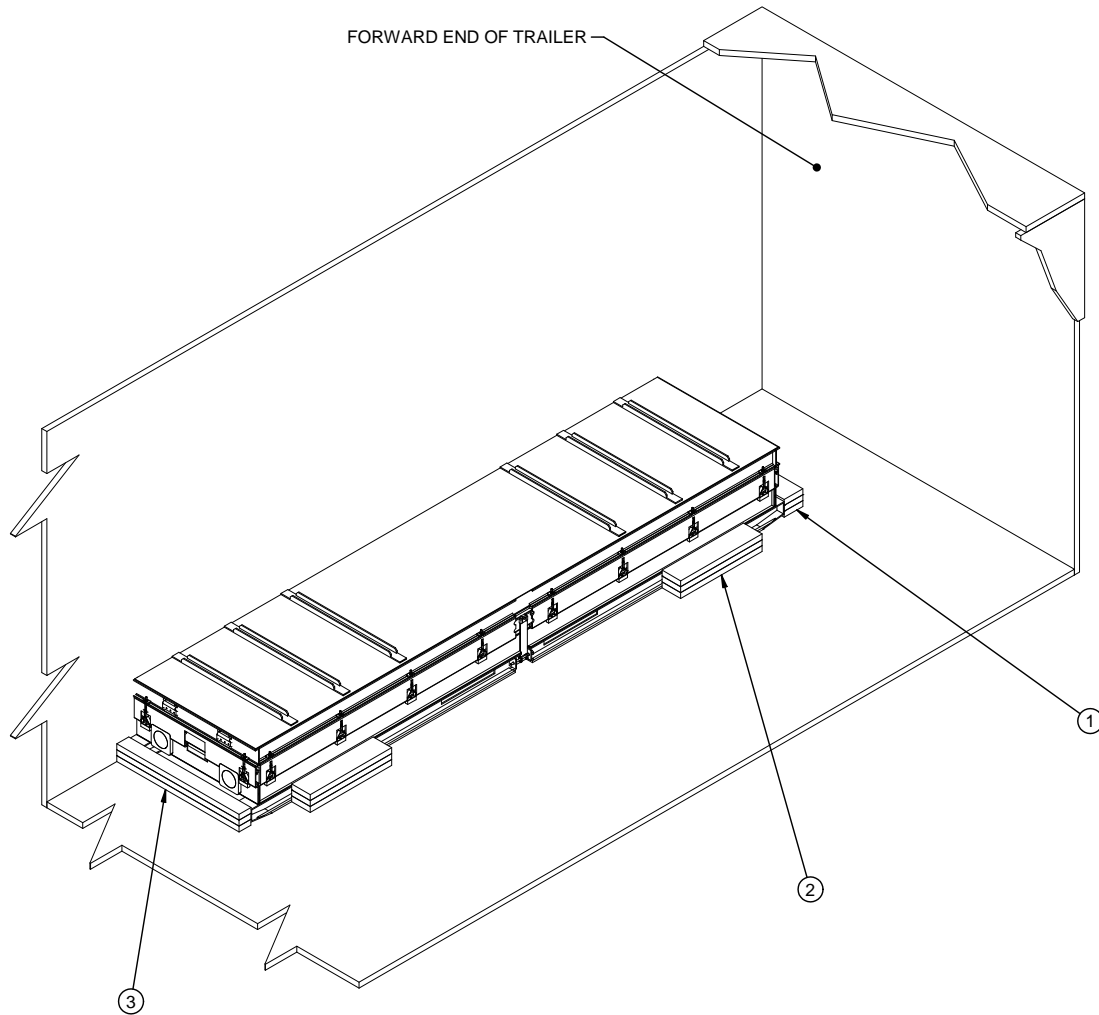
ISOMETRIC VIEW

SPECIAL NOTES:

1. A 7'-8" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER IS SHOWN. TRAILERS OF OTHER WIDTHS CAN BE USED. THE LOAD ABOVE IS DEPICTED IN A VAN TRAILER EQUIPPED WITH ROUNDED FRONT CORNERS. IF THE TRAILER TO BE LOADED HAS A SQUARE FRONT, OMIT THE FORWARD BLOCKING ASSEMBLY AND POSITION THE CONTAINERS DIRECTLY AGAINST THE TRAILER FRONT WALL.
2. SIDE BLOCKING IS NOT REQUIRED IF THE TOTAL VOID ACROSS THE WIDTH OF THE LOAD 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. IF DESIRED, THE STRUT BRACE PIECE(S) MAY BE NAILED TO THE SPLICE PIECES IN LIEU OF USING ADDITIONAL STRUT BRACE RETAINING CLEATS.
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 LTL 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 8 AND THE HEADER NAILING CHARTS ON PAGE 9 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.

KEY NUMBERS

- ① FORWARD BLOCKING ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 12.
- ② SIDE BLOCKING, 2" X 6" X 24" (TRIPLED) (4 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/4-10d NAILS EACH. SEE SPECIAL NOTE 2 AT LEFT.
- ③ HEADER, 2" X 6" BY TRAILER WIDTH MINUS 1/2" IN LENGTH (2 REQD).
- ④ SIDE STRUT, 2" X 6" BY CUT TO FIT BETWEEN THE FORWARD AND REAR HEADERS (2 REQD). SEE SPECIAL NOTE 3 AT LEFT.
- ⑤ SPLICE PIECE, 2" X 6" X 24" (AS REQD). CENTER ON THE JOINT OF THE SIDE STRUTS AND NAIL TO SIDE STRUT W/4-10d NAILS AT EACH END. SEE SPECIAL NOTE 3 AT LEFT.
- ⑥ POCKET CLEAT, 2" X 6" X 12" (4 REQD). NAIL TO A SIDE STRUT W/3-10d NAILS. TOENAIL TO THE FORWARD HEADER W/3-12d NAILS.
- ⑦ CENTER CLEAT, 2" X 6" X 30" (1 REQD). NAIL TO THE HEADER W/6-10d NAILS.
- ⑧ 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 FORWARD HEADER AND THE SIDE STRUT W/2-16d NAILS AT EACH END.
- ⑨ BACK-UP CLEAT, 2" X 6" X 24" (2 REQD). POSITION ON THE SIDE STRUT TO HOLD THE DIAGONAL BRACE IN PLACE AND NAIL TO THE SIDE STRUT W/8-10d NAILS.
- ⑩ STRUT BRACE RETAINING CLEAT, 2" X 4" X 12" (AS REQD). NAIL TO THE SIDE STRUT W/3-10d NAILS. SEE SPECIAL NOTE 4 AT LEFT.
- ⑪ STRUT BRACE, 2" X 4" 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 AT LEFT.



ISOMETRIC VIEW

SPECIAL NOTES:

1. A 7'-8" WIDE (INSIDE DIMENSION) CONVENTIONAL VAN TRAILER WITH A NAILABLE FLOOR AND SQUARE FRONT IS SHOWN. TRAILERS OF OTHER WIDTHS CAN BE USED.
2. THE POSITIONING OF A UNIT IS OPTIONAL. UNITS MAY BE LOCATED IN THE CORNER OF THE TRAILER. 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.
3. MORE THAN ONE CONTAINER CAN BE SHIPPED. THE LOAD SHOULD BE FORMED IN ROWS, WITH THE CONTAINERS POSITIONED AGAINST OPPOSITE SIDEWALLS. THE PROPER SIDE BLOCKING AND/OR CENTER FILL WILL BE INSTALLED BETWEEN THE LATERALLY ADJACENT CONTAINERS.
4. THE HEADER AS APPLIED ABOVE FOR LONGITUDINAL BRACING WILL SUPPORT 10,000 POUNDS OF LADING; A TRAILER WIDTH HEADER WILL SUPPORT UP TO A FULL TRAILER LOAD OF CONTAINERS. SEE THE HEADER NAILING CHARTS ON PAGE 9.

KEY NUMBERS

- ① FORWARD HEADER, 2" X 6" X 36" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/4-20d NAILS EACH. SEE THE HEADER NAILING CHARTS ON PAGE 9.
- ② SIDE BLOCKING, 2" X 6" X 24" (TRIPLED) (2 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/4-10d NAILS EACH.
- ③ REAR HEADER, 2" X 4" X 36" (TRIPLED) (1 REQD). NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL THE SECOND PIECE TO THE FIRST AND THE THIRD PIECE TO THE SECOND W/4-10d NAILS EACH. SEE THE HEADER NAILING CHARTS ON PAGE 9.

STRUT BRACING, 2" X 4" BY TRAILER WIDTH MINUS 1/2" (1 REQD FOR EVERY 7'-0" OF STRUT LENGTH FOR STRUTS LONGER THAN 7'-0"); NAIL TO THE STRUTS W/2-10d NAILS AT EACH JOINT.

18"

BUFFER PIECE, 2" X 6" BY TRAILER WIDTH MINUS 18-1/2" (1 REQD). NAIL TO THE STRUTS W/3-10d NAILS AT EACH JOINT.

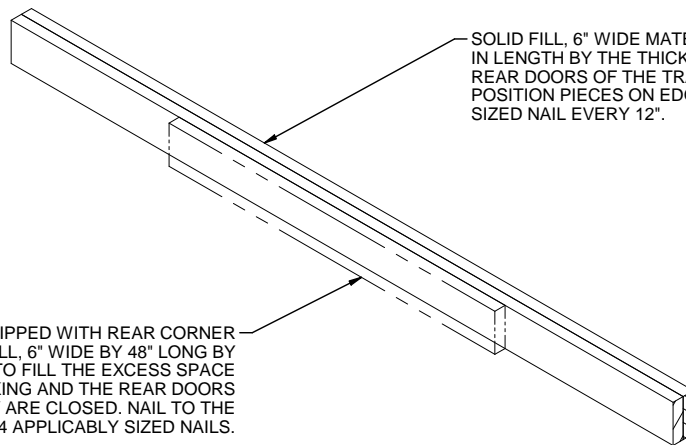
18"

TIE PIECE, 2" X 6" BY TRAILER WIDTH MINUS 1/2" (1 REQD). NAIL TO THE STRUTS W/3-10d NAILS AT EACH JOINT.

STRUT, 2" X 6" BY CUT-TO-FIT (4 REQD).

FORWARD BLOCKING ASSEMBLY

NOTE: IF THE TRAILER TO BE LOADED HAS SQUARE INSIDE FRONT CORNERS, INCREASE THE BUFFER PIECE LENGTH TO "INSIDE TRAILER WIDTH MINUS 1/2 INCH". INSTALL THE OUTER STRUTS AT THE ENDS OF THE BUFFER AND TIE PIECES.

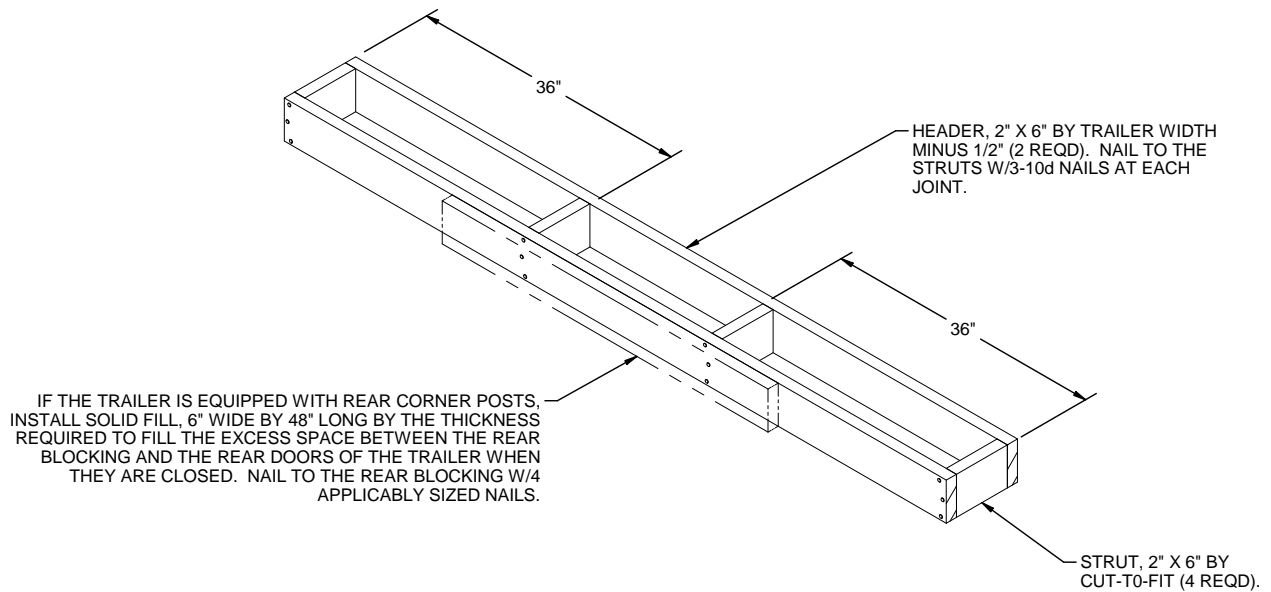


SOLID FILL, 6" WIDE MATERIAL BY TRAILER WIDTH MINUS 1/2" IN LENGTH BY THE THICKNESS REQUIRED TO CONTACT REAR DOORS OF THE TRAILER WHEN THEY ARE CLOSED. POSITION PIECES ON EDGE AND LAMINATE W/1 APPLICABLY SIZED NAIL EVERY 12".

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 REAR DOORS OF THE TRAILER WHEN THEY ARE CLOSED. NAIL TO THE REAR BLOCKING W/4 APPLICABLY SIZED NAILS.

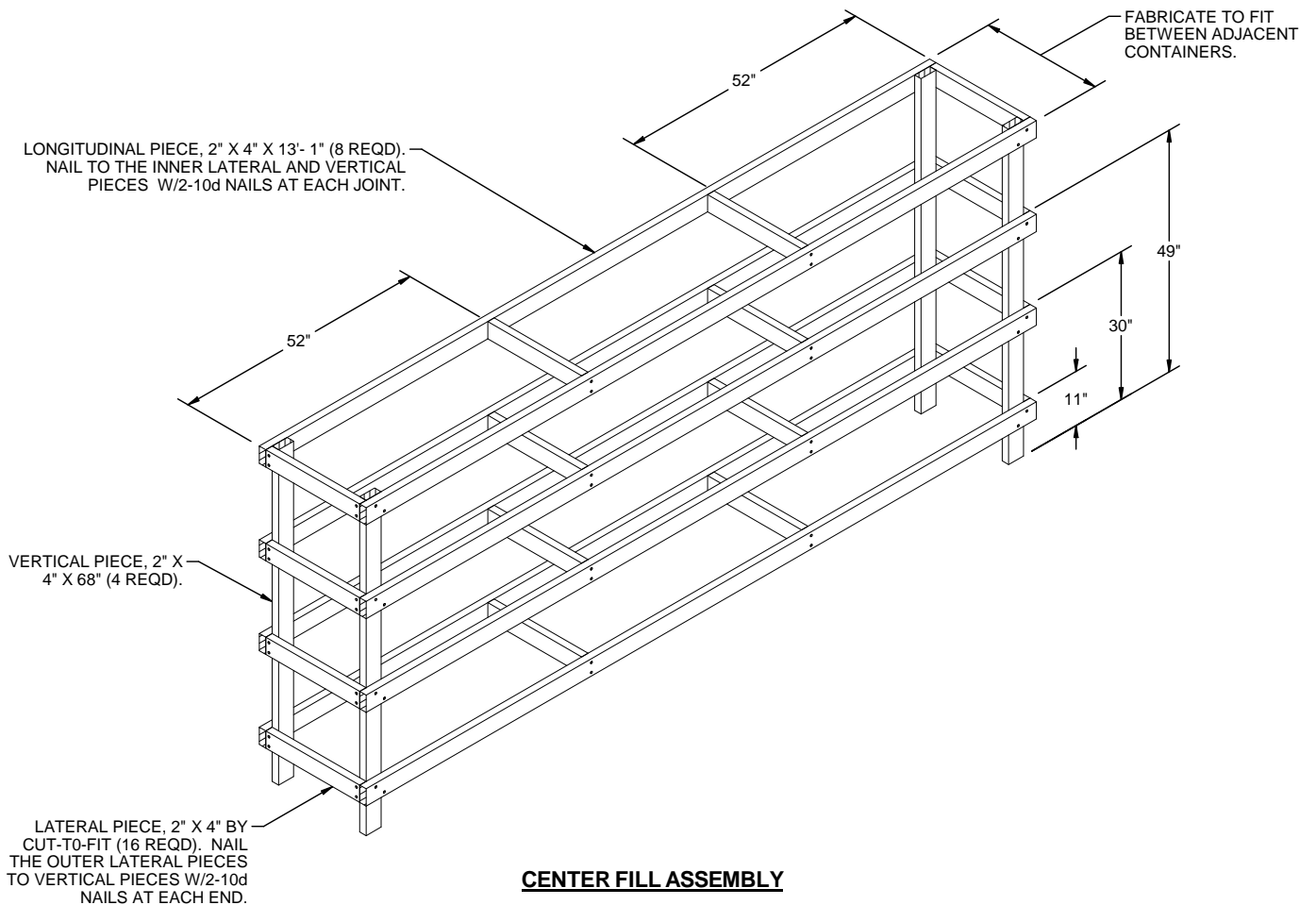
REAR BLOCKING ASSEMBLY A

THIS ASSEMBLY IS DESIGNED FOR USE AT THE REAR OF A LOAD WHEN THE SPACE BETWEEN THE LADING AND THE TRAILER DOOR IS GREATER THAN 1-1/2" BUT LESS THAN 9", AS SHOWN ON PAGE 4.



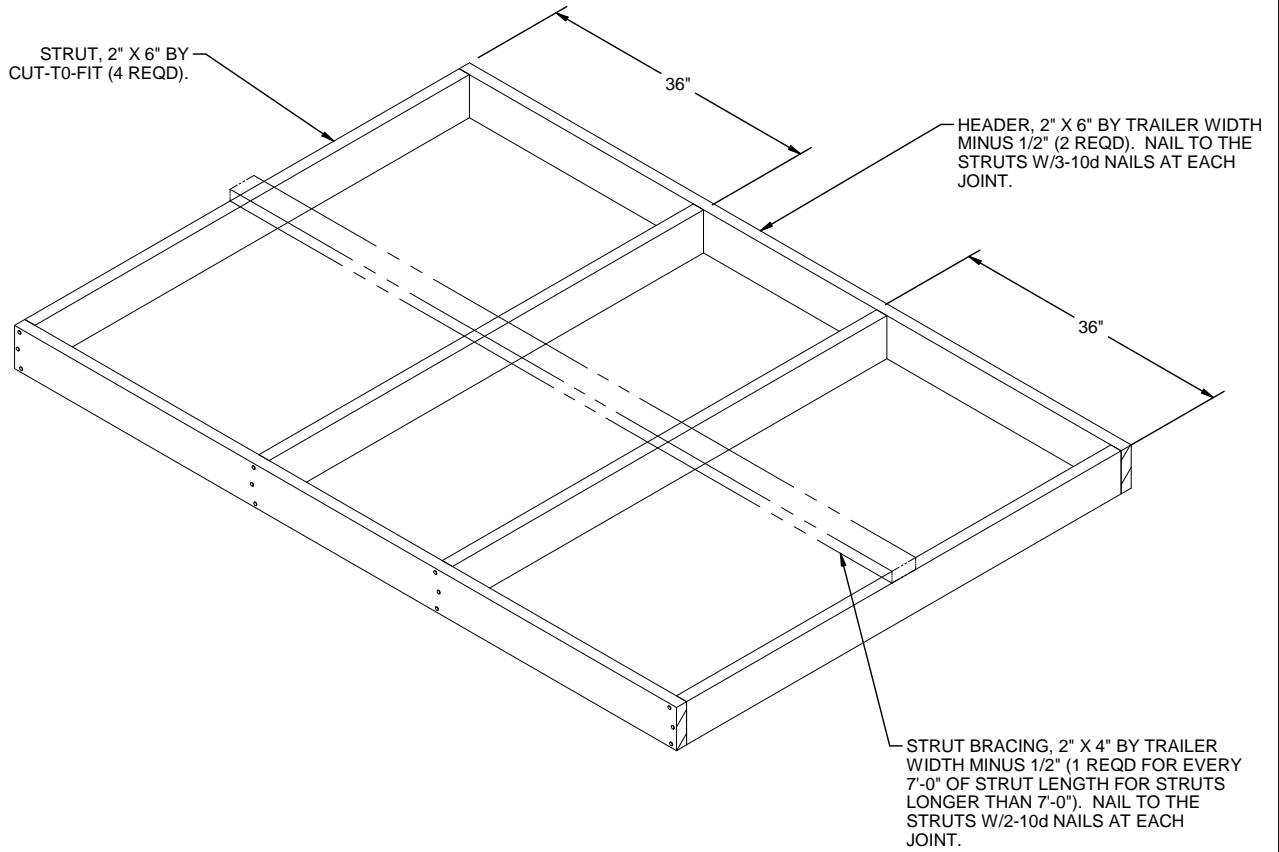
REAR BLOCKING ASSEMBLY B

THIS ASSEMBLY IS DESIGNED FOR USE AT THE REAR OF A LOAD WHEN THE SPACE BETWEEN THE LADING AND THE TRAILER DOOR IS MORE THAN 9" AND TWO CONTAINERS ARE LOADED ADJACENT TO THE TRAILER DOORS, AS SHOWN ON PAGE 6.



CENTER FILL ASSEMBLY

FOR THREE HIGH LOAD, ELIMINATE THE TOP BUFFER PIECES AND STRUTS; SHORTEN THE VERTICAL PIECES FROM 68" TO 49". FOR TWO HIGH LOAD, ELIMINATE TO TOP TWO LAYERS OF BUFFER PIECES AND STRUTS; SHORTEN THE VERTICAL PIECES FROM 68" TO 30". FOR ONE HIGH LOAD, USE THE SIDE BLOCKING AS SHOWN ON PAGES 8, 10, AND 11.



SPACER ASSEMBLY



ONE SEAL WITH TWO PAIR OF NOTCHES.

STRAP JOINT A

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



TWO SEALS, BUTTED TOGETHER, WITH TWO PAIR OF CRIMPS EACH SEAL.

STRAP JOINT B

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

END-OVER-END LAP JOINT DETAILS