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LOADING AND BRACING⊕ IN END OPENING ISO CONTAINERS OF AMRAAM (AIM-120) MISSILE PACKED IN CNU-415 SHIPPING AND STORAGE CONTAINERS

INDEX

⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY
JOINT MUNITIONS COMMAND

RUS.ALLEN.J.1230354282

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AUGUST 2009

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U.S. ARMY DEFENSE AMMUNITION CENTER

TRANSPORTATION ENGINEERING DIVISON	FIEFFER.LAURA.A.1230375727	Digitally signed by FIEFFER.LAURA.A.1230375727 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=FIEFFER.LAURA.A.1230375727 Date: 2009.08.20 13:36:46 -05'00'	
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CLASS	DIVISION	DRAWING	FILE
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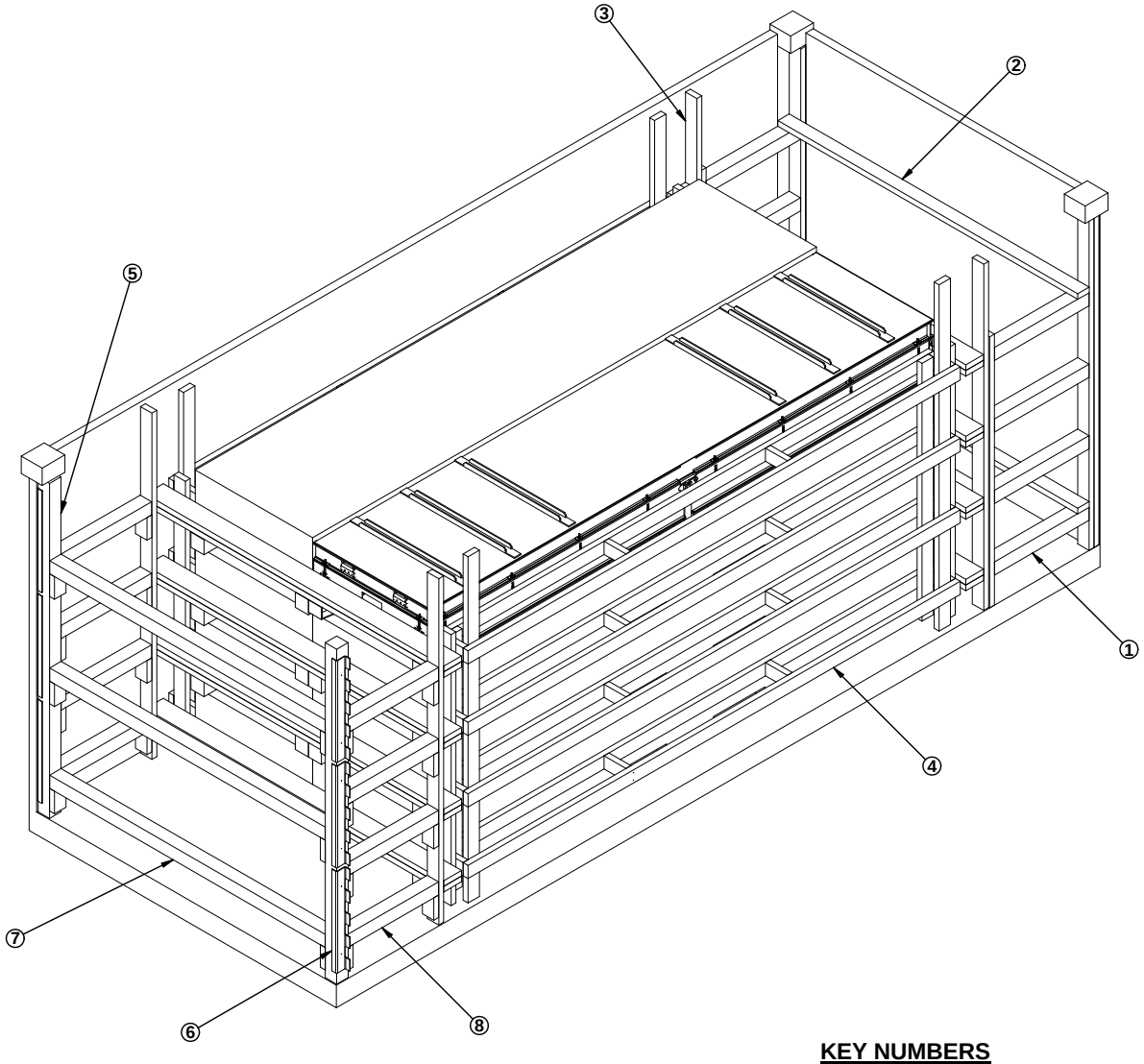
PROJECT SP 401-00



ISOMETRIC VIEW

(CONTAINERS SHOWN WITH INTERLOCKS ENGAGED, SEE GENERAL NOTE "T" ON PAGE 3.)

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 STRUTS OF FORWARD STRUT ASSEMBLY W/2-10d NAILS AT EACH END.

③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF PIECES MARKED ① W/5-10d NAILS. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.

④ SIDE FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7.

⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, "DETAIL A" ON PAGE 6, AND GENERAL NOTE "S" ON PAGE 3.

⑥ UNIVERSAL LOAD RETAINER (6 REQD, 3 PER SIDE). NAIL THROUGH THE HOLES INTO THE DOOR POST VERTICAL W/2-10d NAILS. SEE DEPARTMENT OF ARMY DRAWING DA-116, "DETAIL A" ON PAGE 6, AND GENERAL NOTE "S" ON PAGE 3.

⑦ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF:7'-1-1/4") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 5.

⑧ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 27-3/4") (8 REQD). TOENAIL TO THE BUFFER PIECES OF THE REAR BLOCKING ASSEMBLY AND TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 5.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	382	255
2" X 6"	122	122
4" X 4"	74	99
NAILS	**NO. REQD**	**POUNDS**
10d (3")	408	6-1/2
12d (3-1/4")	76	1-1/2
UNIVERSAL LOAD RETAINER - - - - 6 REQD - - 39 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER	8	16,600 LBS
DUNNAGE		999 LBS
CONTAINER		4,700 LBS
TOTAL WEIGHT		22,299 LBS (APPROX)

PROJECT SP 401-00

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 AMRAAM (AIM-120 OR CATM-120) MISSILES PACKED IN CNU-415 OR CNU-555 SHIPPING AND STORAGE CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE ITEMS. SEE PAGE 4 AND NAVY DRAWING 6214480 FOR DETAILS OF THE 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 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 ADJUSTING THE LENGTH OF THE LATERAL PIECES ON THE SIDE FILL ASSEMBLIES.

E. DUNNAGE LUMBER SPECIFIED IS OF NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" WIDE AND 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE.

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

G. IN SOME CONTAINERS THERE IS A SLOT AT THE CORNERS OF THE FORWARD WALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE FORWARD STRUT ASSEMBLIES TO PROVIDE A FLAT SURFACE FOR THE BUFFER PIECES. A PIECE OF 2" X 4", 2" X 3" OR A SPECIAL WIDTH PIECE CUT-TO-FIT CAN BE USED. THIS FILL PIECE WILL BE NAILED WITH ONE APPROPRIATELY SIZED NAIL EVERY 12". NOTE THAT SOME CONTAINERS ARE EQUIPPED WITH "TIE-BARS" IN THE CORNER SLOT, WHICH PRECLUDE THE USE OF A FULL HEIGHT FILL PIECE. WHEN "TIE-BARS" ARE PRESENT, THE FILL PIECE MUST BE INSTALLED IN SEGMENTS DESIGNED TO FIT BETWEEN THE "TIE-BARS" VERTICALLY. THE FILL PIECE(S) IS NOT REQUIRED WHEN THE CORNER PORTIONS OF THE CONTAINER FORWARD WALL ARE SMOOTH AND FLAT. DO NOT ALLOW ANY DUNNAGE ASSEMBLY TO CONTACT THE CONTAINER FORWARD WALL, ONLY THE CORNER POSTS OF THE CONTAINER SHOULD BE USED FOR FORWARD LONGITUDINAL BLOCKING.

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.

(CONTINUED AT RIGHT)

(GENERAL NOTES CONTINUED)

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. 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 STRAP JOINT DETAILS ON PAGE 7 FOR GUIDANCE.

Q. THE QUANTITY OF CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE “LESS-THAN-FULL-LOAD PROCEDURES” ON PAGE 8.

R. AS REQUIRED BY THE ASSOCIATION OF AMERICAN RAILROADS (AAR), ALL 1-1/4" AND 2" 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.

S. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING SEVEN OR EIGHT CONTAINERS, FOUR ARE REQUIRED WHEN LOADING FIVE OR SIX CONTAINERS. TWO ARE REQUIRED WHEN LOADING LESS THAN FIVE CONTAINERS. REFER TO DAC DRAWING ACV00682 FOR DETAILS OF THE UNIVERSAL LOAD RETAINER CONSTRUCTION, AND TO DEPARTMENT OF THE ARMY DRAWING DA-116 FOR DETAILS FOR INSTALLATION TO THE DOOR POST VERTICAL, PLACEMENT INTO THE CONTAINER, AND FOR OTHER METHODS OF REAR-OF-LOAD RESTRAINT.

T. 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 4 AND NAVY DRAWING 6214480 FOR FURTHER DETAILS.

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

V. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:

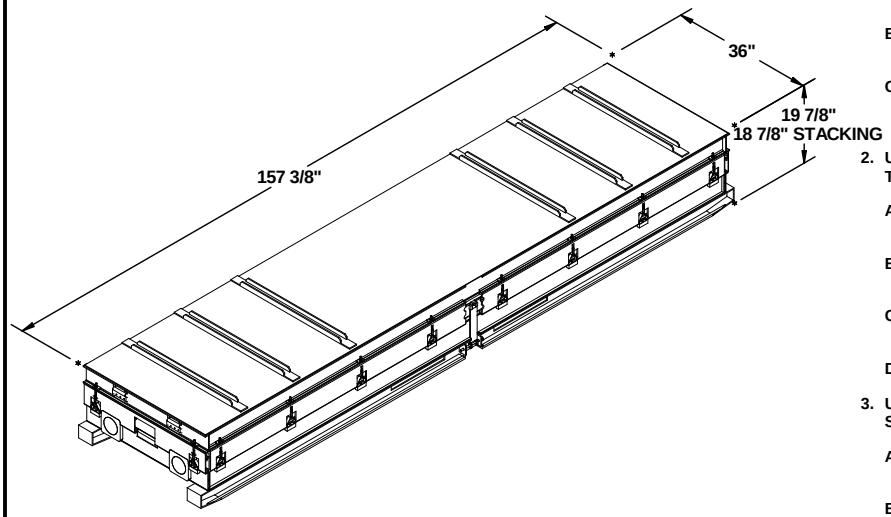
1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES, TWO SIDE FILL ASSEMBLIES, AND TWO DOOR POST VERTICALS WITH UNIVERSAL LOAD RETAINERS.
2. INSTALL TWO FORWARD STRUT ASSEMBLIES AND SPREADER PIECES.
3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
4. LOAD EIGHT CONTAINERS.
5. INSTALL TWO SIDE FILL ASSEMBLIES.
6. INSTALL THE REAR BLOCKING ASSEMBLY.
7. INSTALL THE DOOR POST VERTICAL ASSEMBLIES.
8. INSTALL THREE DOOR SPANNER PIECES.
9. INSTALL EIGHT STRUTS.

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.
STEEL, STRUCTURAL - - - - -:	ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.

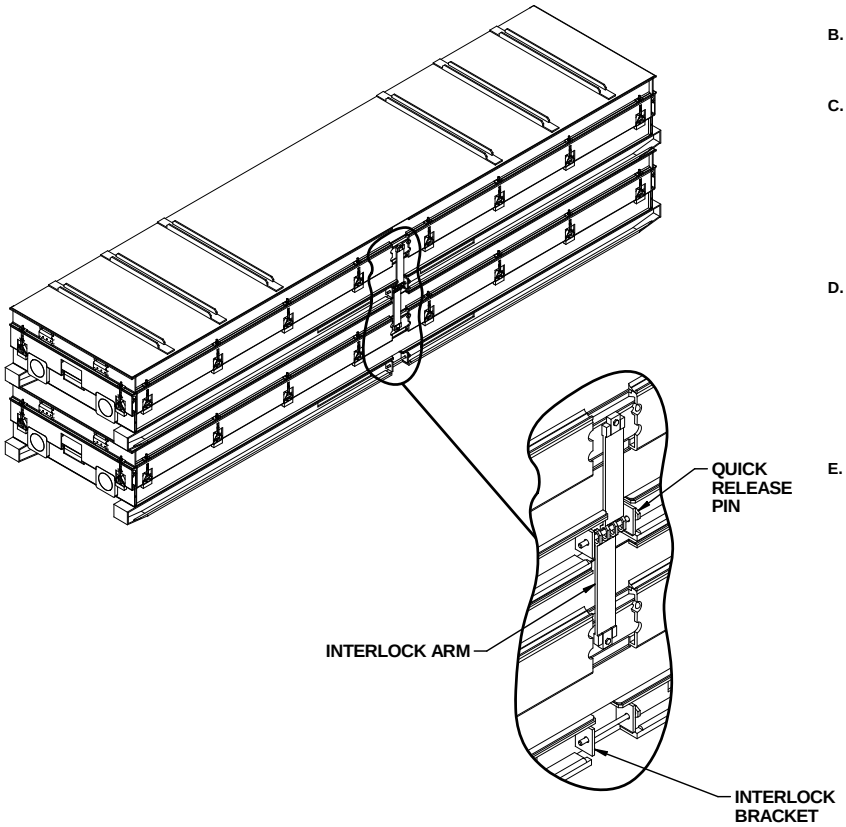
UNITIZATION AND HANDLING GUIDANCE

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.
   - 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.
   - D. WHEN UNLOADING A CONTAINER OR CONTAINER STACK FROM THE END OPENING CONTAINER, THE FORKLIFT TINES WILL BE INSERTED UNDER THE LOWER CONTAINER, THE FORKLIFT WILL THEN ELEVEATE THE END SLIGHTLY ABOVE THE FLOOR, AND BEGIN DRAGGING THE CONTAINER OR STACK FROM THE TRAILER AFTER ATTACHING A CHAIN OR WEB STRAP FROM A LOWER CONTAINER LIFT POINT AROUND THE FORKLIFT MAST TO A LIFT POINT OF THE OPPOSITE SIDE OF THE CONTAINER.
   - E. THE MK45 HANDLIFT TRUCK IS PREFERRED FOR LIFTING AND MANUVERING THE CONTAINERS WITHIN THE END OPENING CONTAINER. THE MK45 HANDTRUCK CONSISTS OF A CAST ALUMINUM BODY MOUNTED ON TWO WHEELS WITH A LIFTING MECHANISM. THE MK45 LIFTING MECHANISM IS CONNECTED TO A RECESS IN THE END OF THE CONTAINER. THE HANDTRUCK SHALL BE USED IN PAIRS WITH ONE MK45 POSITIONED AT EACH END OF THE CONTAINER. THE WEIGHT CAPACITY OF TWO MK45 HANDTRUCKS IS 6,000 POUNDS.



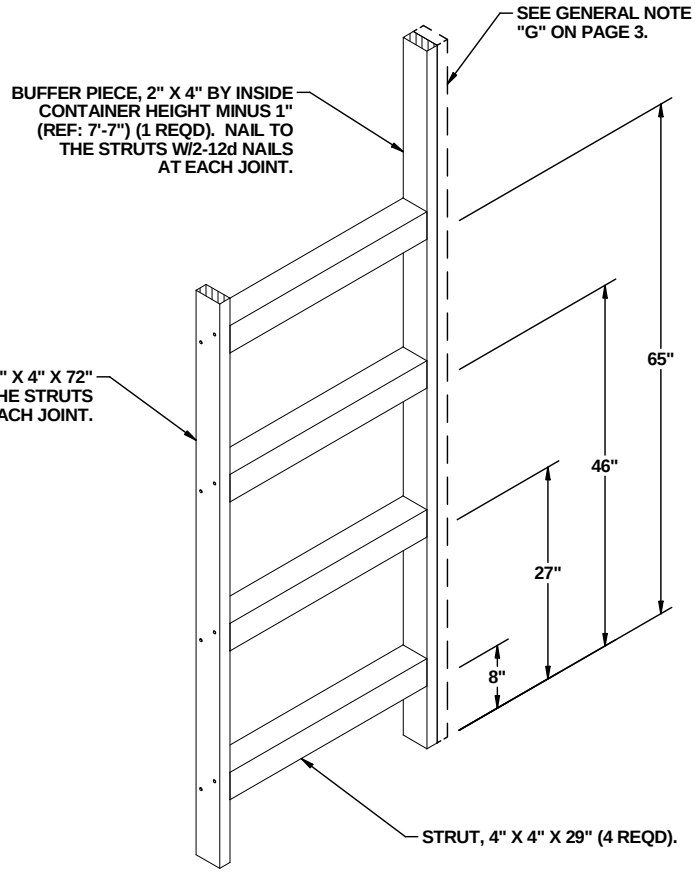
CNU-415 OR CNU-555 CONTAINER

GROSS WEIGHT - - - - - - - - - - - - - 2,075 LBS
CUBE - - - - - - - - - - - - - - - - - 65.2 CU FT



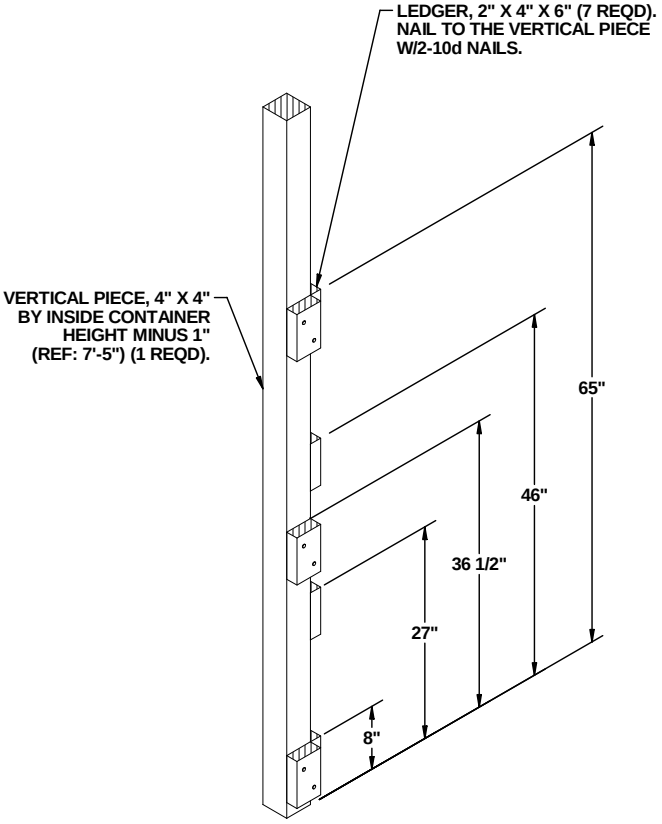
CONTAINER INTERLOCK DETAIL

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 "T" ON PAGE 3.



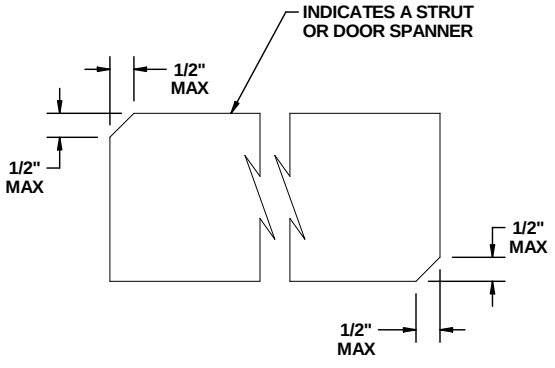
FORWARD STRUT ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP STRUT, AND REDUCE THE LENGTH OF VERTICAL PIECE FROM 72" TO 53". FOR A TWO HIGH LOAD, ELIMINATE THE TOP TWO STRUTS, AND REDUCE THE LENGTH OF VERTICAL PIECE FROM 72" TO 34". FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE STRUTS, AND REDUCE THE LENGTH OF VERTICAL PIECE FROM 72" TO 15".



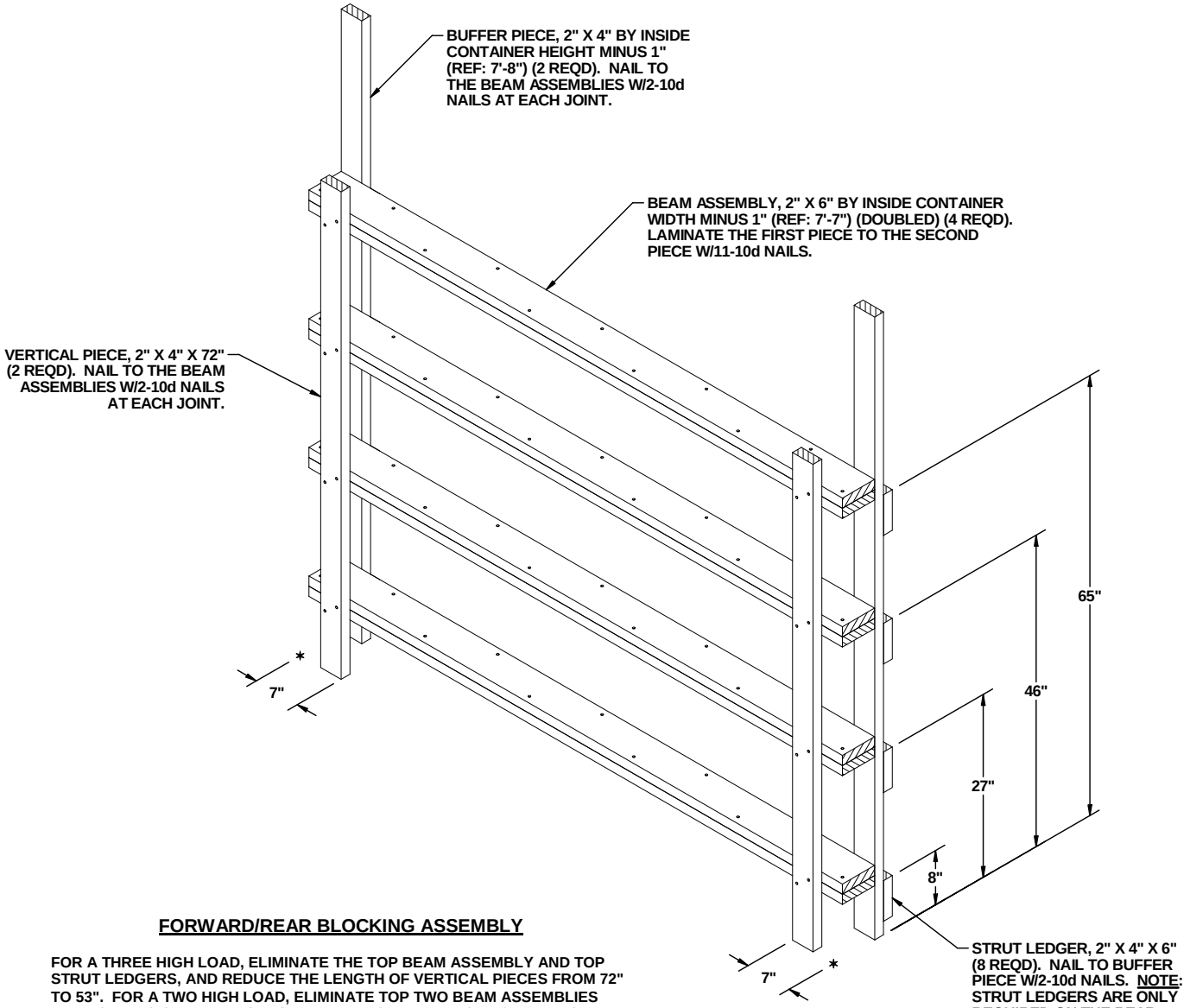
DOOR POST VERTICAL

FOR A THREE HIGH LOAD, ELIMINATE THE TOP TWO LEDGERS, AND INCREASE THE HEIGHT OF THE CENTER LEDGER SUPPORTING THE DOOR SPANNER FROM 36-1/2" TO 46". FOR A TWO HIGH LOAD, ELIMINATE THE CENTER THREE LEDGERS, AND REDUCE THE HEIGHT OF THE TOP TWO LEDGERS FROM 65" TO 27". FOR A ONE HIGH LOAD, ELIMINATE THE TOP AND CENTER FIVE LEDGERS.



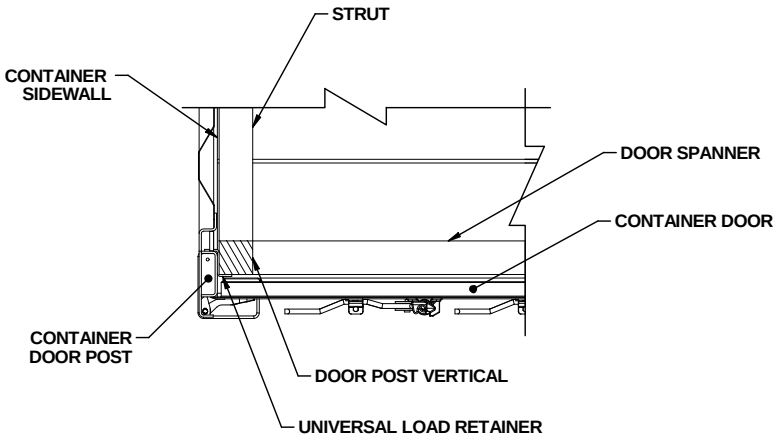
BEVEL CUT

IF DESIRED, EACH END OF A STRUT OR DOOR SPANNER MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING THE STRUTS OR DOOR SPANNERS WITH A "DRIVE" FIT.



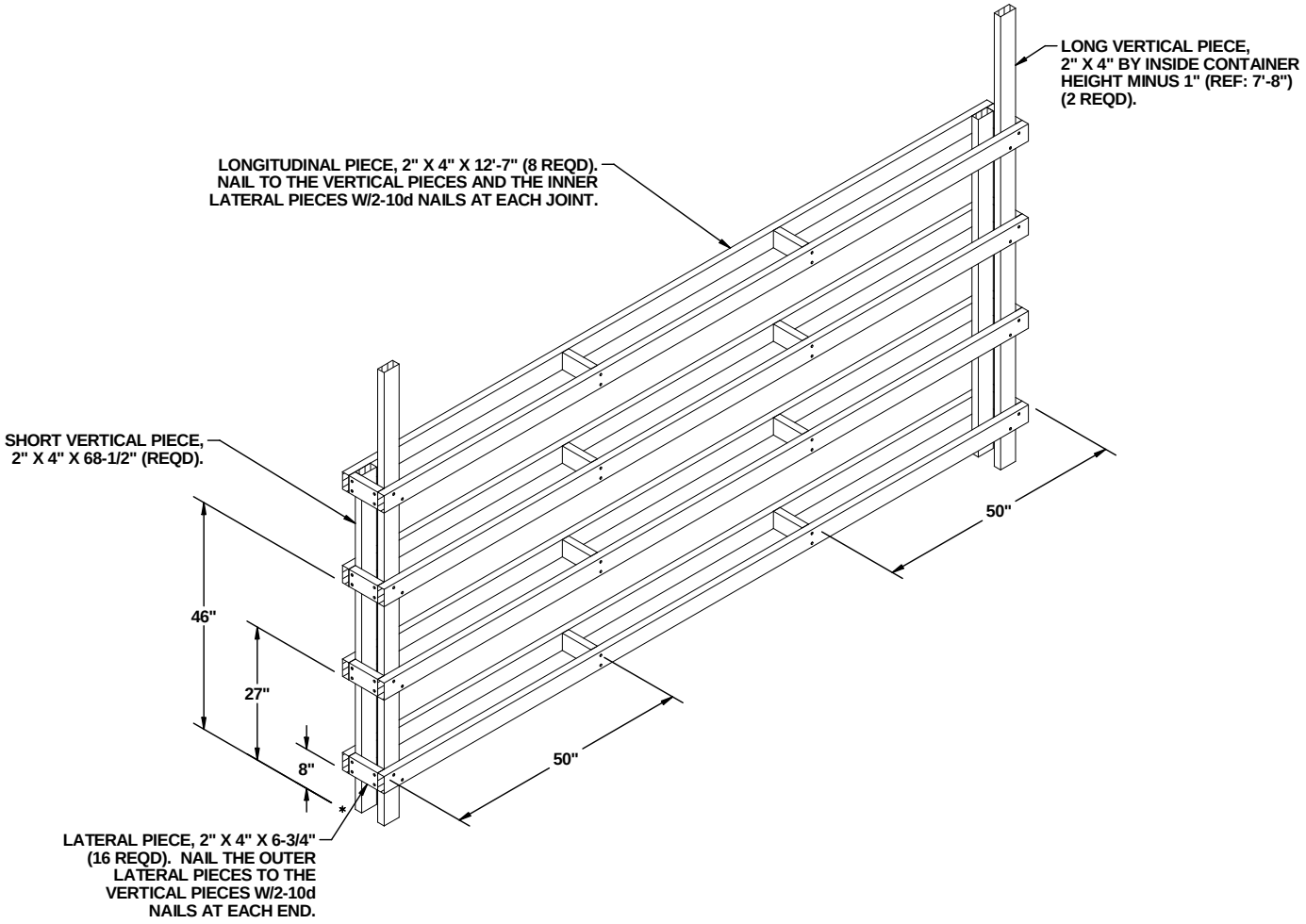
FORWARD/REAR BLOCKING ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP STRUT LEDGERS, AND REDUCE THE LENGTH OF VERTICAL PIECES FROM 72" TO 53". FOR A TWO HIGH LOAD, ELIMINATE TOP TWO BEAM ASSEMBLIES AND TOP TWO STRUT LEDGERS, AND REDUCE THE LENGTH OF VERTICAL PIECES FROM 72" TO 34". FOR A ONE HIGH LOAD, ELIMINATE TOP THREE BEAM ASSEMBLIES AND TOP THREE STRUT LEDGERS, AND REDUCE THE LENGTH OF VERTICAL PIECES FROM 72" TO 15".



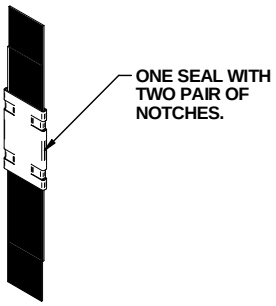
DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES.



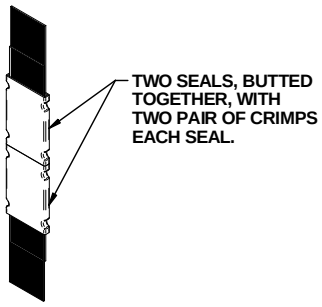
SIDE FILL ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP LAYER OF LONGITUDINAL PIECES AND LATERAL PIECES, AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES FROM 68-1/2" TO 49-1/2". FOR A TWO HIGH LOAD, ELIMINATE THE TOP TWO LAYERS OF LONGITUDINAL PIECES AND LATERAL PIECES, AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES FROM 68-1/2" TO 30-1/2". FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE LAYERS OF LONGITUDINAL PIECES AND LATERAL PIECES, AND REDUCE THE HEIGHT OF THE SHORT VERTICAL PIECES FROM 68-1/2" TO 11-1/2".



STRAP JOINT A

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



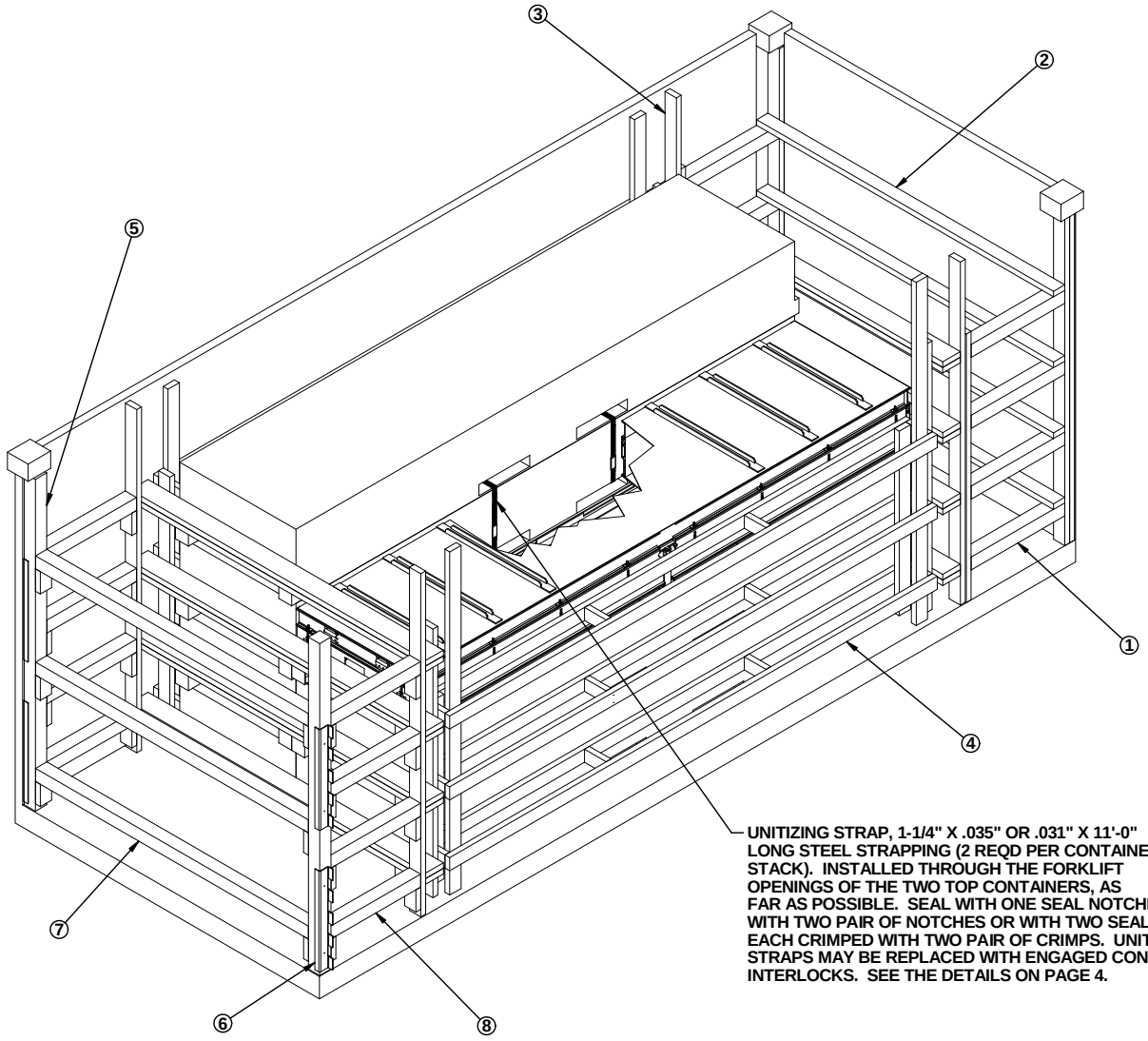
STRAP JOINT B

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

END-OVER-END LAP JOINT DETAILS

SPECIAL NOTE:

WHEN REDUCING A LOAD BY AN ODD NUMBER OF CONTAINERS, IT WILL BE NECESSARY TO UNITIZE THE CONTAINER STACK WHICH IS LATERALLY ADJACENT TO THE OMITTED CONTAINER AS DEPICTED BELOW.



UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" LONG STEEL STRAPPING (2 REQD PER CONTAINER STACK). INSTALLED THROUGH THE FORKLIFT OPENINGS OF THE TWO TOP CONTAINERS, AS FAR AS POSSIBLE. SEAL WITH ONE SEAL NOTCHED WITH TWO PAIR OF NOTCHES OR WITH TWO SEALS, EACH CRIMPED WITH TWO PAIR OF CRIMPS. UNITIZING STRAPS MAY BE REPLACED WITH ENGAGED CONTAINER INTERLOCKS. SEE THE DETAILS ON PAGE 4.

LESS-THAN-FULL-LOAD PROCEDURES

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2.