APPROVED BY
BUREAU OF EXPLOSIVES

dan healy

Digitally signed by dan healy
DN: cn=dan healy, o, ou, email=dan_healy@aar.com, c=US
Date: 2009.10.21 11:53:36 -05'00'

LOADING AND BRACING* IN MILVAN CONTAINERS⊗ OF AMRAAM MISSILES PACKED IN CNU-415 (AIM-120) OR CNU-555 (CATM-120) SHIPPING AND STORAGE CONTAINERS

INDEX

⊗ONLY MILVAN CONTAINERS WHICH HAVE BEEN MODIFIED TO INCLUDE A MECHANICAL LOAD-BRACING SYSTEM AS SPECIFIED WITHIN MIL-C-52661 WILL BE USED FOR THE MOVEMENT OF AMMUNITION BY T/COFC SERVICE.

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

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY
JOINT MUNITIONS COMMAND

RUS.ALLEN.J.1230354282

Digitally signed by RUS.ALLEN.J.1230354282
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282
Date: 2009.10.26 15:23:46 -05'00'

CAUTION: VERIFY PRIOR TO USE AT WWW.DAC.ARMY.MIL THAT THIS IS THE MOST CURRENT VERSION OF THIS DOCUMENT. THIS IS PAGE 1 OF 6.

DO NOT SCALE

OCTOBER 2009

ENGINEER OR TECHNICIAN	BASIC	QUYEN TRAN
	REV.	

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

CARNEY.GARY.BURTON.1038708038

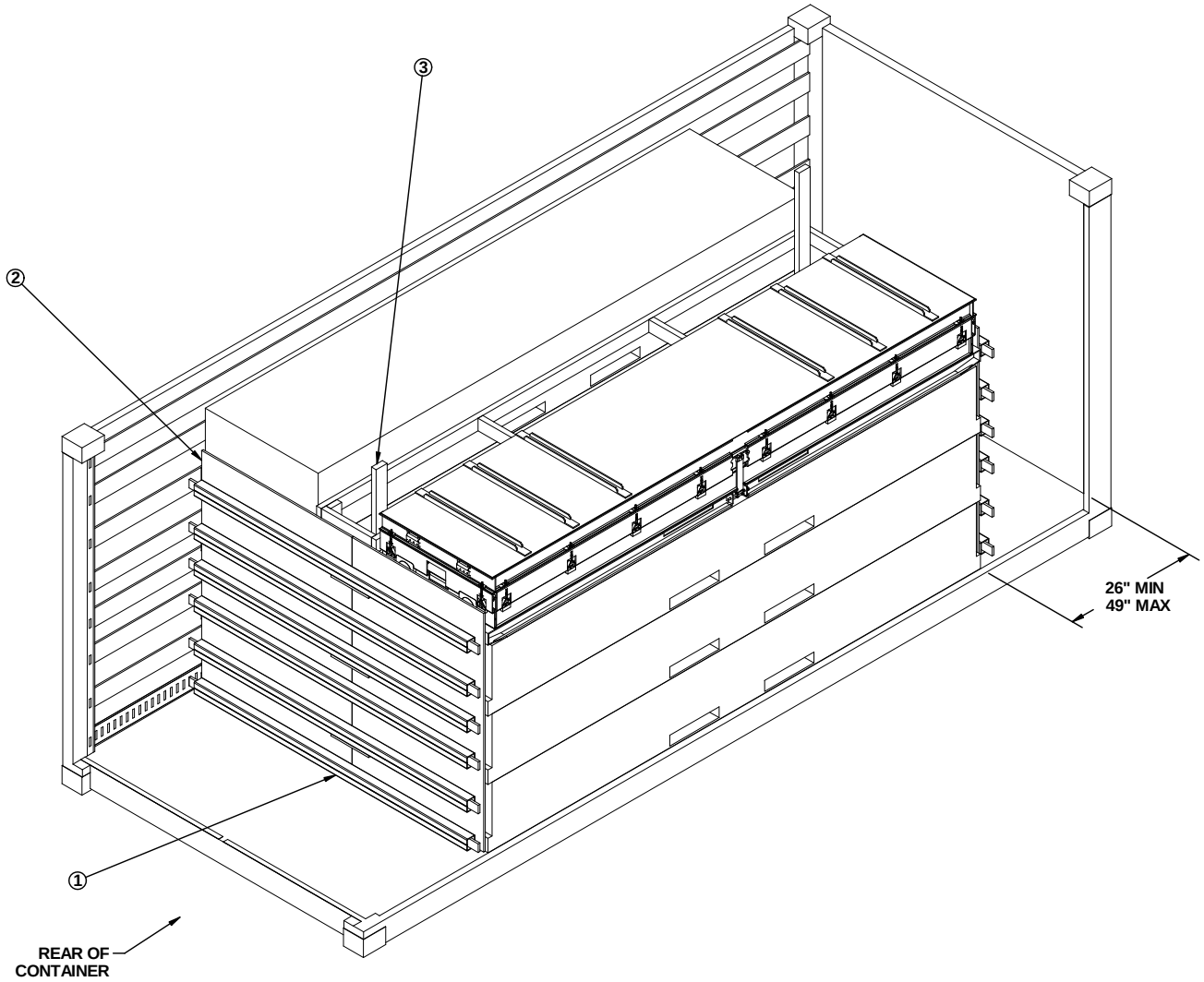
Digitally signed by CARNEY.GARY.BURTON.1038708038
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=CARNEY.GARY.BURTON.1038708038
Date: 2009.10.27 08:56:32 -05'00'

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: 2009.09.30 10:35:54 -05'00'	
VALIDATION ENGINEERING DIVISON	BARICKMAN.PHILIP.W.1230202202	Digitally signed by BARICKMAN.PHILIP.W.1230202202 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BARICKMAN.PHILIP.W.1230202202 Date: 2009.09.30 10:45:51 -05'00'	TESTED
ENGINEERING DIRECTORATE	BEAVER.JERRY.W.1230949952	Digitally signed by BEAVER.JERRY.W.1230949952 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BEAVER.JERRY.W.1230949952 Date: 2009.09.30 13:25:44 -05'00'	

CLASS	DIVISION	DRAWING	FILE
19	48	8704	SP15J116

PROJECT SP 403-00



ISOMETRIC VIEW

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

KEY NUMBERS

① CROSS MEMBER (12 REQD). POSITION AS SHOWN IN THE DETAIL ABOVE AT THE 5", 16", 28", 38", 48", AND 60" HEIGHTS. SEE THE "FILL DETAIL" ON PAGE 6.

② LOAD BEARING GATE (2 REQD). SEE THE DETAIL ON PAGE ON PAGE 5.

③ CENTER FILL ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 5.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4" 2" X 4"	6 151	2 101
NAILS	NO. REQD	POUNDS
6d (2") 10d (3")	36 96	1/4 1-1/2
PLYWOOD, 1/2" - 82.50 SQ FT REQD - - 113.44 LBS		
CROSS MEMBER - - - - - - - - - - - - - 12 REQD		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER	8	17,528 LBS
DUNNAGE		322 LBS
CONTAINER		5,700 LBS
TOTAL WEIGHT		23,550 LBS (APPROX)

PROJECT SP 403-00

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 CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS CNU-415 OR CNU-555 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 MILVAN CONTAINER MUST NOT BE EXCEEDED.

C. THE LOADS AS SHOWN ARE BASED ON A 20' LONG BY 8' WIDE BY 8' HIGH MILVAN CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 87" HIGH. THE LOADS ARE DESIGNED FOR TRAILER/CONTAINER-ON-FLATCAR (T/COFC) SHIPMENT.

D. THE SPECIFIED OUTLOADING PROCEDURES ARE FOR CONTAINERS EQUIPPED WITH SELF-CONTAINED MECHANICAL BRACING DEVICES AS DESCRIBED IN MIL-C-52661. CROSS MEMBER ATTACHMENT FACILITIES WITHIN THESE CONTAINERS MUST PROVIDE FOR THE INSTALLATION OF LOAD BLOCKING CROSS MEMBERS AT THE HEIGHTS SPECIFIED. VOIDS LENGTHWISE WITHIN THE LOAD MUST BE HELD TO A MINIMUM. CROSS MEMBERS MUST BE PLACED AGAINST THE LADING AS TIGHTLY AS THE HOLE SPACING IN THE CROSS MEMBER ATTACHMENT FACILITY PERMITS. SEE THE "FILL DETAIL" ON PAGE 6 FOR ADDITIONAL GUIDANCE. EACH CROSS MEMBER WILL BE INSTALLED WITH THE ENDS ATTACHED AS NEARLY AS POSSIBLE IN "MATED" POSITIONS (AT EQUAL HEIGHTS, AND AT EQUAL DISTANCES FROM THE END OF THE CONTAINER). CROSS MEMBERS IN EMPTY CONTAINERS AND THOSE NOT USED IN LOADED CONTAINERS MUST BE FASTENED INTO BELT RAILS FOR SHIPMENT. COMPONENTS ASSIGNED TO EACH CONTAINER MUST REMAIN THEREWITH EVEN THOUGH UNUSED DURING SOME SHIPMENTS. THE LOAD BLOCKING COMPONENT DESIGNATED AS "CROSS MEMBER" HEREIN IS IDENTIFIED AS "BEAM ASSEMBLY" WITHIN TM 55-8115-200-23&P, DATED DECEMBER 1979. THE BEAM ASSEMBLY IS FURTHER IDENTIFIED AS NSN 8115-00-165-6623.

E. 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". THE LENGTH OF THE LATERAL PIECES IN THE CENTER FILL ASSEMBLY MAY BE ADJUSTED, AS NECESSARY, TO FACILITATE VARIANCE IN THE CONTAINER SIZE.

F. 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.

G. 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.

H. CAUTION: DO NOT NAIL DUNNAGE MATERIAL TO THE MILVAN WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.

J. PORTIONS OF THE MILVAN DEPICTED WITHIN THIS DRAWING, SUCH AS ONE OF THE SIDEWALLS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.

K. 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.

(CONTINUED AT RIGHT)

(GENERAL NOTES CONTINUED)

L. 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. CAUTION: LOADED CONTAINERS MUST BE ON CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE, REGARDLESS OF THE LOAD WEIGHT WITHIN THE CONTAINER.
2. LOAD LIMITS OF T/COFC RAIL CARS 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.
3. CHASSIS/CONTAINERS COUPLED INTO A 40-FOOT TRAILER CONFIGURATION MUST BE PLACED AT THE B-END OF A TOFC RAILCAR. THE REAR END OF THE 40-FOOT UNIT WILL OVERHANG THE END OF THE CAR IF IT IS PLACED AT THE A-END. TWENTY-FOOT AND 40-FOOT UNITS CAN BE LOADED ON THE SAME CAR.

M. TO MAKE LOADING EASIER, TO HELP ACHIEVE A TIGHT LOAD ACROSS A CONTAINER, AND TO PREVENT UNACCEPTABLE DAMAGE TO LADING UNITS WHEN LOADING A MILVAN, A SLIP-SHEET CAN BE USED EFFECTIVELY AS A "SHOE-HORN" TYPE DEVICE. THE SLIP-SHEET WILL PROVIDE A SMOOTH SURFACE THAT WILL PREVENT CONTAINERS FROM INTERLOCKING OR CATCHING ON OTHER PROJECTIONS WHEN LATERALLY ADJACENT LADING UNITS ARE BEING LOADED. A SLIP-SHEET WILL BE USED AFTER ONE-HALF OF A STACK IS LOADED WITH ONE OF ITS SIDES IN TIGHT CONTACT AT ONE SIDE OF THE MILVAN. THE SLIP-SHEET IS TO BE PLACED AGAINST THE OTHER SIDE OF THE HALF-STACK BEFORE THE LAST HALF OF THE STACK IS LOADED. AFTER A STACK IS COMPLETED, THE SLIP-SHEET IS TO BE REMOVED FOR SUBSEQUENT USE WITH THE NEXT STACK. A SLIP-SHEET OF SUITABLE SIZE CAN BE MADE FROM A SHEET OF 1/8" TEMPERED HARDBOARD (MASONITE) OR FROM A SHEET OF ANY OTHER MATERIAL THAT WILL SATISFY THE REQUIREMENTS.

N. 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.

O. 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 A" AND "STRAP JOINT B" DETAILS BELOW ON THE LEFT FOR GUIDANCE.

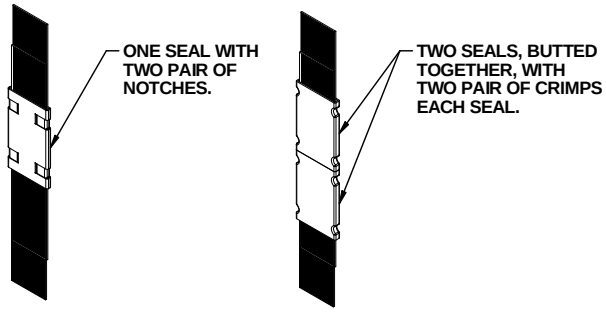
P. WHETHER A CONTAINER IS FULL OR IS LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF THE LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MID-POINT OF THE CONTAINER.

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 PROCEDURE" ON PAGE 6.

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 4 AND NAVY DRAWING 6214480 FOR FURTHER DETAILS.

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

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.



STRAP JOINT A

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

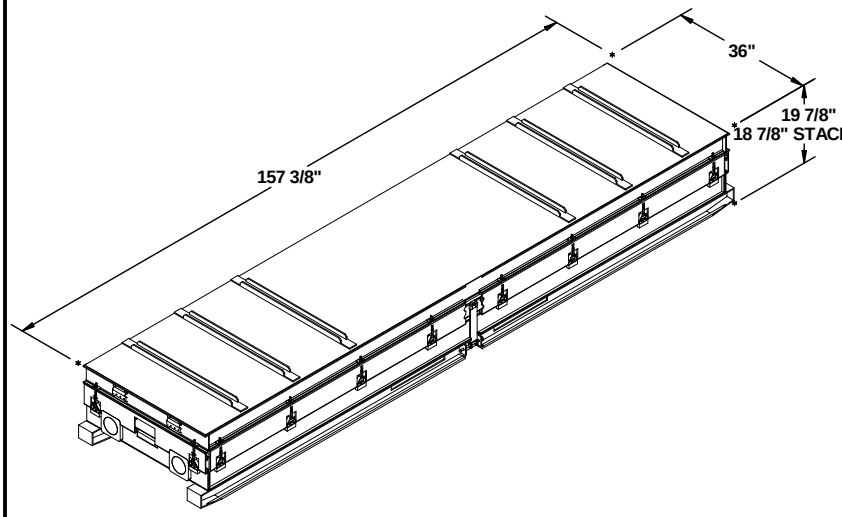
STRAP JOINT B

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

END-OVER-END LAP JOINT DETAILS

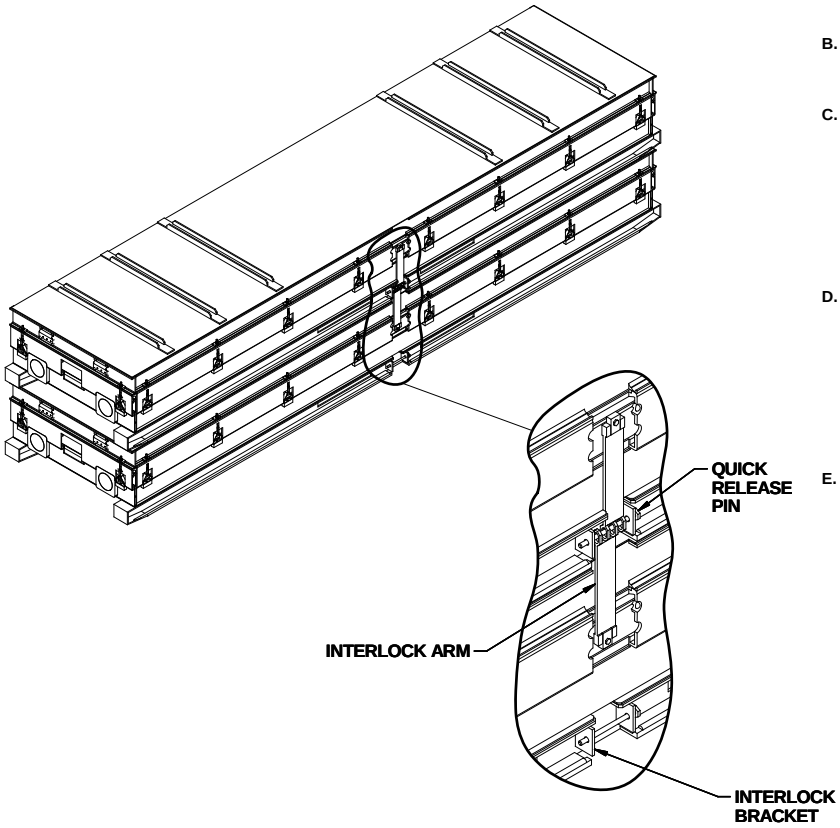
MATERIAL SPECIFICATIONS

LUMBER - - - - - - - - -:	SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
NAILS - - - - - - - - -:	ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
PLYWOOD - - - - - - - -:	COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY BE SUBSTITUTED.
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.



CNU-415 OR CNU-555 CONTAINER

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



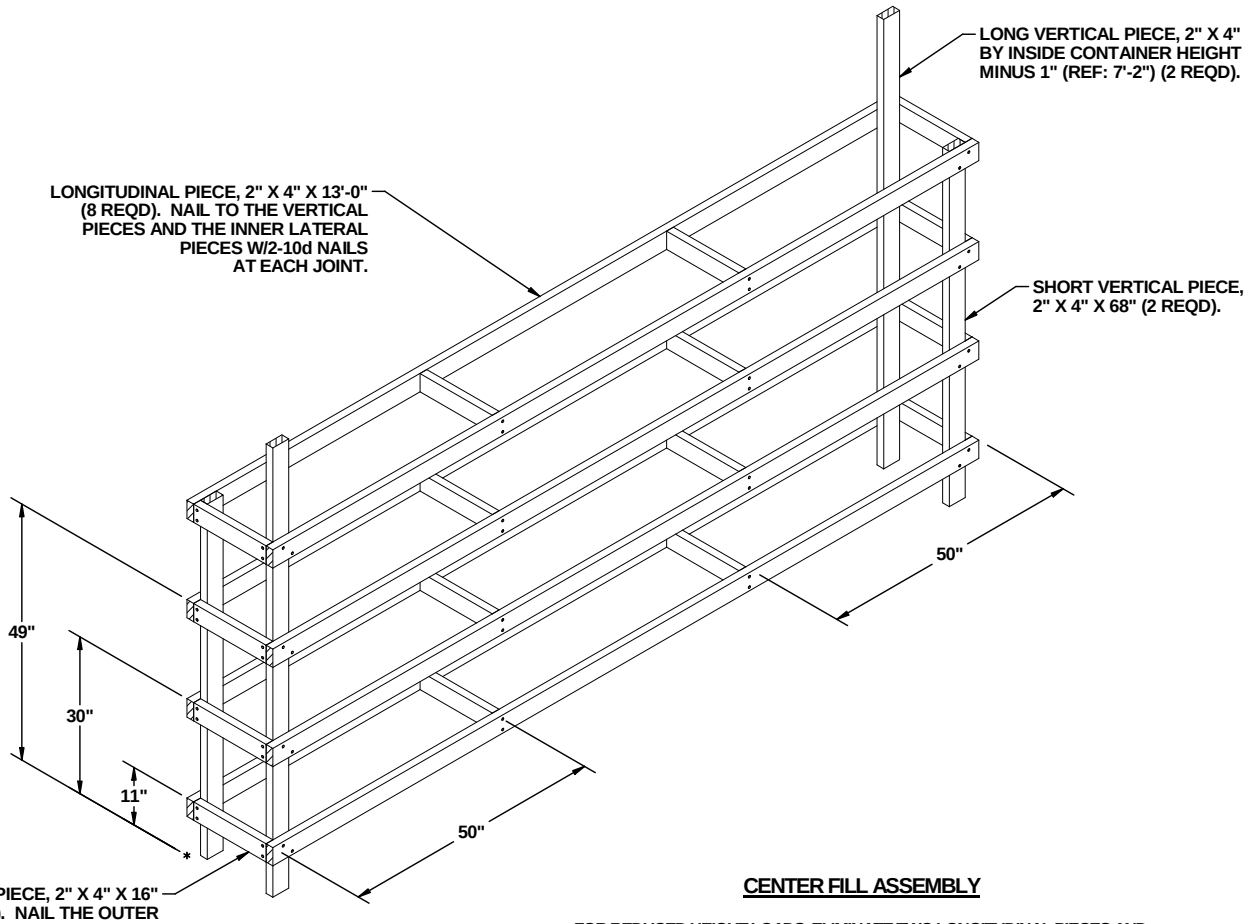
CONTAINER INTERLOCK DETAIL

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 3.

UNITIZATION AND HANDLING GUIDANCE

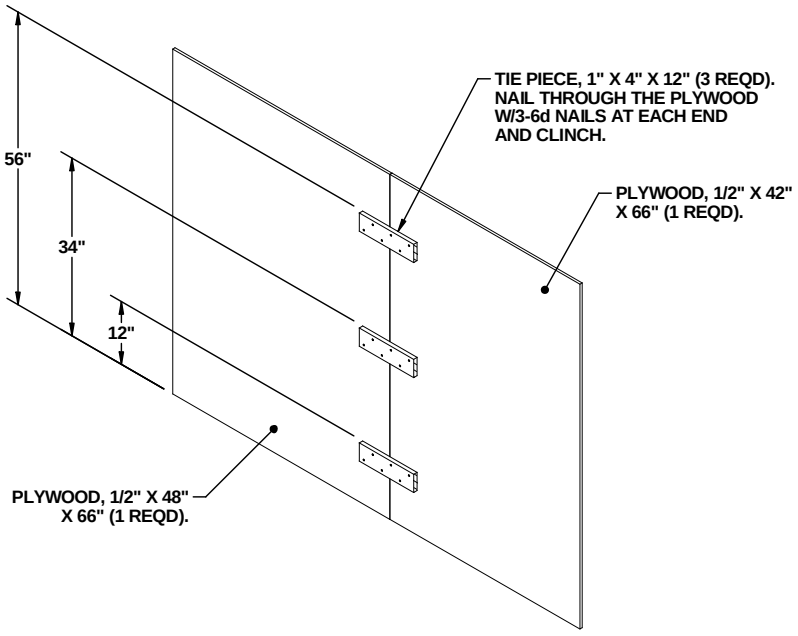
1. STACKING CONTAINERS FOR UNITIZING:
   - A. AN UPPER CONTAINER SHOULD BE PLACED AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE NEXT LOWER CONTAINER.
   - B. POSITION THE AFT END OF AN UPPER CONTAINER ABOVE THE AFT END OF THE NEXT LOWER CONTAINER.
   - C. THE CONTAINER SKIDS OF AN UPPER CONTAINER 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. 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.
   - 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.

PROJECT SP 403-00



CENTER FILL ASSEMBLY

FOR REDUCED HEIGHT LOADS, ELIMINATE TWO LONGITUDINAL PIECES AND THREE LATERAL PIECES FOR EACH LAYER OF CONTAINERS OMITTED. SHORTEN THE 68" VERTICAL PIECES APPROPRIATELY.

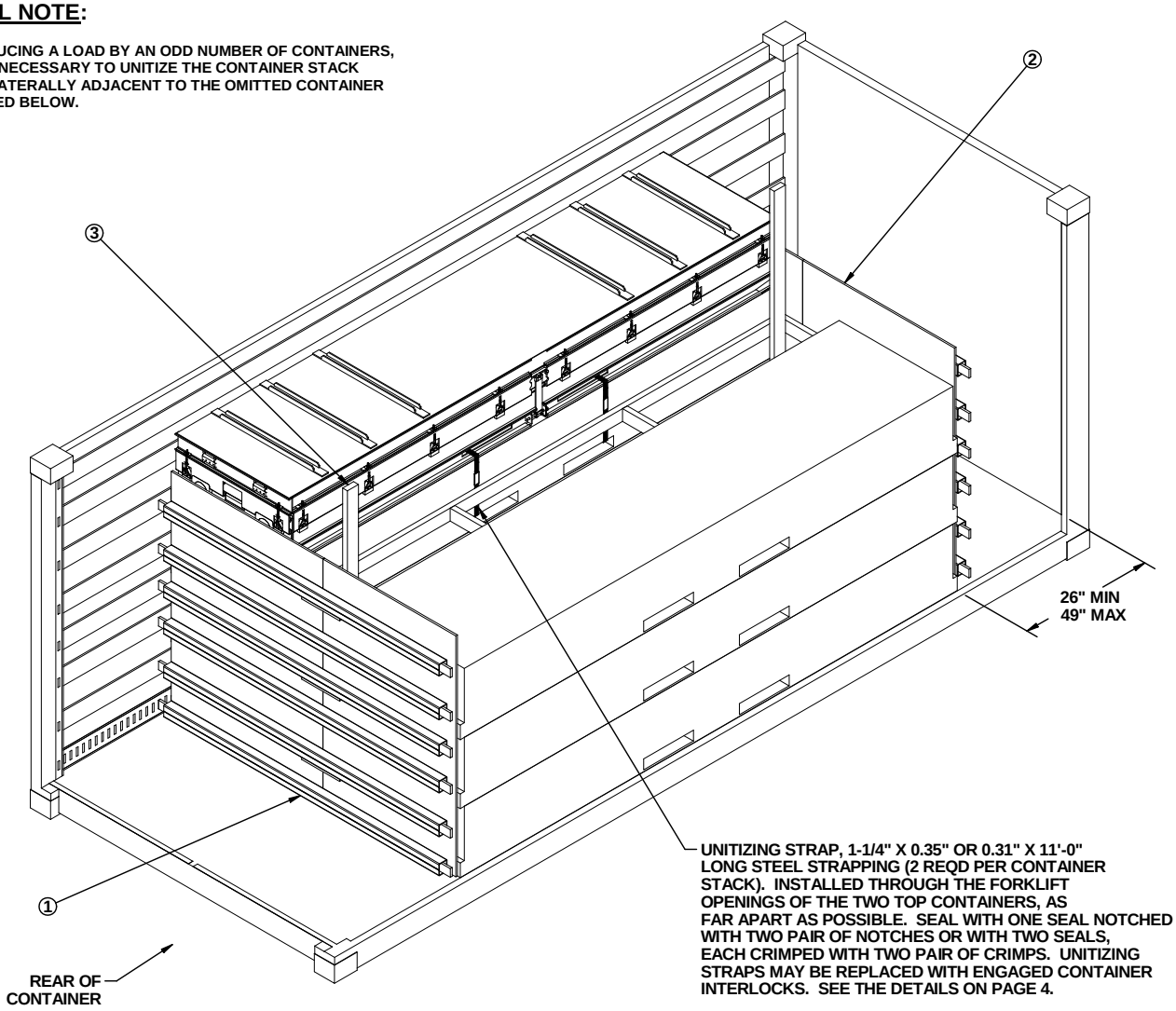


LOAD BEARING GATE

FOR A THREE HIGH LOAD, REDUCE THE HEIGHT OF THE PLYWOOD FROM 66" TO 54" AND LOWER THE TIE PIECE AT 56" TO 44". FOR A TWO HIGH LOAD, USE ONE PIECE OF 7'-7" WIDE BY 34" HIGH PLYWOOD. FOR ONE HIGH LOAD, USE ONE PIECE OF 7'-7" WIDE BY 24" HIGH PLYWOOD. FOR ONE AND TWO HIGH LOADS, REPLACE TIE PIECES WITH TWO 1" X 4" X 12" HOLD DOWN PIECES LOCATED AT A 12" HEIGHT, SPACED EVENLY ACROSS THE WIDTH OF THE PLYWOOD. NAIL THROUGH THE PLYWOOD W/4-6d NAILS AND CLINCH.

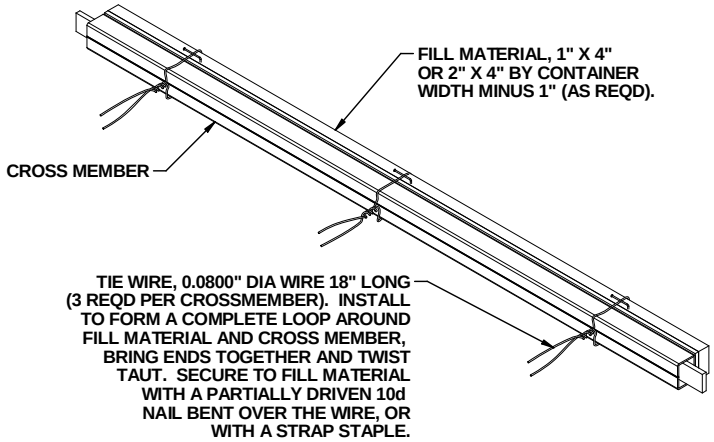
SPECIAL NOTE:

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.



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 5. SEE GENERAL NOTES "P" AND "R" ON PAGE 3.



FILL DETAIL

THIS DETAIL DEPICTS THE METHOD OF POSITIONING FILL MATERIAL BETWEEN CROSS MEMBER AND LADING, WHEN THE VOID BETWEEN THE TWO IS GREATER THAN 1".