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LOADING AND BRACING* ON COM- MERCIAL FLATRACK ISO CONTAINERS OF AMRAAM PACKED IN CNU-415 (AIM- 120) OR CNU-555 (CATM-120) SHIPPING AND STORAGE CONTAINERS

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* 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

<p>APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND</p> <p>RUS.ALLEN. J.123035428 2</p> <p>Digitally signed by RUS.ALLEN. J.123035428 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282 Date: 2010.01.13 12:56:44 -06'00'</p>		<p>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 8.</p>			
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PROJECT SP 405-00

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. ALL LOADS SHIPPED BY THE PROCEDURES DEPICTED IN THIS DRAWING MUST BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN TITLE 49, THE UNITED STATES CODE OF FEDERAL REGULATIONS; AR 55-355/AFM 75-2; DOD 4500.32-R; DOD 5100.76-M; DOD 6055.9-STD; AS WELL AS ANY AND ALL OTHER APPLICABLE SERVICE REGULATIONS.
- C. 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. SEE PAGE 3 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 FLATRACK ISO CONTAINER MUST NOT BE EXCEEDED.
- D. THE LOAD AS SHOWN IS BASED ON A 5,700 POUND 20' LONG BY 8' WIDE FLATRACK ISO CONTAINER WITH FULL HEIGHT ENDWALLS, AND INSIDE DIMENSIONS OF 19'-4" LONG BY 7'-2" WIDE. 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.
- E. WHEN LOADING CONTAINERS, THEY ARE TO BE POSITIONED SO AS TO ACHIEVE A TIGHT LOAD BETWEEN THE END BLOCKING ASSEMBLIES AND THE LADING. ALTHOUGH A TOTAL OF 1" OF UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD IS PERMITTED, LONGITUDINAL VOIDS WITHIN THE LOAD ARE TO BE HELD TO A MINIMUM, NOT EXCEEDING 1/2". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY INCREASING THE LENGTH OF THE STRUTS.
- 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. WHEN INSTALLING END BLOCKING ASSEMBLIES AND ENDWALL GATES, THE ASSEMBLIES MUST BE POSITIONED SO AS TO BE SUPPORTED AND IN LINE WITH THE STRONG POINTS OF THE FLATRACK ENDWALLS. **NOTE:** SOME FLATRACK ENDWALLS WILL REQUIRE FILL PIECES TO BE INSTALLED ON THE END WALL GATES TO PROVIDE A UNIFORM LOAD BEARING SURFACE. NAIL THESE FILL PIECES TO THE END WALL GATES W/1 APPROPRIATELY SIZED NAIL EVERY SIX INCHES. THESE PIECES ARE NOT REQUIRED IF THE ENDWALL IS SMOOTH (IF THE HINGES DO NOT PROTRUDE).
- J. WHEN STEEL STRAPPING IS SEALED IN 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 ON PAGE 8 FOR GUIDANCE.
- K. THE 2" STRAPPING USED FOR LOAD SECUREMENT, I.E., HOLD-DOWN STRAPS, WILL ONLY BE FASTENED TO THE FLATRACK CONTAINER BY UTILIZING TIE-DOWN PROVISIONS LOCATED ON THE TOP OR ALONG THE SIDE OF THE FLATRACK BOTTOM SIDE RAILS. **CAUTION:** THE LOAD SECUREMENT STRAPS WILL NOT BE POSITIONED AROUND THE UNDERSIDE OR THROUGH THE FORKLIFT POCKETS OF THE FLATRACK CONTAINER. ADDITIONALLY, THE FLATRACK TIEDOWN PROVISIONS MUST BE AT LEAST AS STRONG AS THE 2" LOAD SECUREMENT STRAPPING BEING USED; AND BE OF A SUFFICIENT WIDTH TO RECEIVE THE 2" STRAPPING AND BE OF A DESIGN WHICH WILL PROVIDE A BEARING SURFACE ACROSS THE FULL WIDTH OF THE 2" STRAPPING SO THAT THE STRAPPING WILL NOT BE DEFORMED, ESPECIALLY AT ITS EDGES, WHEN PROPERLY TENSIONED.
- L. REFER TO ASSOCIATION OF AMERICAN RAILROADS MANUAL "GENERAL RULES GOVERNING THE LOADING OF COMMODITIES ON OPEN TOP CARS" FOR APPLICABLE LOADING RULES AS FOLLOWS: PREFACE, 1, 2, 3, 5, 7, 10, 12, 13, 14, AND 15. NOTE THAT ALL STRAPPING USED FOR LOAD SECUREMENT, I.E., HOLD-DOWN STRAPS, MUST BE MARKED AS SPECIFIED IN LOADING RULE 15.
- M. 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.

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(GENERAL NOTES CONTINUED)

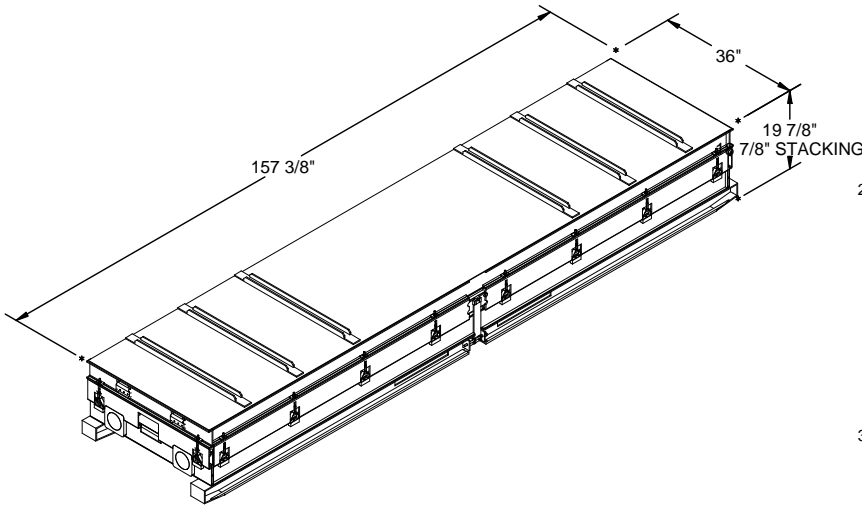
- N. **CAUTION:** DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- O. PORTIONS OF THE FLATRACK DEPICTED WITHIN THIS DRAWING, SUCH AS THE ENDWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- P. **MAXIMUM LOAD WEIGHT CRITERIA:**
THE 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.
- Q. 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.
- R. 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.
- S. THE LOAD AS SHOWN ON PAGE 4 MAY BE REDUCED BY ONE, TWO OR THREE LAYERS FOR A SHIPMENT OF SIX, FOUR OR TWO CONTAINERS, RESPECTIVELY, IF DESIRED.
- 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 3 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. 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.
- W. THE OUTLOADING PROCEDURES SPECIFIED HEREIN CAN ALSO BE UTILIZED FOR THE SHIPMENT OF THE DEPICTED CONTAINERS WHEN THEY ARE LOADED WITH AN ITEM WHICH IS IDENTIFIED DIFFERENTLY BY NOMENCLATURE THAN THE ITEM DESIGNATED IN THE DRAWING TITLE.

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.
- STAPLE, STRAP - - - : COMMERCIAL GRADE.
- ANTI-CHAFING MATERIAL - - - - - : MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.

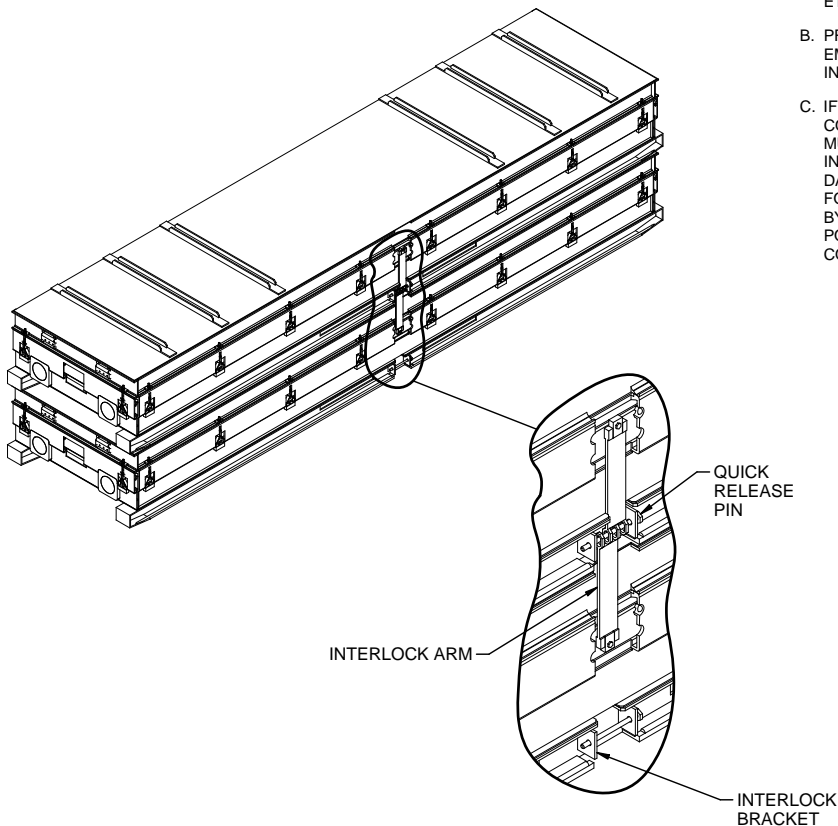
UNITIZATION AND HANDLING GUIDANCE

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.



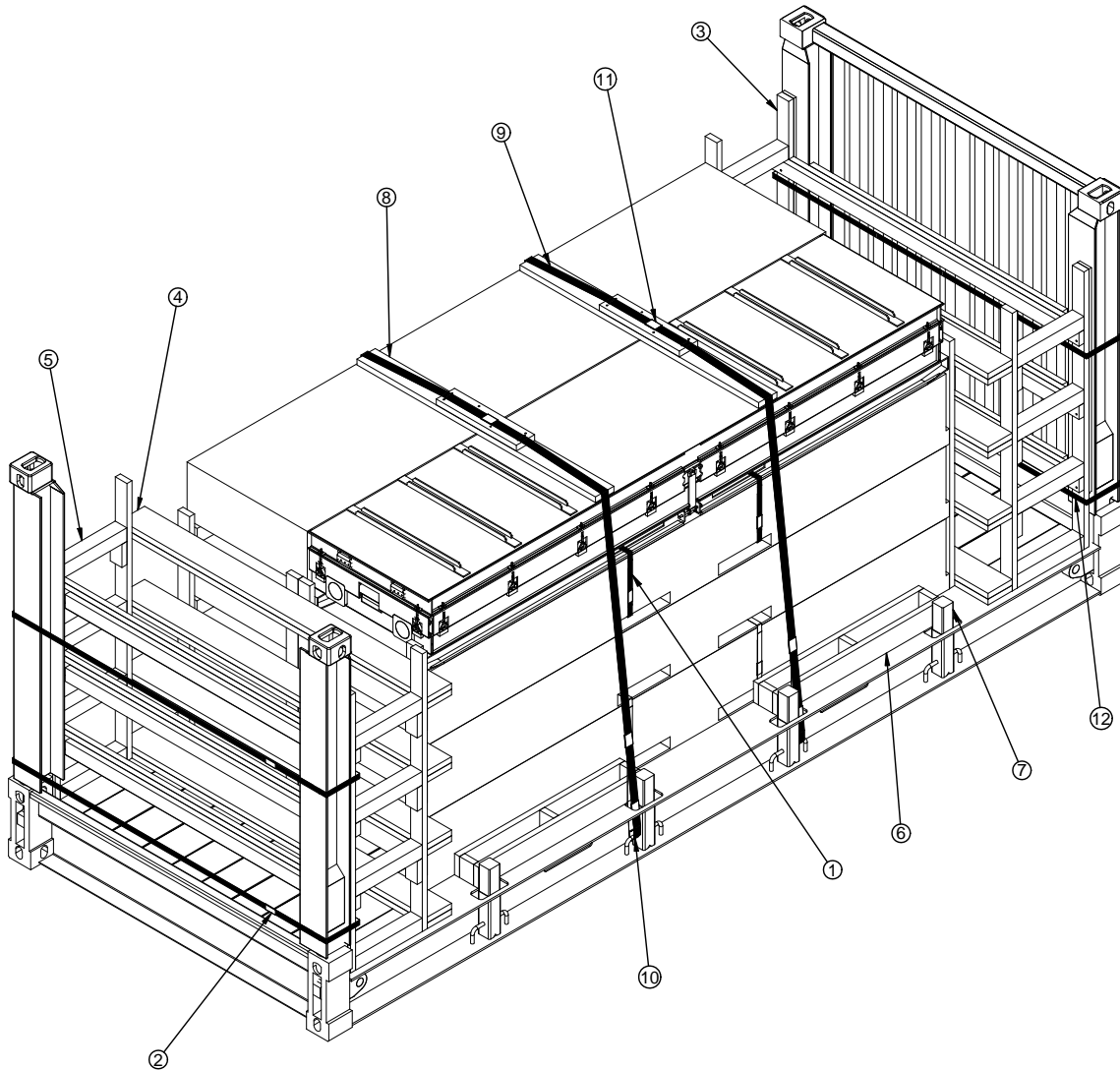
CNU-415 OR CNU-555 CONTAINER

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.



ISOMETRIC VIEW

(KEY NUMBERS CONTINUED)

- ⑨ HOLD-DOWN STRAP, 2" X .050" OR .044" X 27'-0" LONG STEEL STRAPPING (2 REQD). INSTALL EACH STRAP FROM TWO PIECES, EACH 11'-9" LONG. FASTEN TO TIE-DOWN PROVISION ON THE SIDE OF THE FLATRACK AND BRING UP TO THE TOP OF THE LOAD WHERE THEY CAN BE TENSIONED AND SEALED. STAPLE TO STRAPPING BOARD W/2 STAPLES EACH.
- ⑩ PAD, STRAPPING 2" X .050" OR .044" X 18" (4 REQD). PRE-POSITION THE PAD BETWEEN THE HOLD-DOWN STRAP AND THE FLATRACK TIEDOWN PROVISIONS. SEE THE "TIEDOWN DETAIL" ON PAGE 8.
- ⑪ SEAL FOR 2" STRAPPING (10 REQD, 5 PER STRAP). FASTEN 2" HOLD DOWN STRAP WITH ONE SEAL AT EACH LOCATION CRIMPED WITH TWO PAIR OF NOTCHES. FASTEN PAD WITH ONE SEAL CRIMPED WITH ONE PAIR OF NOTCHES. SEE THE "TIEDOWN DETAIL" ON PAGE 8.
- ⑫ GATE STRAP, 1-1/4" X .035" OR .031" BY A LENGTH TO SUIT (REF: 18'-6") (4 REQD). INSTALL STRAPPING AROUND ENDWALL AND ENDWALL GATE AS SHOWN.

KEY NUMBERS

- ① UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" (2 REQD). INSTALL STRAPPING THROUGH THE FORK POCKETS OF THE TOP TWO CONTAINERS OF THE STACK. **NOTE:** THE LOAD SHOWN ABOVE DEPICTS THE CONTAINERS IN THE FIRST AND SECOND LAYERS AS BEING UNITIZED USING THE CONTAINER INTERLOCKS. SEE "UNITIZATION AND HANDLING GUIDANCE" ON PAGE 3.
- ② SEAL FOR 1-1/4" STRAPPING (6 REQD, 1 PER STRAP). CRIMP EACH SEAL WITH TWO PAIR OF NOTCHES.
- ③ ENDWALL GATE (2 REQD). SEE DETAIL ON PAGE 7.
- ④ END BLOCKING ASSEMBLY (2 REQD). SEE DETAIL ON PAGE 6.
- ⑤ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 20") (16 REQD). TOENAIL TO THE BUFFER PIECES OF THE END BLOCKING ASSEMBLY AND THE VERTICAL PIECES OF THE ENDWALL GATE W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 8.
- ⑥ SIDE BLOCKING ASSEMBLY (4 REQD). SEE DETAIL ON PAGE 6.
- ⑦ STAKE, 4" X 4" X 18" (8 REQD). INSTALL THE STAKE INTO THE FLATRACK STAKE POCKETS WITH A TIGHT (SNUG) FIT. **NOTE:** REFERENCE DIMENSIONS FOR A TIGHT FITTING STAKE ARE 3-1/4" (ACTUAL) X 3-1/4" (ACTUAL). NAIL 1-20d NAIL THROUGH THE HOLE PROVIDED IN THE FACE OF THE FLATRACK STAKE POCKET AND INTO THE STAKE. BEND THE PROTRUDING HEAD OF THE NAIL OVER AND AGAINST THE STAKE POCKET. TOENAIL TO THE SIDE BLOCKING ASSEMBLIES W/2-20d NAILS AT EACH CONTACT.
- ⑧ STRAPPING BOARD ASSEMBLY (2 REQD). POSITION VERTICALLY IN LINE WITH THE FLATRACK TIE DOWN POINTS AND ON THE FLAT SURFACE OF THE CONTAINER LIDS. SEE DETAIL ON PAGE 7.

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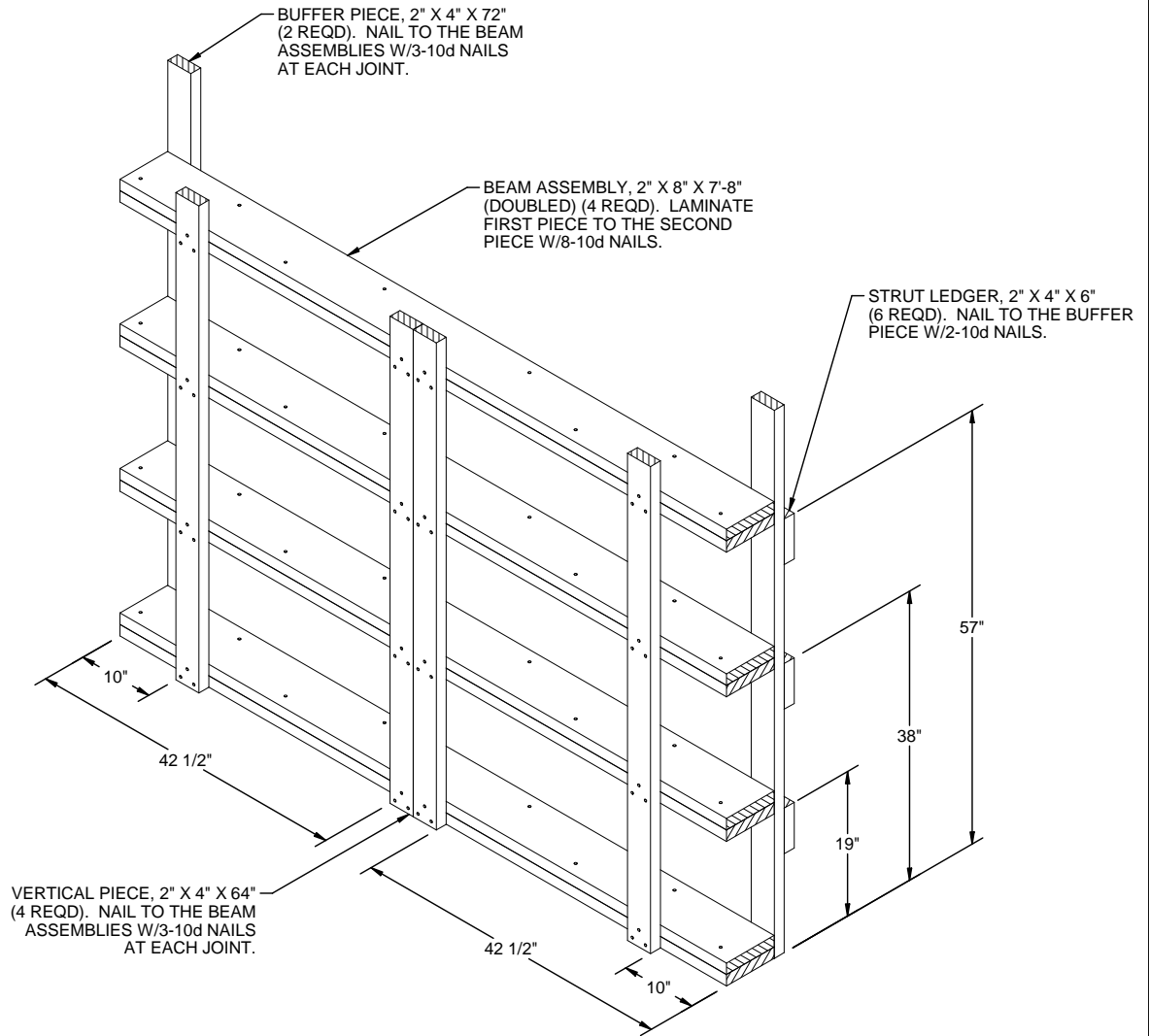
SPECIAL NOTES:

1. IF THE CORNER POSTS OF THE FLATRACK ARE SMOOTH, I.E., THE ENDWALL HINGE DOES NOT PROTRUDE FROM THE CORNER POST, THE FILL PIECES MAY BE ELIMINATED FROM THE ENDWALL GATES. ALSO, THE LENGTH OF THE FILL PIECE MUST BE ADJUSTED AS REQUIRED DEPENDING ON THE LENGTH OF THE PROTRUDING HINGE.
2. POSITION THE STRAPPING BOARD ASSEMBLIES AND THE HOLD-DOWN STRAPS SO AS TO BE VERTICALLY IN LINE WITH THE FLATRACK TIEDOWN POINTS.
3. THE LOAD AS SHOWN MAY BE REDUCED BY ONE OR TWO OR THREE LAYERS, IF DESIRED FOR A SHIPMENT OF SIX OR FOUR OR TWO CONTAINERS.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	20	7
2" X 4"	224	150
2" X 6"	54	54
2" X 8"	123	164
4" X 4"	39	52
NAI LS	NO. REQD	POUNDS
6d (2")	24	1/4
10d (3")	384	6
12d (3-1/4")	64	1-1/4
20d (4")	24	1
STEEL STRAPPING, 1-1/4" - 96' REQD - - 13-3/4 LBS		
SEAL FOR 1-1/4" STRAPPING - 6 REQD - - - 1/2 LBS		
STEEL STRAPPING, 2" - - - 60' REQD - - - - 20 LBS		
SEAL FOR 2" STRAPPING - - 10 REQD - - - - 2 LBS		
STAPLE FOR 2" STRAPPING - - 4 REQD - - - - NI L		

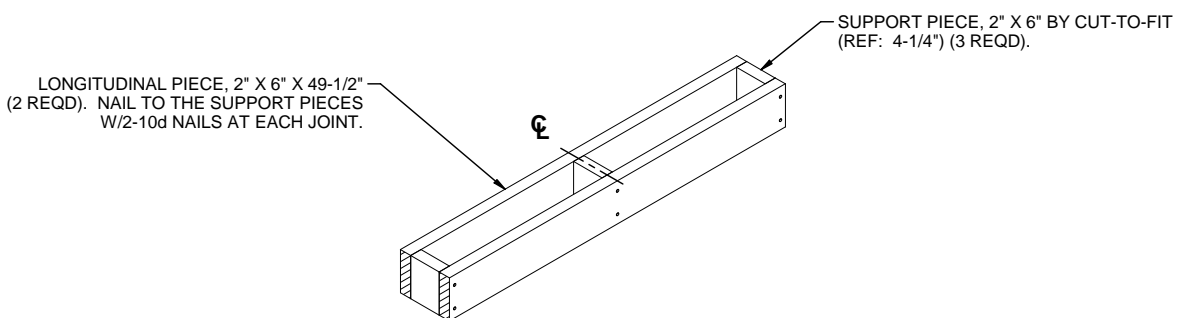
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER	8	16,600 LBS
DUNNAGE		892 LBS
CONTAINER		5,700 LBS
TOTAL WEIGHT		23,192 LBS (APPROX)

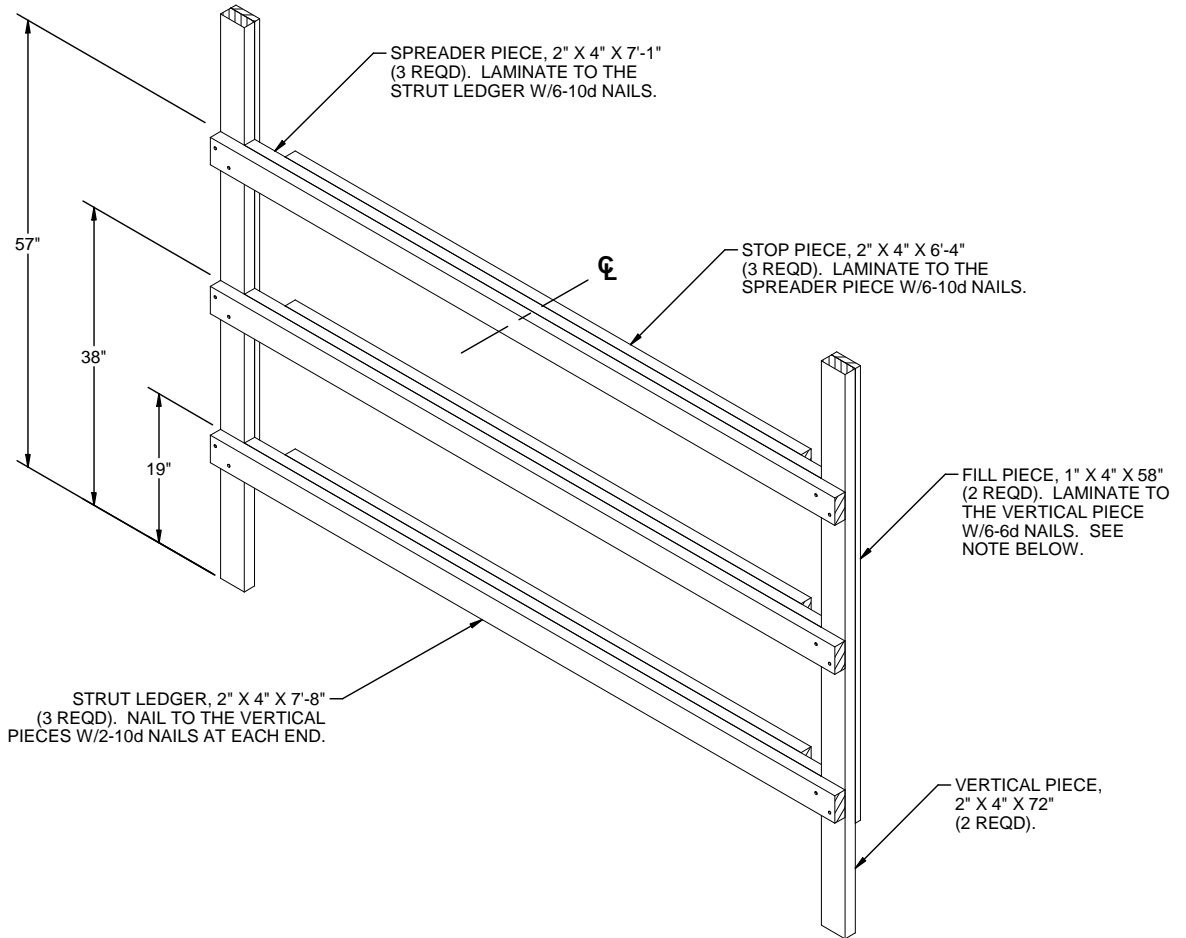


END BLOCKING ASSEMBLY

NOTE: FOR A THREE HIGH LAYER OF CONTAINERS, OMIT THE TOPMOST BEAM ASSEMBLY AND THE TWO TOP STRUT LEDGERS. FOR A TWO HIGH OR ONE HIGH LAYER OF CONTAINERS, OMIT THE TWO UPPER BEAM ASSEMBLIES AND THE TOP FOUR STRUT LEDGERS. SHORTEN THE HEIGHT OF THE VERTICAL PIECES TO 6" ABOVE THE REMAINING TOP BEAM ASSEMBLY.

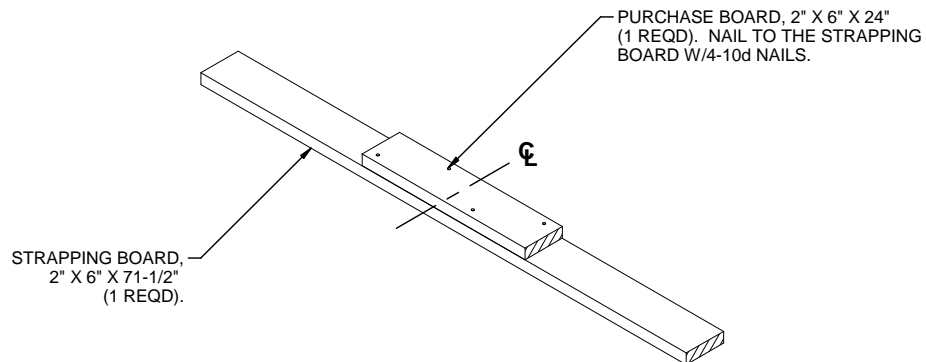


SIDE BLOCKING ASSEMBLY

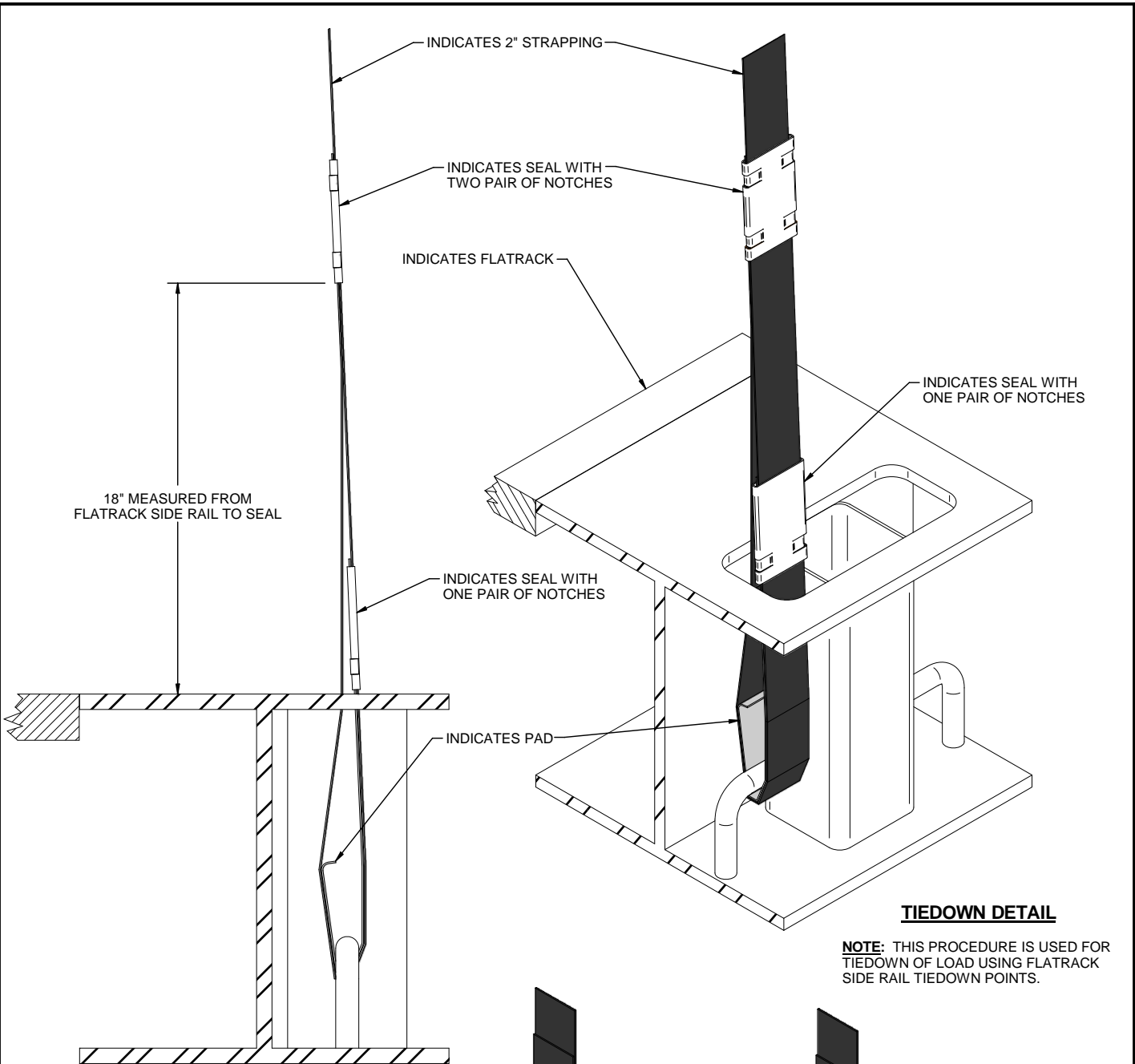


ENDWALL GATE

NOTE: FOR EACH LAYER OF CONTAINERS OMITTED FROM THE LOAD, ELIMINATE THE TOPMOST STRUT LEDGER(S), SPREADER PIECE(S), AND STOP PIECE(S). SHORTEN THE VERTICAL AND FILL PIECES APPROPRIATELY. THE FILL PIECES ARE ONLY REQUIRED IF THE ENDWALL HINGES PROTRUDE BEYOND THE EDGES OF THE FLATRACK CORNER POSTS, ELIMINATE IF THE CONTACT SURFACE IS FLAT.



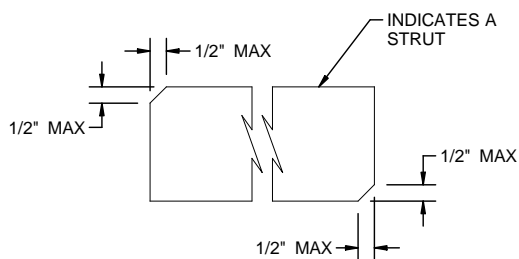
STRAPPING BOARD ASSEMBLY



TIEDOWN DETAIL

NOTE: THIS PROCEDURE IS USED FOR TIEDOWN OF LOAD USING FLATRACK SIDE RAIL TIEDOWN POINTS.

PARTIAL SIDE VIEW



BEVEL CUT

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



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.