

LOADING AND BRACING* ON COMMERCIAL FLATRACK ISO CONTAINERS OF MXU-787 AIRFOIL GROUP PACKED IN CNU-592 SHIPPING AND STORAGE CONTAINERS

INDEX

ITEM	PAGE(S)
GENERAL NOTES AND MATERIAL SPECIFICATIONS	2
CONTAINER DETAILS	3
TYPICAL LOADING PROCEDURES	4-5
DETAILS	6-8

DISTRIBUTION STATEMENT A:

APPROVED FOR PUBLIC RELEASE
DISTRIBUTION IS UNLIMITED.

® 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 .1230354282</p> <p><small>Digitally signed by RUS.ALLEN.J.1230354282 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282 Date: 2013.04.30 13:10:25 -05'00'</small></p>		<p>CAUTION: VERIFY PRIOR TO USE AT HTTPS://MHP.REDSTONE.ARMY.MIL THAT THIS IS THE MOST CURRENT VERSION OF THIS DOCUMENT. THIS IS PAGE 1 OF 8.</p>			
<p>DO NOT SCALE</p>		<p>NOVEMBER 2013</p>			
DESIGN ENGINEER	BASIC	QUYEN TRAN			
	REV.				
ENGINEERING DIVISON	FIEFFER.LAUR A.A.1230375727	<p><small>Digitally signed by FIEFFER.LAUR.A.1230375727 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=FIEFFER.LAUR.A.1230375727 Date: 2013.03.29 13:10:06 -05'00'</small></p>			
TEST ENGINEER	FELICIANO.AD IN.1259200373	CLASS	DIVISION	DRAWING	FILE
TEST REPORT	NA	19	48	8762	SP15J142
EXPLOSIVE SAFETY DIRECTORATE	WILLIAMS.KENY ON.L.1231212392	<p><small>Digitally signed by WILLIAMS.KENYON.L.1231212392 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=WILLIAMS.KENYON.L.1231212392 Date: 2013.04.28 16:24:58 -05'00'</small></p>			
<p>APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND</p> <p>SHIMP.UPTON .R.1231257183</p> <p><small>Digitally signed by SHIMP.UPTON.R.1231257183 DN: cn=US, ou=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=SHIMP.UPTON.R.1231257183 Date: 2013.05.02 14:44:42 -05'00'</small></p> <p>U.S. ARMY DEFENSE AMMUNITION CENTER</p>					

GENERAL NOTES

(GENERAL NOTES CONTINUED)

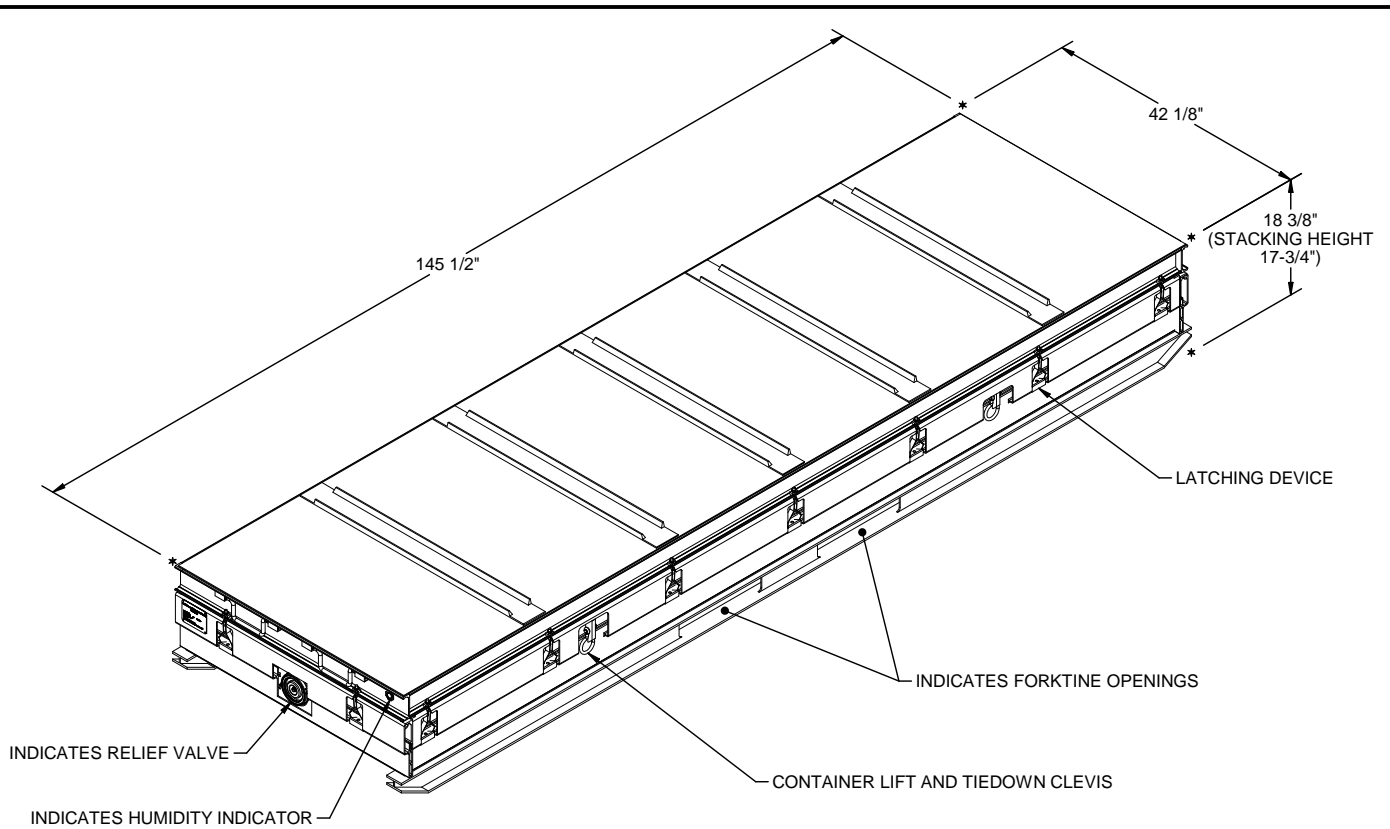
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. ALL LOADS SHIPPED BY THE PROCEDURES DEPICTED IN THIS DRAWING MUST BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN TITLE 49, THE UNITED STATES CODE OF FEDERAL REGULATIONS; AR 55-355/AFM 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 MXU-787 AIRFOIL GROUP PACKED IN CNU-592 SHIPPING AND STORAGE 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 86" 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 ASSEMBLY 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 TIEDOWN 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.

(CONTINUED AT RIGHT)

- 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 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.
- U. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT 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.

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

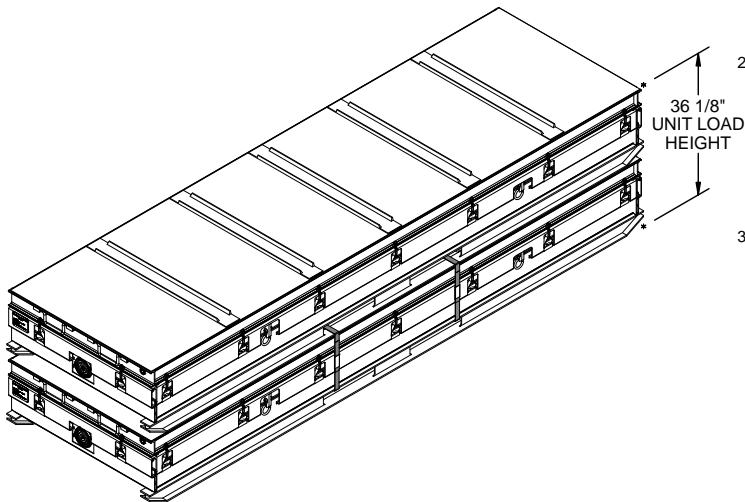


CNU-592 CONTAINER

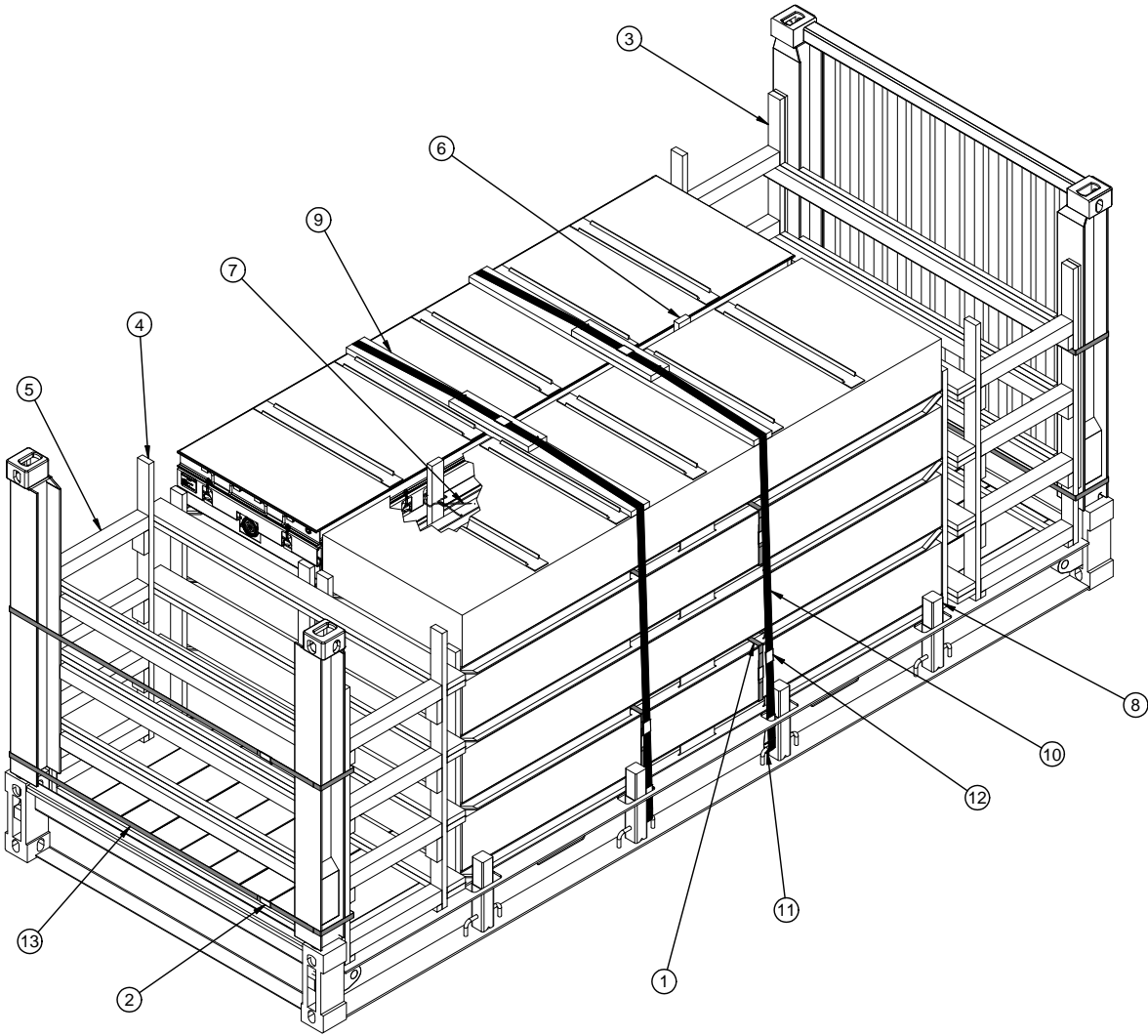
GROSS WEIGHT - - - - - 1,115 LBS (APPROX)
 CUBE - - - - - 65.2 CU FT (APPROX)

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 1-1/4" BANDING STRAPS.
 - A. STACK TWO CONTAINERS AS SHOWN AT LEFT. 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.
3. 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.



TYPICAL UNIT LOAD



ISOMETRIC VIEW

(KEY NUMBERS CONTINUED)

- ⑨ STRAPPING BOARD ASSEMBLY (2 REQD). POSITION VERTICALLY IN LINE WITH THE FLATRACK TIEDOWN POINTS AND ON THE FLAT SURFACE OF THE CONTAINER LIDS. SEE THE DETAIL ON PAGE 7.
- ⑩ HOLD-DOWN STRAP, 2" X .050" OR .044" X 25'-6" LONG STEEL STRAPPING (2 REQD). INSTALL EACH STRAP FROM TWO PIECES, EACH 11'-9" LONG. FASTEN TO TIEDOWN 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.
- ⑪ 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.
- ⑫ 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.
- ⑬ GATE STRAP, 1-1/4" X .035" OR .031" BY A LENGTH TO SUIT (REF: 18'-0") (4 REQD). INSTALL STRAPPING AROUND ENDWALL AND ENDWALL GATE AS SHOWN.

KEY NUMBERS

- ① UNITIZING STRAP, 1-1/4" X .035" OR .031" X 10'-6" (8 REQD, 2 PER UNIT LOAD). INSTALL STRAPPING THROUGH THE FORK POCKETS OF EACH PAIR OF THE CONTAINERS. SEE "UNITIZATION AND HANDLING GUIDANCE" ON PAGE 3.
- ② SEAL FOR 1-1/4" STRAPPING (12 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: 27'-7/8") (16 REQD). TOENAIL TO THE BUFFER PIECES OF THE END BLOCKING ASSEMBLY AND THE ENDWALL GATE W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 8.
- ⑥ ANTI-CHAFING BOARD, 2" X 4" X 72" (2 REQD). POSITION ANTI-CHAFING BOARD APPROXIMATELY 32" FROM EACH END OF THE CONTAINER STACK.
- ⑦ TIE WIRE, .0800" DIA 24" LONG (4 REQD, 2 PER ANTI-CHAFING BOARD). INSTALL THE WIRE TO FORM A COMPLETE LOOP AROUND THE ANTI-CHAFING BOARD AND LIFTING RING ON THE CONTAINERS. BRING ENDS TOGETHER AND TWIST TAUT.
- ⑧ 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.

(CONTINUED AT LEFT)

SPECIAL NOTES:

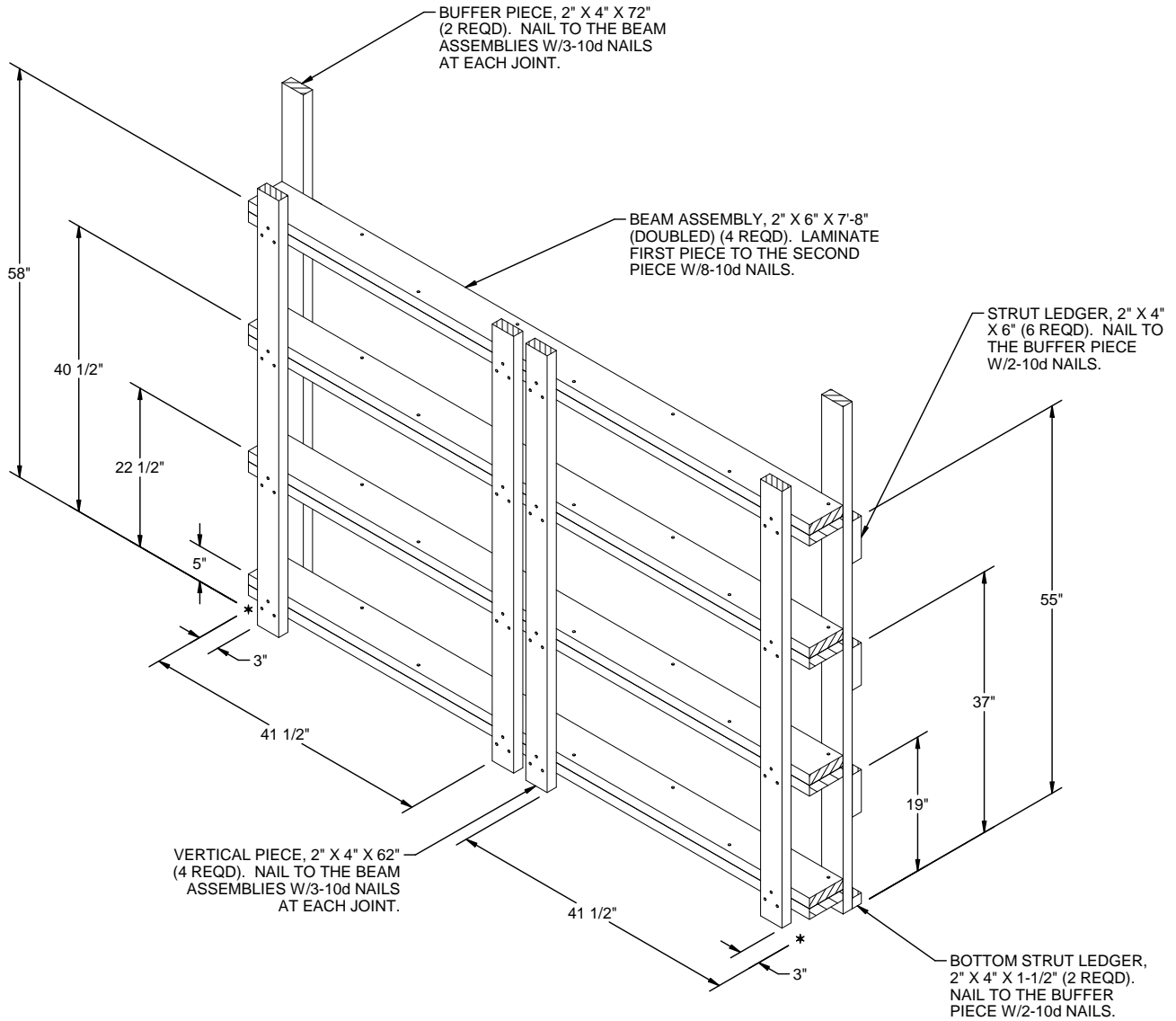
1. IF THE CORNER POSTS OF THE FLATRACK ARE SMOOTH, I.E., THE ENDWALL HINGE DOES NOT PROTRUDE FROM THE CORNER POST, THE FILL PIECES MAY BE ELIMINATED FROM THE ENDWALL GATES. ALSO, THE LENGTH OF THE FILL PIECE MUST BE ADJUSTED AS REQUIRED DEPENDING ON THE LENGTH OF THE PROTRUDING HINGE.
2. POSITION THE 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, TWO OR THREE LAYERS, IF DESIRED FOR A SHIPMENT OF SIX, FOUR OR TWO CONTAINERS.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	19	6
2" X 2"	16	6
2" X 4"	223	149
2" X 6"	141	141
4" X 4"	49	66
NAI LS	NO. REQD	POUNDS
6d (2")	24	1/4
10d (3")	352	5-1/2
12d (3-1/4")	64	1-1/4
20d (4")	8	1/2
STEEL STRAPPING, 1-1/4" - 156' REQD	- -	23-3/4 LBS
SEAL FOR 1-1/4" STRAPPING - 12 REQD	- - -	1/2 LBS
STEEL STRAPPING, 2" - - - 57' REQD	- - -	19 LBS
SEAL FOR 2" STRAPPING - - - 10 REQD	- - - -	2 LBS
STAPLE FOR 2" STRAPPING - - 4 REQD	- - - -	NIL
WIRE, .080"DIA - - - - - 8' REQD	- - -	1/4 LBS

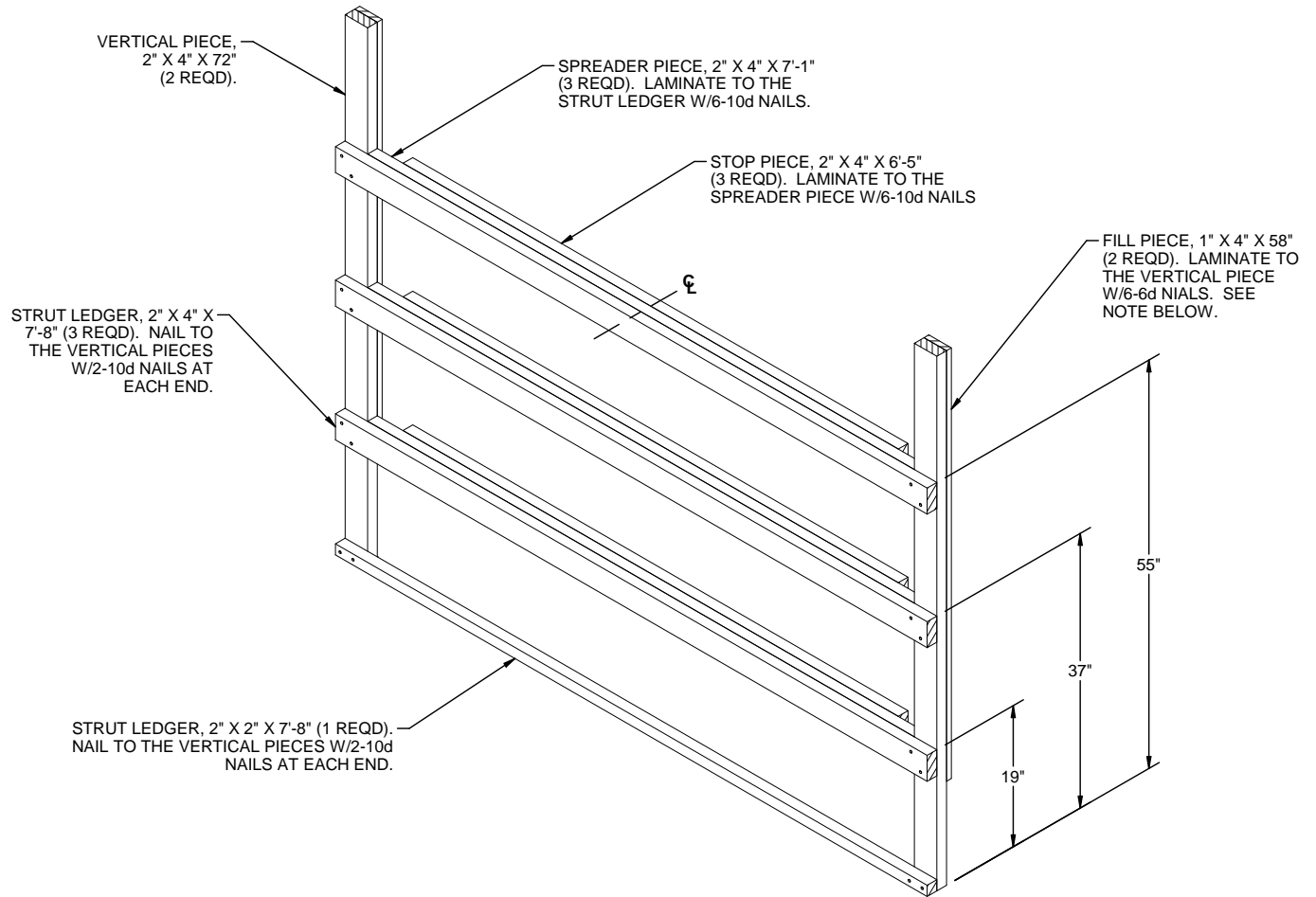
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU CONTAINER - - - - 8 - - - - -	- - - - -	8,920 LBS
DUNNAGE - - - - -	- - - - -	789 LBS
CONTAINER - - - - -	- - - - -	5,700 LBS
TOTAL WEIGHT - - - - -		15,409 LBS (APPROX)



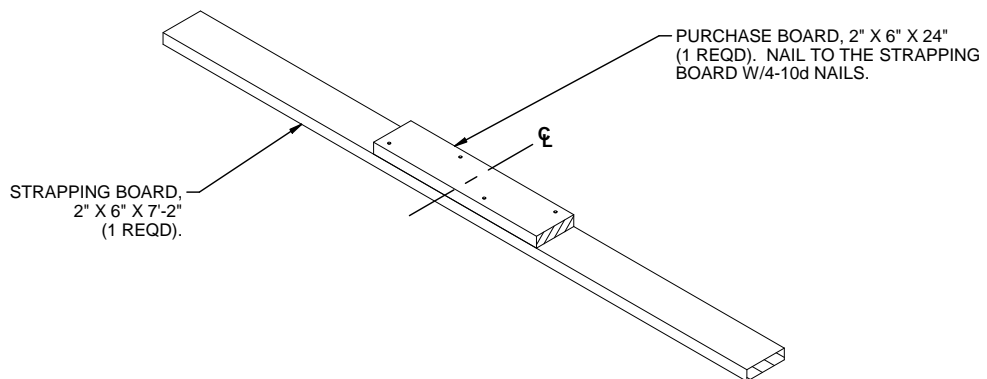
END BLOCKING ASSEMBLY

NOTE: FOR EACH LAYER OF CONTAINERS OMITTED FROM THE LOAD, ELIMINATE THE TOPMOST BEAM ASSEMBLY(S) AND THE TOPMOST STRUT LEDGERS (TWO PER LAYER). SHORTEN THE HEIGHT OF THE VERTICAL PIECE TO 4" ABOVE THE REMAINING TOP BEAM ASSEMBLY.

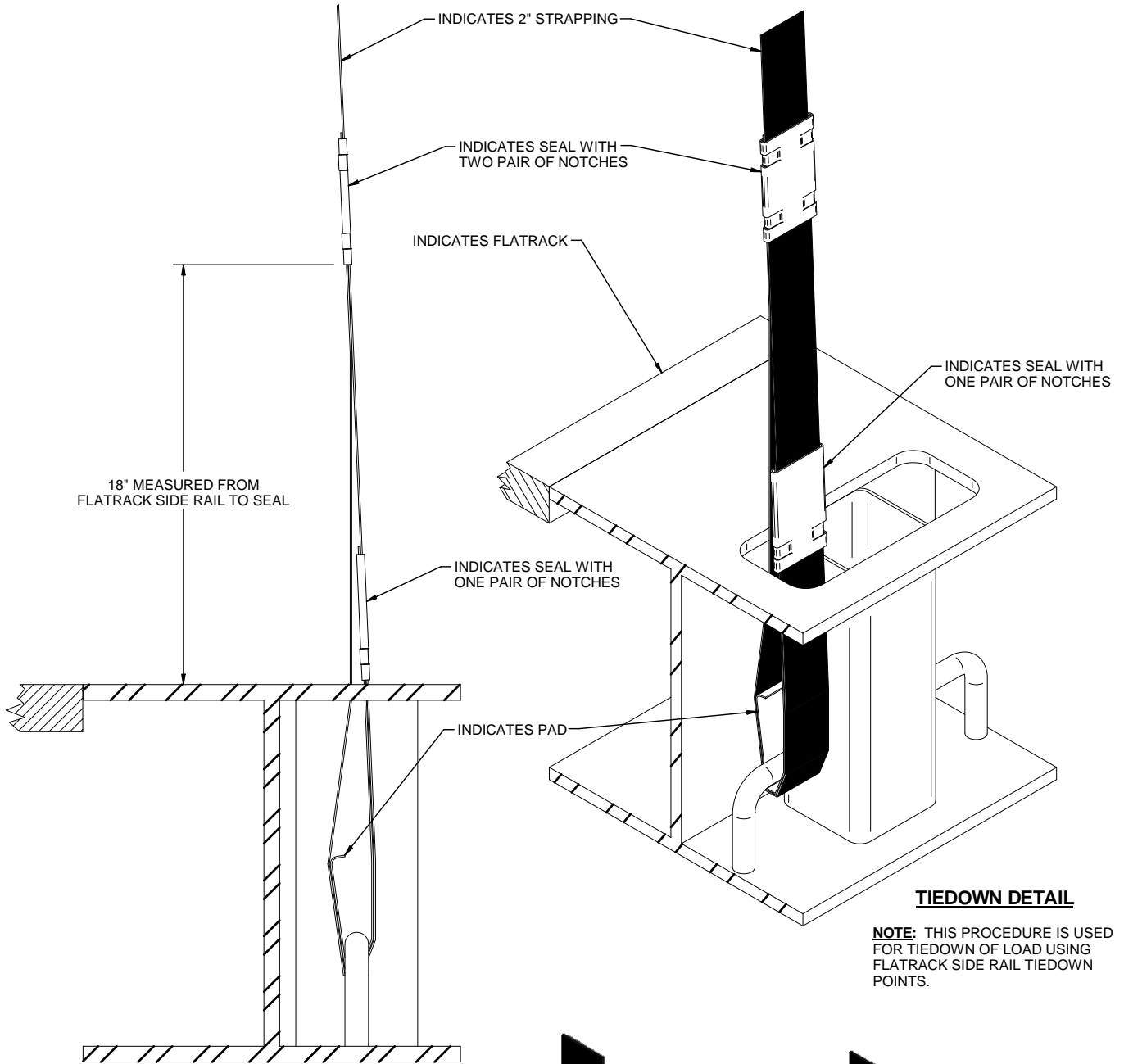


ENDWALL GATE

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 PIECES AND THE 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 SURFACES IS FLAT.



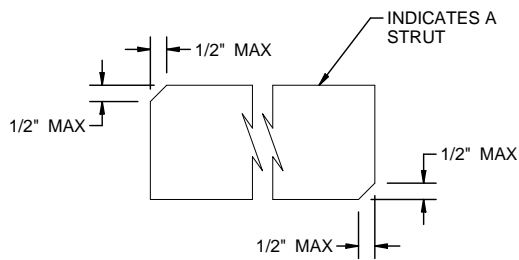
STRAPPING BOARD ASSEMBLY



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 ACHIEVMENT 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.