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# LOADING AND BRACING<sup>⊕</sup> IN END OPENING ISO CONTAINERS OF BLU-109 BOMBS ON MHU-212 METAL PALLETS

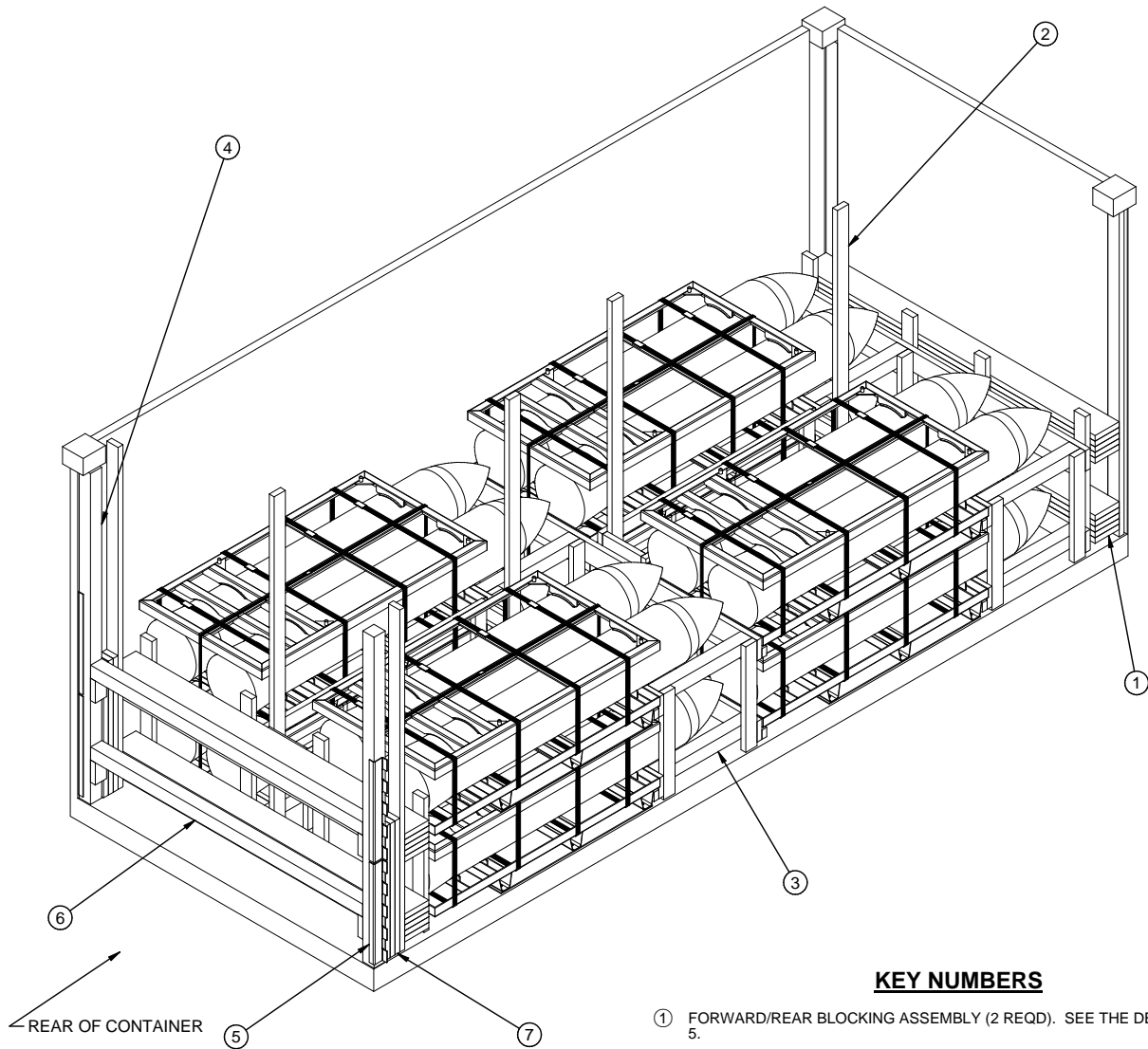
## INDEX

ITEM	PAGE(S)
TYPICAL LOADING PROCEDURES - - - - -	2
GENERAL NOTES AND MATERIAL SPECIFICATIONS - - - - -	3
PALLET UNIT DETAIL - - - - -	4
DETAILS - - - - -	4-7
LESS-THAN-FULL-LOAD PROCEDURES - - - - -	8

⊕ 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 <small>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: 2010.08.18 14:09:20 -05'00'</small>		<b>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.</b>			
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				FILE <b>SP15PB13</b>	



**ISOMETRIC VIEW**

**KEY NUMBERS**

- ① FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.
- ② CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- ③ SUPPORT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- ④ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 7, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑤ UNIVERSAL LOAD RETAINER (4 REQD, 2 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 7, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-0-1/2") (2 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 5.
- ⑦ FILL MATERIAL, 4" WIDE BY 36" LONG MATERIAL (AS REQD). NAIL THE FIRST PIECE TO THE REAR BLOCKING ASSEMBLY W/4 NAILS OF A SUITABLE SIZE (10d FOR 2" THICK MATERIAL). NAIL EACH ADDITIONAL PIECE TO THE PREVIOUS PIECE IN A SIMILAR MANNER. **NOTE:** MULTIPLE PIECES MAY BE LAMINATED TOGETHER FIRST AND THEN TOENAILED TO THE REAR BLOCKING ASSEMBLY. SEE "DETAIL A" ON PAGE 7.

**BILL OF MATERIAL**

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	255	170
2" X 6"	61	61
2" X 8"	152	202
4" X 4"	68	90
NAI LS	NO. REQD	POUNDS
10d (3")	536	8-1/4
12d (3-1/4")	8	1/4
UNIVERSAL LOAD RETAINER	4 REQD	26 LBS

**LOAD AS SHOWN**

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	8	34,584 LBS
DUNNAGE		1,081 LBS
CONTAINER		4,700 LBS
<b>TOTAL WEIGHT</b>		<b>40,365 LBS (APPROX)</b>

## 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 UNLOADING PROCEDURES ARE APPLICABLE TO LOADS OF BLU-109 BOMBS ON MHU-212 METAL PALLETS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH BOMB ITEMS. SEE PAGE 4 FOR DETAILS OF THE PALLET UNIT. **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 PALLET UNITS, 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 INCREASING THE LENGTH OF LATERAL PIECES ON THE CRIB 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 BLOCKING ASSEMBLY 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.

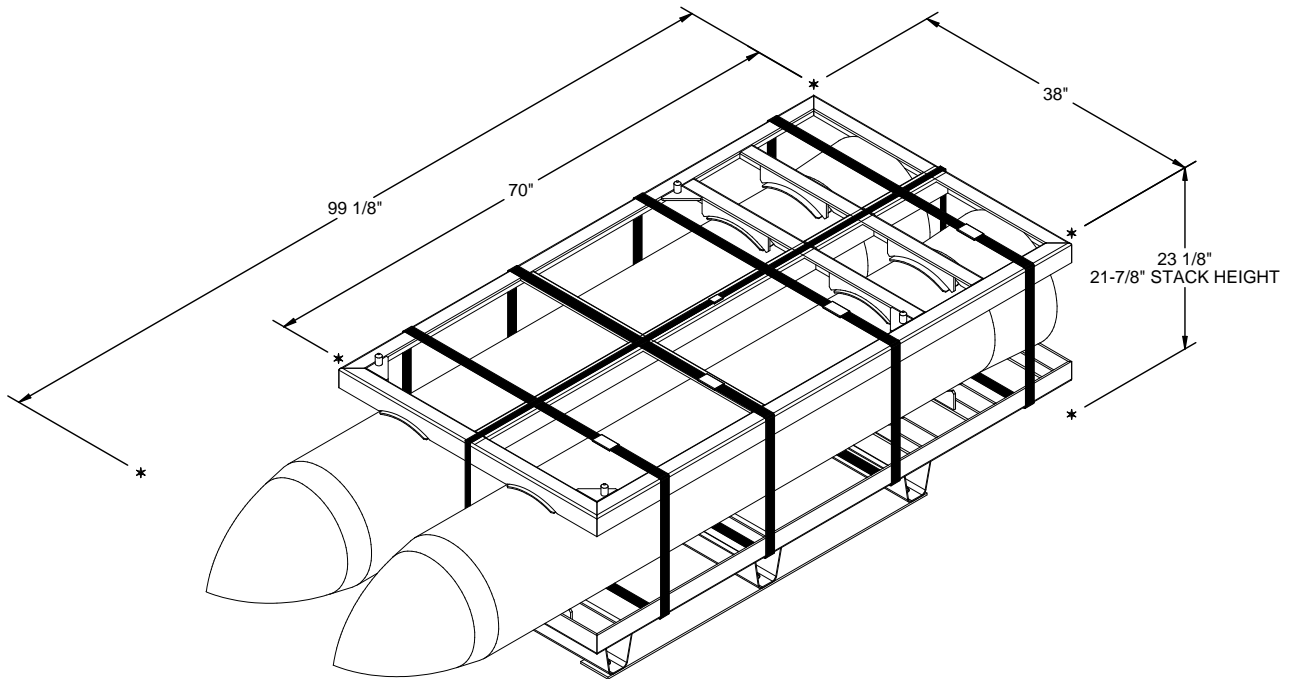
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## (GENERAL NOTES CONTINUED)

- 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. THE QUANTITY OF PALLET UNITS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL-LOAD PROCEDURES" AND FILLER ASSEMBLY DETAIL ON PAGE 8.
- Q. FOUR UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING FIVE MORE PALLET UNITS, AND TWO ARE REQUIRED WHEN LOADING LESS THAN FIVE PALLET UNITS. 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.
- R. IF DESIRED FOR EASE OF PALLET UNIT HANDLING OR FOR SAFETY PURPOSES, EACH STACK OF TWO PALLET UNITS MAY BE UNITIZED TOGETHER PRIOR TO LOADING. SEE THE "UNITIZATION AND HANDLING GUIDANCE" ON PAGE 4.
- S. ANTI-CHAFING MATERIAL MAY BE ADDED BETWEEN PALLET UNITS AND END OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO THE PALLET UNIT.
- T. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO FORWARD/REAR BLOCKING ASSEMBLIES, TWO SUPPORT ASSEMBLIES, TWO CRIB FILL ASSEMBLIES, AND TWO DOOR POST VERTICALS.
  2. INSTALL THE FORWARD BLOCKING ASSEMBLY.
  3. INSTALL ONE SUPPORT ASSEMBLY.
  4. LOAD THE FIRST FOUR PALLET UNITS.
  5. INSTALL ONE CRIB FILL ASSEMBLY.
  6. INSTALL ONE SUPPORT ASSEMBLY.
  7. LOAD THE LAST FOUR PALLET UNITS.
  8. INSTALL ONE CRIB FILL ASSEMBLY.
  9. INSTALL THE REAR BLOCKING ASSEMBLY.
  10. INSTALL TWO DOOR POST VERTICALS AND FOUR UNIVERSAL LOAD RETAINERS.
  11. INSTALL THE FILL MATERIAL AND TWO DOOR SPANNERS.

## MATERIAL SPECIFICATIONS

<u>LUMBER</u>	- - - - -	SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
<u>NAILS</u>	- - - - -	ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
<u>STRAPPING, STEEL</u>	- - -	ASTM D3953; FLAT STRAPPING, TYPE 1, HEAVY DUTY, FINISH A, B (GRADE 2), OR C.
<u>SEAL, STRAP</u>	- - - - -	ASTM D3953; CLASS H, FINISH A, B (GRADE 2), OR C, DOUBLE NOTCH TYPE, STYLE 1, II, OR IV.
<u>ANTI-CHAFING MATERIAL</u>	- - - - -	MI L-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
<u>STEEL, STRUCTURAL</u>	- - - - -	ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.



**BLU-109 ON MHU-212 PALLET**

GROSS WEIGHT - - - - - 4,323 LBS (APPROX)  
 CUBE - - - - - 47.7 CU FT (APPROX)

**UNITIZATION AND HANDLING GUIDANCE**

1. STACKING PALLET UNITS FOR UNITIZING:
  - A. AN UPPER PALLET UNIT SHOULD BE PLACED AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE LOWER PALLET UNIT.
  - B. POSITION THE AFT END OF AN UPPER PALLET UNIT ABOVE THE AFT END OF THE LOWER PALLET UNIT.
  - C. THE PALLET UNIT SKIDS OF AN UPPER PALLET UNIT SHOULD BE FULLY SEATED AGAINST THE SKID LOCATOR PIECES ON THE COVER OF THE LOWER PALLET UNIT.
2. UNITIZING PROCEDURE USING 1-1/4" STEEL STRAPING, SEE ALSO GENERAL NOTE "R" ON PAGE 3:
  - A. STACK TWO PALLET UNITS AS SHOWN. BE SURE TO ALIGN THE STACKING FEATURES.
  - B. FEED UNITIZING STRAP, 1-1/4" X .035" OR .031" X 14'-8" LONG STEEL STRAPPING (2 REQD PER STACK), THROUGH THE OUTER PALLET POSTS OF THE LOWER PALLET UNIT.
  - C. BRING THE STRAP ENDS TOGETHER OVER THE TOP FRAME OF THE TOP PALLET UNIT.
  - D. TENSION AND SECURE EACH STRAP WITH ONE DOUBLE-NOTCHED SEAL (2 REQD PER STACK).

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**(UNITIZATION AND HANDLING GUIDANCE CONTINUED)**

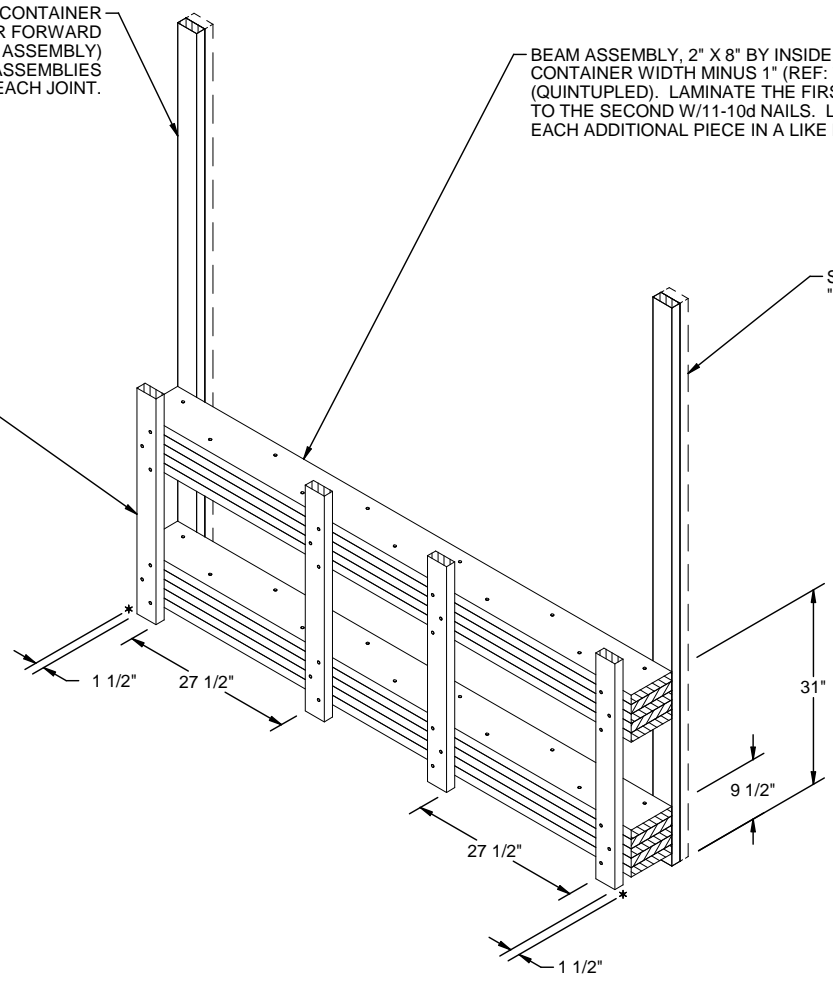
3. PALLET UNIT OR PALLET UNIT STACK HANDLING:
  - A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIAL HANDLING EQUIPMENT WILL BE USED FOR HANDLING THE DEPICTED PALLET UNITS. APPROVED MATERIAL HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS, SPREADER BARS, ETC.) 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 PALLET UNITS SHOULD BE HANDLED FROM A SIDE POSITION AS MUCH AS POSSIBLE. CARE MUST BE EXERCISED WHEN INSERTING FORKS UNDER A PALLET UNIT, TO PREVENT DAMAGE TO THE PALLET UNIT BY THE FORK TINES OR THE FORKLIFT PACKAGE GUARD. IF ONE PALLET UNIT IS HANDLED BY SLINGING, THE SLING MAY BE ATTACHED TO THE LIFTING POINTS ON THE PALLET UNIT. DO NOT HANDLE STACKED PALLET UNITS WITH A SLING.
  - D. WHEN UNLOADING A PALLET UNIT OR PALLET UNIT STACK FROM THE END OPENING CONTAINER, THE FORKLIFT TINES WILL BE INSERTED UNDER THE LOWER PALLET UNIT, THE FORKLIFT WILL THEN ELEVATE THE END SLIGHTLY ABOVE THE FLOOR, AND BEGIN DRAGGING THE PALLET UNIT OR STACK FROM THE CONTAINER AFTER ATTACHING A CHAIN OR WEB STRAP FROM A LOWER PALLET UNIT LIFT POINT AROUND THE FORKLIFT MAST TO A LIFT POINT OF THE OPPOSITE SIDE OF THE PALLET UNIT.

BUFFER PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-4" FOR FORWARD ASSEMBLY, 7'-8" FOR REAR ASSEMBLY) (2 REQD). NAIL TO THE BEAM ASSEMBLIES W/3-10d NAILS AT EACH JOINT.

BEAM ASSEMBLY, 2" X 8" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (QUINTUPLED). LAMINATE THE FIRST PIECE TO THE SECOND W/11-10d NAILS. LAMINATE EACH ADDITIONAL PIECE IN A LIKE MANNER.

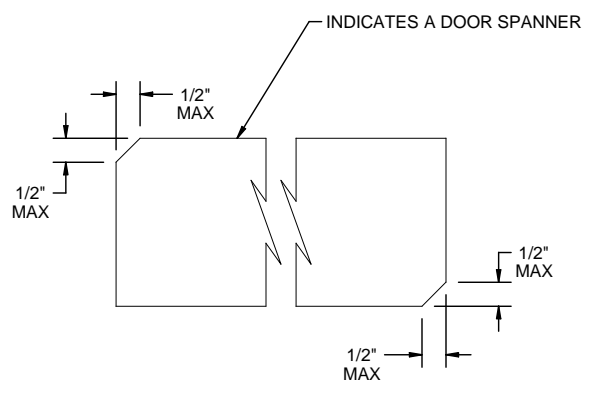
SEE GENERAL NOTE "G" ON PAGE 3.

VERTICAL PIECE, 2" X 4" X 36" (4 REQD). NAIL TO THE BEAM ASSEMBLIES W/3-10d NAILS AT EACH JOINT.



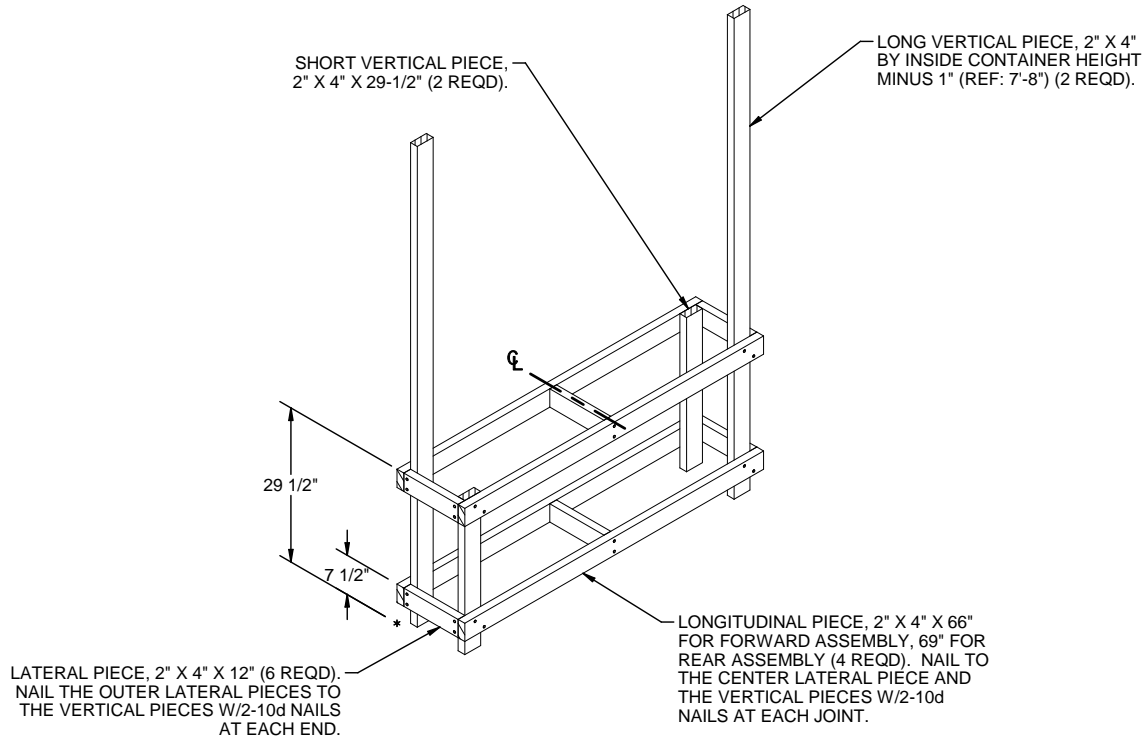
**FORWARD/REAR BLOCKING ASSEMBLY**

FOR A ONE HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND SHORTEN THE SUPPORT PIECES FROM 36" TO 14". IF 2" X 8" MATERIAL IS NOT AVAILABLE OR IF DESIRED, 2" X 6" MATERIAL MAY BE USED FOR THE BEAM ASSEMBLIES. REPLACE EACH QUINTUPLED 2" X 8" BEAM ASSEMBLY WITH AN OCTUPLED 2" X 6" BEAM ASSEMBLY. RELOCATE THE BEAM ASSEMBLIES FROM 31" AND 9-1/2" TO 33" AND 12".



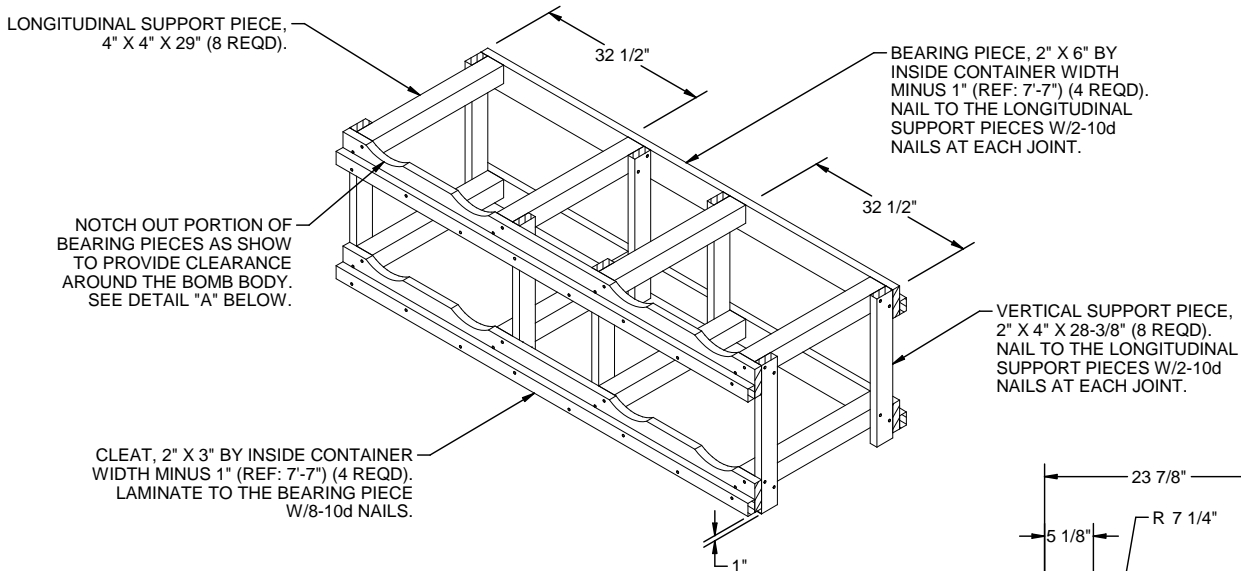
**BEVEL CUT**

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



**CRIB FILL ASSEMBLY**

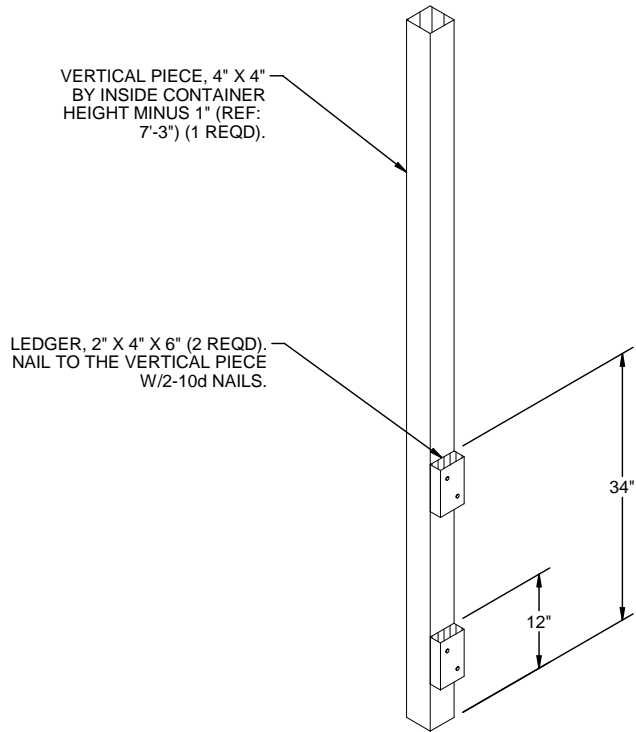
FOR A ONE HIGH LOAD, ELIMINATE THE TOP LONGITUDINAL PIECES AND LATERAL PIECES AND SHORTEN THE SHORT VERTICAL PIECES FROM 29-1/2" TO 7-1/2".



**SUPPORT ASSEMBLY**

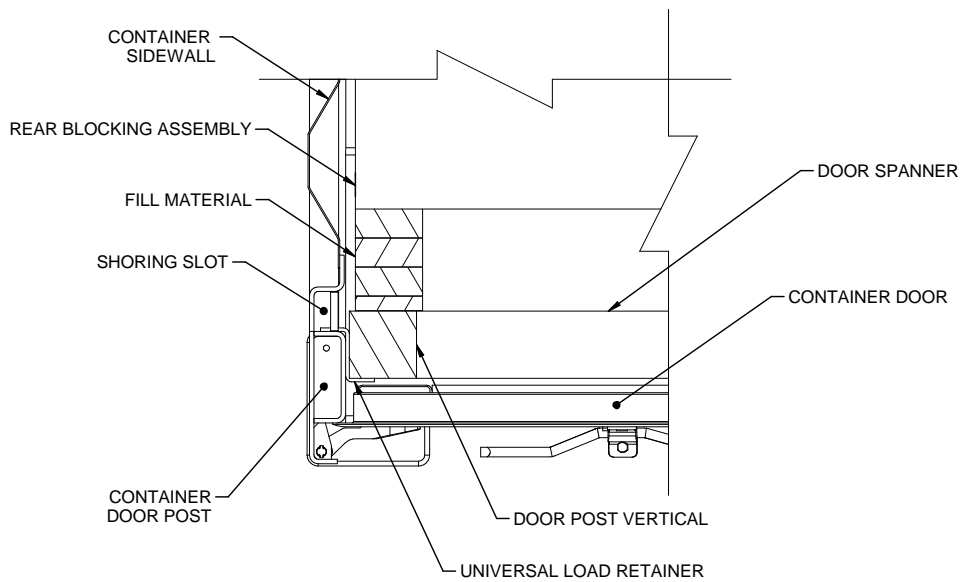
ELIMINATE CLEATS ON THE SIDE THAT CONTACTS FORWARD BLOCKING ASSEMBLY. FOR A ONE HIGH LOAD, ELIMINATE THE TOP SET OF THE LONGITUDINAL SUPPORT PIECES, BEARING PIECES, AND CLEATS, SHORTEN THE VERTICAL SUPPORT PIECES FROM 28-3/8" TO 6-1/2".

**DETAIL A**



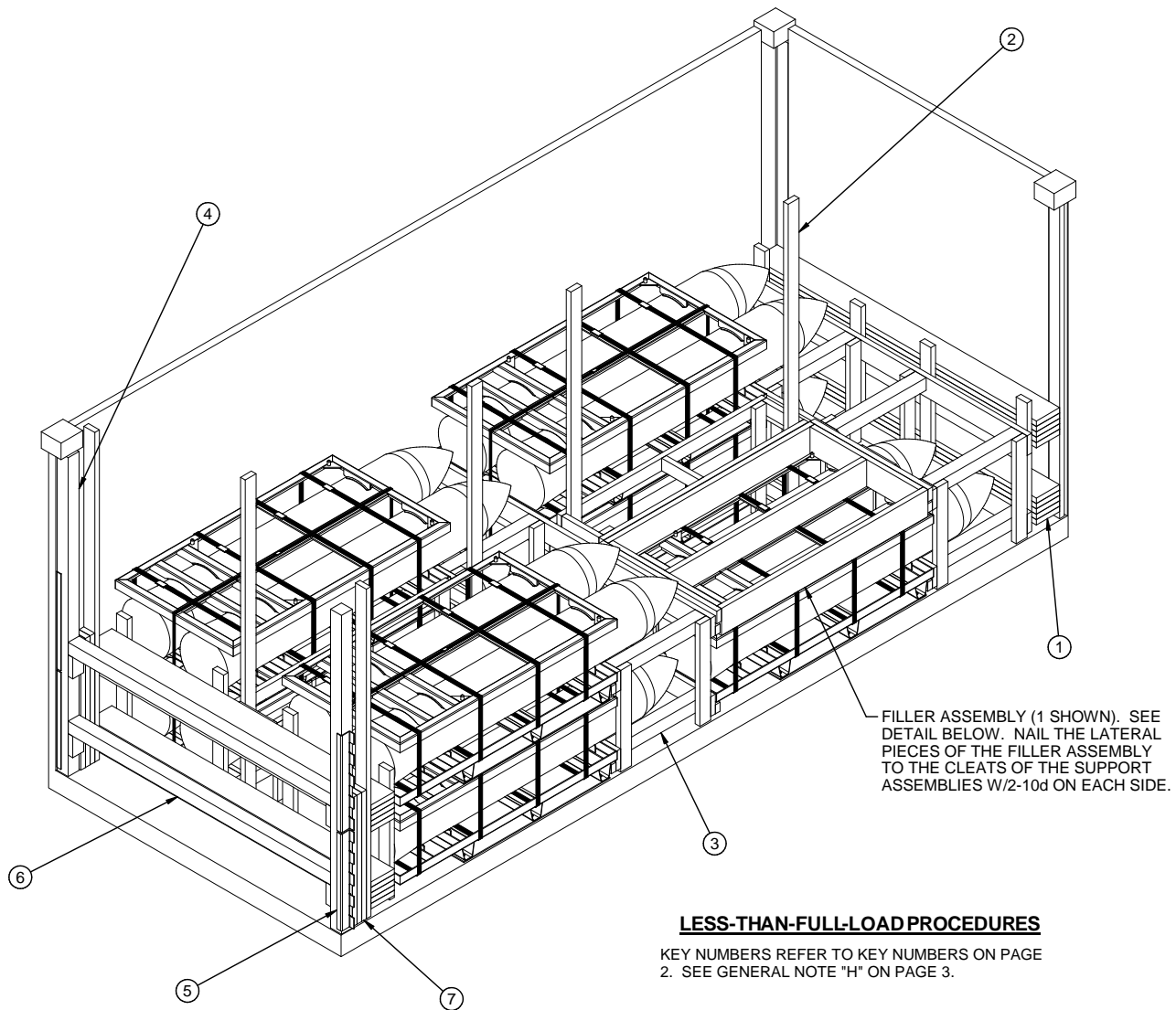
**DOOR POST VERTICAL**

FOR A ONE HIGH LOAD, ELIMINATE THE TOP LEDGER.



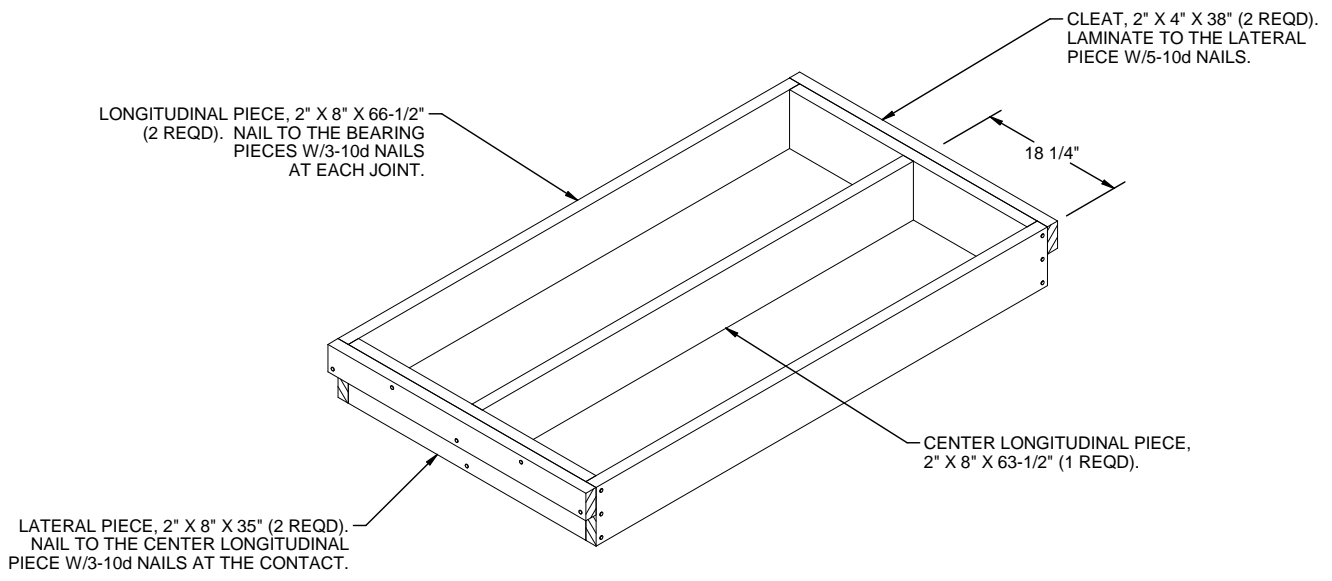
**DETAIL A**

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.



**LESS-THAN-FULL-LOAD PROCEDURES**

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTE "H" ON PAGE 3.



**FILLER ASSEMBLY**