




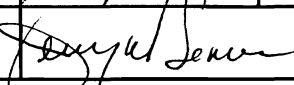
LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF FIN ASSEMBLY, BSU-33, ON METAL PALLET

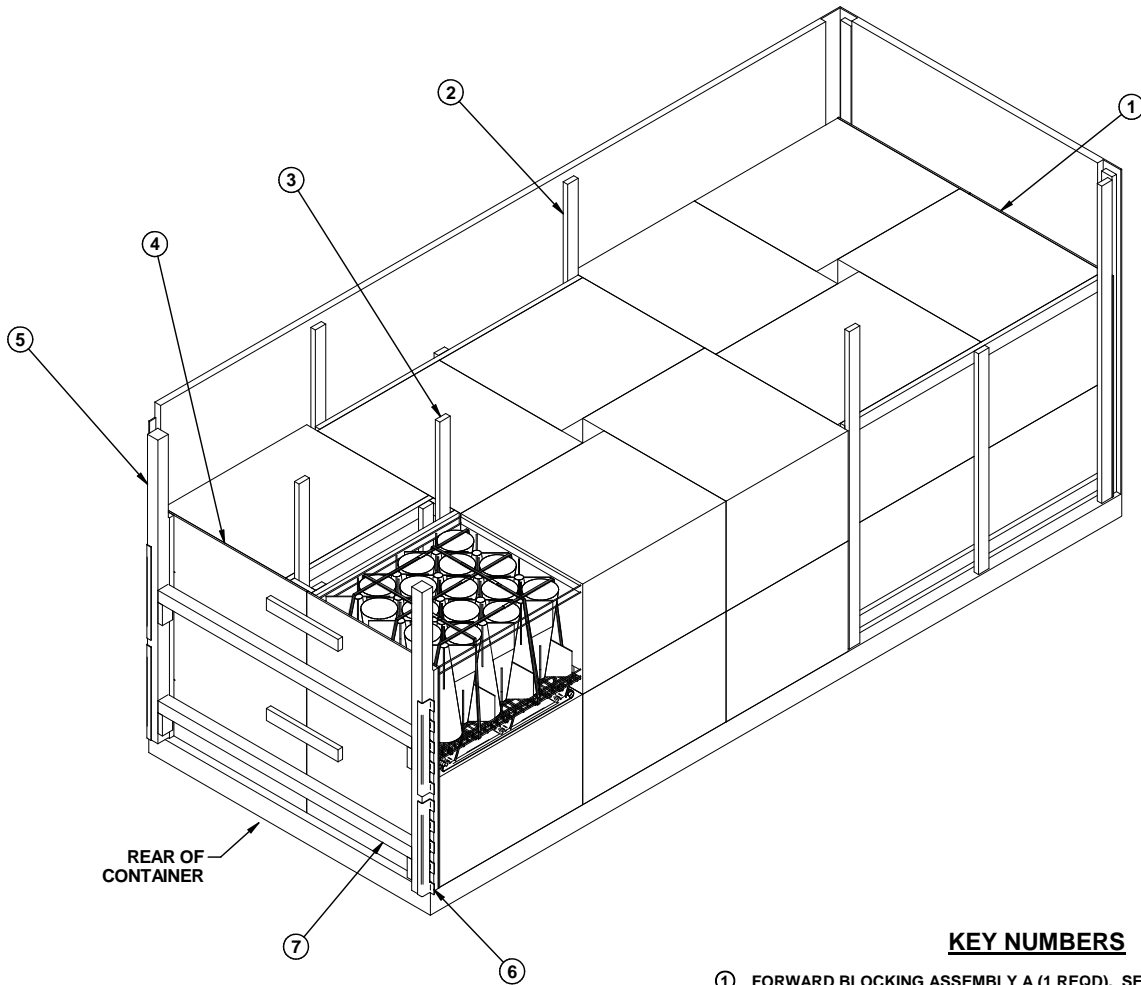
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⊕ THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY CONTAINER-ON-FLATCAR (COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY JOINT MUNITIONS COMMAND		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 12.			
		DO NOT SCALE		APRIL 2007	
		ENGINEER OR TECHNICIAN	BASIC REV.	ADIN FELICIANO	
APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND		TRANSPORTATION ENGINEERING DIVISION			
 U.S. ARMY DEFENSE AMMUNITION CENTER		VALIDATION ENGINEERING DIVISION	TESTED	CLASS	DIVISION
		ENGINEERING DIRECTORATE		19	48
				DRAWING	FILE
				8806	SP15PM5



ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD BLOCKING ASSEMBLY A (1 REQD). SEE THE DETAIL ON PAGE 8.
- ② SIDE FILL ASSEMBLY A (2 REQD). SEE THE DETAIL ON PAGE 9.
- ③ CRIB FILL ASSEMBLY A (1 REQD). SEE THE DETAIL ON PAGE 10.
- ④ REAR BLOCKING ASSEMBLY A (1 REQD). SEE THE DETAIL ON PAGE 8.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 7, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ 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.
- ⑦ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1-1/4") (2 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	146	97
4" X 4"	29	39
NAILS	NO. REQD	POUNDS
6d (2")	32	1/4
10d (3")	72	1
12d (3-1/4")	8	1/4
UNIVERSAL LOAD RETAINER - 4 REQD		26 LBS
PLYWOOD, 1/2" - 81.78 SQFT REQD		112.44 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	20	16,720 LBS
DUNNAGE		412 LBS
CONTAINER		4,700 LBS
TOTAL WEIGHT		21,832 LBS (APPROX)

GENERAL NOTES

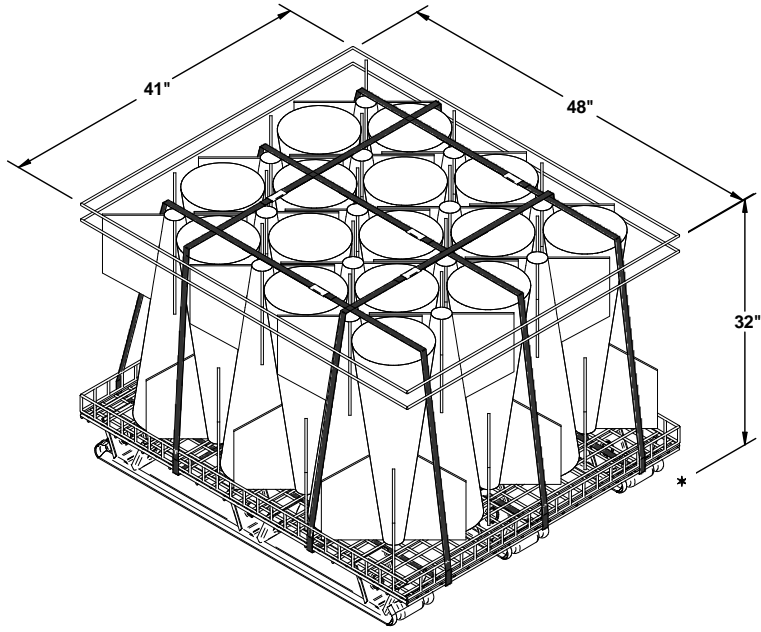
(GENERAL NOTES CONTINUED)

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF FIN ASSEMBLY, BSU-33, ON METAL PALLETS. SUBSEQUENT REFERENCE TO PALLET UNIT HEREIN MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 AND NAVAL SEA SYSTEMS COMMAND DRAWING 6214035 FOR DETAILS OF THE PALLET UNIT. **CAUTION:** REGARDLESS OF THE QUANTITY OF PALLET UNITS 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 LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE HORIZONTAL PIECES ON THE CRIB FILL ASSEMBLIES. NAIL EACH ADDITIONAL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12". ADDITIONALLY, THE LENGTH OF THE STRUTS IN THE CRIB FILL ASSEMBLIES MAY BE ADJUSTED AS REQUIRED TO FACILITATE VARIANCE IN THE SIZE OF THE PALLET UNIT.
- 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.
- 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.
- 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 LOADS ON PAGES 5, 6 AND 12.
1. IF A LOAD IS REDUCED BY ONLY A SMALL AMOUNT (ONE, TWO OR THREE LADING UNITS), LADING UNITS NORMALLY MAY BE ELIMINATED FROM THE CENTER OF THE LOAD.
2. IF A LOAD IS REDUCED BY A LARGE AMOUNT (MORE THAN THREE LADING UNITS), LADING UNITS SHOULD BE ELIMINATED AS REQUIRED AND THE TOTAL LOAD SHIFTED FORE OR AFT, AS NECESSARY, TO ACHIEVE A SYMMETRICAL WEIGHT DISTRIBUTION. THE DEPICTED PROCEDURES WILL BE FOLLOWED AS CLOSELY AS POSSIBLE, MAKING ONLY THOSE ADJUSTMENTS TO THE DUNNAGE WHICH ARE REQUIRED TO ACCOMMODATE THE NUMBER OF UNITS TO BE SHIPPED.
- Q. FOUR UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2, 5, 6 AND 12 ARE REQUIRED WHEN LOADING TWO-HIGH LOADS, AND TWO ARE REQUIRED WHEN LOADING ONE-HIGH LOADS. THIS IS AN EXCEPTION TO THE ESTABLISHED PROCEDURES; HOWEVER, THE EXCEPTION IS PERMITTED FOR THE AMMUNITION PACK COVERED BY THIS DRAWING. 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. ANTI-CHAFING MATERIAL MAY BE ADDED BETWEEN PALLET UNITS OR BETWEEN PALLET UNITS AND END OPENING CONTAINER, IF DESIRED, TO PREVENT CHAFING DAMAGE TO THE PALLET UNIT.

MATERIAL SPECIFICATIONS

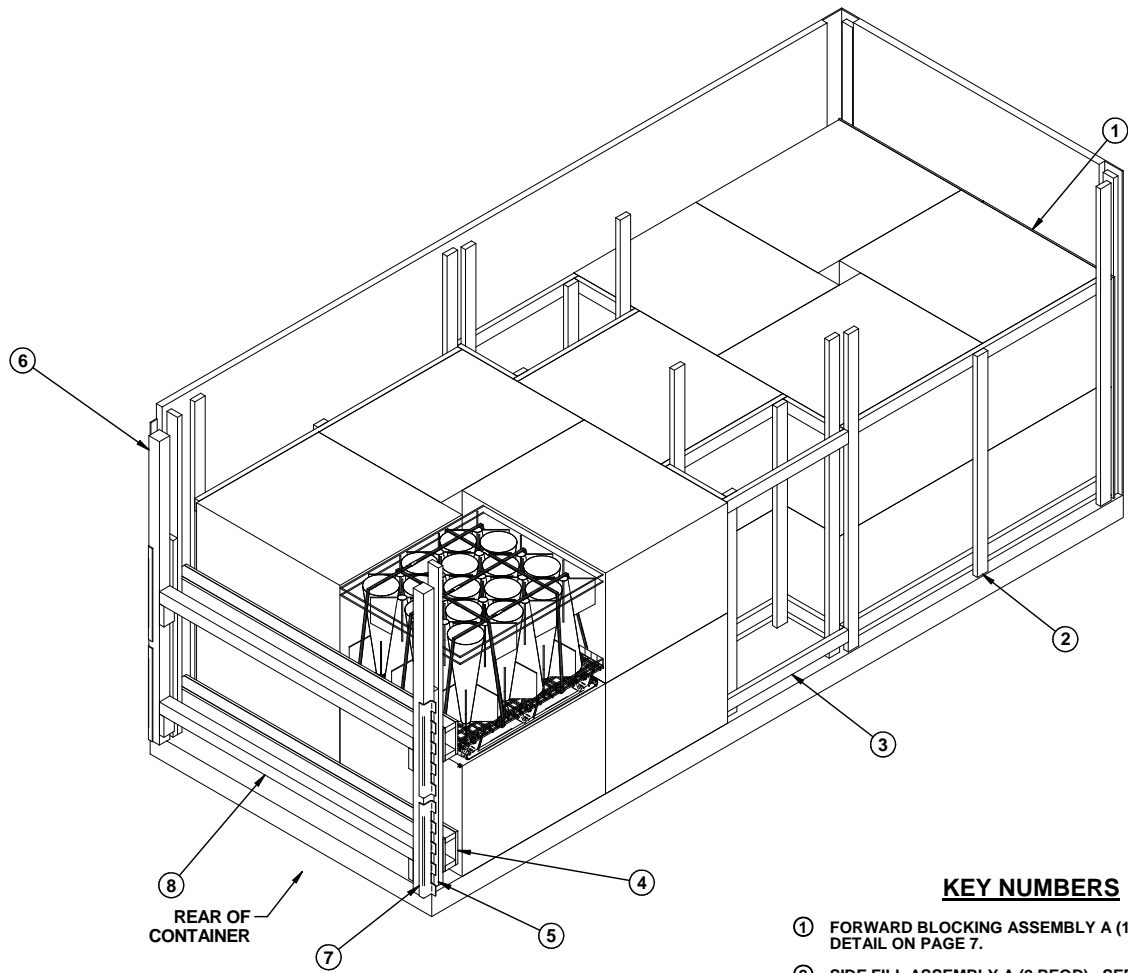
LUMBER	---	SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOL-UNTARY PRODUCT STANDARD PS 20.
NAILS	---	ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
PLYWOOD	---	COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED GRADE IS NOT AVAILABLE, A BETTER INTERIOR OR AN EXTERIOR GRADE MAY BE SUBSTITUTED.
WIRE, CARBON STEEL	---	ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, 0.0800" DIA, GRADE 1006 OR BETTER.
ANTI-CHAFING MATERIAL	---	MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
STEEL, STRUCTURAL	---	ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.

(CONTINUED AT RIGHT)



PALLET UNIT

GROSS WEIGHT - - - - - 836 LBS
CUBE - - - - - 36.4 CU FT



ISOMETRIC VIEW

KEY NUMBERS

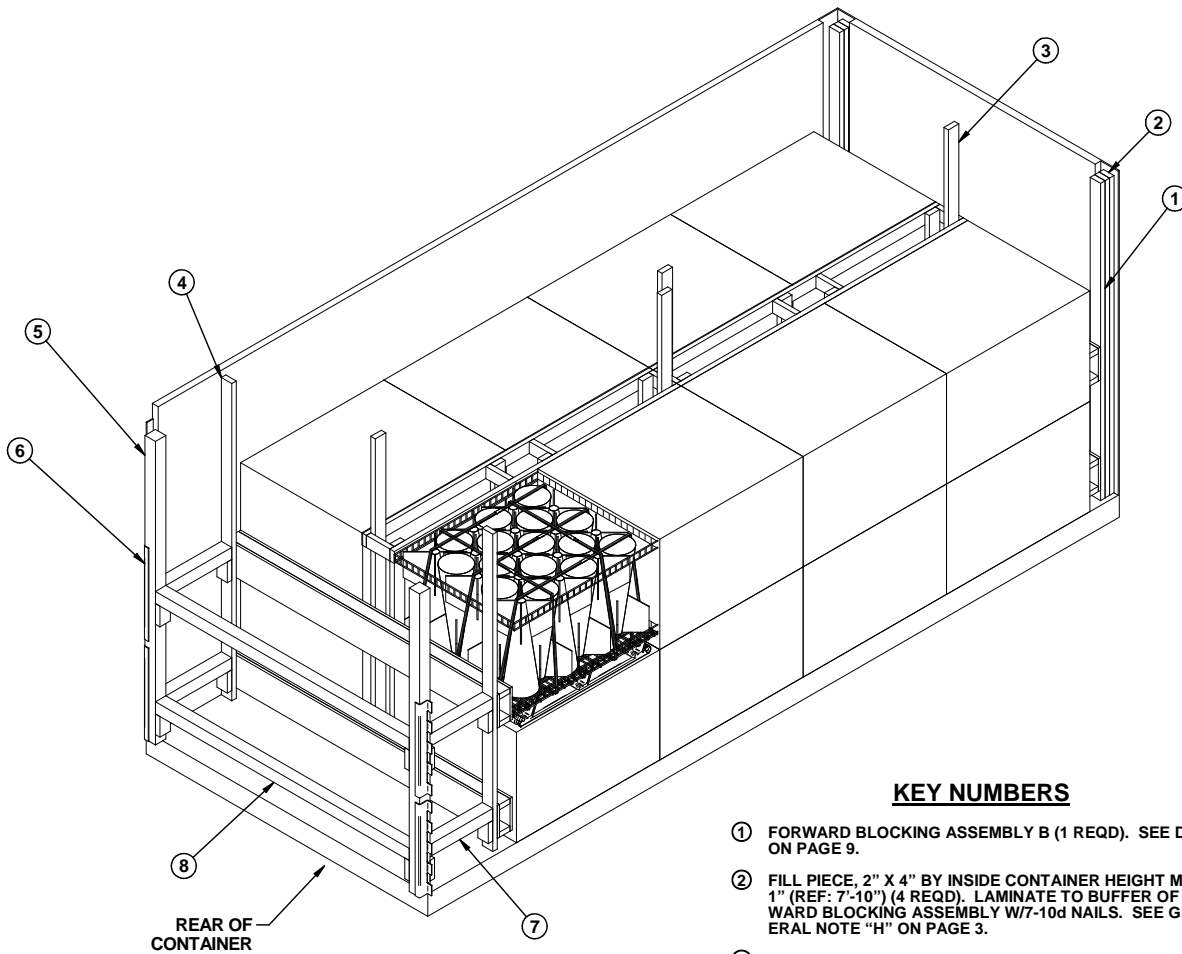
- ① FORWARD BLOCKING ASSEMBLY A (1 REQD). SEE THE DETAIL ON PAGE 7.
- ② SIDE FILL ASSEMBLY A (2 REQD). SEE DETAIL ON PAGE 9.
- ③ SIDE FILL ASSEMBLY B (2 REQD). SEE DETAIL ON PAGE 10.
- ④ REAR BLOCKING ASSEMBLY B (1 REQD). SEE DETAIL ON PAGE 9.
- ⑤ FILL PIECE, 4" WIDE BY 57" LONG MATERIAL (AS REQD). NAIL THE FIRST PIECE TO THE REAR BLOCKING ASSEMBLY W/5 APPROPRIATELY SIZED NAILS. 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.
- ⑥ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 7, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑦ 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.
- ⑧ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1-1/4") (2 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	248	166
4" X 4"	29	39
NAI LS	NO. REQD	POUNDS
6d (2")	110	3/4
10d (3")	130	2
12d (3-1/4")	8	1/2
UNIVERSAL LOAD RETAI NER - 4 REQD - - - - 26 LBS		
PLYWOOD, 3/4" - 23.98 SQFT REQD - - - 49.46 LBS		
PLYWOOD, 1/2" - 40.89 SQFT REQD - - - 56.22 LBS		

LOAD AS SHOWN

ITEM	QUANTI TY	WEI GHT (APPROX)
PALLET UNIT - - - - -	18 - - - - -	15,048 LBS
DUNNAGE - - - - -	- - - - -	542 LBS
CONTAI NER - - - - -	- - - - -	4,700 LBS
TOTAL WEI GHT - - - - -		20,290 LBS (APPROX)



ISOMETRIC VIEW

KEY NUMBERS

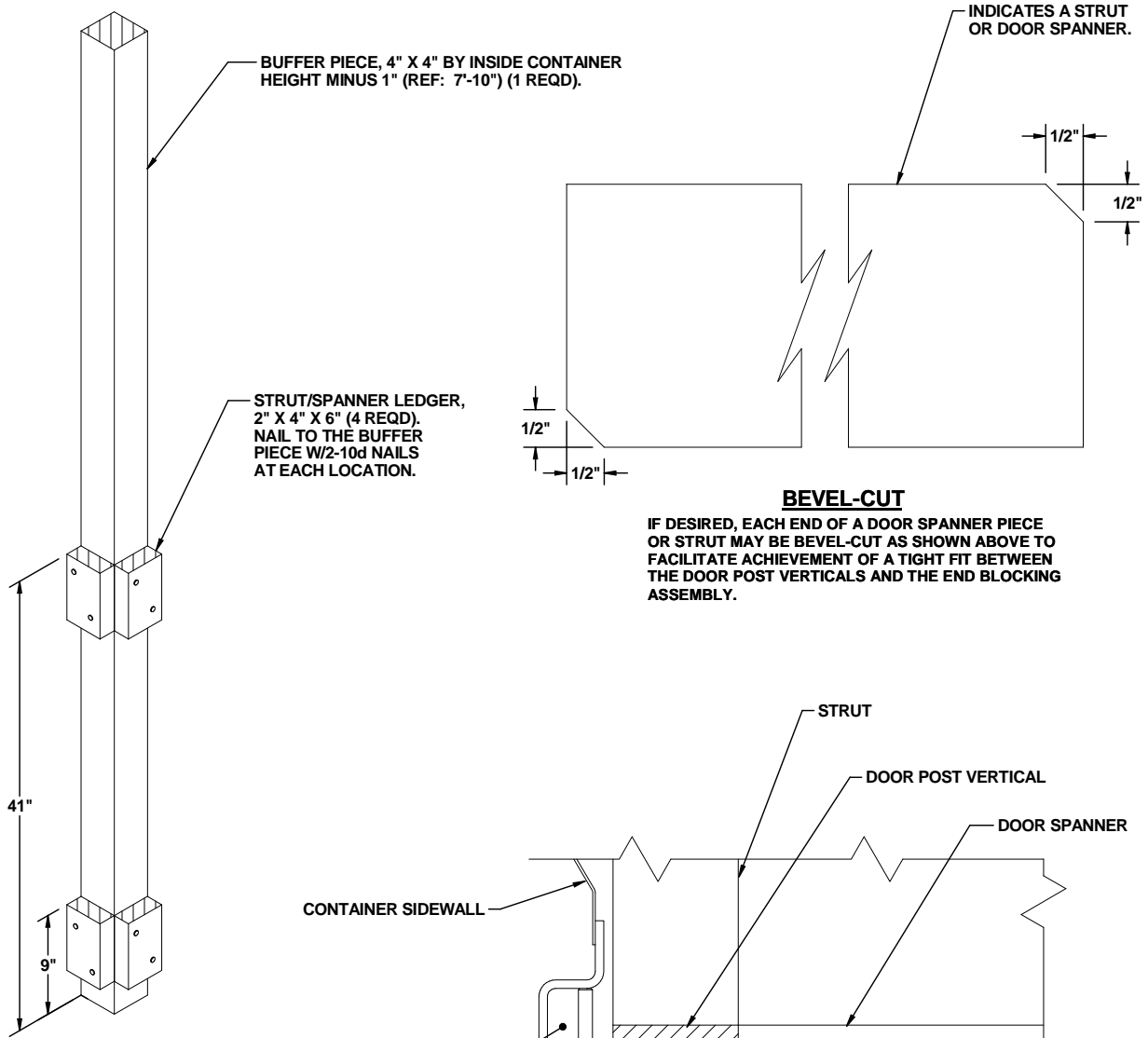
- ① FORWARD BLOCKING ASSEMBLY B (1 REQD). SEE DETAIL ON PAGE 9.
- ② FILL PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-10") (4 REQD). LAMINATE TO BUFFER OF FORWARD BLOCKING ASSEMBLY W/7-10d NAILS. SEE GENERAL NOTE "H" ON PAGE 3.
- ③ CRIB FILL ASSEMBLY B (2 REQD). SEE DETAIL ON PAGE 11.
- ④ REAR BLOCKING ASSEMBLY B (1 REQD). SEE DETAIL ON PAGE 9.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 7, AND GENERAL NOTE "Q" ON PAGE 3.
- ⑥ 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.
- ⑦ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 24") (8 REQD). TOENAIL TO THE BUFFER PIECES OF THE REAR BLOCKING ASSEMBLY W/2-12d NAILS AT EACH END. SEE "BEVEL-CUT" DETAIL ON PAGE 7 AND GENERAL NOTE "H" ON PAGE 3.
- ⑧ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1-1/4") (2 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.

REAR OF CONTAINER

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	350	233
4" X 4"	37	49
NAI LS	NO. REQD	POUNDS
6d (2")	176	1
10d (3")	236	3-3/4
12d (3-1/4")	24	1/2
UNIVERSAL LOAD RETAINER - 4 REQD		26 LBS
PLYWOOD, 3/4" - 47.96 SQFT REQD		98.92 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
PALLET UNIT	16	13,376 LBS
DUNNAGE		693 LBS
CONTAINER		4,700 LBS
TOTAL WEIGHT		18,769 LBS (APPROX)

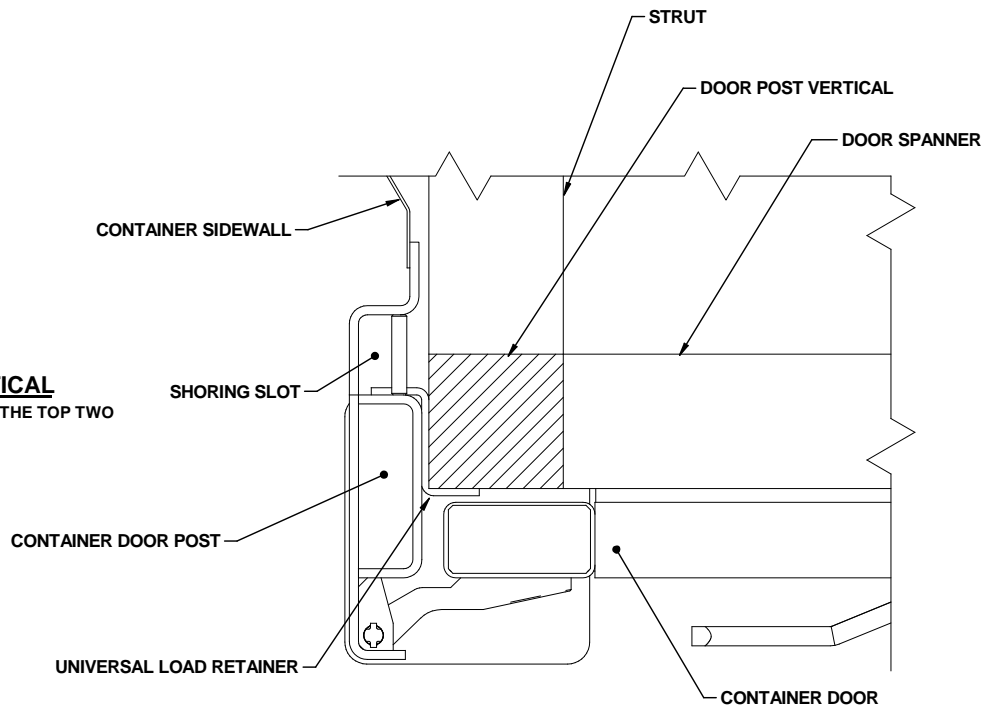


BEVEL-CUT

IF DESIRED, EACH END OF A DOOR SPANNER PIECE OR STRUT MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE ACHIEVEMENT OF A TIGHT FIT BETWEEN THE DOOR POST VERTICALS AND THE END BLOCKING ASSEMBLY.

DOOR POST VERTICAL

FOR A ONE-HIGH LOAD, ELIMINATE THE TOP TWO STRUT/SPANNER LEDGERS.



DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE UNIVERSAL LOAD RETAINER AND ADJACENT DUNNAGE PIECES AS SHOWN ON PAGE 6. SEE DEPARTMENT OF THE ARMY DRAWING DA-116 FOR ADDITIONAL DETAILS AND PROCEDURES FOR OTHER TYPES OF RETAINERS THAT MAY BE USED FOR REAR OF LOAD RESTRAINT.

PLYWOOD, 1/2" X 43" X 64"
(1 REQD). NAIL TO THE TIE
PIECES W/2-6d NAILS AND
TO THE VERTICAL PIECE
W/5-6d NAILS.

VERTICAL PIECE, 2" X 4" BY
INSIDE CONTAINER HEIGHT
MINUS 1" (REF: 7'-10") (2 REQD).

TIE PIECE, 2" X 4" X 24"
(2 REQD). CENTER ON
JOINT OF PLYWOOD
PIECES.

PLYWOOD, 1/2" X 48" X 64"
(1 REQD). NAIL TO THE TIE
PIECES W/2-6d NAILS AT EACH
JOINT AND TO THE VERTICAL
PIECE W/5-6d NAILS EACH.

PLYWOOD, 1/2" X 43" X 64"
(1 REQD). NAIL TO THE
HOLD DOWN CLEAT W/2-6d
NAILS, TO THE VERTICAL
PIECE W/5-6d NAILS, AND
TO THE TIE PIECES W/5-6d
NAILS EACH.

FORWARD BLOCKING ASSEMBLY A

FOR A ONE-HIGH LOAD, USE ONE PIECE OF 32" X 7'-7"
PLYWOOD AND ELIMINATE THE TIE PIECES.

TIE PIECE, 2" X 4" X 24"
(2 REQD). CENTER ON
JOINT OF PLYWOOD
PIECES.

PLYWOOD, 1/2" X 48" X 64"
(1 REQD). NAIL TO THE
HOLD DOWN CLEAT W/2-6d
NAILS, TO THE VERTICAL
PIECE W/5-6d NAILS, AND
TO THE TIE PIECES W/5-6d
NAILS EACH.

VERTICAL PIECE, 2" X 4"
X 64" (2 REQD). **NOTE:**
2" X 4" MATERIAL MAY
BE REPLACED WITH 1"
X 4" MATERIAL IF
LONGITUDINAL SPACE
IS LIMITED. CLINCH
NAILS AS APPROPRIATE.

HOLD DOWN CLEAT,
2" X 4" X 6" (2 REQD).

REAR BLOCKING ASSEMBLY A

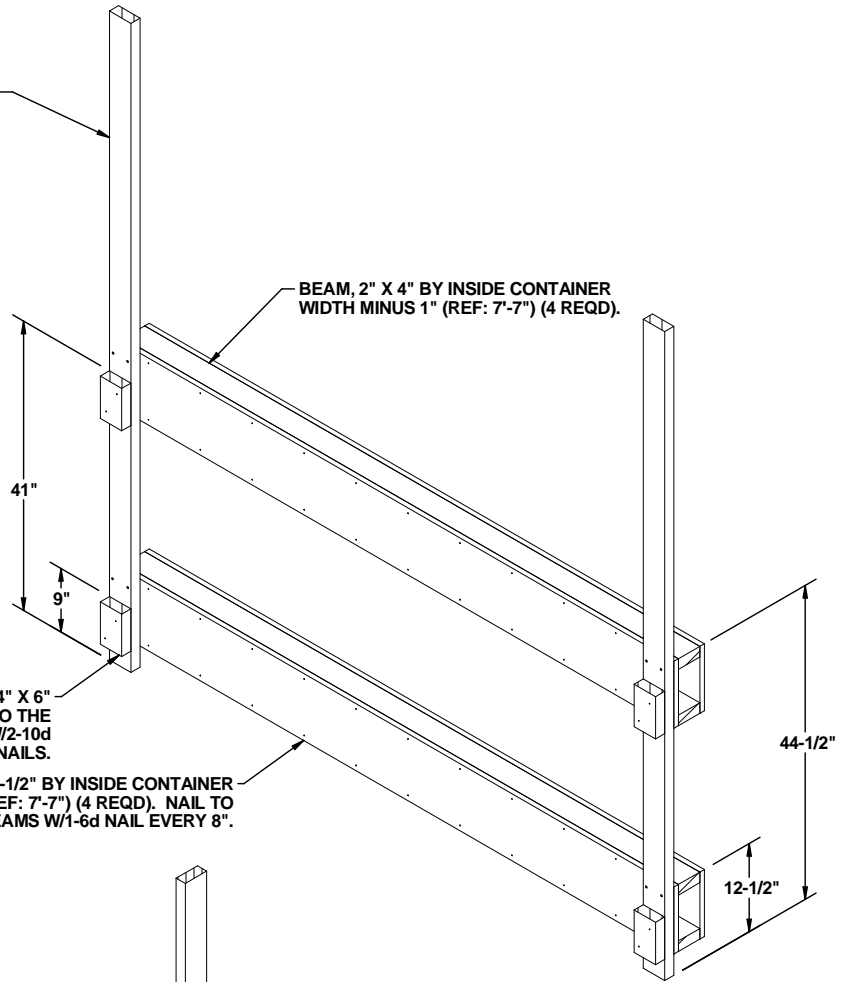
FOR A ONE-HIGH LOAD, USE ONE PIECE OF 32" X 7'-7"
PLYWOOD AND ELIMINATE THE TIE PIECES. **NOTE:** THE
VIEW SHOWN ABOVE HAS BEEN ROTATED FOR CLARITY.

BUFFER PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-10") (2 REQD). NAIL TO THE BEAM ASSEMBLIES W/2-10d NAILS AT EACH JOINT. SEE GENERAL NOTE "G" ON PAGE 3.

BEAM, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (4 REQD).

STRUT LEDGER, 2" X 4" X 6" (4 REQD). NAIL TO THE BUFFER PIECES W/2-10d NAILS.

PLYWOOD, 3/4" X 9-1/2" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (4 REQD). NAIL TO THE BEAMS W/1-6d NAIL EVERY 8".



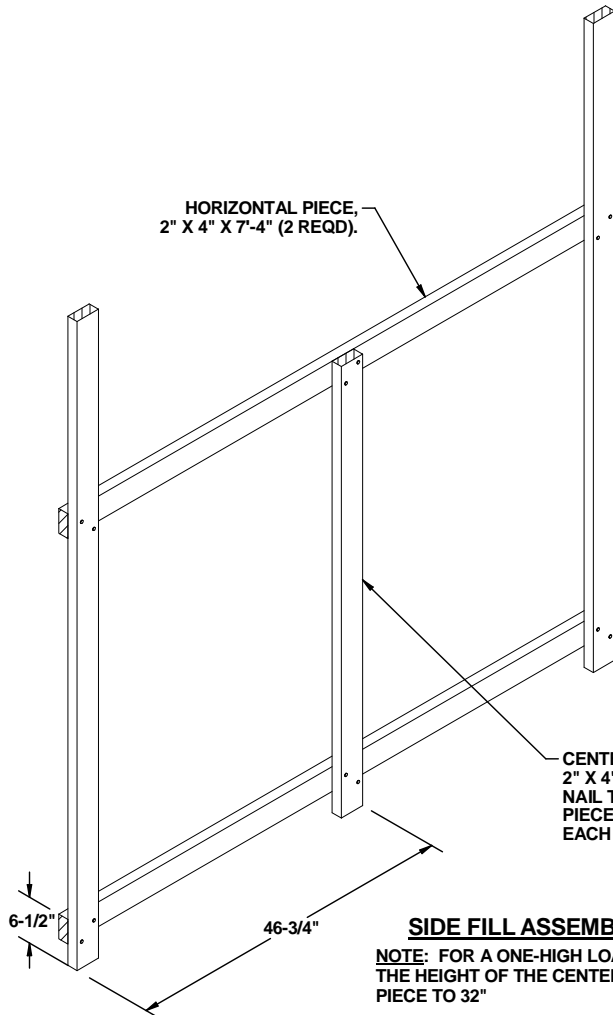
FORWARD/REAR BLOCKING ASSEMBLY B

NOTE: STRUT LEDGERS ARE NOT REQUIRED FOR THE FORWARD BLOCKING ASSEMBLY, OR FOR THE REAR BLOCKING ASSEMBLY USED IN THE LOAD ON PAGE 5. NOTE: FOR ONE-HIGH LOADS, ELIMINATE THE TOP BOX BEAM AND STRUT LEDGERS.

HORIZONTAL PIECE, 2" X 4" X 7'-4" (2 REQD).

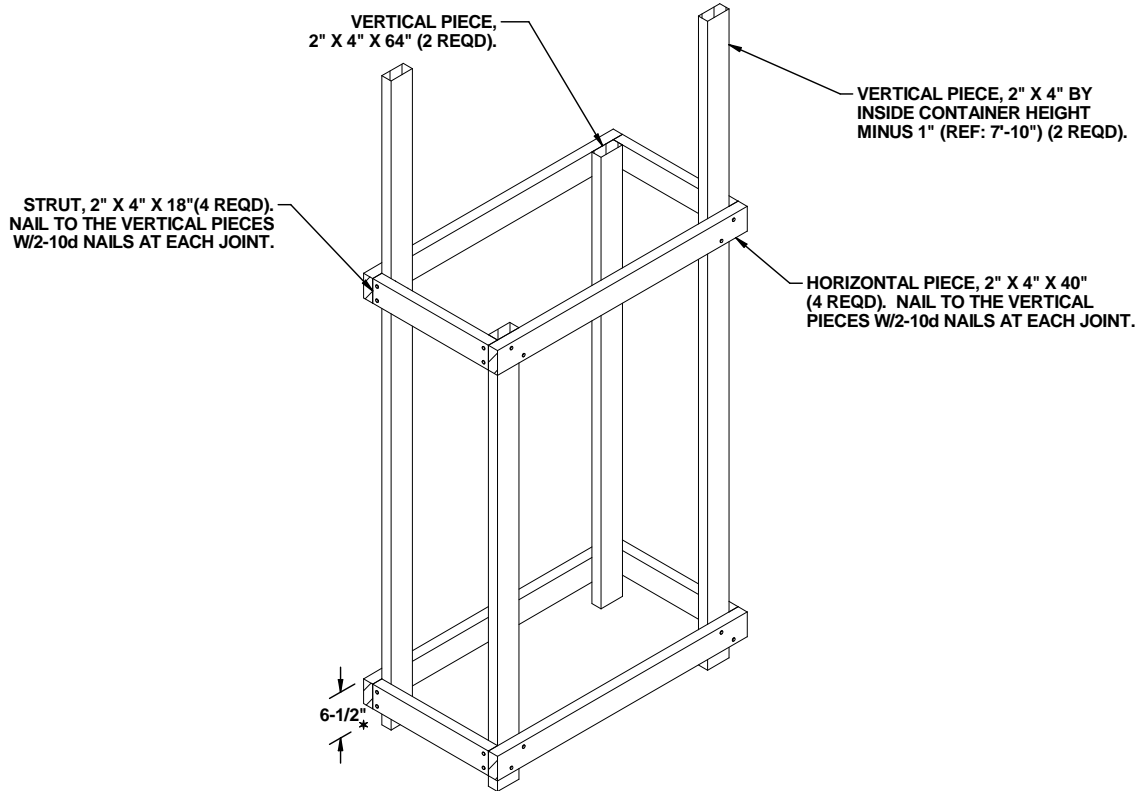
VERTICAL PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-10") (2 REQD). NAIL TO THE HORIZONTAL PIECES W/2-10d NAILS AT EACH JOINT.

CENTER VERTICAL PIECE, 2" X 4" X 64" (1 REQD). NAIL TO THE HORIZONTAL PIECES W/2-10d NAILS AT EACH JOINT.



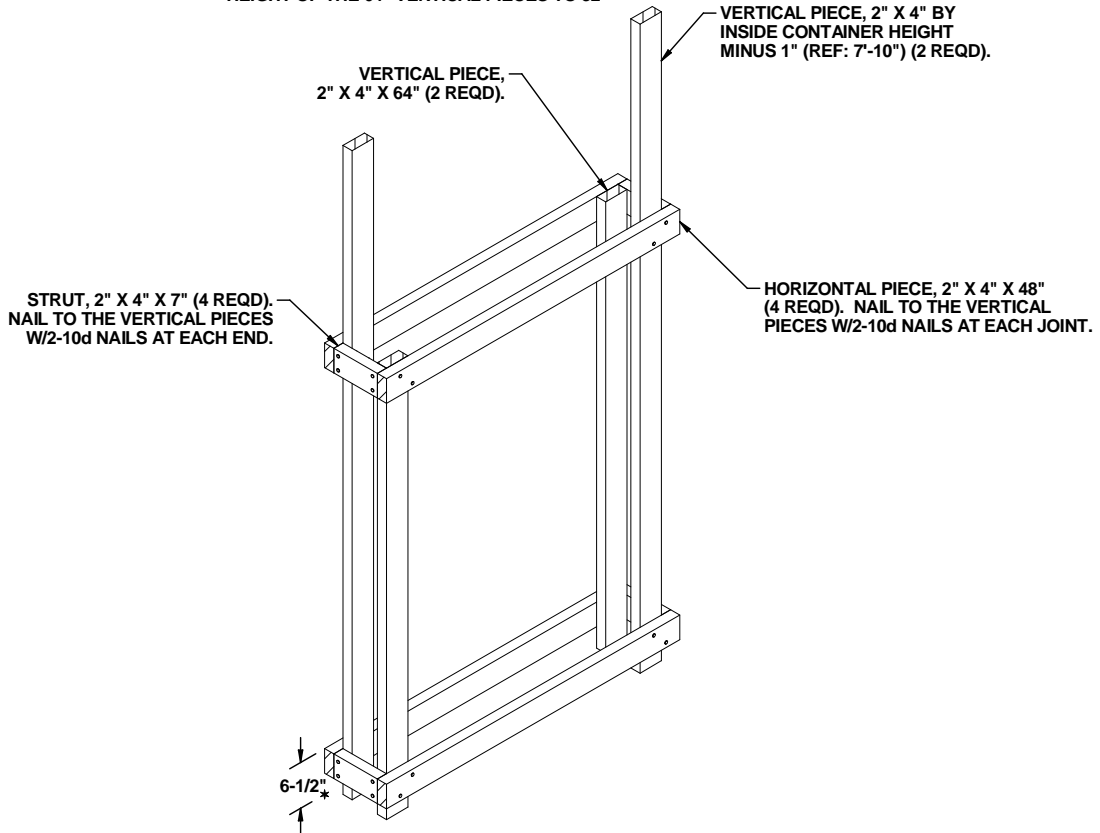
SIDE FILL ASSEMBLY A

NOTE: FOR A ONE-HIGH LOAD, REDUCE THE HEIGHT OF THE CENTER VERTICAL PIECE TO 32"



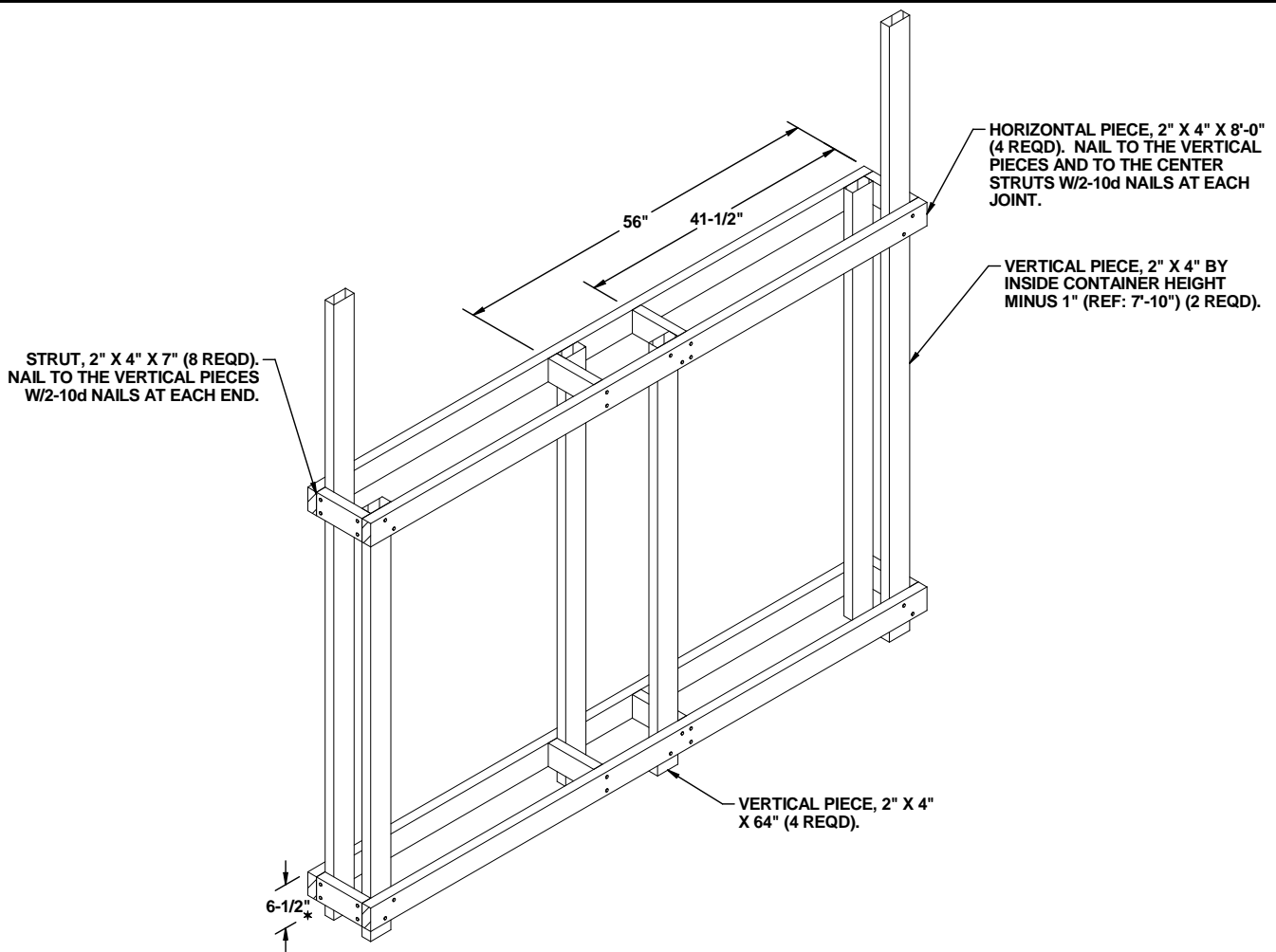
SIDE FILL ASSEMBLY B

NOTE: FOR A ONE-HIGH LOAD, REDUCE THE HEIGHT OF THE 64" VERTICAL PIECES TO 32"



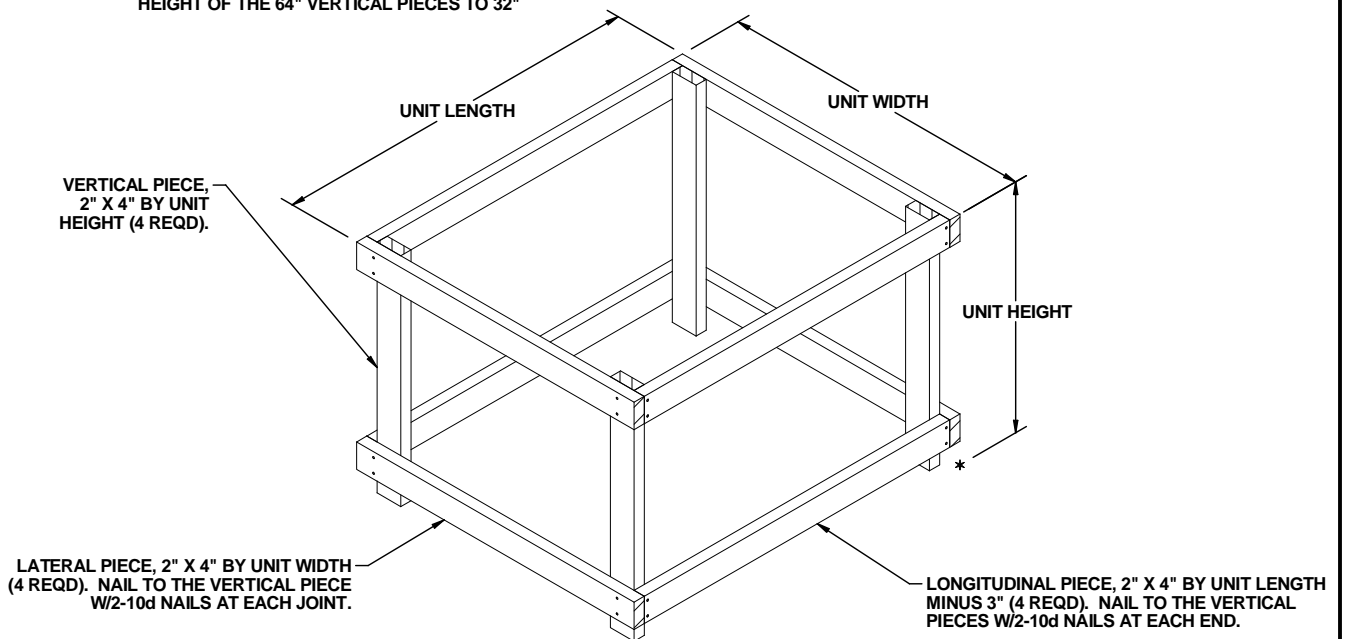
CRIB FILL ASSEMBLY A

NOTE: FOR A ONE-HIGH LOAD, REDUCE THE HEIGHT OF THE 64" VERTICAL PIECES TO 32"



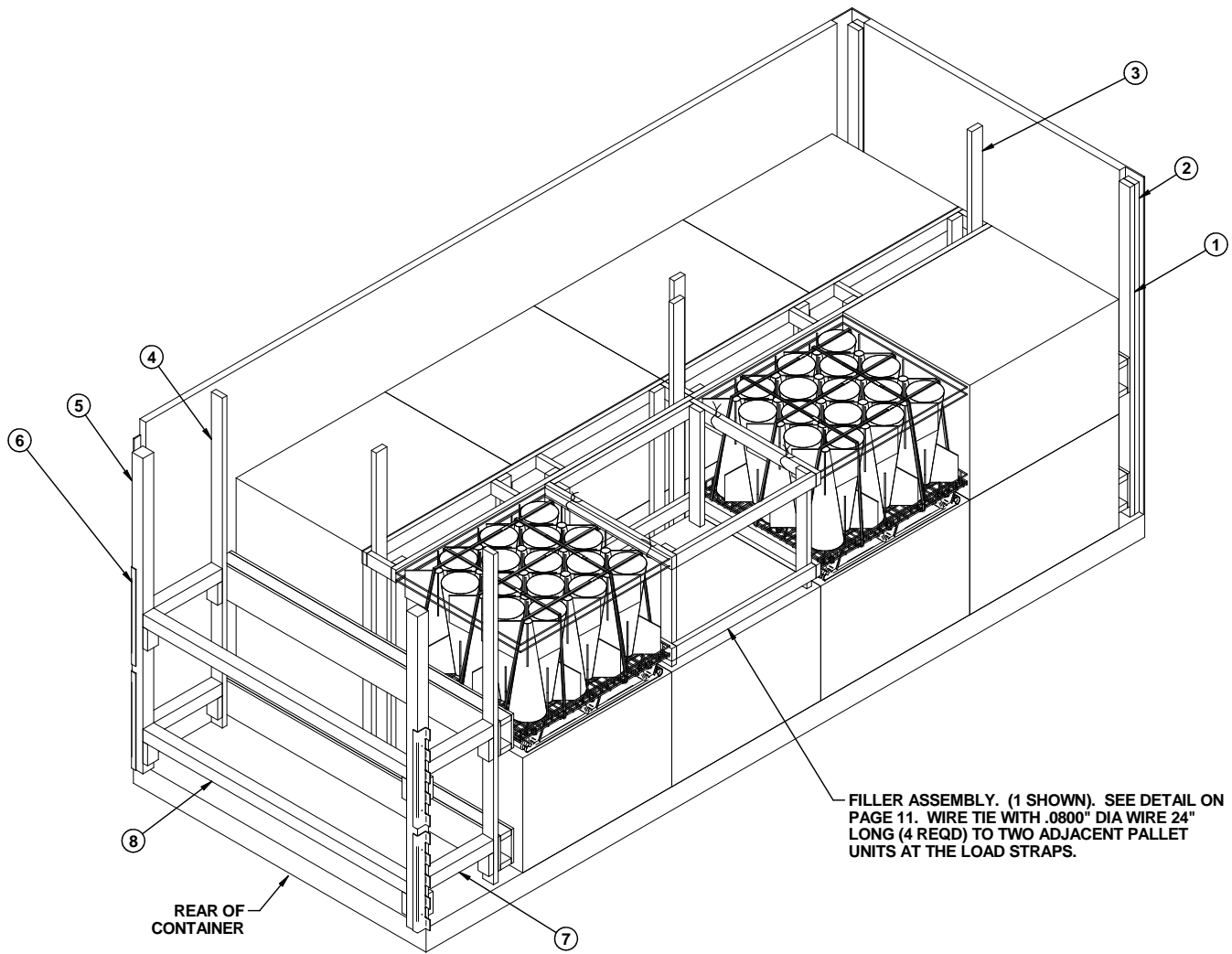
CRIB FILL ASSEMBLY B

NOTE: FOR A ONE-HIGH LOAD, REDUCE THE HEIGHT OF THE 64" VERTICAL PIECES TO 32"



FILLER ASSEMBLY

THIS ASSEMBLY IS FOR USE IN PLACE OF AN OMITTED PALLET UNIT. NO MORE THAN THREE FILLER ASSEMBLIES MAY BE USED PER TWO-HIGH LOAD, AND NO MORE THAN ONE FILLER ASSEMBLY MAY BE USED PER ONE-HIGH LOAD. DO NOT INSTALL IMMEDIATELY ADJACENT TO ANOTHER FILLER ASSEMBLY. WIRE TIE TO ADJACENT PALLET UNIT(S) IN TWO PLACES.



LESS THAN FULL LOAD PROCEDURE
 NOTE: KEY NUMBERS REFER TO THE KEY NUMBERS ON
 PAGE 6. SEE GENERAL NOTES "H" AND "P" ON PAGE 3.