

LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF ADK-723 ADAPTER KITS PACKED IN CNU-483 CONTAINERS

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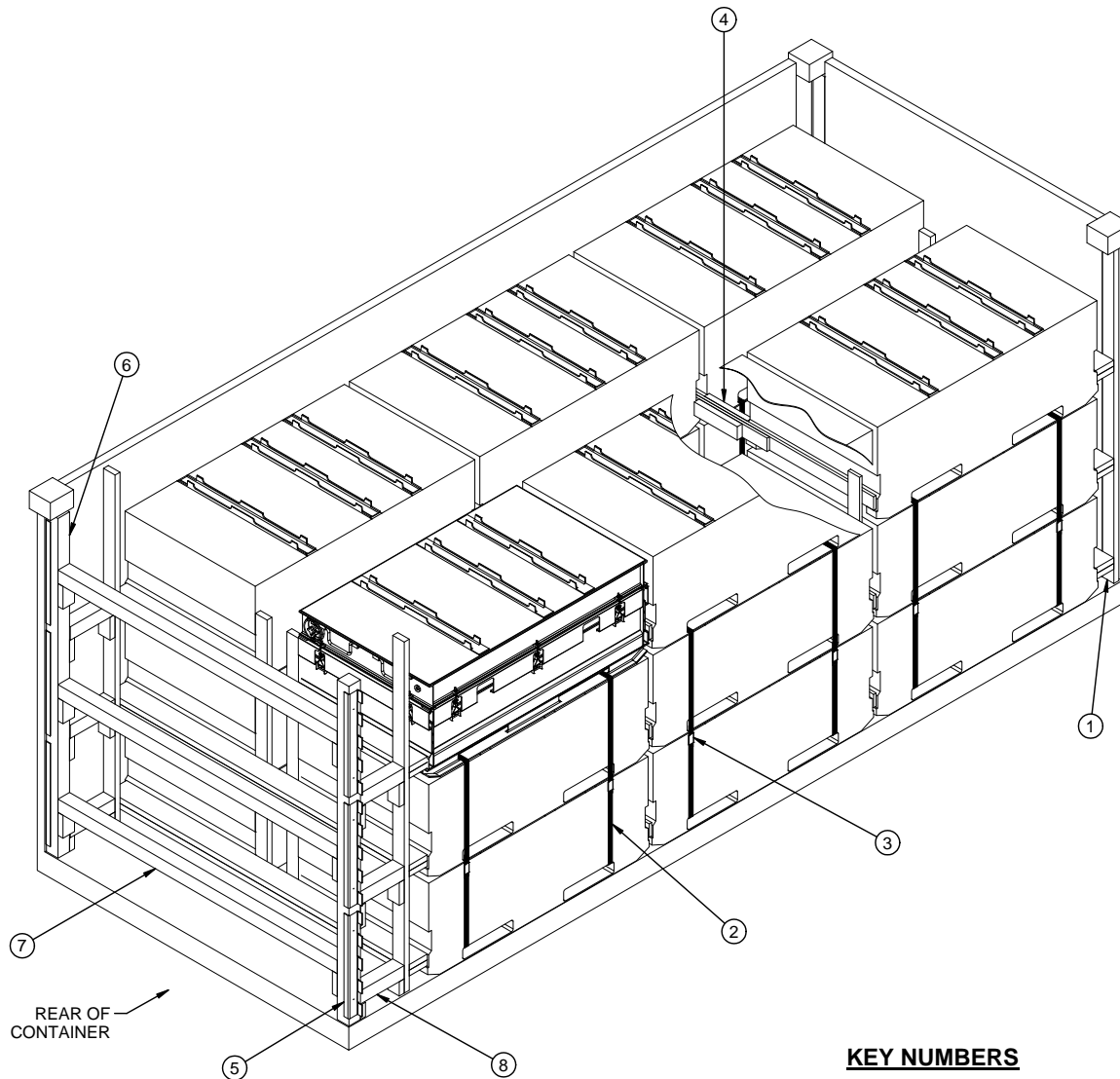
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® THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

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ISOMETRIC VIEW

KEY NUMBERS

- ① FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. **NOTE:** THE STRUT LEDGERS ARE ONLY REQUIRED ON THE BLOCKING ASSEMBLY AT THE REAR OF THE LOAD.
- ② UNITIZING STRAP, 1-1/4" X .035" OR .031" OR .029" X 15'-8" (11'-5" FOR A TWO HIGH LOAD) LONG STEEL STRAPPING (12 REQD, 2 PER STACK). INSTALL THROUGH FORK POCKETS AS FAR APART AS POSSIBLE.
- ③ SEAL FOR 1-1/4" STEEL STRAPPING (12 REQD, 1 PER STRAP). DOUBLE NOTCH EACH SEAL. SEE THE "END-OVER-END LAP JOINT DETAILS" ON PAGE 5.
- ④ SEPARATOR ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7.
- ⑤ UNIVERSAL LOAD RETAINER (6 REQD, 3 PER SIDE). NAIL THROUGH THE HOLES INTO THE DOOR POST VERTICAL W/2-10d NAILS. SEE THE "DETAIL A" ON PAGE 5 AND GENERAL NOTE "R" ON PAGE 3.
- ⑥ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 5, AND GENERAL NOTE "R" ON PAGE 3.
- ⑦ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF: 7'-1/2") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 6.
- ⑧ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 13-1/2") (6 REQD). TOENAIL TO THE BUFFER PIECE OF THE REAR BLOCKING ASSEMBLY AND TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 6.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
1" X 4"	80	27
2" X 4"	74	50
2" X 6"	91	91
4" X 4"	43	57
NAI LS	NO. REQD	POUNDS
6d (2")	27	1/4
10d (3")	240	3-3/4
12d (3-1/4")	36	0.75
STEEL STRAPPING, 1-1/4" - 188' REQD	- - - -	27 LBS
SEAL FOR 1-1/4" STRAPPING - 12 REQD	- - - -	1/2 LB
UNI VERSAL LOAD RETAI NER - - 6 REQD	- - - -	39 LBS

LOAD AS SHOWN

ITEM	QUANTI TY	WEIGHT (APPROX)
CNU-483 CONTAI NER	- 18 - - - - -	18,000 LBS
DUNNAGE	- - - - -	519 LBS
CONTAI NER	- - - - -	4,700 LBS
TOTAL WEI GHT - - - - -		23,219 LBS (APPROX)

GENERAL NOTES

(GENERAL NOTES CONTINUED)

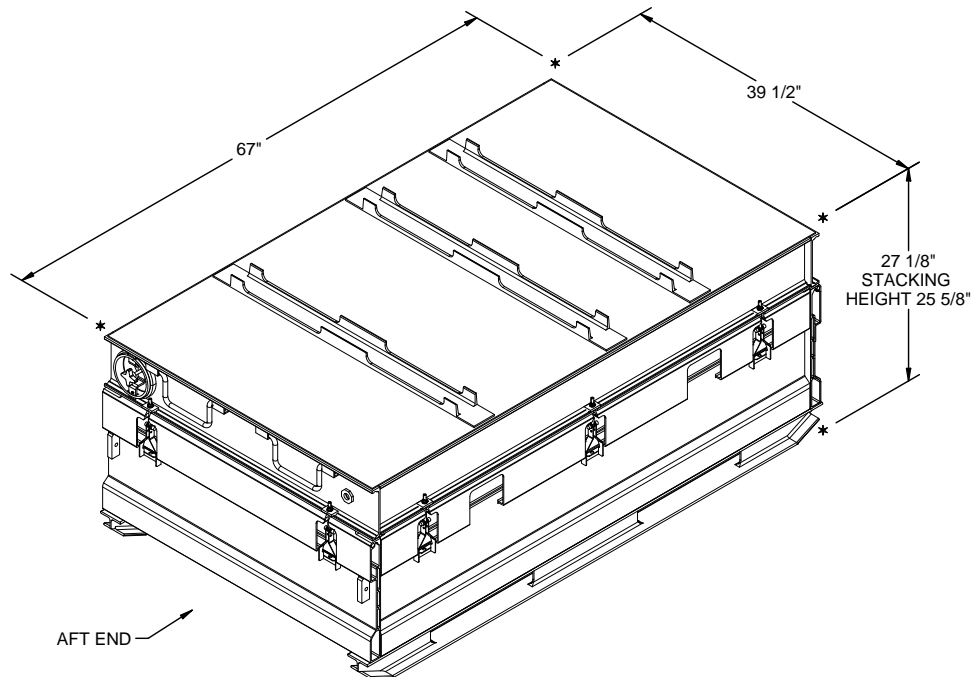
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF ADK-723 ADAPTER KITS PACKED IN CNU-483 CONTAINERS. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH ADAPTER KITS. SEE PAGE 4 AND AIR FORCE DRAWING 8982910 FOR DETAILS OF THE CONTAINER. **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 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".
- 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 BEHIND 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 OR FORWARD STRUT ASSEMBLIES 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.
- 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.

(CONTINUED AT RIGHT)

- 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 ON PAGE 5 FOR GUIDANCE.
- P. THE QUANTITY OF CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL-LOAD PROCEDURES" ON PAGE 8.
- Q. 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.
- R. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING A THREE HIGH LOAD, FOUR ARE REQUIRED WHEN LOADING A LESS THAN THREE HIGH LOAD. 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.
- S. 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.
- T. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN CONTAINERS AND END OPENING CONTAINER, AND BETWEEN CONTAINERS AND STEEL STRAPPING, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.
- U. 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.
- V. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO FORWARD/REAR BLOCKING ASSEMBLIES, TWO SEPARATOR GATES, TWO DOOR POST VERTICALS WITH UNIVERSAL LOAD RETAINERS, AND UNITIZE CONTAINERS (THREE PER UNIT).
 2. INSTALL THE FORWARD BLOCKING ASSEMBLY.
 3. LOAD TWO UNITS.
 4. INSTALL ONE SEPARATOR GATE.
 5. REPEAT STEPS 3 AND 4.
 6. LOAD TWO UNITS.
 7. INSTALL THE REAR BLOCKING ASSEMBLY.
 8. INSTALL THE DOOR POST VERTICAL ASSEMBLIES.
 9. INSTALL THREE DOOR SPANNERS.
 10. INSTALL STRUTS.

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.
- ANTI-CHAFING MATERIAL** - - - - - : MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
- STEEL STRUCTURAL** - - - - - : ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.



CNU-483 CONTAINER

GROSS WEIGHT - - - - - 1,000 LBS
 CUBE - - - - - 41.48 CU FT

UNITIZATION AND HANDLING GUIDANCE

(UNITIZATION AND HANDLING GUIDANCE CONTINUED)

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.

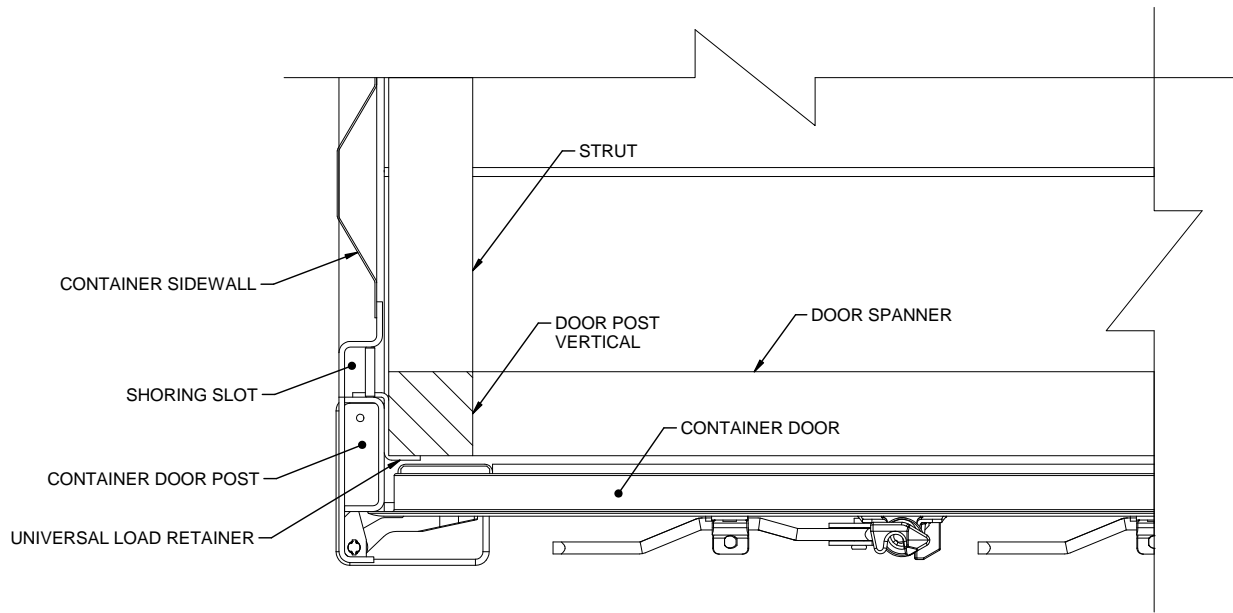
2. INSTALLATION OF UNITIZING STRAPS:

- A. STRAPS WILL BE POSITIONED SO AS TO ENCIRCLE THE CONTAINERS AND SO THAT THE STRAPPING LAYS FLAT AND STRAIGHT WITH THE BODY SURFACE OF THE CONTAINER; I.E., VERTICAL ALONG THE SIDES AND FLAT ACROSS THE TOP AND BOTTOM OF THE STACK..
- B. PLACE ANTI-CHAFING NEUTRAL BARRIER MATERIAL UNDER THE STRAPPING AT ALL POINTS OF CONTACT WITH THE CONTAINER, IF DESIRED, AND SECURE TO PREVENT DISLODGEEMENT DURING AND AFTER STRAP APPLICATION. STRIPS OF ANTI-CHAFING MATERIAL MAY BE TAPED OR STRING-TIED TO THE CONTAINER OR STRAPPING, OR IT CAN BE FORMED INTO STRAP ENCIRCLING TUBES BY WINDING THE MATERIAL AROUND THE STRAPPING TO FORM A SELF-HOLDING UNIT.
- C. STRAPPING WILL BE FIRMLY TENSIONED AND EACH END-OVER-END LAP JOINT WILL BE SEALED AS DELINEATED IN GENERAL NOTE "O" ON PAGE 3. THE LAP JOINTS WILL BE MADE ALONG THE SIDE OF THE STACK AS SHOWN. DURING STRAP TENSIONING, CARE SHOULD BE EXERCISED TO ENSURE THAT THE CONTAINERS ARE NOT DAMAGED. EXCESS STRAPPING (STRAP ENDS) SHOULD BE CUT OFF OR BROKEN OFF NEAR THE JOINT SEALS.

3. CONTAINER OR CONTAINER STACK HANDLING:

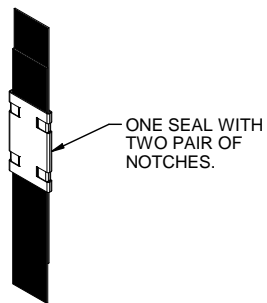
- A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIAL HANDLING EQUIPMENT WILL BE USED FOR HANDLING THE DEPICTED CONTAINERS. APPROVED MATERIAL HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SLINGS, SPREADER BARS, ETC.) IS SPECIFIED ELSEWHERE.
- B. PRECAUTIONARY HANDLING 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.
- D. WHEN UNLOADING A CONTAINER OR CONTAINER STACK FROM THE END OPENING ISO CONTAINER, THE FORKLIFT TINES WILL BE INSERTED UNDER THE LOWER CONTAINER, THE FORKLIFT WILL THEN ELEVATE THE END SLIGHTLY ABOVE THE FLOOR, AND BEGIN DRAGGING THE CONTAINER OR STACK FROM THE END OPENING ISO CONTAINER 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.

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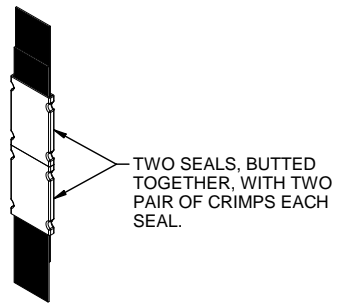


DETAIL A

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.

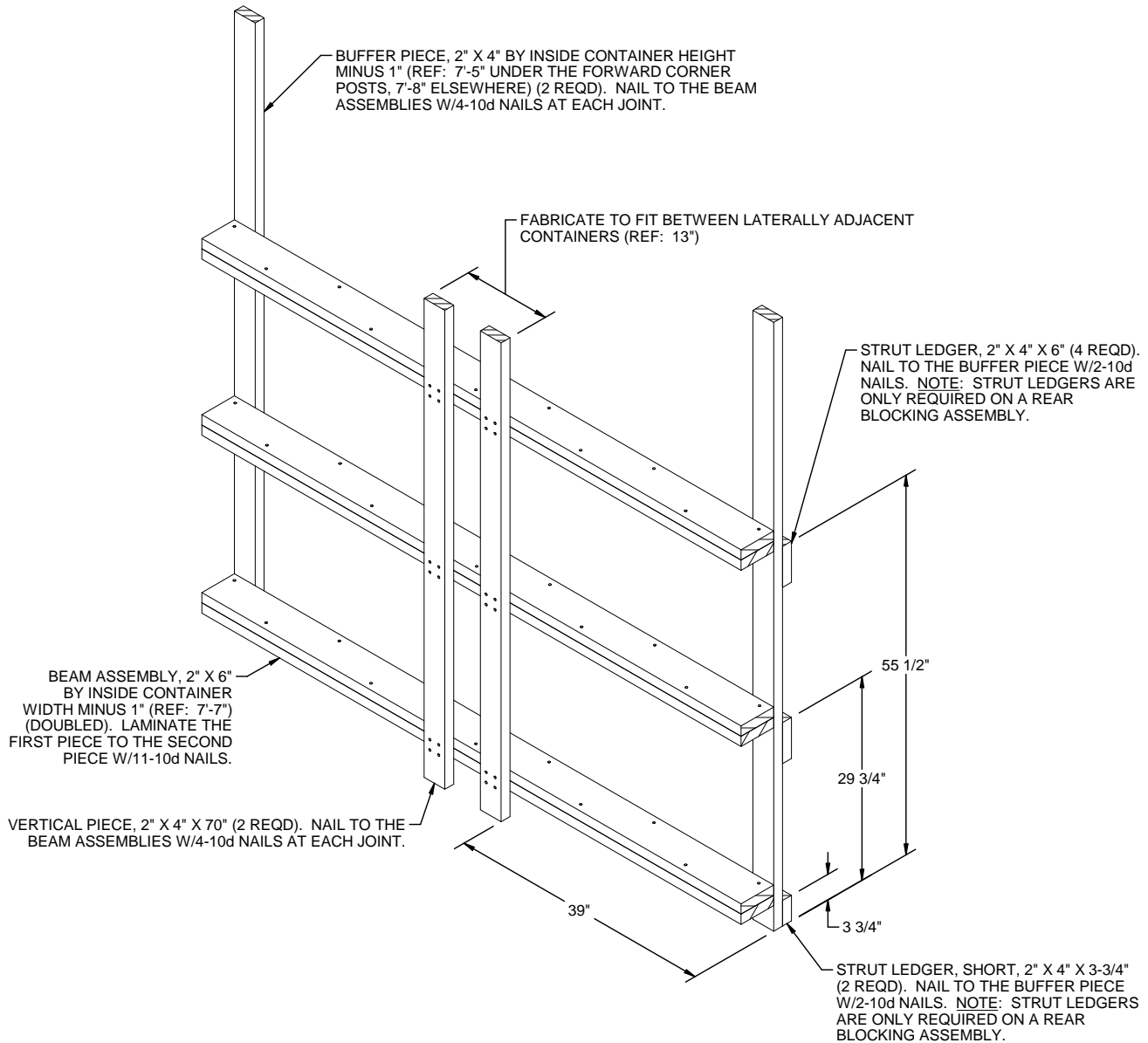


STRAP JOINT A
METHOD OF SECURING A STRAP JOINT WHEN USING A NOTCH-TYPE SEALER.



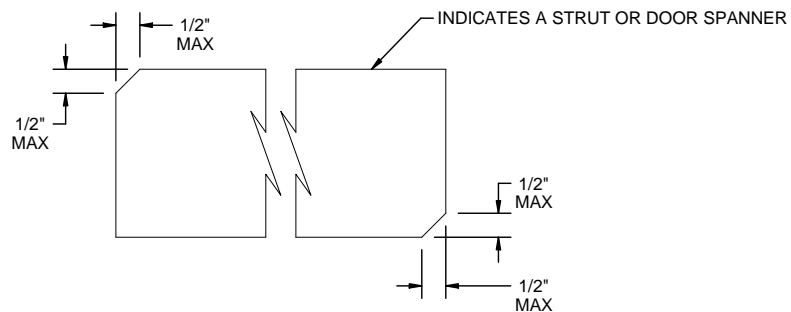
STRAP JOINT B
METHOD OF SECURING A STRAP JOINT WHEN USING A CRIMP-TYPE SEALER.

END-OVER-END LAP JOINT DETAILS

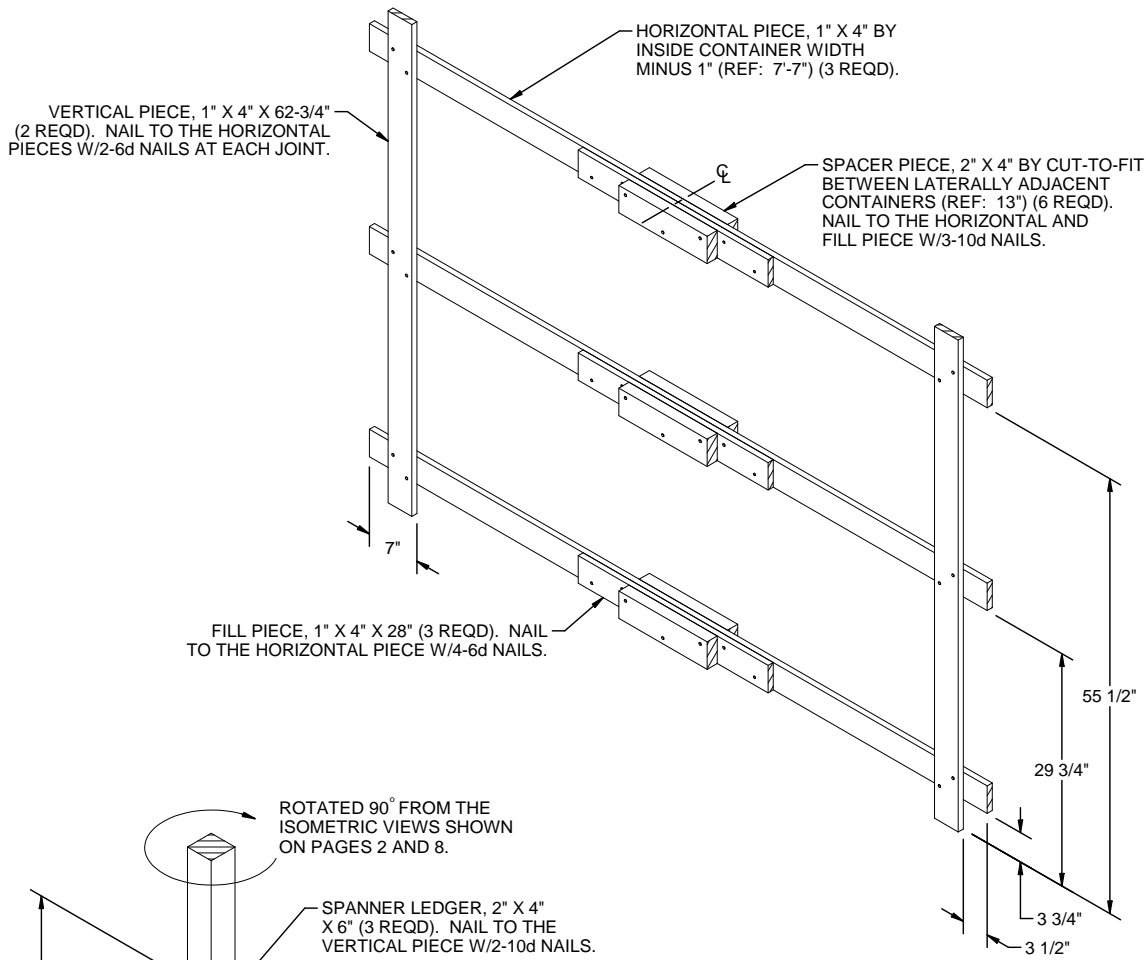


FORWARD/REAR BLOCKING ASSEMBLY

FOR A TWO-HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP STRUT LEDGERS AND SHORTEN THE VERTICAL PIECES TO 44". FOR A ONE-HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP STRUT LEDGERS, LOWER THE MIDDLE BEAM ASSEMBLY AND MIDDLE STRUTS FROM 29-3/4" TO 14" AND SHORTEN THE VERTICAL PIECES TO 20".

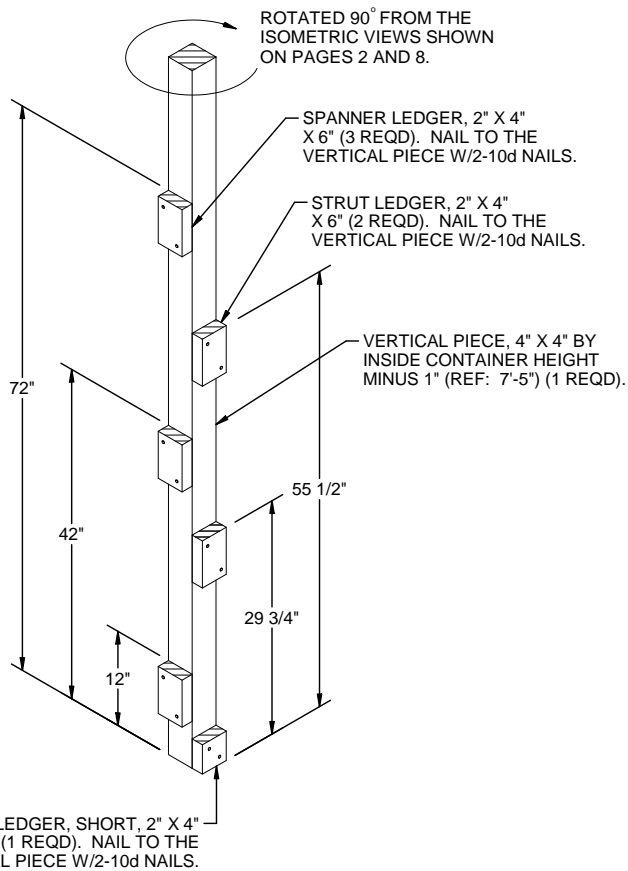


IF DESIRE, EACH END OF A STRUT OR DOOR SPANNER MAY BE BEVEL-CUT AS SHOWN ABOVE TO FACILITATE INSTALLING WITH A "DRIVE" FIT.



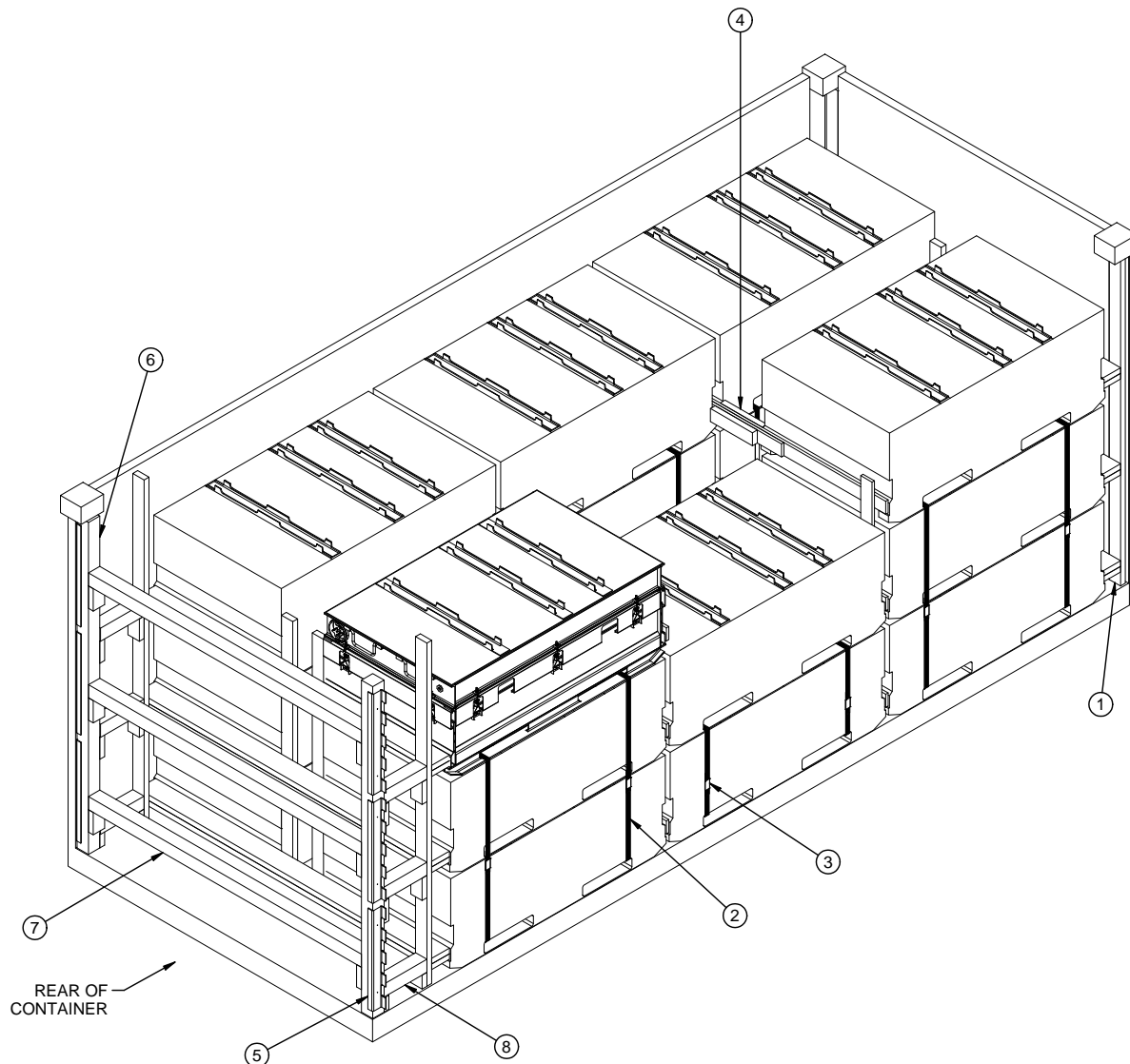
SEPARATOR ASSEMBLY

FOR A TWO-HIGH LOAD, ELIMINATE THE TOP HORIZONTAL AND FILL PIECES AND THE TOP TWO SPACER PIECES, AND SHORTEN THE VERTICAL PIECES TO 34". FOR A ONE-HIGH LOAD, ELIMINATE THE TOP AND MIDDLE HORIZONTAL AND FILL PIECES AND THE TOP FOUR SPACER PIECES, AND SHORTEN THE VERTICAL PIECES TO 8".



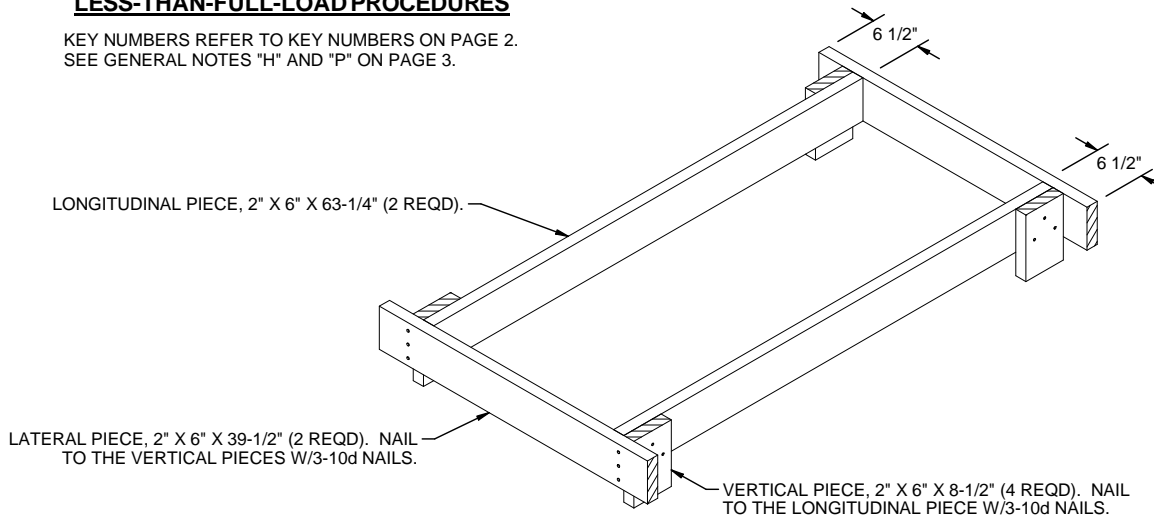
DOOR POST VERTICAL

FOR A TWO-HIGH LOAD, ELIMINATE THE TOP SPANNER LEDGER AND STRUT LEDGER. FOR A ONE-HIGH LOAD, ELIMINATE THE TOP SPANNER LEDGER AND STRUT LEDGER AND LOWER THE MIDDLE STRUT LEDGER FROM 29-3/4" TO 14".



LESS-THAN-FULL-LOAD PROCEDURES

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2.
SEE GENERAL NOTES "H" AND "P" ON PAGE 3.



FILLER ASSEMBLY

THE ASSEMBLY IS FOR USE WHEN LOADING AN ODD NUMBER OF CONTAINERS ONE LAYER HIGH. NAIL TO THE SEPARATOR ASSEMBLIES WITH MINIMUM TWO 10d NAILS EACH WHERE APPLICABLE.