

APPROVED BY
BUREAU OF EXPLOSIVES

Don Hart

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LOADING AND BRACING* IN END OPENING ISO CONTAINERS OF JSOW (AGM-154) MISSILE PACKED IN CNU-671 OR CNU-672 CON- TAINERS

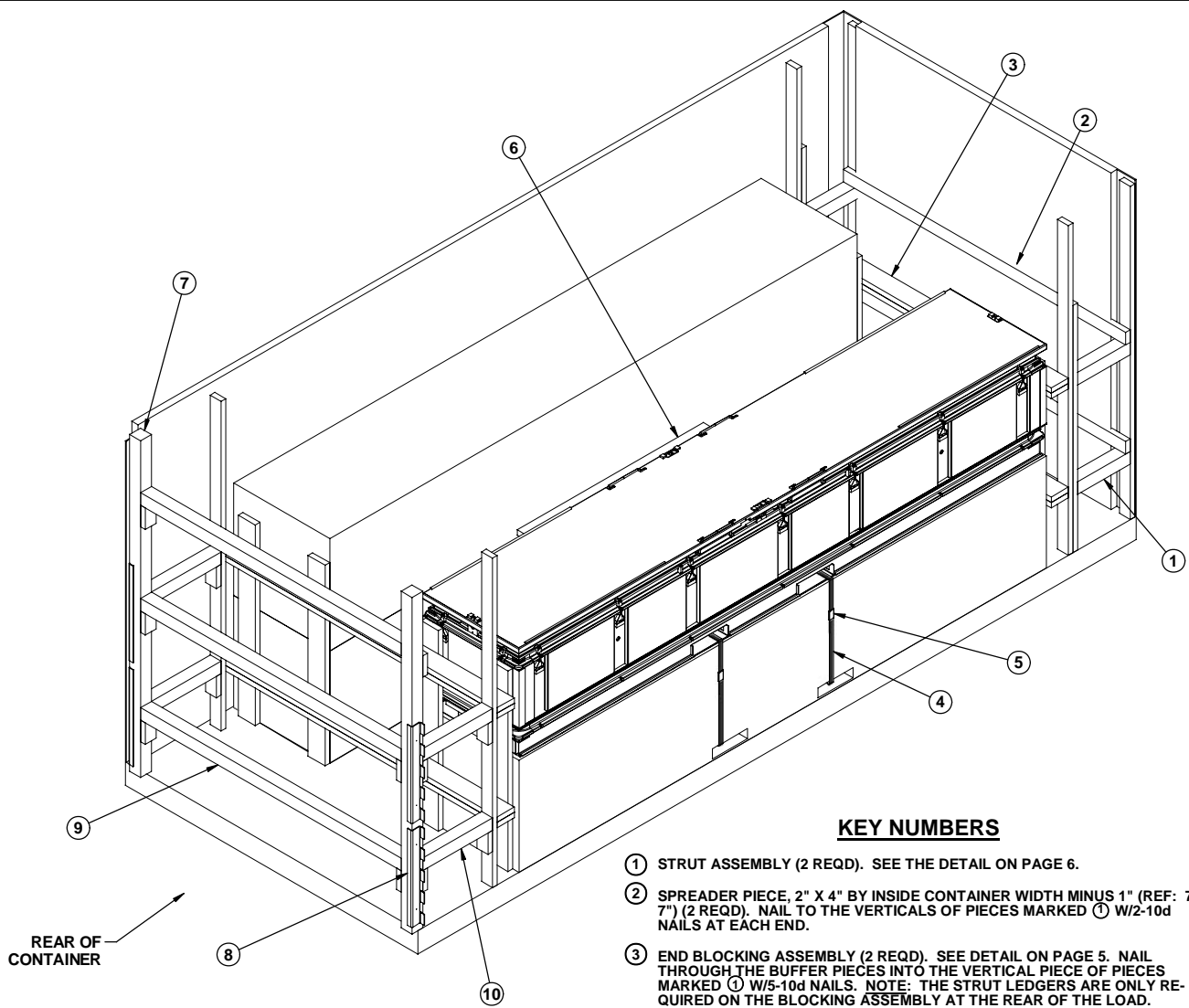
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*THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY CONTAINER-ON-FLATCAR (COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY FIELD SUPPORT 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 8.						
<i>Patrick Dougherty</i>		DO NOT SCALE			JULY 2005			
		ENGINEER OR TECHNICIAN	BASIC REV.	PATRICK DOUGHERTY				
APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND		TRANSPORTATION ENGINEERING DIVISION	<i>G. L. Willis</i>					
<i>John W. Smith</i>		VALIDATION ENGINEERING DIVISION	<i>John W. Smith</i>			TESTED		
		ENGINEERING DIRECTORATE	<i>Richard L. Chalk</i>			CLASS	DIVISION	DRAWING
U.S. ARMY DEFENSE AMMUNITION CENTER					19	48	8821	SP15J154



REAR OF CONTAINER

ISOMETRIC VIEW

KEY NUMBERS

- ① STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6.
- ② SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (2 REQD). NAIL TO THE VERTICALS OF PIECES MARKED ① W/2-10d NAILS AT EACH END.
- ③ END BLOCKING ASSEMBLY (2 REQD). SEE DETAIL ON PAGE 5. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF PIECES MARKED ① W/5-10d NAILS. NOTE: THE STRUT LEDGERS ARE ONLY REQUIRED ON THE BLOCKING ASSEMBLY AT THE REAR OF THE LOAD.
- ④ STACK UNITIZING STRAP, 1-1/4" X .035" OR .031" X 10'-11" LONG STEEL STRAPPING (4 REQD, 2 PER STACK). INSTALL THROUGH THE FORKLIFT OPENINGS OF TWO CONTAINERS AND POSITION AS FAR APART AS THE FORKLIFT OPENINGS PERMIT.
- ⑤ SEAL FOR 1-1/4" UNITIZING STRAP (4 REQD, 1 PER STRAP). CRIMP EACH SEAL WITH TWO PAIR OF NOTCHES.
- ⑥ ANTI-SWAY BRACE (2 REQD). SEE DETAIL ON PAGE 6. INSTALL ONE ANTI-SWAY BRACE FOR EACH LAYER OF CONTAINERS.
- ⑦ DOOR POST VERTICAL (2 REQD). SEE DETAIL ON PAGE 7, "DETAIL A" ON PAGE 8, AND GENERAL NOTE "P" ON PAGE 3.
- ⑧ 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 "P" ON PAGE 3. THE QUANTITY OF UNIVERSAL LOAD RETAINERS (4 REQD) AS NOTED ABOVE IS AN EXCEPTION TO ARMY DRAWING DA-116 AND IS AUTHORIZED FOR USE IN THE LOAD AS SHOWN ON THIS PAGE.
- ⑨ DOOR SPANNER, 4" X 4" MATERIAL CUT TO A LENGTH THAT WILL PROVIDE A DRIVE FIT (REF:7'-1-1/4") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 7.
- ⑩ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 22-1/2") (4 REQD). TOENAIL TO THE BUFFER PIECES 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 7.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	93	62
2" X 6"	118	118
4" X 4"	51	68
NAILS	NO. REQD	POUNDS
10d (3")	180	3
12d (3-1/4")	28	1/2
UNIVERSAL LOAD RETAINER - 4 REQD - - 26.00 LBS		
STEEL STRAPPING, 1-1/4" - 44' REQD - - 6.24 LBS		
SEAL FOR 1-1/4" STRAPPING - 4 REQD - - 0.18 LBS		

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-672 CONTAINER	4	8,996 LBS
DUNNAGE		532 LBS
CONTAINER		4,700 LBS

TOTAL WEIGHT - - - - - 14,228 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 JSOW MISSILE PACKED IN CNU-671 OR CNU-672 CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH AMMUNITION ITEMS. SEE PAGE 4 AND RAYTHEON DRAWINGS 4283067-1 AND 4283068-1 FOR DETAILS OF THE CONTAINERS. **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". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY ADJUSTING THE POSITION OF THE BUFFER PIECES ON THE ANTI-SWAY BRACES OR BY LAMINATING ADDITIONAL PIECES OF APPROPRIATE THICKNESS TO THE VERTICAL 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 CONTAINER.
- 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 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.

(CONTINUED AT RIGHT)

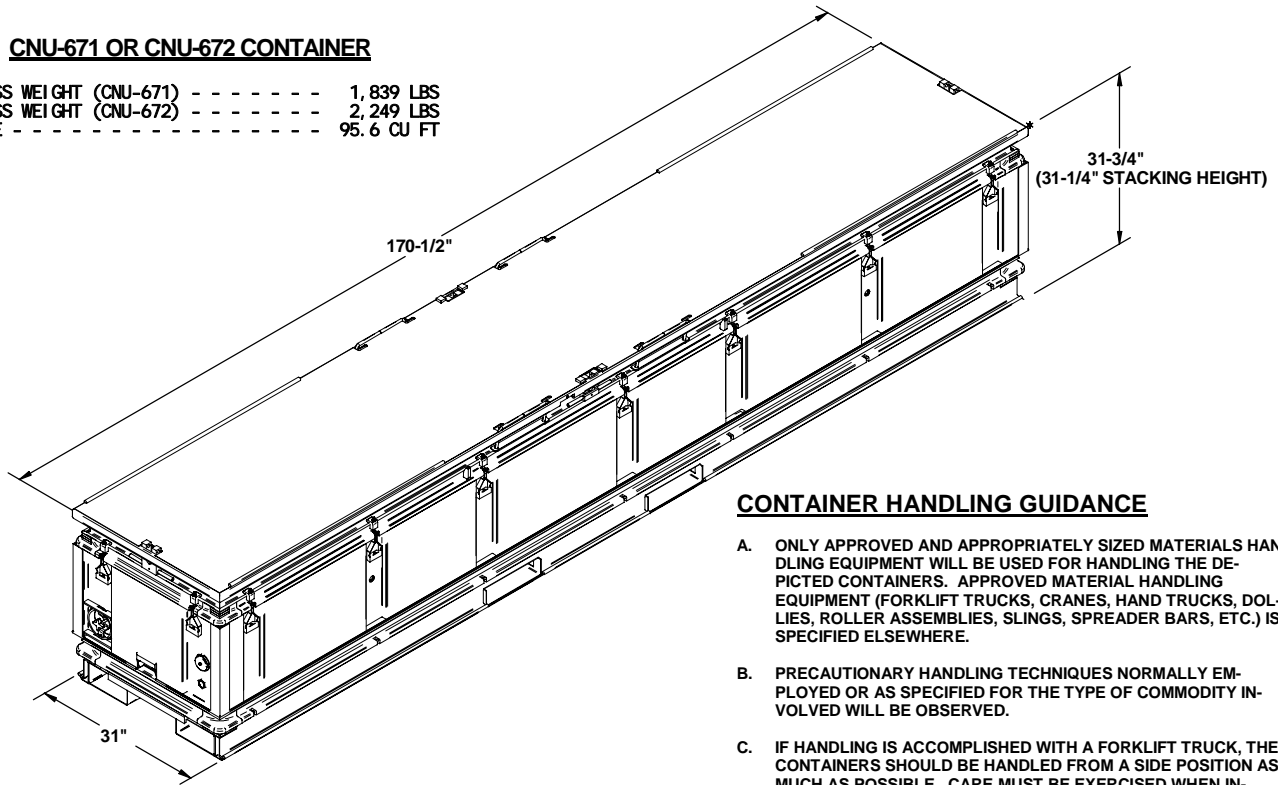
- N. DURING INTRASTATE AND/OR INTERSTATE MOVES BY MOTOR CARRIER, A PROPER CHASSIS OR MODIFIED FLATBED TRAILER MUST BE USED TO PRECLUDE VIOLATION OF ONE OR MORE "WEIGHT LAWS" APPLICABLE TO THE STATE OR STATES INVOLVED.
- O. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED 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. FOUR UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING THREE OR FOUR CNU-671 OR CNU-672 CONTAINERS, FOUR UNIVERSAL LOAD RETAINERS ARE REQUIRED WHEN LOADING ONE OR TWO CNU-671 OR CNU-672 CONTAINERS. 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.
- Q. THE TWO CNU CONTAINER INTERLOCKS LOCATED ON EITHER END OF THE CONTAINERS CAN BE UTILIZED IN PLACE OF STEEL STRAPPING WHEN UNITIZING CONTAINERS AS DEPICTED ON PAGE 8, IF DESIRED. CONTAINERS MAY BE STACKED UP TO TWO HIGH WITH INTERLOCKS ENGAGED FOR TRANSPORTATION. WHEN HANDLING STACKS OF CONTAINERS WITH INTERLOCKS ENGAGED, LIFT BY BOTTOM CONTAINER ONLY. SEE THE "CONTAINER INTERLOCK DETAIL" ON PAGE 4.
- R. THE QUANTITY OF CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED.
1. IF A LOAD IS REDUCED BY ONE LADING UNIT, USE TWO CRIB FILL ASSEMBLIES AS SHOWN ON PAGE 7 AND ELIMINATE THE ANTI-SWAY BRACES.
 2. IF A LOAD IS REDUCED BY TWO LADING UNITS, PLACE TWO LADING UNITS ON THE CONTAINER FLOOR, ELIMINATE THE TOP BEAM FROM THE END BLOCKING ASSEMBLIES, ELIMINATE ONE ANTI-SWAY BRACE, AND ELIMINATE THE UPPER UNIVERSAL LOAD RETAINER FROM EACH DOOR POST VERTICAL.
- S. 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.
- T. **RECOMMENDED SEQUENTIAL LOADING PROCEDURES:**
1. PREFABRICATE TWO END BLOCKING ASSEMBLIES, TWO ANTI-SWAY BRACES, TWO STRUT ASSEMBLIES, AND TWO DOOR POST VERTICALS.
 2. INSTALL THE TWO STRUT ASSEMBLIES AND SPREADER PIECES.
 3. INSTALL THE END BLOCKING ASSEMBLY.
 4. LOAD THE CNU CONTAINERS.
 5. INSTALL TWO ANTI-SWAY BRACES.
 6. INSTALL THE END BLOCKING ASSEMBLY.
 7. INSTALL THE DOOR POST VERTICALS, UNIVERSAL LOAD RETAINERS, DOOR SPANNERS, AND STRUTS.

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, 11, OR 1V.
<u>STEEL, STRUCTURAL</u>	- - - -	ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.

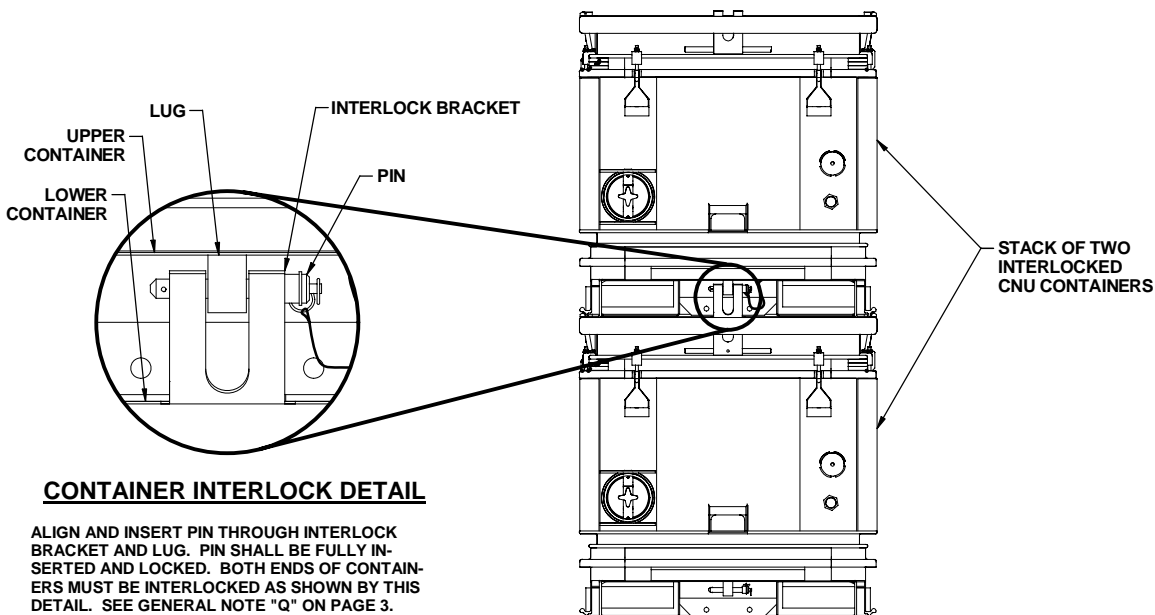
CNU-671 OR CNU-672 CONTAINER

GROSS WEIGHT (CNU-671) - - - - -	1,839 LBS
GROSS WEIGHT (CNU-672) - - - - -	2,249 LBS
CUBE - - - - -	95.6 CU FT



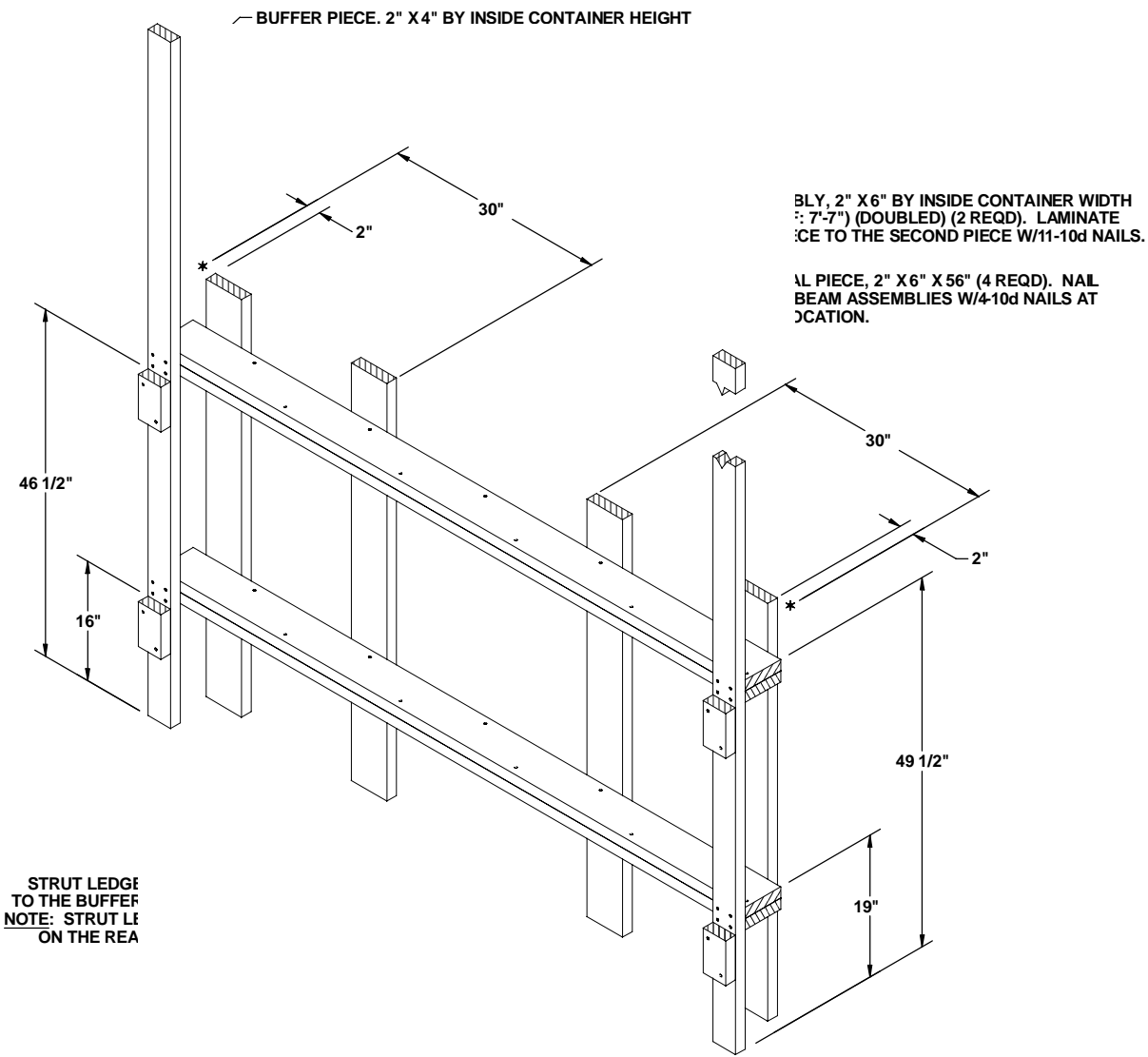
CONTAINER HANDLING GUIDANCE

- A. ONLY APPROVED AND APPROPRIATELY SIZED MATERIALS 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 CONTAINERS, REMOVE THE REAR AND LATERAL DUNNAGE, AND SHIFT THE NEAR END OF A CONTAINER STACK TOWARDS THE CENTER OF THE END OPENING CONTAINER. ATTACH A CHAIN FROM THE CONTAINER LIFTING CLEVIS ON ONE SIDE OF THE CONTAINER, CONTAINER, AROUND THE FORKLIFT MAST, TO THE CONTAINER LIFTING CLEVIS ON THE OPPOSITE SIDE OF THE CONTAINER. SLIGHTLY ELEVATE AND INSERT THE FORK TINES UNDER THE END OF THE CONTAINER STACK AND SLOWLY DRAG THE CONTAINER STACK REARWARD UNTIL IT CAN BE HANDLED FROM THE SIDE, TAKING CARE NOT TO DAMAGE THE CONTAINERS.



CONTAINER INTERLOCK DETAIL

ALIGN AND INSERT PIN THROUGH INTERLOCK BRACKET AND LUG. PIN SHALL BE FULLY INSERTED AND LOCKED. BOTH ENDS OF CONTAINERS MUST BE INTERLOCKED AS SHOWN BY THIS DETAIL. SEE GENERAL NOTE "Q" ON PAGE 3.



— BUFFER PIECE. 2" X 4" BY INSIDE CONTAINER HEIGHT

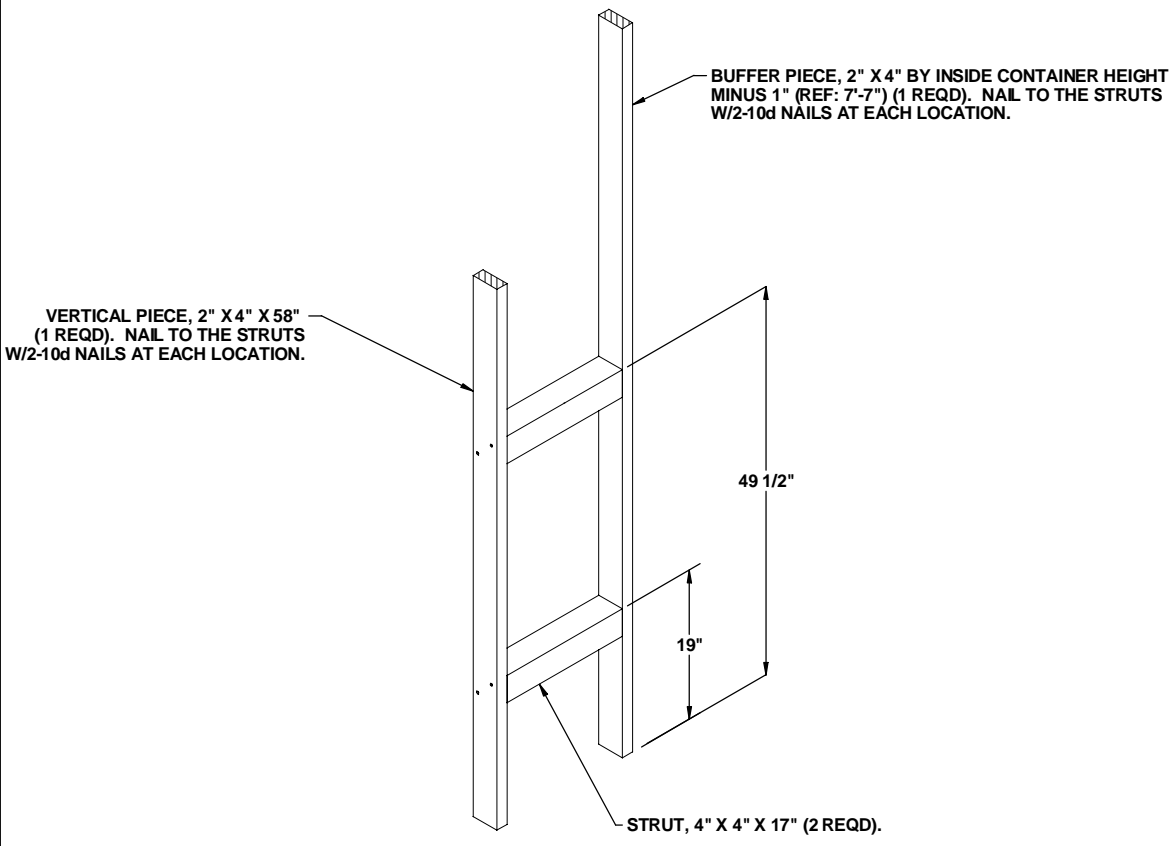
PLY, 2" X 6" BY INSIDE CONTAINER WIDTH
 (7'-7") (DOUBLED) (2 REQD). LAMINATE
 TO THE SECOND PIECE W/11-10d NAILS.

1/2" PLY, 2" X 6" X 56" (4 REQD). NAIL
 BEAM ASSEMBLIES W/4-10d NAILS AT
 LOCATION.

STRUT LEDGE
 TO THE BUFFER
 NOTE: STRUT LE
 ON THE REA

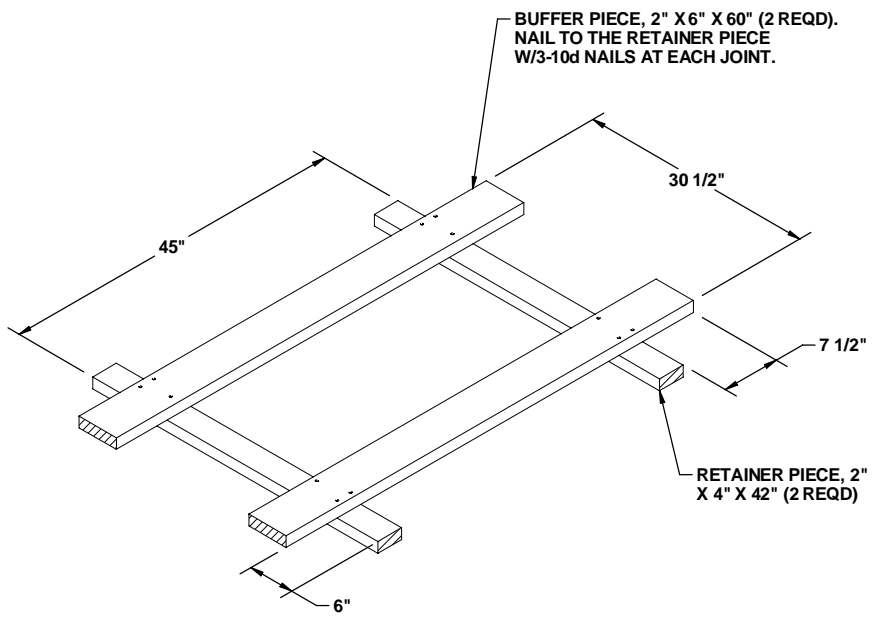
END BLOCKING ASSEMBLY
 SEE THE SPECIAL NOTE BELOW.

SPECIAL NOTE: FOR A ONE LAYER LOAD, ELIMINATE THE TOP STRUTS, THE TOP
 BEAM ASSEMBLY, THE TOP STRUT LEDGERS AND THE TOP ANTI-SWAY BRACE.
 SHORTEN THE VERTICAL PIECES TO 26".

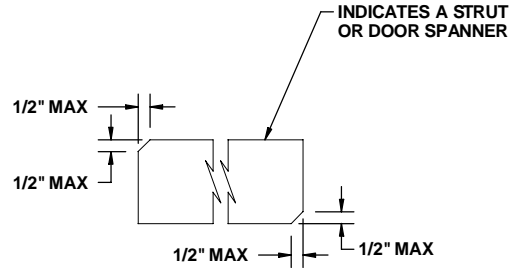
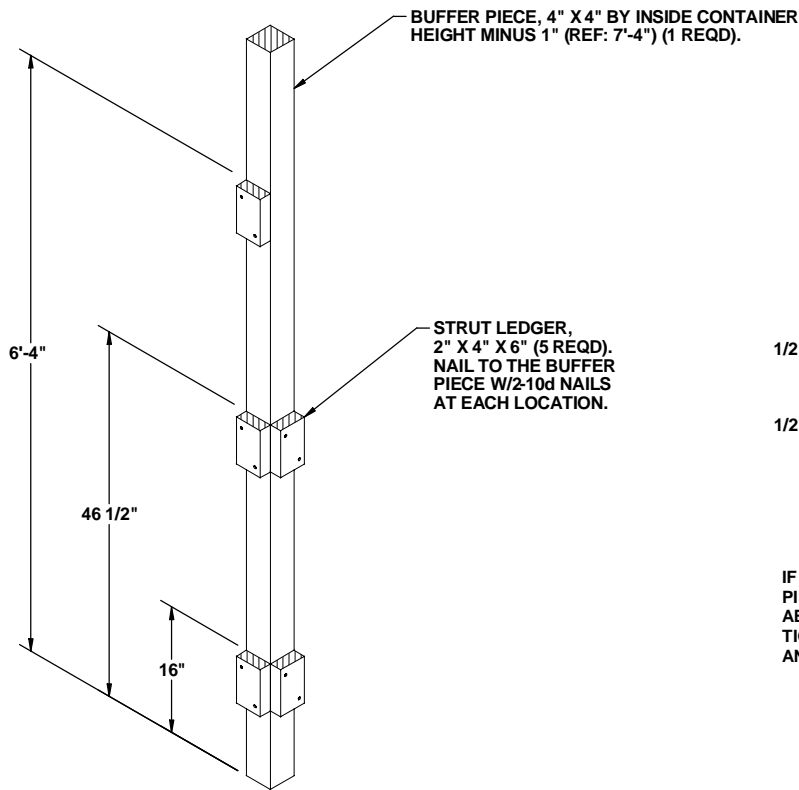


STRUT ASSEMBLY

TWO ASSEMBLIES REQUIRED PER LOAD.
SEE THE SPECIAL NOTE ON PAGE 5.



ANTI-SWAY BRACE

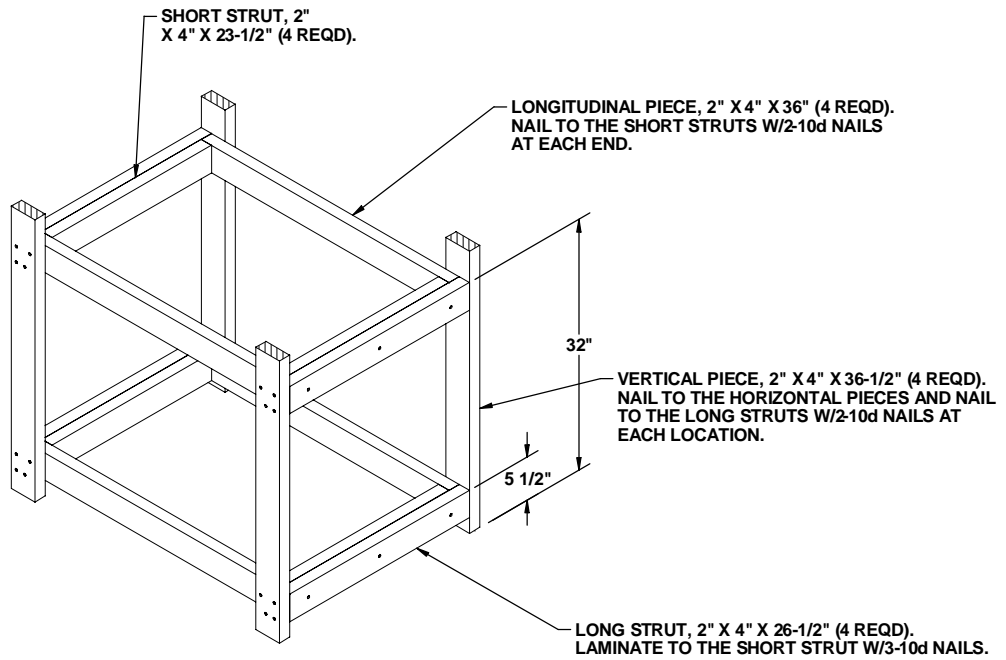


BEVEL-CUT

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 DOORPOST VERTICALS AND THE END BLOCKING ASSEMBLY.

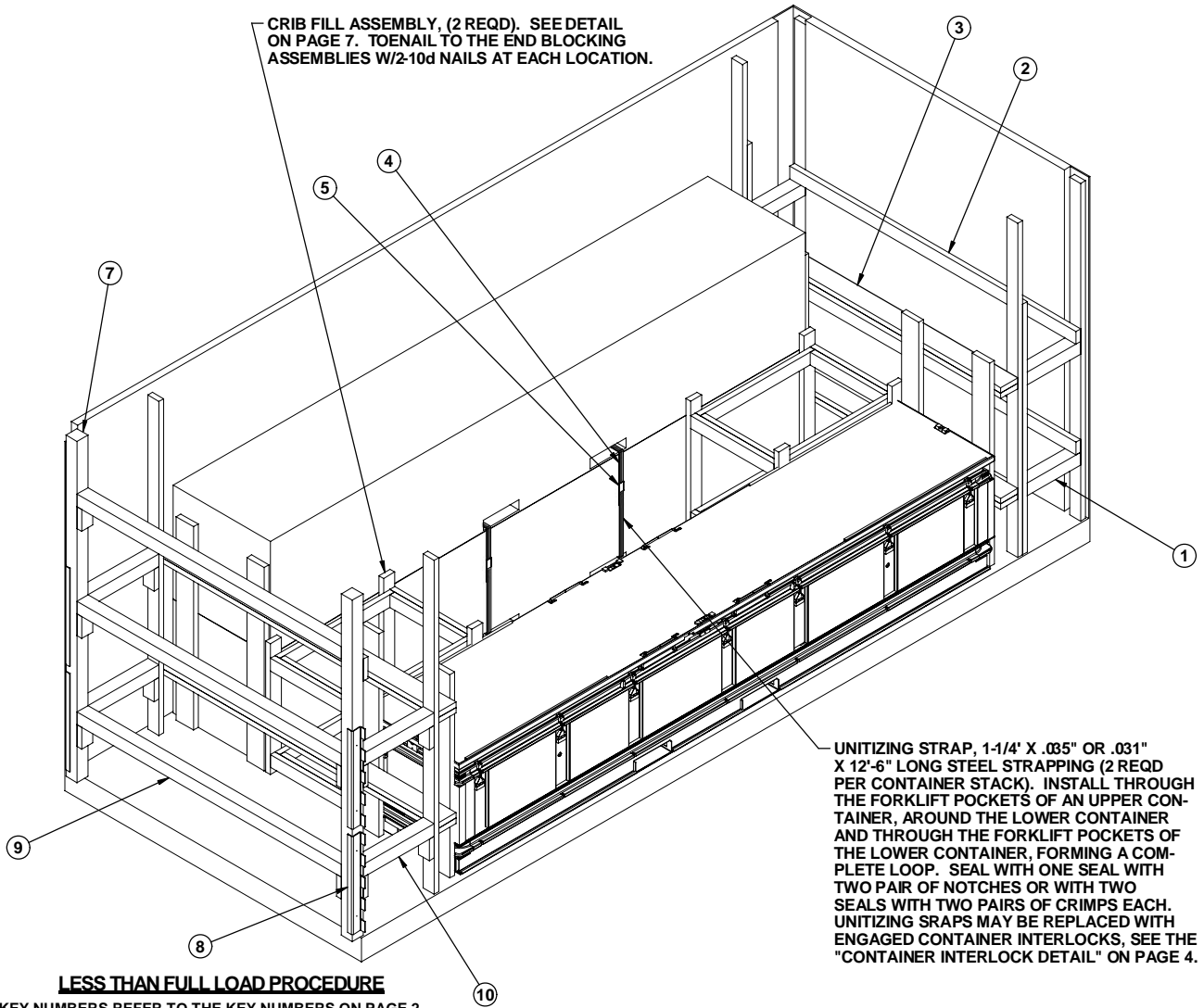
DOOR POST VERTICAL

TWO DOOR POST VERTICALS REQUIRED PER LOAD.



CRIB FILL ASSEMBLY

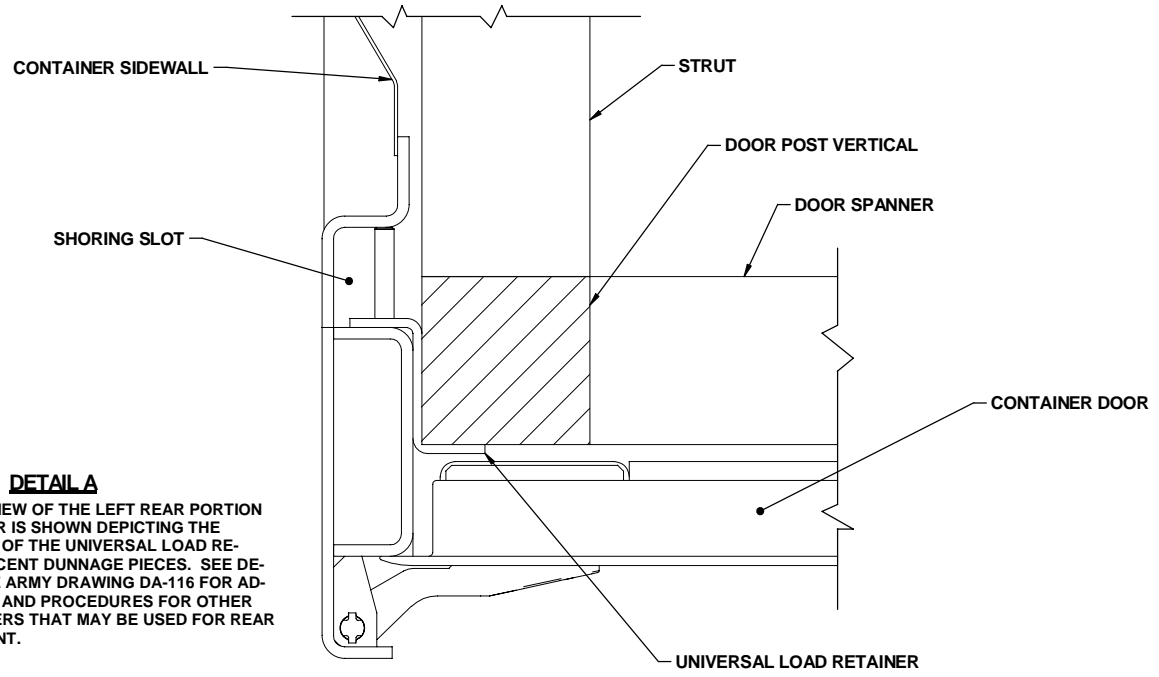
CRIB FILL ASSEMBLY, (2 REQD). SEE DETAIL ON PAGE 7. TOENAIL TO THE END BLOCKING ASSEMBLIES W/2-10d NAILS AT EACH LOCATION.



UNITIZING STRAP, 1-1/4" X .035" OR .031" X 12'-6" LONG STEEL STRAPPING (2 REQD PER CONTAINER STACK). INSTALL THROUGH THE FORKLIFT POCKETS OF AN UPPER CONTAINER, AROUND THE LOWER CONTAINER AND THROUGH THE FORKLIFT POCKETS OF THE LOWER CONTAINER, FORMING A COMPLETE LOOP. SEAL WITH ONE SEAL WITH TWO PAIR OF NOTCHES OR WITH TWO SEALS WITH TWO PAIRS OF CRIMPS EACH. UNITIZING SRAPS MAY BE REPLACED WITH ENGAGED CONTAINER INTERLOCKS, SEE THE "CONTAINER INTERLOCK DETAIL" ON PAGE 4.

LESS THAN FULL LOAD PROCEDURE

KEY NUMBERS REFER TO THE KEY NUMBERS ON PAGE 2.
NOTE: WHEN REDUCING A LOAD BY AN ODD NUMBER OF CONTAINERS, IT WILL BE NECESSARY TO UNITIZE THE CONTAINER STACK WHICH IS Laterally ADJACENT TO THE OMITTED CONTAINER AS DEPICTED ABOVE. SEE GENERAL NOTES "H" AND "Q" ON PAGE 3.



DETAIL A

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER IS SHOWN DEPICTING THE PROPER POSITION OF THE UNIVERSAL LOAD RESTRAINER AND ADJACENT DUNNAGE PIECES. 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.