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LOADING AND BRACING[⊕] IN END OPENING ISO CONTAINERS OF SIDEWINDER (AIM-9X) MISSILES PACKED IN CNU-609 SHIPPING AND STORAGE CONTAINERS

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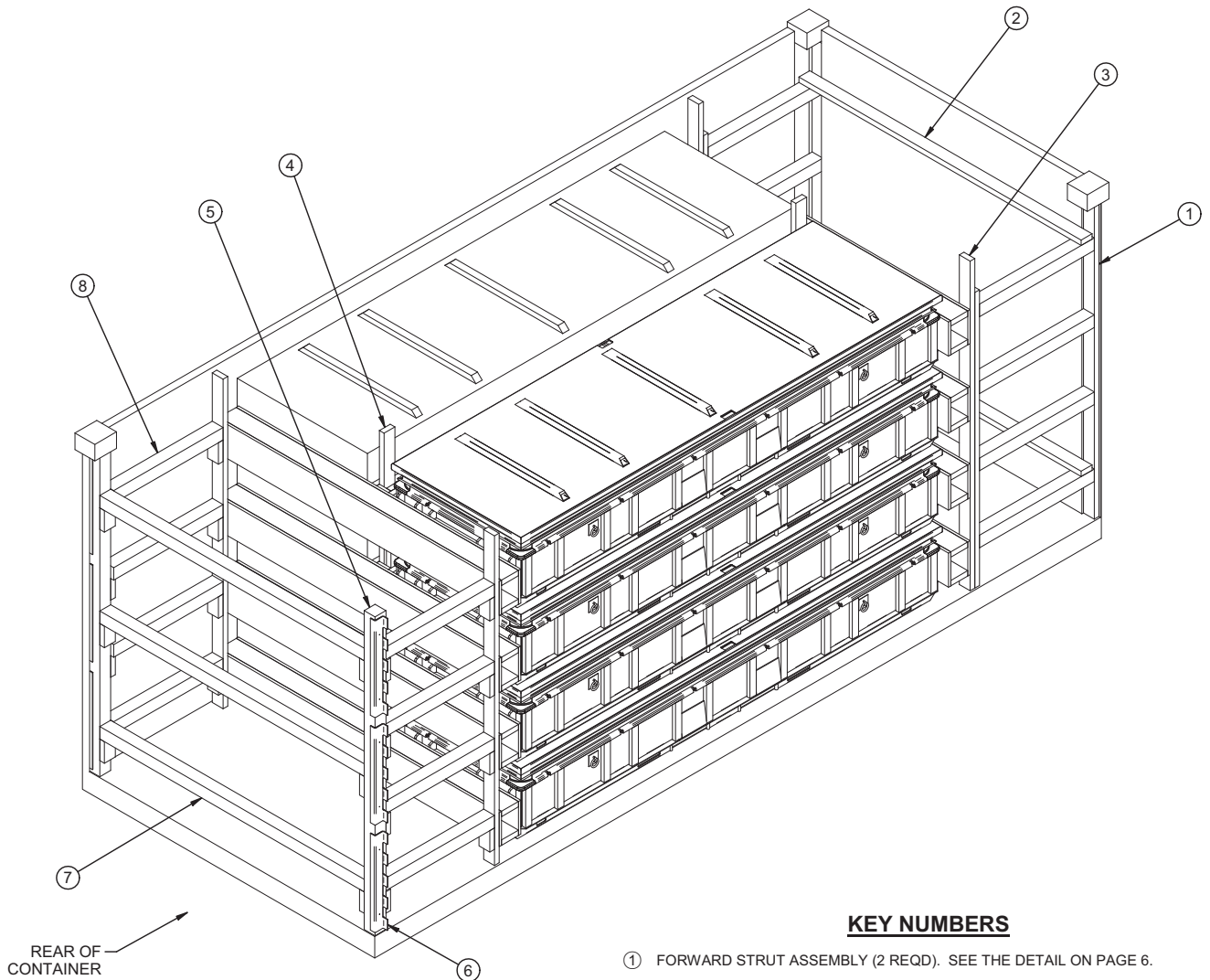
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[⊕] THE PROCEDURES SHOWN HEREIN ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLATCAR (T/COFC) RAIL, MOTOR, OR WATER CARRIERS.

U.S. ARMY MATERIEL COMMAND DRAWING

<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: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=RUS.ALLEN.J.1230354282 Date: 2010.11.19 15:35:13 -06'00'</small></p>	<p>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.</p>				<p>NOVEMBER 2010</p>					
	<p>ENGINEER OR TECHNICIAN</p>		<p>BASIC REV.</p>						<p>CANH TRAN</p>	
<p>APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND</p> <p>CARNEY.GAR Y.BURTON.10 38708038</p> <p><small>Digitally signed by CARNEY.GARY.BURTON.1038708038 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=CARNEY.GARY.BURTON.1038708 038 Date: 2010.11.22 09:36:10 -06'00'</small></p> <p>U.S. ARMY DEFENSE AMMUNITION CENTER</p>	<p>TRANSPORTATION ENGINEERING DIVISION</p>		<p>FIEFFER.LAUR A.A.1230375727</p> <p><small>Digitally signed by FIEFFER.LAURA.A.1230375727 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=FIEFFER.LAURA.A.1230375727 Date: 2010.10.26 15:28:13 -05'00'</small></p>		<p>TESTED</p>		CLASS	DIVISION	DRAWING	FILE
	<p>VALIDATION ENGINEERING DIVISION</p>		<p>BARICKMAN, PHILIP.W.12 30202202</p> <p><small>Digitally signed by BARICKMAN.PHILIP.W.1230202202 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BARICKMAN.PHILIP.W.1230202 202 Date: 2010.10.27 10:59:48 -05'00'</small></p>				19	48	8844	SP15J166
	<p>ENGINEERING DIRECTORATE</p>		<p>BEAVER.JERRY W.1230949952</p> <p><small>Digitally signed by BEAVER.JERRY.W.1230949952 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=BEAVER.JERRY.W.1230949952 Date: 2010.10.27 12:19:08 -05'00'</small></p>							



ISOMETRIC VIEW

SEE GENERAL NOTE "T" ON PAGE 3 AND UNIT LOAD WITH INTERLOCK DETAIL AND STEEL STRAPPING DETAIL ON PAGE 5.

KEY NUMBERS

- ① FORWARD 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 STRUTS OF PIECE MARKED ① W/2-10d NAILS AT EACH END.
- ③ FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECES OF PIECE MARKED ① W/7-10d NAILS. **NOTE:** STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.
- ④ CENTER FILL ASSEMBLY (1 REQD). SEE THE DETAIL ON PAGE 7.
- ⑤ DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 6, "DETAIL A" ON PAGE 6, AND GENERAL NOTE "S" ON PAGE 3.
- ⑥ UNIVERSAL LOAD RETAINER (6 REQD, 3 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 6, AND GENERAL NOTE "S" 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") (3 REQD). TOENAIL TO THE DOOR POST VERTICAL W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 4.
- ⑧ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 35-3/8") (8 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 4.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" x 4"	245	163
2" x 6"	121	121
4" x 4"	62	83
NAILS	NO. REQD	POUNDS
6d (2")	352	2
10d (3")	220	3-3/8
12d (3-1/4")	76	1-1/4
PLYWOOD, 3/4" - - 96.06 SQ FT REQD - -		198.11 LBS
UNIVERSAL LOAD RETAINER - - - - 6 REQD - -		39 LBS

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-609 CONTAINER - -	8 - - - - -	11,784 LBS
DUNNAGE - - - - -	- - - - -	978 LBS
CONTAINER - - - - -	- - - - -	4,700 LBS
TOTAL WEIGHT - - - - -		17,462 LBS (APPROX)

GENERAL NOTES

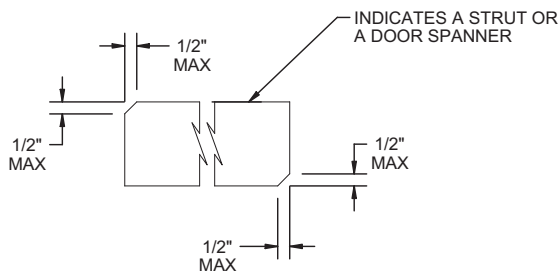
(GENERAL NOTES CONTINUED)

- 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 SIDEWINDER (AIM-9X) MISSILES PACKED IN CNU-609 SHIPPING AND STORAGE CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH MISSILE ITEMS. SEE PAGE 4 AND NAVY DRAWING 6214173 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". EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BY ADJUSTING THE LENGTH OF THE LATERAL PIECES ON THE CENTER FILL ASSEMBLY.
- 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 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.
- 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. 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 DETAILS ON PAGE 8 FOR GUIDANCE.
- Q. 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.
- R. 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.
- S. SIX UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOADS ON PAGES 2 AND 8, ARE REQUIRED WHEN LOADING SEVEN OR EIGHT CONTAINERS, FOUR ARE REQUIRED WHEN LOADING FIVE OR SIX CONTAINERS, AND TWO ARE REQUIRED WHEN LOADING LESS THAN FIVE 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.
- T. THE TWO CNU CONTAINER INTERLOCKS LOCATED ON EITHER SIDE OF THE CONTAINERS CAN BE UTILIZED IN PLACE OF STEEL STRAPPING WHEN UNITIZING CONTAINERS. CONTAINERS MAY BE UNITIZED TWO HIGH USING INTERLOCKS. WHEN HANDLING INTERLOCKED CONTAINERS, LIFT BY BOTTOM CONTAINER ONLY. SEE THE "UNIT LOAD WITH INTERLOCK DETAIL" ON PAGE 5 AND NAVY DRAWING 6214173 FOR FURTHER DETAILS.
- U. ANTI-CHAFING MATERIAL MAY BE INSTALLED AT POINTS OF CONTACT BETWEEN CONTAINERS AND THE END OPENING ISO CONTAINER, AND BETWEEN CONTAINERS AND STEEL STRAPPING, IF DESIRED, TO PREVENT CHAFING DAMAGE TO CONTAINER PAINT AND MARKINGS.
- V. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES, ONE CENTER FILL ASSEMBLY, AND TWO DOOR POST VERTICALS WITH UNIVERSAL LOAD RETAINERS.
2. INSTALL TWO FORWARD STRUT ASSEMBLIES AND TWO SPREADER PIECES.
3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
4. LOAD EIGHT CONTAINERS.
5. INSTALL THE CENTER FILL ASSEMBLY.
6. INSTALL THE REAR BLOCKING ASSEMBLY.
7. INSTALL THE DOOR POST VERTICAL ASSEMBLIES.
8. INSTALL THREE DOOR SPANNERS.
9. INSTALL EIGHT STRUTS.

MATERIAL SPECIFICATIONS

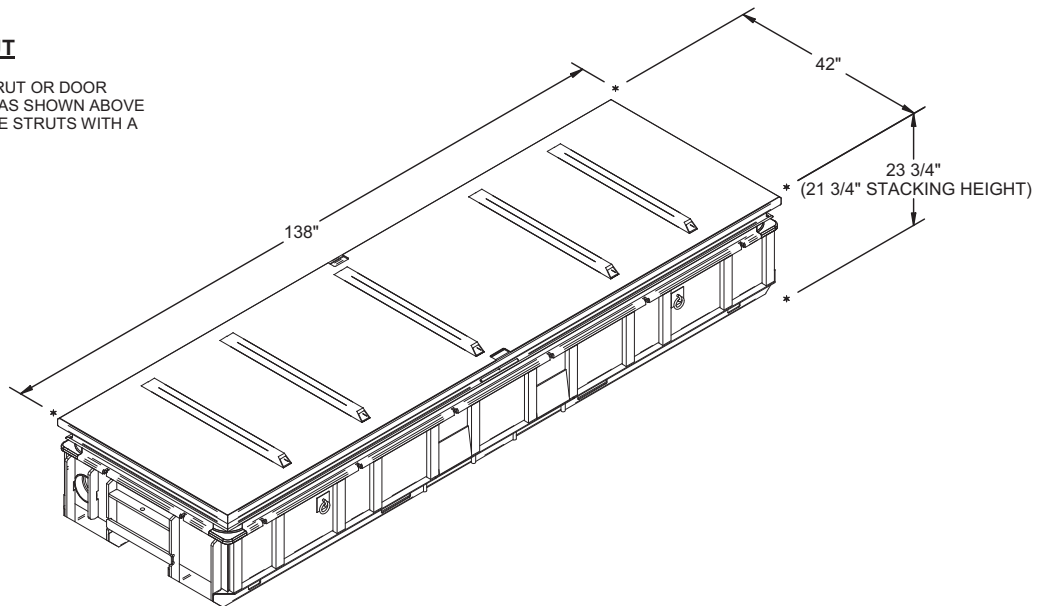
- LUMBER** - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - : ASTM F1667; COMMON STEEL NAIL (NLCMS OR NLCMMS).
- PLYWOOD** - - - - - : COMMERCIAL ITEM DESCRIPTION A-A-55057, INDUSTRIAL PLYWOOD, INTERIOR WITH EXTERIOR GLUE, GRADE C-D. IF SPECIFIED 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.
- ANTI-CHAFING MATERIAL** - - - - - : MIL-PRF-121 (OR EQUAL); NEUTRAL BARRIER MATERIAL.
- STEEL, STRUCTURAL** - - - - - : ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER.

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BEVEL CUT

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



CNU-609 CONTAINER

GROSS WEIGHT - - - - - 1,473 LBS (APPROX)
 CUBE - - - - - 79.7 CU FT (APPROX)

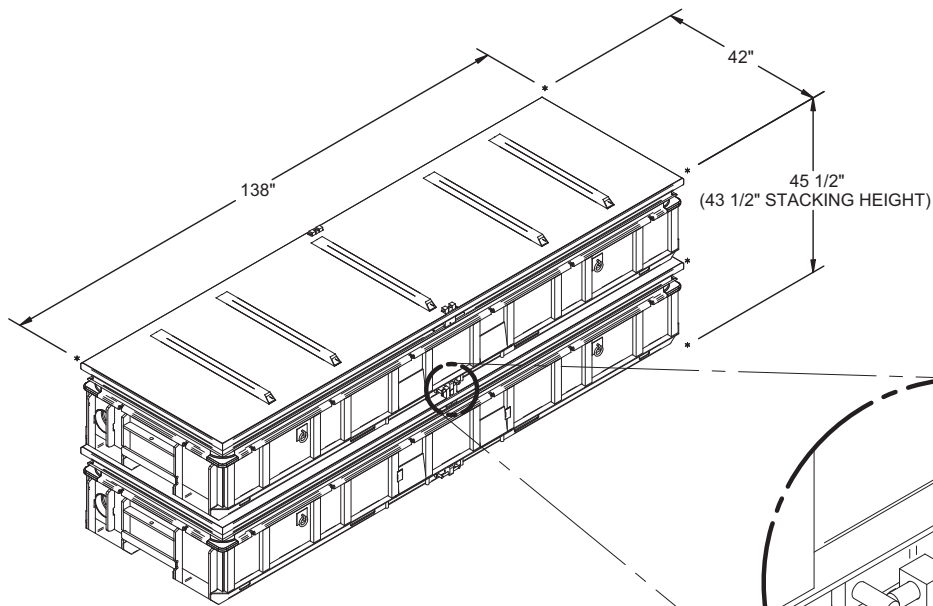
UNITIZATION AND HANDLING GUIDANCE

(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. UNITIZING PROCEDURE USING PREFERRED INTERLOCKING FEATURE (SHOWN ON PAGE 5).
 - A. DETACH QUICK RELEASE PIN (BOTH SIDES) ON CONTAINER TO BE PLACED ON TOP.
 - B. STACK TWO CONTAINERS AS SHOWN. BE SURE TO ALIGN THE STACKING FEATURES.
 - C. SECURE TOP CONTAINER TO BOTTOM CONTAINER USING INTERLOCKING FEATURE.
 - D. INSTALL QUICK RELEASE PIN (BOTH SIDES).
3. UNITIZING PROCEDURE USING OPTIONAL 1-1/4" BANDING STRAPS.
 - A. STACK TWO CONTAINERS AS SHOWN. 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.

4. 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 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 TRAILER 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.
 - E. THE MK45 HANDLIFT TRUCK IS PREFERRED FOR LIFTING AND MANUVERING THE CONTAINERS WITHIN THE END OPENING CONTAINER. THE MK45 HANDTRUCK CONSISTS OF A CAST ALUMINUM BODY MOUNTED ON TWO WHEELS WITH A LIFTING MECHANISM. THE MK45 LIFTING MECHANISM IS CONNECTED TO A RECESS IN THE END OF THE CONTAINER. THE HANDTRUCK SHALL BE USED IN PAIRS WITH ONE MK45 POSITIONED AT EACH END OF THE CONTAINER. THE WEIGHT CAPACITY OF TWO MK45 MOD 2 HANDTRUCKS IS 6,000 POUNDS.

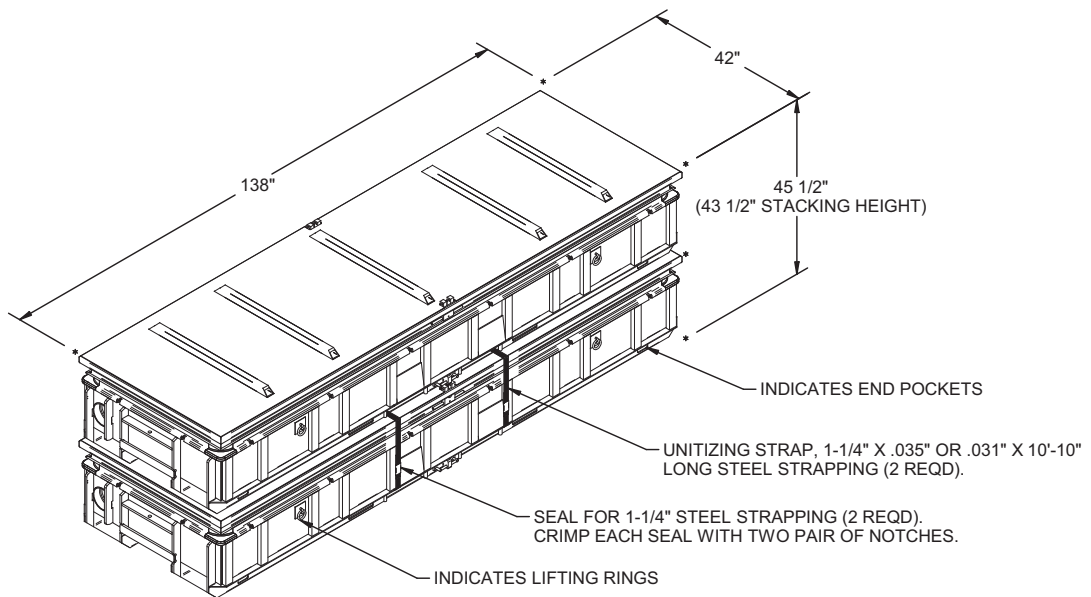
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UNIT LOAD WITH INTERLOCK DETAIL

CAUTION: CONTAINER INTERLOCKS ARE ONLY APPROVED FOR TWO HIGH LOADS. ADDITIONAL STEEL UNITIZING STRAPS MUST BE USED WHEN LOADING THREE OR FOUR LAYERS.

GROSS WEIGHT - - - - - 2,946 LBS (APPROX)
 CUBE - - - - - 152.6 CU FT (APPROX)



UNIT LOAD WITH STEEL STRAPPING DETAIL

NOTE: UNITIZATION USING THE CONTAINER INTERLOCKS IS THE PREFERRED METHOD. THE ALTERNATE STEEL STRAPPING METHOD IS DEPICTED ABOVE.

GROSS WEIGHT - - - - - 2,949 LBS (APPROX)
 CUBE - - - - - 152.6 CU FT (APPROX)

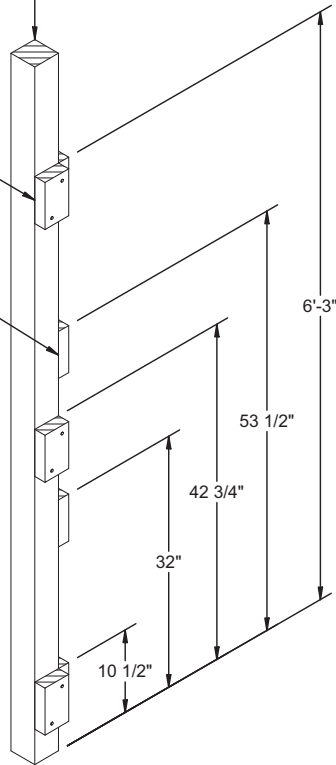
BUFFER PIECE, 2" X 4" BY INSIDE CONTAINER HEIGHT MINUS 1" (REF: 7'-5") (1 REQD). NAIL TO THE STRUTS W/2-12d NAILS AT EACH JOINT.

VERTICAL PIECE, 2" X 4" X 6'-10-1/2" (1 REQD). NAIL TO THE STRUTS W/2-12d NAILS AT EACH JOINT.

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

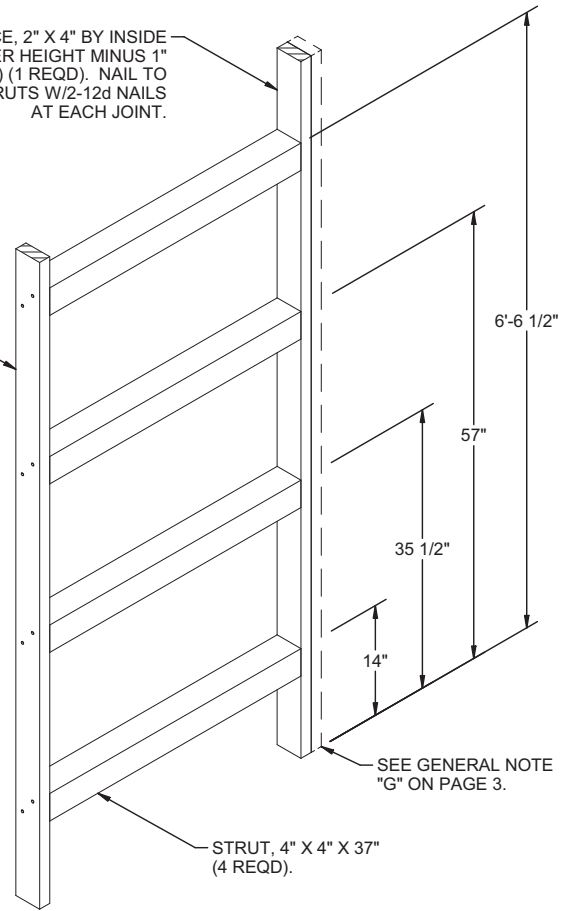
SPANNER LEDGER, 2" X 4" X 6" (3 REQD). NAIL TO THE VERTICAL PIECE W/2-10d NAILS.

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



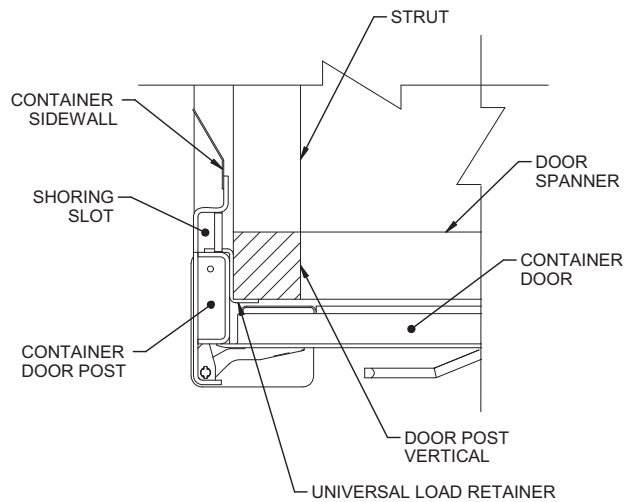
DOOR POST VERTICAL

FOR A THREE HIGH LOAD, ELIMINATE THE TOP LEDGERS, AND MOVE UP THE MIDDLE SPANNER LEDGER FROM 42-3/4" TO 53-1/2". FOR A TWO AND A ONE HIGH LOAD, ELIMINATE ALL MIDDLE LEDGERS, AND MOVE DOWN THE TOP LEDGERS FROM 6'-3" TO 32".



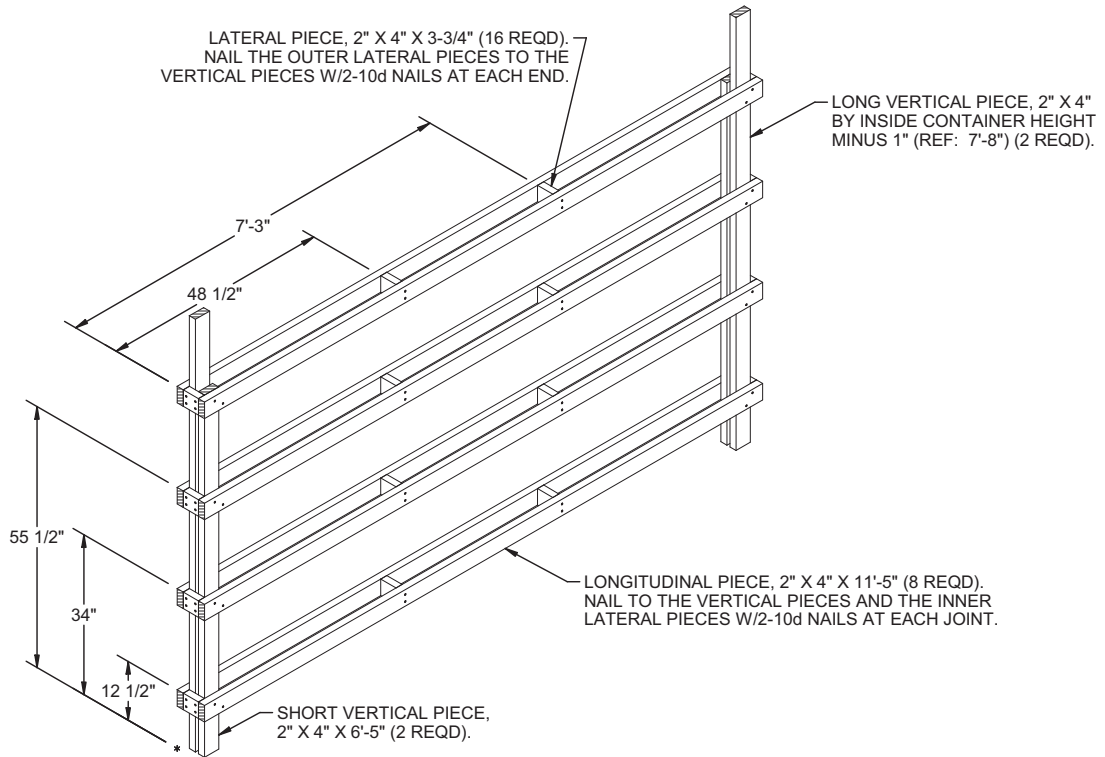
FORWARD STRUT ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP STRUT, AND SHORTEN THE VERTICAL PIECE TO 61". FOR A TWO HIGH LOAD, ELIMINATE THE TOP TWO STRUTS, AND SHORTEN THE VERTICAL PIECE TO 39". FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE STRUTS, AND SHORTEN THE VERTICAL PIECE TO 19".



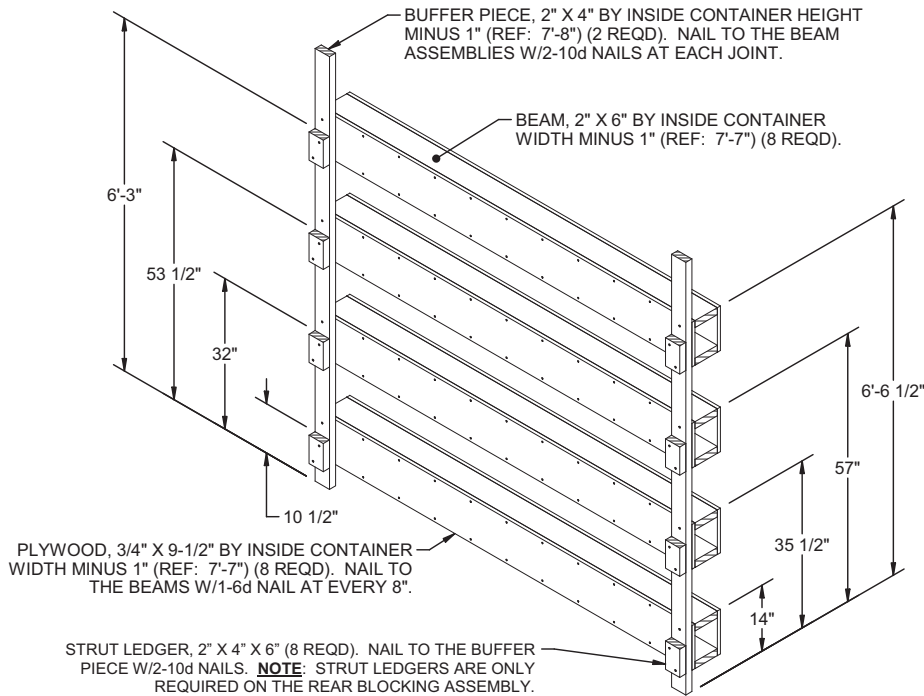
DETAIL A

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.



CENTER FILL ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP LAYER OF LONGITUDINAL AND LATERAL PIECES, AND SHORTEN THE SHORT VERTICAL PIECES TO 55-1/2". FOR A TWO HIGH LOAD, ELIMINATE THE TOP TWO LAYERS OF LONGITUDINAL AND LATERAL PIECES, AND SHORTEN THE SHORT VERTICAL PIECES TO 34". FOR A ONE HIGH LOAD, ELIMINATE THE TOP THREE LAYERS OF LONGITUDINAL AND LATERAL PIECES, AND SHORTEN THE SHORT VERTICAL PIECES TO 12-1/2".



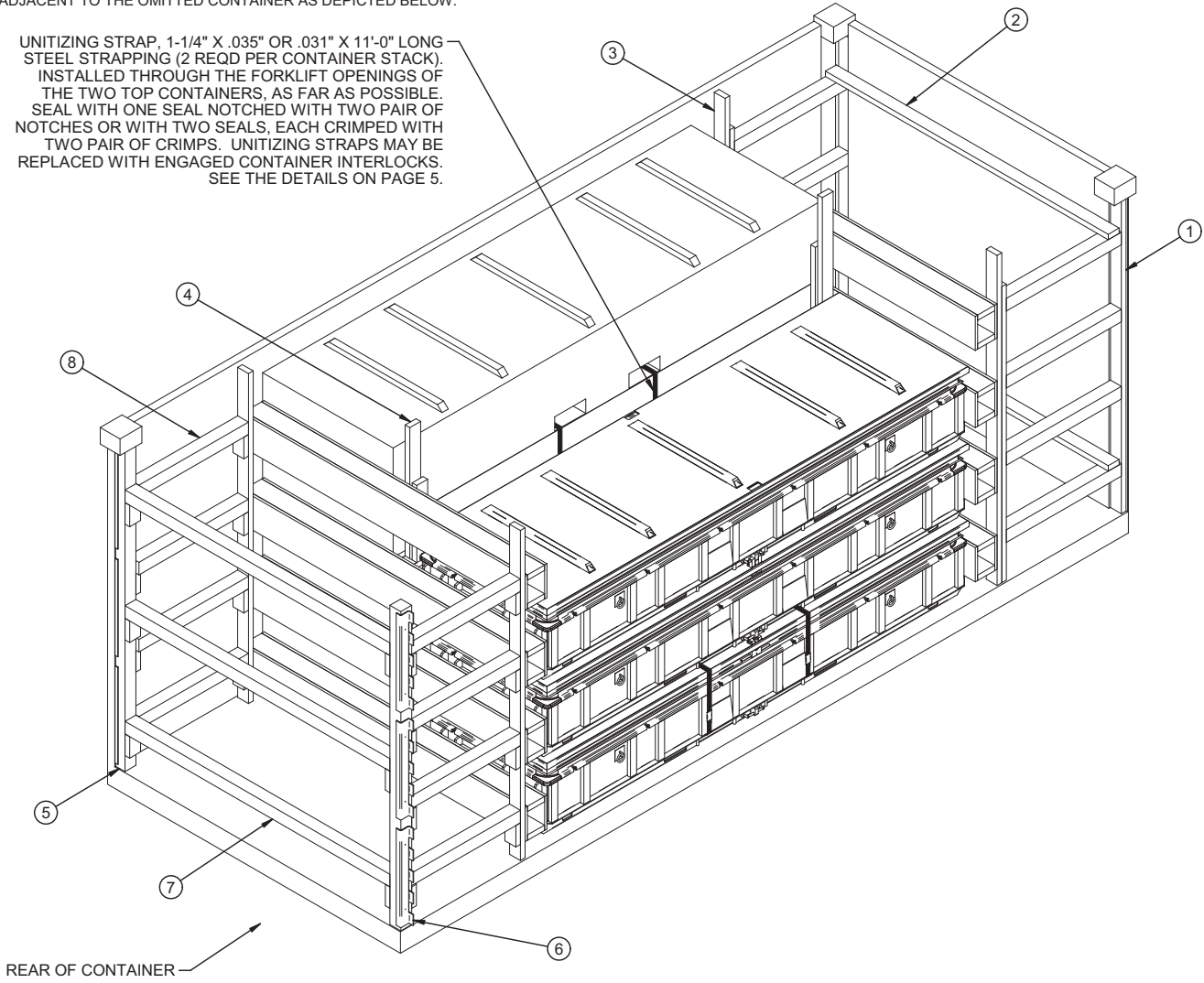
FORWARD/REAR BLOCKING ASSEMBLY

FOR A THREE HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP TWO STRUT LEDGERS. FOR A TWO HIGH LOAD, ELIMINATE TOP TWO BEAM ASSEMBLIES AND TOP FOUR STRUT LEDGERS. FOR A ONE HIGH LOAD, ELIMINATE TOP THREE BEAM ASSEMBLIES AND TOP SIX STRUT LEDGERS.

SPECIAL 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 BELOW.

UNITIZING STRAP, 1-1/4" X .035" OR .031" X 11'-0" LONG STEEL STRAPPING (2 REQD PER CONTAINER STACK). INSTALLED THROUGH THE FORKLIFT OPENINGS OF THE TWO TOP CONTAINERS, AS FAR AS POSSIBLE. SEAL WITH ONE SEAL NOTCHED WITH TWO PAIR OF NOTCHES OR WITH TWO SEALS, EACH CRIMPED WITH TWO PAIR OF CRIMPS. UNITIZING STRAPS MAY BE REPLACED WITH ENGAGED CONTAINER INTERLOCKS. SEE THE DETAILS ON PAGE 5.



LESS-THAN-FULL-LOAD PROCEDURES

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. NOTE THAT THE THREE HIGH CONTAINER STACK IS DEPICTED USING THE CONTAINER INTERLOCKS



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.

END-OVER-END LAP JOINT DETAILS