APPROVED BY
BUREAU OF EXPLOSIVES

DATE 1-18-2008

# LOADING AND BRACING⊕ IN END OPENING ISO CONTAINERS OF MINIATURE AIR LAUNCHED DECOY, ADM-160, PACKED IN CNU-683 SHIPPING AND STORAGE CONTAINERS

INDEX



⊕ 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

Richard Aschliff

APPROVED BY ORDER OF COMMANDING
GENERAL, U.S. ARMY MATERIEL COMMAND

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DO NOT SCALE

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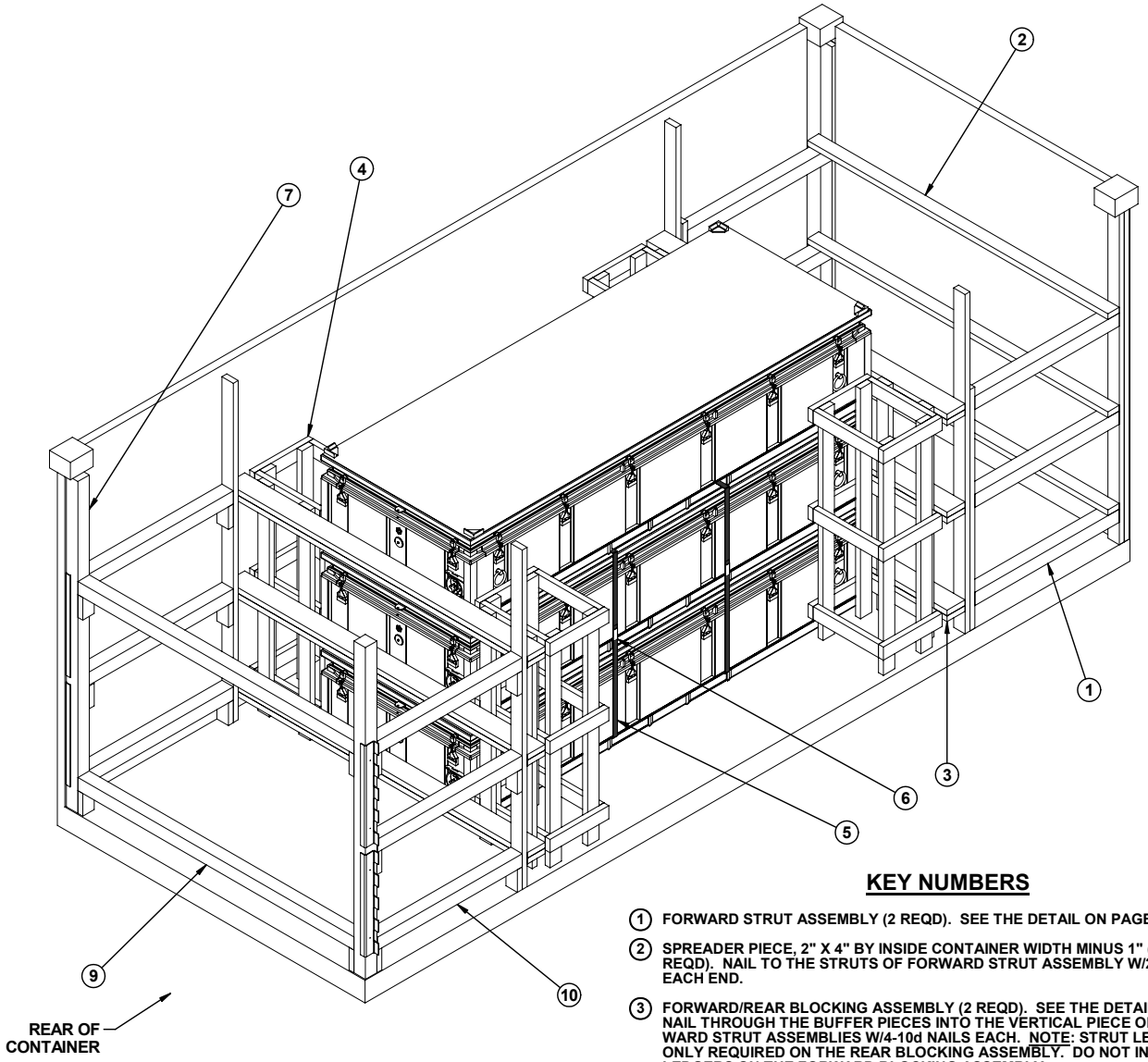
**JANUARY 2008**

| CLASS | DIVISION | DRAWING | FILE |
|---|---|---|---|
| 19 | 48 | 8866 | SP15J170 |

PROJECT SP 565-07




## ISOMETRIC VIEW

## KEY NUMBERS

(1) FORWARD STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 5.

(2) SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7'-7") (3 REQD). NAIL TO THE STRUTS OF FORWARD STRUT ASSEMBLY W/2-10d NAILS AT EACH END.

(3) FORWARD/REAR BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE FORWARD STRUT ASSEMBLIES W/4-10d NAILS EACH. NOTE: STRUT LEDGERS ARE ONLY REQUIRED ON THE REAR BLOCKING ASSEMBLY. DO NOT INSTALL STRUT LEDGERS ON THE FORWARD BLOCKING ASSEMBLY.

(4) SIDE FILL ASSEMBLY (4 REQD). NAIL STRUTS TO FORWARD/REAR BLOCKING ASSEMBLY VERTICAL PIECES W/2-10d NAILS AT EACH JOINT. SEE THE DETAIL ON PAGE 5.

(5) STACK UNITIZING STRAP, 1-1/4" X .035" OR .031" X 17'-0" LONG STEEL STRAPPING (2 REQD). INSTALL THROUGH FORKLIFT OPENINGS, AS FAR APART AS ALLOWABLE.

(6) SEAL FOR 1-1/4" STEEL STRAPPING (2 REQD, 1 PER STRAP). DOUBLE NOTCH EACH SEAL.

(7) DOOR POST VERTICAL (2 REQD). SEE THE DETAIL ON PAGE 5, "DETAIL A" ON PAGE 6, AND GENERAL NOTE "S" 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 6, AND GENERAL NOTE "S" ON PAGE 3.

(9) 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 5.

(10) STRUT, 4" X 4" BY CUT-TO-FIT (REF: 44-1/4") (6 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 5.

| BILL OF MATERIAL | | |
|---|---|---|
| LUMBER | LINEAR FEET | BOARD FEET |
| 2" X 4" | 286 | 191 |
| 2" X 6" | 91 | 91 |
| 4" X 4" | 74 | 98 |
| NAILS | NO. REQD | POUNDS |
| 10d (3") | 462 | 7-1/4 |
| 12d (3-1/4") | 32 | 3/4 |
| STEEL STRAPPING, 1-1/4" - 34' FT REQD - - 5 LBS | | |
| SEAL FOR 1-1/4" STRAPPING - - 2 REQD - - - NIL | | |
| UNIVERSAL LOAD RETAINER - - - - 4 REQD - 26 LBS | | |

## LOAD AS SHOWN

| ITEM | QUANTITY | WEIGHT (APPROX) |
|---|---|---|
| CNU-683 | 3 | 3,555 LBS |
| DUNNAGE | | 797 LBS |
| CONTAINER | | 4,700 LBS |
| TOTAL WEIGHT | | 9,052 LBS (APPROX) |



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## 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 OUTLOADING PROCEDURES ARE APPLICABLE TO LOADS OF MINIATURE AIR LAUNCHED DECOY, ADM-160, PACKED IN CNU-683 CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH AMMUNITION ITEMS. SEE PAGE 4 AND RAYTHEON DRAWING 2280133 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 INCREASING THE LENGTH OF THE STRUTS ON THE SIDE 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 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)

(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. 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 4 FOR GUIDANCE.

Q. THE QUANTITY OF CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED.

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. FOUR UNIVERSAL LOAD RETAINERS, AS DEPICTED IN THE LOAD ON PAGE 2, ARE REQUIRED WHEN LOADING THREE OR TWO CNU-683 CONTAINERS, AND TWO UNIVERSAL LOAD RETAINERS ARE REQUIRED WHEN LOADING ONE CNU-683 CONTAINER. 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.

T. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:

1. PREFABRICATE TWO FORWARD STRUT ASSEMBLIES, TWO FORWARD/REAR BLOCKING ASSEMBLIES, FOUR SIDE FILL ASSEMBLIES, AND ONE CENTER FILL ASSEMBLY.
2. INSTALL TWO FORWARD STRUT ASSEMBLIES WITH SPREADER PIECES.
3. INSTALL THE FORWARD BLOCKING ASSEMBLY.
4. INSTALL SPREADER PIECES.
5. INSTALL ONE SIDE FILL ASSEMBLY.
6. LOAD THREE CONTAINERS.
7. INSTALL THREE SIDE FILL ASSEMBLIES.
8. INSTALL END BLOCKING ASSEMBLY.
9. INSTALL DOOR POSTS.
10. INSTALL THE STRUTS.
11. INSTALL THE DOOR SPANNERS.

## 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. |
| STEEL, STRUCTURAL | ASTM A36; 36,000 PSI MINIMUM YIELD OR BETTER. |

## UNITIZATION AND HANDLING GUIDANCE

1. STACKING CONTAINERS FOR LOADING:

   A. AN UPPER CONTAINER SHOULD BE PLACED AS CLOSE AS POSSIBLE IN VERTICAL ALIGNMENT WITH THE NEXT LOWER CONTAINER.

   B. POSITION THE FORWARD END OF AN UPPER CONTAINER ABOVE THE FORWARD 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 POSITIONSED 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 AND SECURE TO PREVENT DISLODGEMENT 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 WITH TWO DOUBLE CRIPLED STRAP SEALS. SEE GENERAL NOTE "P" ON PAGE 2. 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.

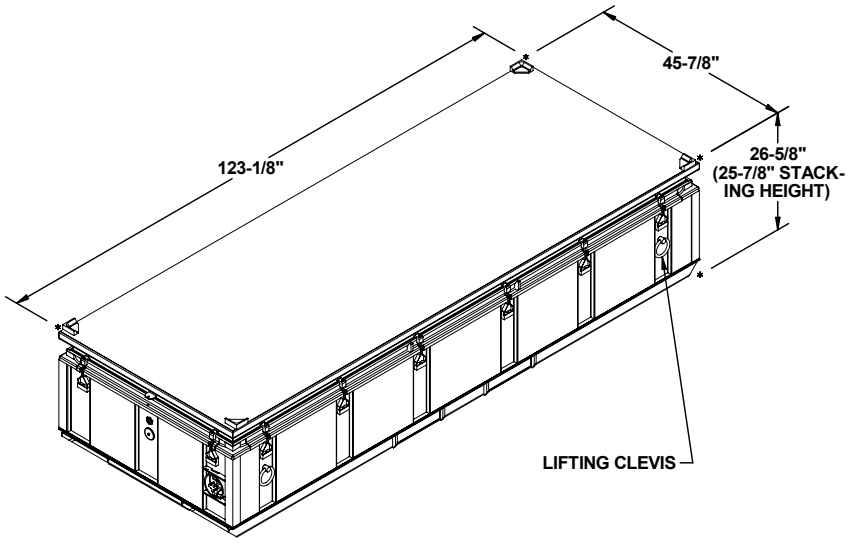
3. CONTAINER OR CONTAINER STACK HANDLING:

   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.

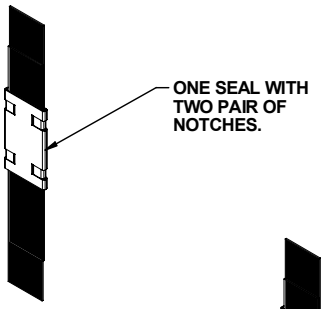
   C. IF HANDLING IS ACCOMPLISHED WITH A FORKLIFT TRUCK, THE CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION AS MUCH AS POSSIBLE. CARE MUST BE EXERCISED WHEN INSERTING FORKS UNDER A CONTAINER, TO PREVENT DAMAGE TO THE CONTAINER BY THE FORK TINES OR THE FORKLIFT PACKAGE GUARD. IF ONE CONTAINER IS HANDLED 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 CONTAINERS, REMOVE THE REAR AND LATERAL DUNNAGE. ATTACH A CHAIN FROM THE CONTAINER LIFTING CLEVIS ON ONE SIDE OF THE BOTTOM CONTAINER, AROUND THE FORKLIFT MAST, TO THE CONTAINER LIFTING CLEVIS ON THE OPPOSITE SIDE OF THE BOTTOM 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.



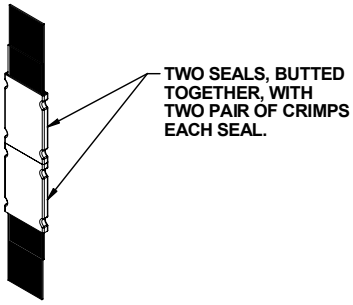

### CNU-683 CONTAINER

GROSS WEIGHT - - - - - - - - - 1,185 LBS (APPROX)
CUBE - - - - - - - - - - - - - 87.0 CU FT (APPROX)




### 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



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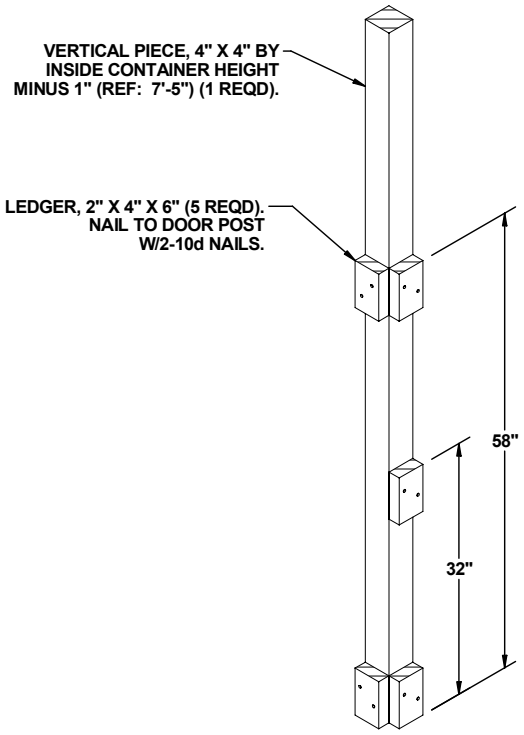
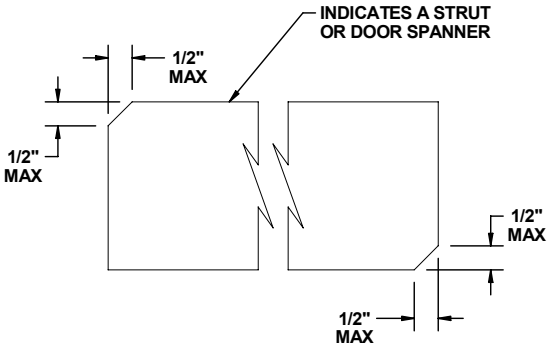


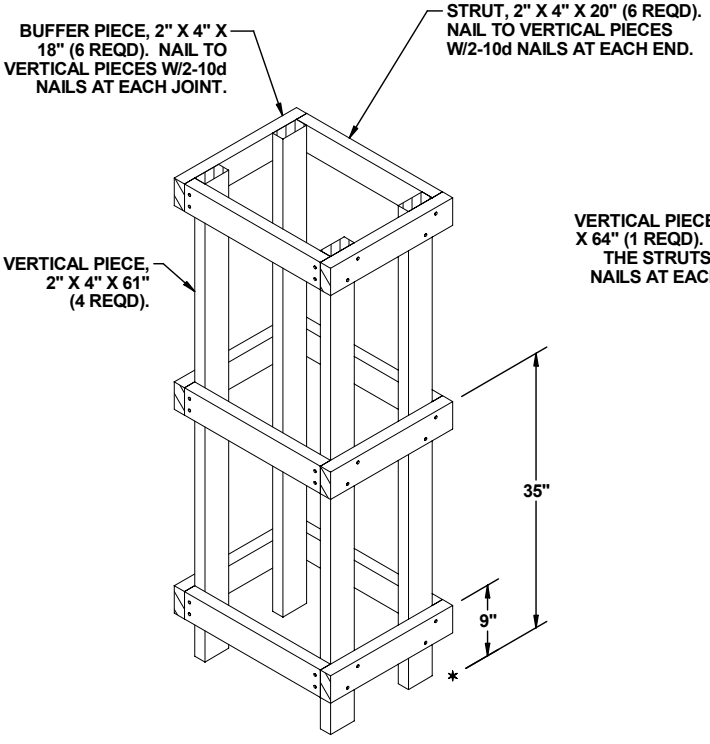

## DOOR POST VERTICAL

FOR TWO HIGH LOAD ELIMINATE THE CENTER LEDGER AND REDUCE THE HEIGHT OF THE TOP LEDGERS FROM 58" TO 32". FOR ONE HIGH LOAD ELIMINATE THE CENTER LEDGER AND REDUCE THE HEIGHT OF THE TOP LEDGERS FROM 58" TO 22".



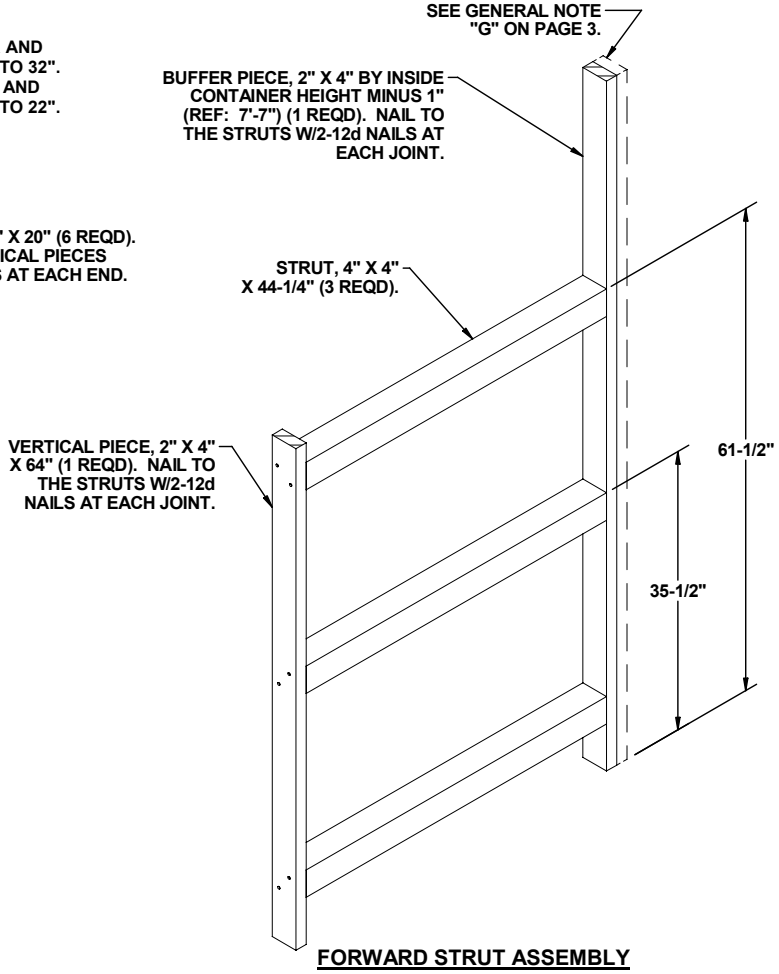

## BEVEL CUT

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



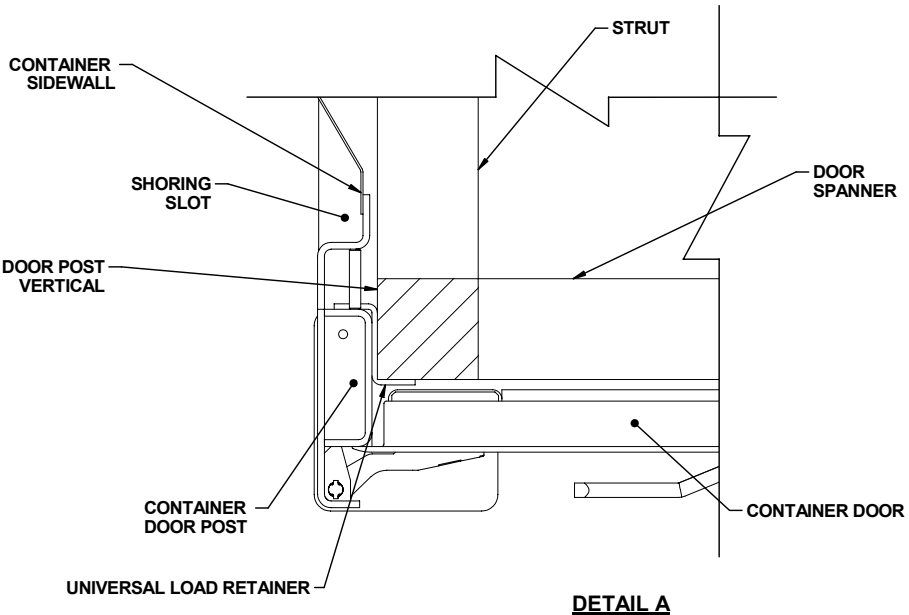

## SIDE FILL ASSEMBLY

FOR A TWO HIGH LOAD, ELIMINATE THE CENTER STRUTS AND BUFFER PIECES AND REDUCE THE HEIGHT OF THE VERTICAL PIECES FROM 61" TO 35". FOR A ONE HIGH LOAD, ELIMINATE THE CENTER STRUTS AND BUFFER PIECES AND REDUCE THE HEIGHT OF THE VERTICAL PIECES FROM 61" TO 25".



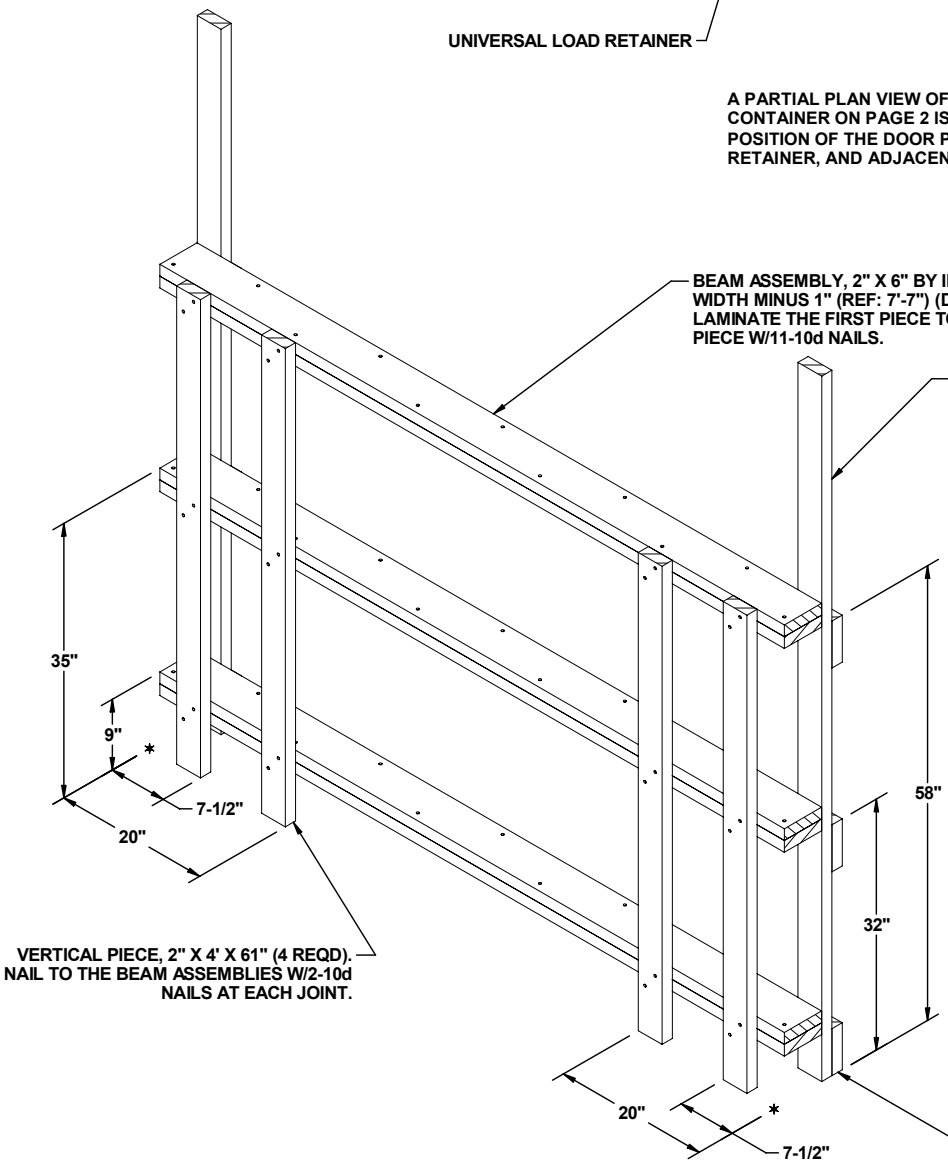

## FORWARD STRUT ASSEMBLY

FOR A TWO HIGH LOAD, ELIMINATE THE CENTER STRUT, REDUCE THE LENGTH OF VERTICAL PIECE FROM 64" TO 39" AND REDUCE THE HEIGHT OF THE UPPER STRUT FROM 61-1/2" TO 35-1/2". FOR A ONE HIGH LOAD, ELIMINATE THE CENTER STRUT, REDUCE THE LENGTH OF VERTICAL PIECE FROM 64" TO 28-1/2" AND REDUCE THE HEIGHT OF THE UPPER STRUT FROM 61-1/2" TO 25".




**DETAIL A**

A PARTIAL PLAN VIEW OF THE LEFT REAR PORTION OF THE CONTAINER ON PAGE 2 IS SHOWN DEPICTING THE PROPER POSITION OF THE DOOR POST VERTICAL, UNIVERSAL LOAD RETAINER, AND ADJACENT DUNNAGE PIECES.




**FORWARD/REAR BLOCKING ASSEMBLY**

FOR A TWO HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP STRUT LEDGERS AND REDUCE THE HEIGHT OF THE VERTICAL PIECES FROM 61" TO 35". FOR A ONE HIGH LOAD, ELIMINATE THE TOP BEAM ASSEMBLY AND TOP STRUT LEDGERS AND REDUCE THE HEIGHT OF THE VERTICAL PIECES FROM 61" TO 25", CENTER BEAM ASSEMBLY HEIGHT FROM 35" TO 25" AND THE CENTER STRUT LEDGER HEIGHT FROM 32" TO 22".



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