

LOADING AND BRACING[⊕] IN SIDE OPENING ISO CONTAINERS OF JSOW (AGM-154) MISSILE PACKED IN CNU-710 CONTAINERS

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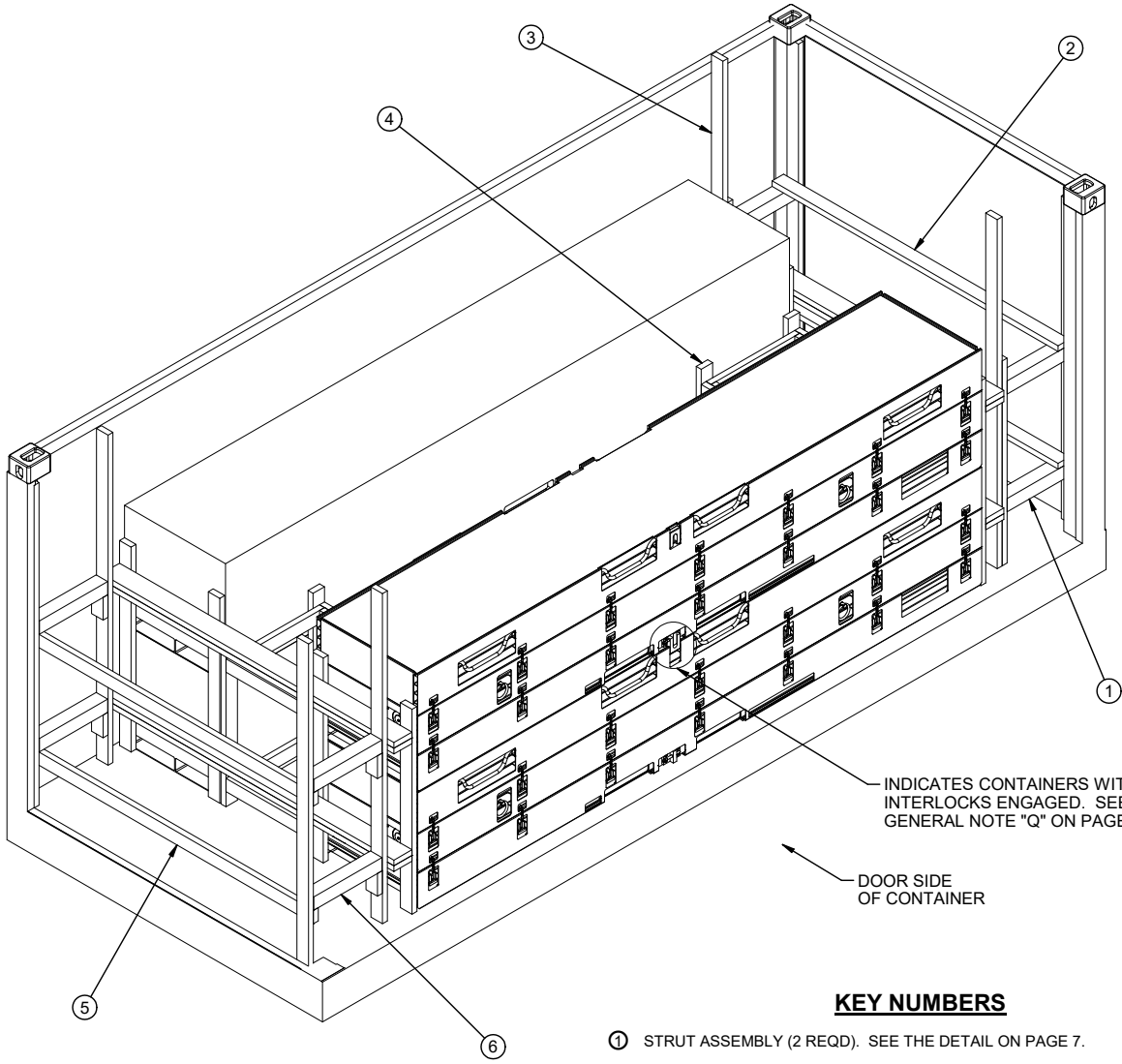
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ISOMETRIC VIEW

INDICATES CONTAINERS WITH INTERLOCKS ENGAGED. SEE GENERAL NOTE "Q" ON PAGE 3.

DOOR SIDE OF CONTAINER

KEY NUMBERS

- ① STRUT ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 7.
- ② SPREADER PIECE, 2" X 4" BY INSIDE CONTAINER WIDTH MINUS 1" (REF: 7-3") (2 REQD). NAIL TO THE STRUTS OF STRUT ASSEMBLIES W/2-10d NAILS AT EACH END.
- ③ LEFT/RIGHT BLOCKING ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 6. NAIL THROUGH THE BUFFER PIECES INTO THE VERTICAL PIECE OF THE STRUT ASSEMBLIES W/4-10d NAILS. **NOTE:** STRUT LEDGERS ARE NOT REQUIRED ON THE RIGHT BLOCKING ASSEMBLY DEPICTED ABOVE.
- ④ CRIB FILL ASSEMBLY (2 REQD). SEE THE DETAIL ON PAGE 8.
- ⑤ END GATE (1 REQD). SEE THE DETAIL ON PAGE 7.
- ⑥ STRUT, 4" X 4" BY CUT-TO-FIT (REF: 20-3/4") (4 REQD). TOENAIL TO THE BUFFER PIECE OF THE LEFT BLOCKING ASSEMBLY AND TO THE BUFFER PIECE OF END GATE W/2-12d NAILS AT EACH END. SEE THE "BEVEL-CUT" DETAIL ON PAGE 6.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	211	141
2" X 6"	60	60
4" X 4"	14	19
NAI LS	NO. REQD	POUNDS
10d (3")	260	4
12d(3-1/4")	16	1/2

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
CNU-710 CONTAINER	4	8,480 LBS
DUNNAGE		444 LBS
CONTAINER		6,050 LBS
TOTAL WEIGHT		14,974 LBS (APPROX)

GENERAL NOTES

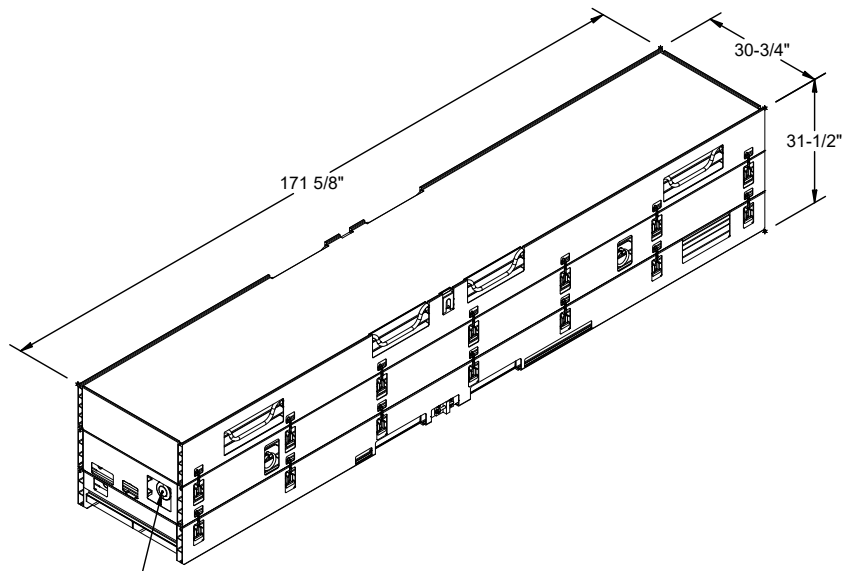
(GENERAL NOTES CONTINUED)

- 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-710 CONTAINER. SUBSEQUENT REFERENCE TO CONTAINER HEREIN MEANS THE CONTAINER WITH AMMUNITION ITEMS. SEE PAGE 4 AND NAVSEA DRAWING 8411078 FOR DETAILS OF THE CONTAINER. **CAUTION:** REGARDLESS OF THE QUANTITY OF CONTAINERS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF THE SIDE OPENING ISO CONTAINER MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 6,050 POUND 20' LONG BY 8' WIDE BY 8'-6" HIGH SIDE OPENING ISO CONTAINER WITH INSIDE DIMENSIONS OF 19'-5-1/4" LONG BY 89'-3/4" WIDE BY 88" HIGH, WITH A MAXIMUM GROSS WEIGHT OF 52,910 POUNDS. OLDER/OTHER CONTAINERS MAY HAVE DIFFERENT INSIDE MEASUREMENTS, VERIFY INSIDE CONTAINER DIMENSIONS 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 CNU-710 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 STRUTS OF THE CRIB FILL ASSEMBLIES, OR 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". THE LOADS MUST BE AS TIGHT AS POSSIBLE LONGITUDINALLY, BUT THE VOID MUST NOT EXCEED 3/4" OVERALL. EXCESSIVE SLACK CAN BE ELIMINATED BY INCREASING THE LENGTH OF THE STRUTS.
- E. 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.
- F. IN SOME CONTAINERS THERE IS A SLOT AT THE CORNERS OF THE ENDWALL. PIECES OF DUNNAGE MATERIAL MUST BE LAMINATED TO THE BUFFER PIECES ON THE END GATE OR STRUT 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. DO NOT ALLOW ANY DUNNAGE ASSEMBLY TO CONTACT THE CONTAINER ENDWALLS. ONLY THE CORNER POSTS OF THE CONTAINER SHOULD BE USED FOR FORWARD LONGITUDINAL BLOCKING.
- G. 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.
- H. **CAUTION:** DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- J. PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS THE SIDEWALL, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.
- K. **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.
- L. 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 BO-GIE 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.
- M. 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.
- N. 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.
- O. THE QUANTITY OF CONTAINERS SHOWN IN THE LOAD ON PAGE 2 MAY BE REDUCED FOR SHIPMENT, IF DESIRED. SEE THE "LESS-THAN-FULL LOAD PROCEDURE" ON PAGE 8.
- P. 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.
- Q. THE TWO CNU CONTAINER INTERLOCKS LOCATED ON EITHER SIDE OF THE CONTAINERS CAN BE UTILIZED IN PLACE OF STEEL STRAPPING WHEN UNITIZING CONTAINERS, AND HAS BEEN SHOWN AS THE PREFERRED METHOD IN THE LOAD ON PAGES 2 AND 8. CONTAINERS MAY BE UNITIZED TWO HIGH USING INTERLOCKS. IF ANY OF THE CONTAINER INTERLOCKS ARE NOT FUNCTIONING PROPERLY, THE CONTAINERS MUST BE UNITIZED USING STEEL STRAPPING AS DEPICTED IN NAVY DRAWING 8411078. WHEN HANDLING INTERLOCKED CONTAINERS, LIFT BY BOTTOM CONTAINER ONLY. SEE THE "UNIT LOAD WITH INTERLOCK DETAIL" ON PAGE 5 AND NAVY DRAWING 8411078 FOR FURTHER DETAILS.
- R. 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 5 FOR GUIDANCE.
- S. RECOMMENDED SEQUENTIAL LOADING PROCEDURES:
1. PREFABRICATE TWO STRUTS ASSEMBLIES, TWO LEFT/RIGHT BLOCKING ASSEMBLIES, TWO CRIB FILL ASSEMBLIES, AND ONE END GATE.
2. INSTALL TWO STRUT ASSEMBLIES AGAINST RIGHT END OF THE CONTAINER AND INSTALL TWO SPREADER PIECES.
3. INSTALL THE RIGHT BLOCKING ASSEMBLY.
4. LOAD TWO CNU-710 CONTAINERS.
5. INSTALL THE LEFT BLOCKING ASSEMBLY.
6. INSTALL TWO CRIB FILL ASSEMBLIES.
7. LOAD TWO CNU-710 CONTAINERS.
8. INSTALL END GATE AGAINST LEFT END OF THE CONTAINER.
9. MEASURE AND INSTALL FOUR CUT-TO-FIT STRUTS.

(CONTINUED AT RIGHT)

MATERIAL SPECIFICATIONS

- LUMBER** - - - - - : SEE TM 743-200-1 (DUNNAGE LUMBER) AND VOLUNTARY PRODUCT STANDARD PS 20.
- NAILS** - - - - - : ASTM F1667; COMMON STEEL NAIL NLCS OR NLCSMS).
- 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.



INDICATES RELIEF VALVE

CNU-710 CONTAINER

GROSS WEIGHT - - - - - 2,120 LBS
 CUBE - - - - - 96.2 CU FT

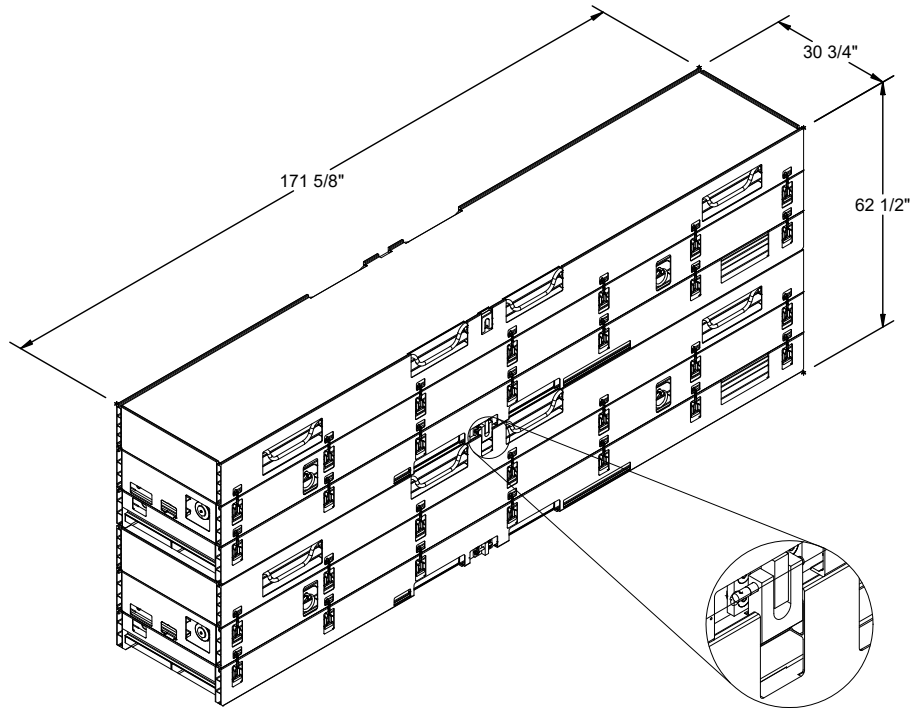
UNITIZATION AND HANDLING GUIDANCE

(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. 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 LOWER CONTAINER AND OVER TOP OF UPPER CONTAINER. LOCATE STRAPS AS CLOSE AS POSSIBLE TO OUTER EDGES OF FORK POCKETS (2 PLACES).
 - C. PLACE EDGE PROTECTORS UNDERNEATH STRAP AT EACH OF THE FOUR EDGES (FOUR PER STRAP).
 - D. 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 MANUEVERING 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.

(CONTINUED AT RIGHT)



UNIT LOAD WITH INTERLOCK DETAIL

GROSS WEIGHT - - - - - 4,240 LBS (APPROX)
 CUBE - - - - - 190.66 CU FT (APPROX)



ONE SEAL WITH
TWO PAIR OF
NOTCHES.

STRAP JOINT A

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

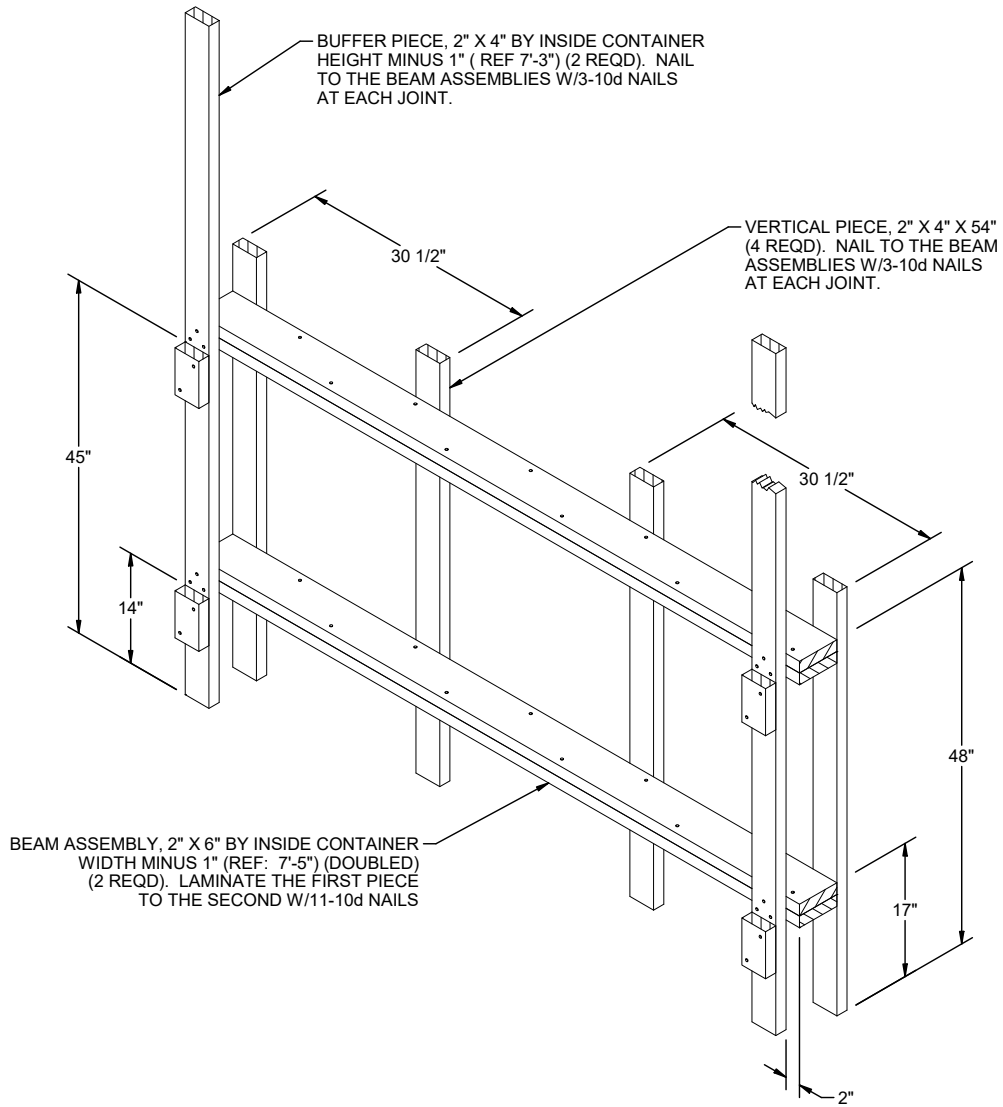


TWO SEALS, BUTTED
TOGETHER, WITH
TWO PAIR OF CRIMPS
EACH SEAL.

STRAP JOINT B

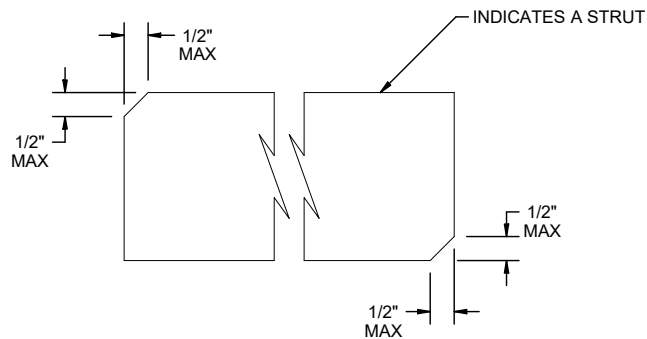
METHOD OF SECURING A
STRAP JOINT WHEN USING
A CRIMP-TYPE SEALER.

END-OVER-END LAP JOINT DETAILS



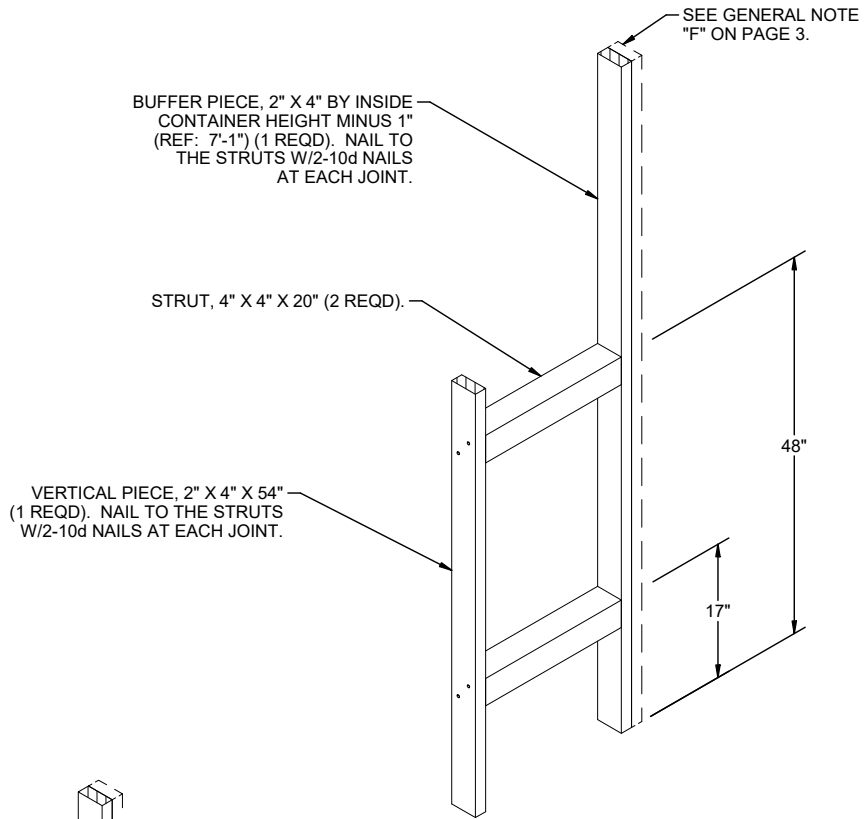
LEFT/RIGHT BLOCKING ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE TOP BEAM ASSEMBLY AND TOP TWO STRUT LEDGERS, AND SHORTEN THE VERTICAL PIECES FROM 54" TO 23". **NOTE:** A LEFT BLOCKING ASSEMBLY IS DEPICTED, A RIGHT BLOCKING ASSEMBLY WILL BE CONSTRUCTED BY SHIFTING BOTH OF THE BUFFER PIECES 2" TOWARDS THE RIGHT AS ORIENTED ABOVE. STRUT LEDGERS ARE ONLY REQUIRED ON THE LEFT BLOCKING ASSEMBLY. DO NOT INSTALL ON THE RIGHT BLOCKING ASSEMBLY.



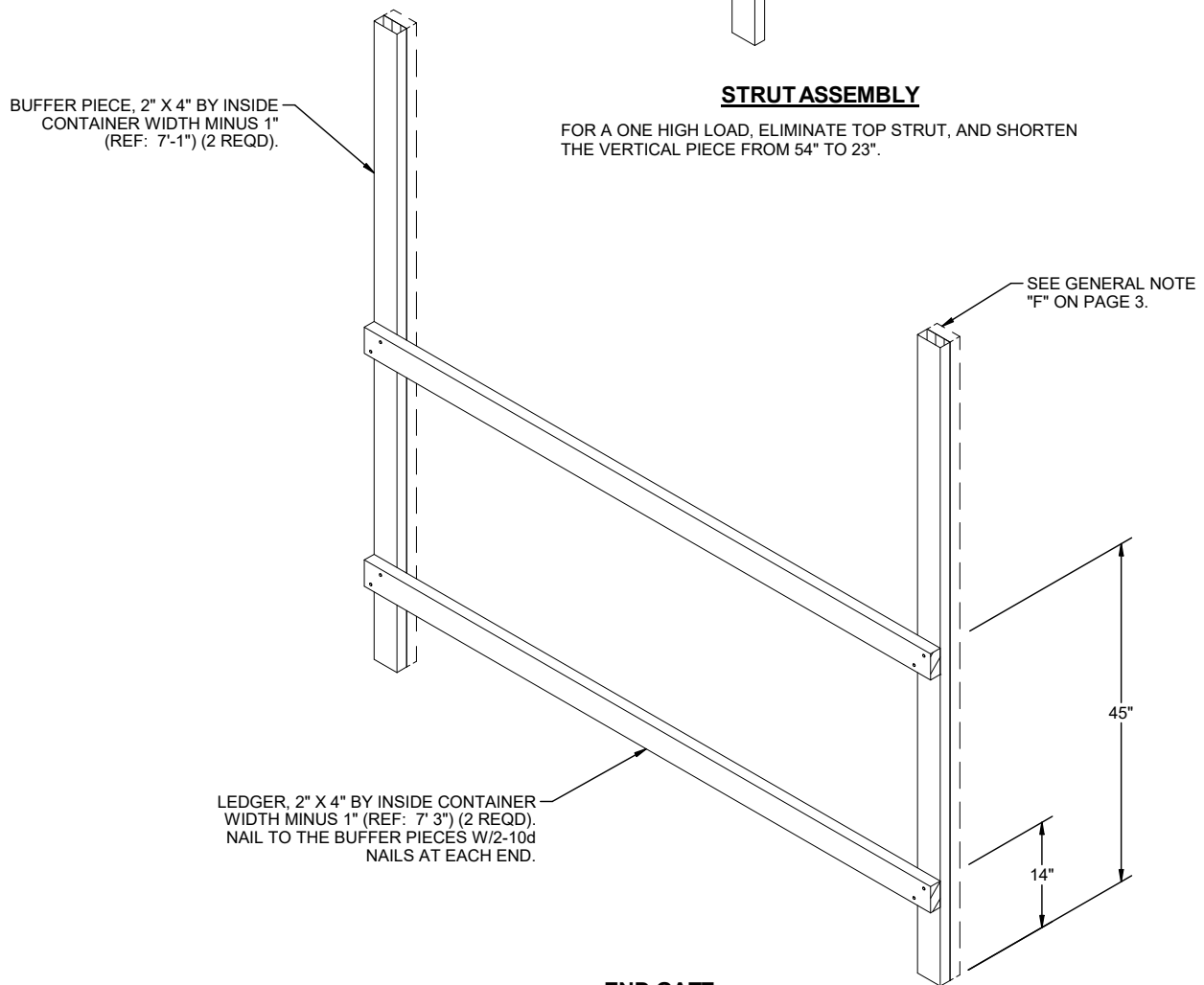
BEVEL CUT

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



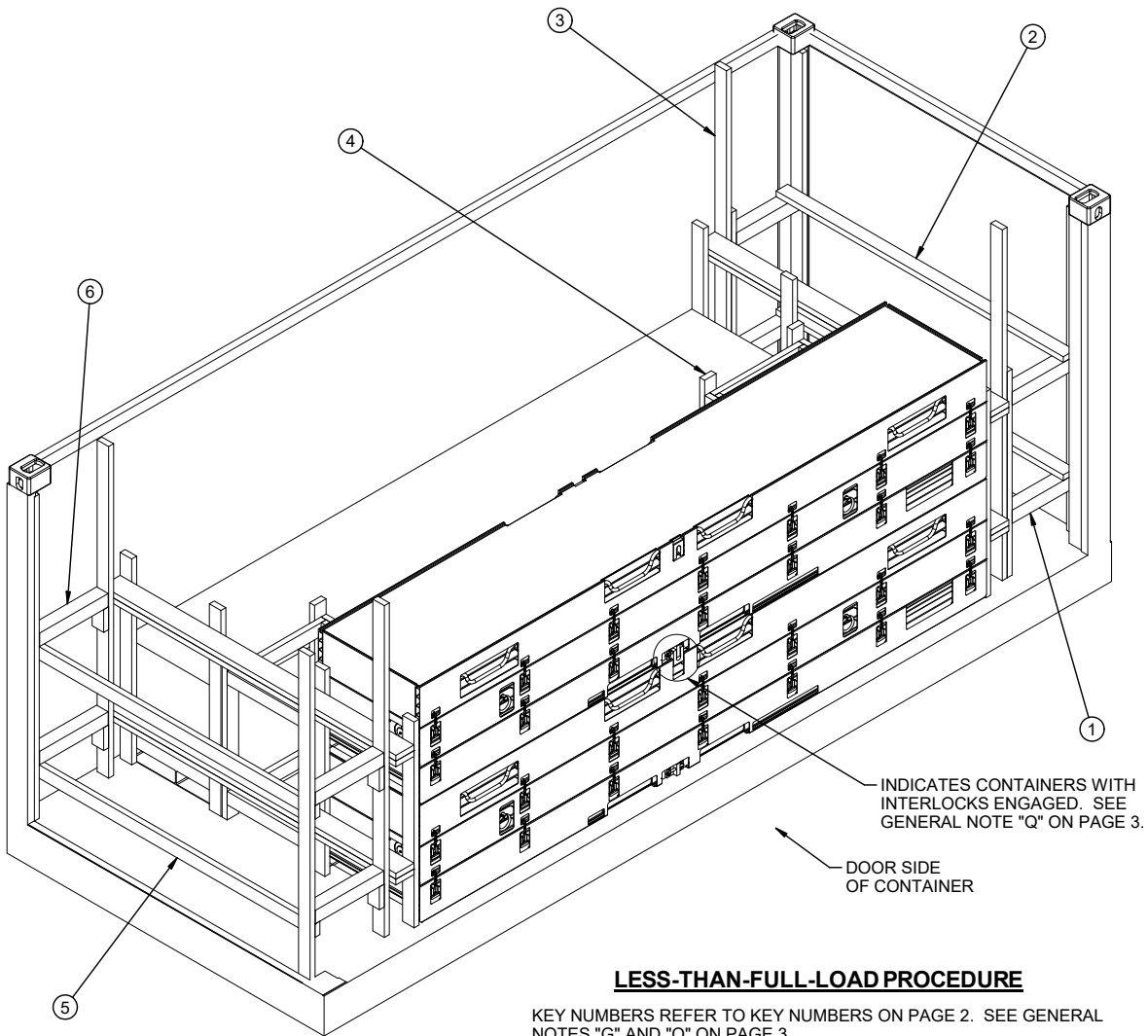
STRUT ASSEMBLY

FOR A ONE HIGH LOAD, ELIMINATE TOP STRUT, AND SHORTEN THE VERTICAL PIECE FROM 54" TO 23".



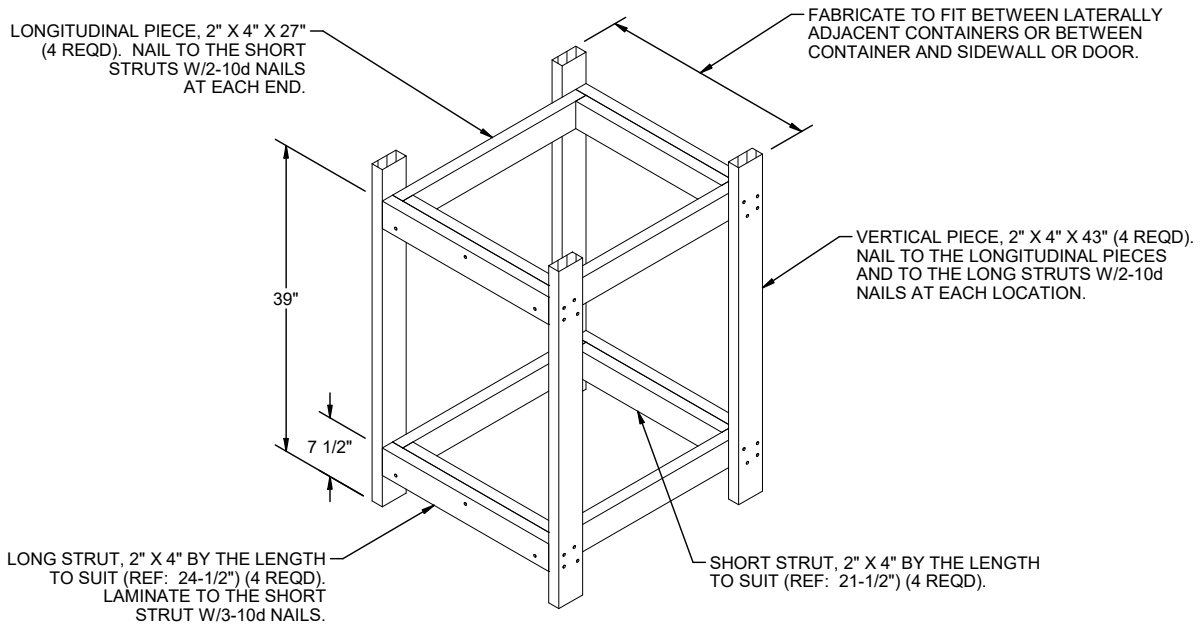
END GATE

FOR A ONE HIGH LOAD, ELIMINATE THE TOP LEDGER. **NOTE:** THIS VIEW HAS BEEN ROTATED 180° FROM THE ISOMETRIC VIEWS SHOWN ON PAGE 2 AND 8.



LESS-THAN-FULL-LOAD PROCEDURE

KEY NUMBERS REFER TO KEY NUMBERS ON PAGE 2. SEE GENERAL NOTES "G" AND "O" ON PAGE 3.



CRIB FILL ASSEMBLY

FOR ONE HIGH LOAD, SHORTEN THE VERTICAL PIECES FROM 43" TO 30", LOWER THE POSITION OF THE TOP STRUTS AND LONGITUDINAL PIECES FROM 39" TO 28". FOR SINGLE CNU CONTAINER LOAD, FOUR CRIB FILL ASSEMBLIES WILL BE USED, TWO ON EACH SIDE OF CNU CONTAINER. THE LENGTH OF STRUTS WILL NEED TO ADJUSTED, TO PROVIDE THE LOAD AS TIGHT AS POSSIBLE.