

TRUCKLOAD

STANDARD MISSILE (MR) RIM-66A-1,2; RIM-66C; RIM-66D-1,2; RIM-66E-1,2; RIM-66H; RIM-66J; RIM-66L OR RIM-66M IN CONTAINER MK 372 MOD 2, 3, 5, 7 OR 8

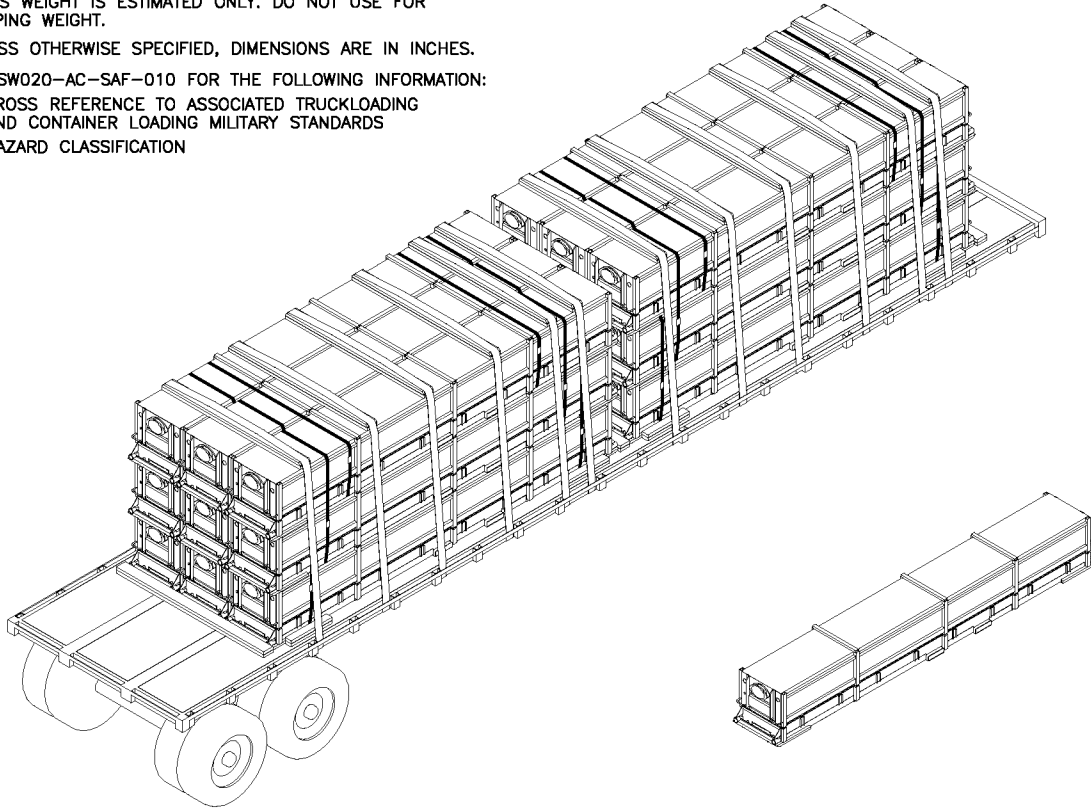
CONTAINER DATA

LENGTH.....202.50
WIDTH.....28
HEIGHT.....28.30
STACKING HEIGHT.....27.30
TARE WEIGHT.....690 LBS
GROSS WEIGHT.....SEE TABLE 1
CUBE.....92.86 CU-FT

MISSILE	LOADED CONTAINER WEIGHT (LBS)
RIM-66A-1 RIM-66A-2	2,060
RIM-66C	2,100
RIM-66D-1 RIM-66D-2	2,170
RIM-66E-1 RIM-66E-2	2,065
RIM-66L RIM-66M	2,250

NOTES:

1. GROSS WEIGHT IS ESTIMATED ONLY. DO NOT USE FOR SHIPPING WEIGHT.
2. UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES.
3. SEE SW020-AC-SAF-010 FOR THE FOLLOWING INFORMATION:
 - A) CROSS REFERENCE TO ASSOCIATED TRUCKLOADING AND CONTAINER LOADING MILITARY STANDARDS
 - B) HAZARD CLASSIFICATION



A	SEE NWSC IHD DET EARLE ECP I09050	2006-7-13	S/ C CHAPIN	S/ R SMITH
-	ORIGINAL ISSUE, SUPERSEDES MIL-STD-1320-213	2006-4-13	S/ R SMITH	S/ R SMITH
REV.	REVISION DESCRIPTION	DATE	TDA	SYSCOM

TECH DATA MANAGEMENT SUPERVISOR	S/ R SMITH	2006-4-13
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S/ ROY A SMITH 2006-04-13 NAVSEASYSCOM (BY DIRECTION)		

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REQUIREMENTS FOR CONSTRUCTION OF THIS LOAD SHALL CONSIST OF THIS DOCUMENT & THE LATEST ISSUE OF MIL-STD-1320 (NAVY)

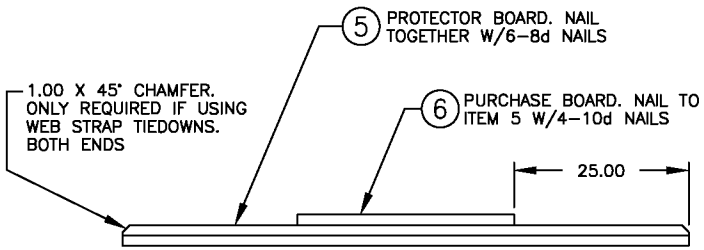
THIS LOAD IS AUTHORIZED & RELEASED FOR HIGHWAY SHIPMENT ONLY

DEPARTMENT OF THE NAVY NAVAL SEA SYSTEMS COMMAND ARLINGTON, VA 22242-5160	CAGE CODE 53711	DWG NO. 7516600	REV. A
SIZE A	PAGE 1 OF 8		

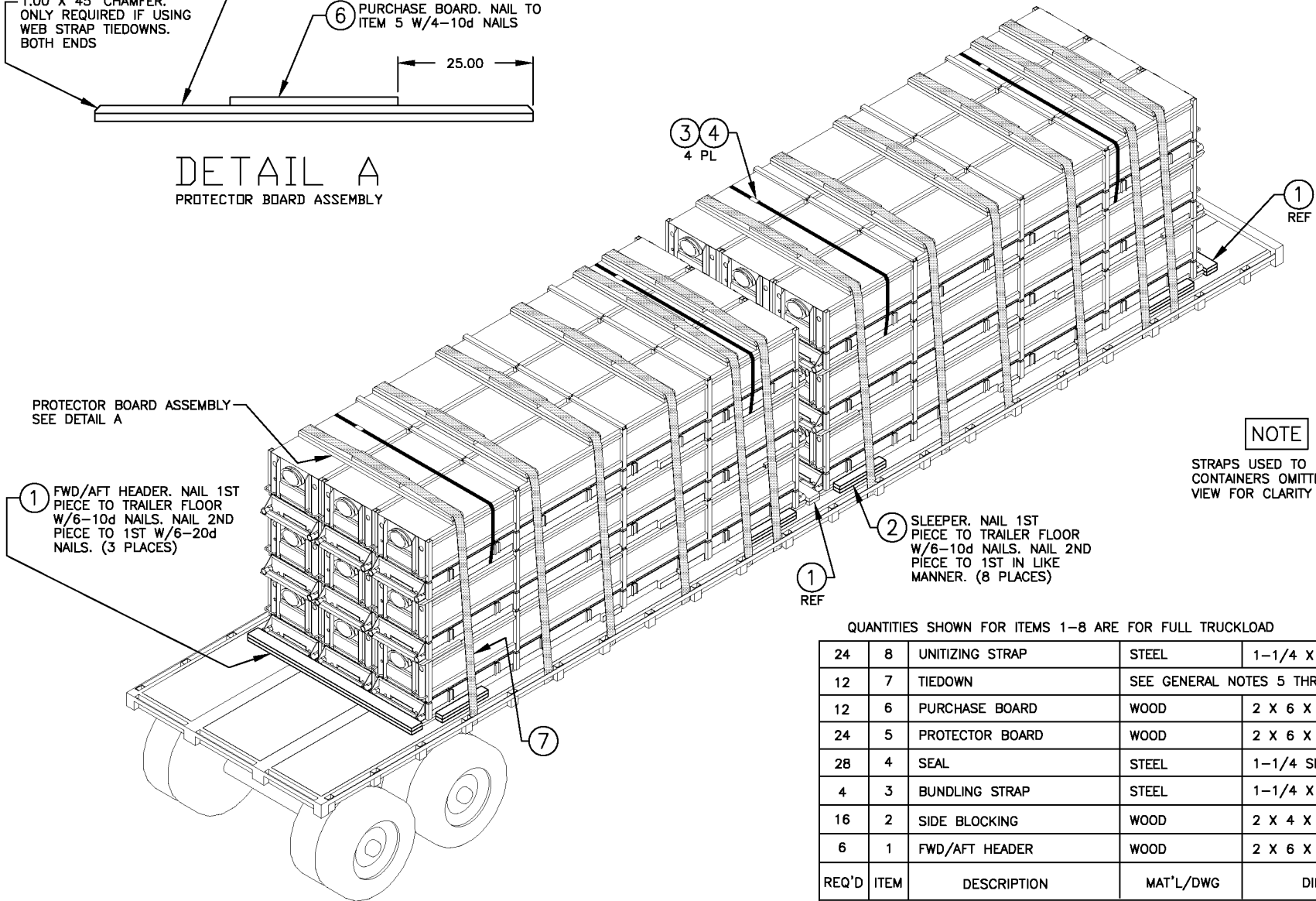
GENERAL NOTES

1. THIS DOCUMENT PROVIDES DETAILED INSTRUCTIONS FOR TRUCKLOADING SEVERAL VARIANTS OF THE RIM-66 MEDIUM RANGE (MR) STANDARD MISSILE PACKAGED IN THE APPROPRIATE MOD OF THE MK 372 SHIPPING AND STORAGE CONTAINER. TABLE 1 SHOWS A LIST OF THE RIM-66 VARIANTS ALONG WITH THEIR RESPECTIVE GROSS WEIGHTS IN THE MK 327 CONTAINER.
2. THE PROCEDURES AND PRACTICES CONTAINED HEREIN ARE INTENDED FOR 48 FT FLATBED TRAILERS 96 TO 102 INCHES WIDE. DO NOT USE TRAILERS WITH ALL METAL FLOORS.
3. STACKED CONTAINERS MUST BE UNITIZED, SEE PAGE 4 FOR UNITIZING PROCEDURE.
4. WHEN A STACK OF CONTAINERS IS TWO OR THREE HIGH, THE CONTAINERS IN THE TOP LAYER OF THAT STACK SHALL BE SECURED TOGETHER WITH TWO 1-1/4 X .031 (OR .035) BUNDLING STRAPS. THESE STRAPS ENCIRCLE THE TOP CONTAINERS AND THEREFORE SECURE THEM TOGETHER.
5. CHAINS, FITTINGS, AND LOAD BINDERS SHALL CONFORM TO AND BE APPLIED AS SPECIFIED IN THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY) EXCEPT THAT THE CHAIN/GRAB HOOKS SHALL BE ATTACHED TO THE STAKE POCKETS (NOT AROUND THE RUB RAIL).
6. PROTECTOR BOARDS, CONSTRUCTED AS SHOWN IN DETAIL A, B, C, OR D, SHALL BE USED UNDER CHAIN TIEDOWNS. THE CHAINS SHALL BE SECURED TO THE CHAIN BOARD BY DRIVING A 10d NAIL THROUGH THE CHAIN LINK AND CLINCHING THE NAIL OVER THE CHAIN. USE ONE NAIL NEAR EACH END OF THE PROTECTOR BOARDS.
7. STEEL STRAPPING USED AS TIEDOWNS SHALL BE 2 X .044 OR 2 X .050 AND SHALL CONFORM TO ASTM D3953, TYPE 1, HEAVY DUTY, FINISH A, B (GRADE 2), OR C. SEALS SHALL CONFORM TO ASTM D3953; CLASS H, FINISH A, B (GRADE 2) OR C, STYLE I, II, OR IV.
8. WHEN STEEL STRAPPING IS SEALED IN 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 USED. A MINIMUM OF TWO SEALS, WITH TWO PAIR OF CRIMPS WILL BE USED TO SEAL THIS JOINT WHEN A CRIMP-TYPE SEALER IS USED.
9. WHEN STEEL STRAPPING RUNS TO EACH SIDE RUB RAIL, THE STRAPPING SHALL LOOP AROUND THE RUB RAIL AND BACK TO ITSELF. A MINIMUM OF ONE SEAL WITH TWO PAIR OF NOTCHES WILL BE USED TO SEAL THE JOINT WHEN A NOTCH-TYPE SEALER IS USED. A MINIMUM OF ONE SEAL, WITH TWO PAIR OF CRIMPS WILL BE USED TO SEAL THIS JOINT WHEN A CRIMP-TYPE SEALER IS USED.
10. WHEN STEEL STRAPPING IS ATTACHED TO THE RUB RAIL, A SHORT PIECE OF STRAP (APPROXIMATELY 18 INCHES) SHALL BE USED TO PROTECT THE LOAD BEARING STRAP FROM THE POSSIBLE SHARP EDGES OF THE FLATBED TRAILER RUB RAIL/STAKE POCKET. THE PIECE OF STRAPPING SHOULD BE SECURED TO THE LOAD BEARING STRAP WITH ONE SEAL AND EITHER A SINGLE NOTCH OR A SINGLE CRIMP.
11. PROTECTOR BOARDS, CONSTRUCTED AS SHOWN IN DETAIL A, B, C, OR D, SHALL BE USED UNDERNEATH STEEL STRAPPING TIEDOWNS. THE STRAPS SHALL BE STAPLED TO THE PROTECTOR BOARDS USING 2-INCH STRAPPING STAPLES. FOUR STAPLES SHALL BE USED FOR EACH TIEDOWN. IF 2-INCH STAPLES ARE NOT AVAILABLE, FOUR NAILS MAY BE USED TO SECURE THE STRAPPING TO THE PROTECTOR BOARDS. THE NAILS SHALL BE PARTIALLY DRIVEN INTO THE BOARD ON THE SIDE OF THE STRAPPING AND CLINCHED OVER THE STRAPPING. ALTERNATE NAILING ON EACH SIDE OF THE STRAPPING. DO NOT NAIL THROUGH THE STRAPPING MATERIAL.
12. NYLON WEB STRAP ASSEMBLIES (4-INCH WIDE) MAY BE USED TO SECURE THE LOAD IN LIEU OF CHAINS AND STEEL STRAPPING. WEB STRAPPING SHALL CONFORM TO, BE INSPECTED, AND BE APPLIED AS SPECIFIED ON NAVSEA DRAWING 6214037 AND THIS DRAWING. PROTECTOR BOARDS, CONSTRUCTED AS SHOWN IN DETAIL A, B, C, OR D, SHALL BE USED UNDER THE WEB TIEDOWN STRAPS. WHEN LOCATING WEB STRAPS, AVOID ANY SHARP EDGES OR IRREGULAR SURFACES WHICH COULD CAUSE DAMAGE TO THE WEB STRAPPING. IF CONTACT WITH SHARP EDGES OR IRREGULAR SURFACES CANNOT BE AVOIDED, USE EDGE PROTECTORS AND/OR SCUFF SLEEVING TO PROTECT WEB STRAPPING.
13. THE QUANTITY OF TIEDOWN ASSEMBLIES REQUIRED DEPENDS ON THE AMOUNT OF WEIGHT BEING SECURED IN EACH STACK OF CONTAINERS. WHEN USING STEEL STRAPPING OR CHAIN/LOADBINDERS, ONE TIEDOWN IS REQUIRED FOR EVERY 5,000 LBS OF LADING OR FRACTION THEREOF. WHEN USING 4-INCH WEB STRAP ASSEMBLIES, USE ONE TIEDOWN FOR EVERY 4,000 LBS OR FRACTION THEREOF. NOTE THAT A STACK OF NINE CONTAINERS WITH THE RIM-66L VARIANT WEIGHS 20,250 LBS AND THEREFORE REQUIRES FIVE CHAIN/STEEL STRAP TIEDOWNS OR SIX WEB STRAP TIEDOWNS. A MINIMUM OF TWO TIEDOWNS SHALL BE USED FOR ANY STACK REGARDLESS OF SIZE.
14. THE MAXIMUM GROSS WEIGHT OF THE TRACTOR-TRAILER AND THE ALLOWABLE AXLE WEIGHTS ARE THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE THE SHIPPER OF THESE LIMITATIONS AND THE SHIPPER SHALL LOAD THE TRAILER IN SUCH A MANNER THAT THE TRACTOR-TRAILER WILL NOT EXCEED THESE LIMITATIONS.
15. A STAGGERED NAILING PATTERN WILL BE USED WHENEVER POSSIBLE WHEN NAILS ARE DRIVEN INTO JOINTS OF DUNNAGE ASSEMBLIES. ALSO, A STAGGERED NAILING PATTERN WILL BE USED WHEN DUNNAGE IS NAILED TO THE FLOOR OF THE TRANSPORTING TRAILER, OR WHEN LAMINATING DUNNAGE. THE NAILING PATTERN WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL DOES NOT PENETRATE INTO OR NEAR A CRACK BETWEEN TRAILER FLOOR BOARDS. THE NAILING FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH THE PIECE ONTO OR NEAR A NAIL IN A LOWER PIECE.
16. AFTER BLOCKING, BRACING AND TIEDOWNS HAVE BEEN INSPECTED; THE CONTAINERS SHALL BE COMPLETELY COVERED WITH FIRE RESISTANT WATERPROOF TARPULINS. THE TARPULINS MAY BE UNDER THE TIEDOWNS AND THE PROTECTOR BOARDS.
17. APPROPRIATE PLACARDS SHALL BE ATTACHED TO THE FRONT, BOTH SIDES, AND REAR OF THE TRAILER. AFTER BLOCKING, TIEDOWNS AND TARPULINS HAVE BEEN INSPECTED; ATTACH SHIPPING DOCUMENTS TO THE TRAILER IN AN ACCESSIBLE AREA.
18. DURING PRE-LOADING INSPECTION REQUIRED BY NAVSEA SW020-AG-SAF-010, CHAINS, FITTINGS AND LOAD BINDERS SHALL BE INSPECTED FOR STRETCH, GOUGING, BENT LINKS, WEAR AND OTHER NOTICEABLE DEFECTS. WEB STRAPPING ASSEMBLIES SHALL BE INSPECTED ACCORDING TO NAVSEA DRAWING 6214037. RESULTS OF THESE INSPECTIONS SHALL BE RECORDED IN ITEM 12-T OF DD FORM 626. ANY DEFICIENCY SHALL BE CAUSE FOR REJECTION OF THE CHAINS, FITTINGS, BINDERS, OR WEB STRAPPING ASSEMBLIES.
19. UNLESS OTHERWISE SPECIFIED, ALL MATERIAL SHALL BE AS SPECIFIED IN THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).
20. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).

FULL TRUCKLOAD (18 CONTAINERS)



DETAIL A
PROTECTOR BOARD ASSEMBLY



NOTE

STRAPS USED TO UNITIZE CONTAINERS OMITTED FROM VIEW FOR CLARITY

QUANTITIES SHOWN FOR ITEMS 1-8 ARE FOR FULL TRUCKLOAD

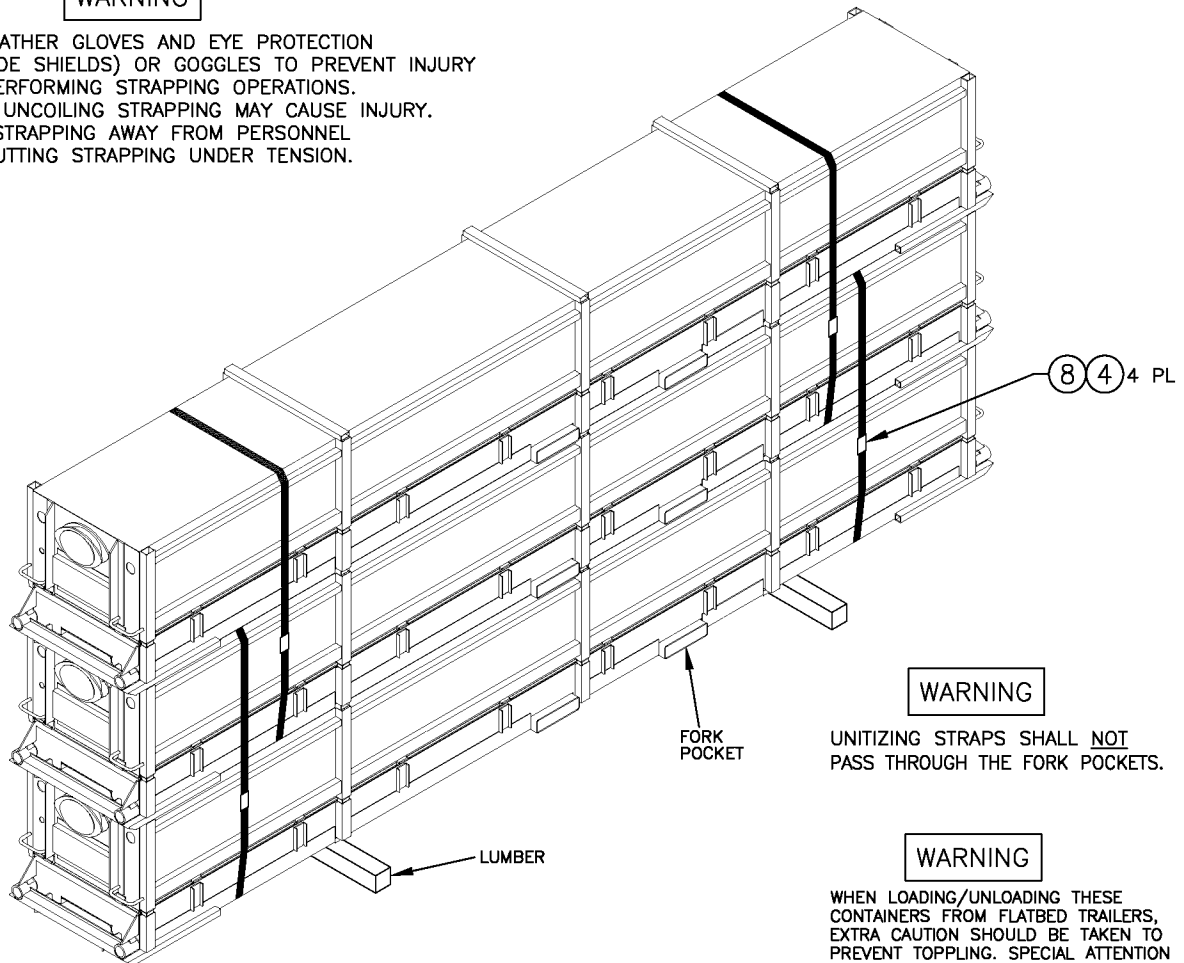
24	8	UNITIZING STRAP	STEEL	1-1/4 X .031-.035 X 16FT
12	7	TIEDOWN	SEE GENERAL NOTES 5 THROUGH 13	
12	6	PURCHASE BOARD	WOOD	2 X 6 X 31
24	5	PROTECTOR BOARD	WOOD	2 X 6 X 81
28	4	SEAL	STEEL	1-1/4 SIZE
4	3	BUNDLING STRAP	STEEL	1-1/4 X .031-.035 X 21FT
16	2	SIDE BLOCKING	WOOD	2 X 4 X 24
6	1	FWD/AFT HEADER	WOOD	2 X 6 X 86
REQ'D	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS

LIST OF MATERIALS

UNITIZING AND HANDLING

WARNING

WEAR LEATHER GLOVES AND EYE PROTECTION (WITH SIDE SHIELDS) OR GOGGLES TO PREVENT INJURY WHEN PERFORMING STRAPPING OPERATIONS. RAPIDLY UNCOILING STRAPPING MAY CAUSE INJURY. DIRECT STRAPPING AWAY FROM PERSONNEL WHEN CUTTING STRAPPING UNDER TENSION.



CONTAINER UNITIZING PROCEDURE:

1. PLACE TWO OR MORE PIECES OF LUMBER CROSSWISE ON FLOOR NEXT TO CONTAINER.
2. USING A FORKLIFT TRUCK, PLACE ONE CONTAINER ONTO THE LUMBER PIECES.
3. PREPOSITION, OVER TOP OF LOWER CONTAINER, THE STRAPS (ITEM 8) THAT WILL LATER BE USED TO SECURE THE UPPER CONTAINER TO THE MIDDLE CONTAINER. THIS STEP MAY BE ELIMINATED IF DEEMED UNNECESSARY.
4. USING A FORKLIFT TRUCK, STACK MIDDLE CONTAINER ON TOP OF LOWER CONTAINER. MAKE CERTAIN THAT THE STACKING FEATURES ARE PROPERLY ENGAGED TO PREVENT SHIFTING IN THE LATERAL AND LONGITUDINAL DIRECTIONS. CONTAINERS WHOSE STACKING FEATURES ARE DAMAGED SUCH THAT THEY WILL NOT PROPERLY ENGAGE SHALL NOT BE STACKED ON THE TRAILER.
5. SECURE MIDDLE CONTAINER TO LOWER CONTAINER WITH TWO STRAPS, ITEM 8, POSITIONED APPROXIMATELY AS SHOWN. EACH STRAP SHALL BE TENSIONED AND SECURED WITH ONE DOUBLE NOTCHED SEAL, ITEM 4.
6. USING A FORKLIFT TRUCK, STACK UPPER CONTAINER ON TOP OF MIDDLE CONTAINER. MAKE CERTAIN THAT THE STACKING FEATURES ARE PROPERLY ENGAGED.
7. SECURE MIDDLE CONTAINER TO LOWER CONTAINER WITH THE TWO PREPOSITIONED STRAPS, ITEM 8. TENSION AND SECURE EACH STRAP WITH ONE DOUBLE NOTCHED SEAL, ITEM 4.

CONTAINER HANDLING NOTES:

1. IF A FORKLIFT TRUCK WITH SUFFICIENT CAPACITY TO LIFT THREE CONTAINERS IS NOT AVAILABLE, CONTAINERS MAY BE UNITIZED IN PLACE ON THE TRUCK. UNITIZING STRAPS SHALL BE PREPOSITIONED AS NECESSARY.
2. THE UNITIZING OF THESE CONTAINERS IS AUTHORIZED AS PART OF THE TRUCKLOADING PROCEDURE ONLY. MOVEMENT OF UNITIZED CONTAINER SHALL BE LIMITED TO THAT NECESSARY TO LOAD AND UNLOAD THE VEHICLE. CONTAINERS SHALL BE DEUNITIZED AFTER UNLOADING FROM THE VEHICLE.
3. WHEN LOADING/UNLOADING CONTAINERS FROM THE TRAILER BED, EXTRA CAUTION SHOULD BE TAKEN TO PREVENT THE ACCIDENTAL TOPPLING OF CONTAINERS ADJACENT TO THE ONES BEING LOADED/UNLOADED. ONE WAY TO PREVENT THIS IS TO PLACE THE TINES OF A SECOND FORKLIFT TRUCK AGAINST THE OPPOSITE SIDE OF THE ADJACENT CONTAINERS.
4. LIFT UNITIZED CONTAINERS THROUGH THE FORK POCKETS OF THE LOWER CONTAINER ONLY.

LESS THAN FULL LOAD (LTL) PROCEDURES

1. WHEN SHIPPING LESS-THAN-FULL-LOAD (LTL), SELECT THE CORRESPONDING LOAD PATTERN FOR THE NUMBER OF CONTAINERS TO BE SHIPPED FROM TABLE 2 BELOW. NOTE THAT THESE LOAD PATTERNS ARE ONLY SUGGESTED.
2. THE ILLUSTRATION ON THE NEXT PAGE SHOWS HOW TO BLOCK AND BRACE A STACK OF EIGHT (OR FIVE) CONTAINERS.
 - THE PROTECTOR BOARD ASSEMBLIES WITH THE SEPARATOR BOARDS NAILED TO THE UNDERSIDES (DETAIL B) MUST BE POSITIONED AT THE FWD AND AFT MOST LOCATIONS OF THE STACK AS SHOWN.
 - DO NOT TENSION THE BUNDLING STRAPS, ITEM 3, UNTIL THE SEPARATOR BOARD ASSEMBLIES ARE IN PLACE.
 - FOR A STACK OF FIVE CONTAINERS (3 CONTAINERS ON BOTTOM LAYER AND 2 IN THE OUTBOARD POSITIONS ON TOP), THE BLOCKING AND BRACING REQUIREMENTS ARE THE SAME AS SHOWN EXCEPT THAT ONLY THREE TIEDOWNS ARE REQUIRED.
3. THE ILLUSTRATION ON PAGE 7 SHOWS THE BLOCKING AND BRACING FOR A STACK OF FOUR CONTAINERS, TWO ROWS WIDE AND TWO LAYERS HIGH.
4. THE STACK CONFIGURATIONS SHOWN IN TABLE 3 ARE FORBIDDEN.

TABLE 2
SUGGESTED LTL LOAD PATTERNS

NO. OF CONTAINERS	→ FWD	NO. OF CONTAINERS	→ FWD	NO. OF CONTAINERS	→ FWD																		
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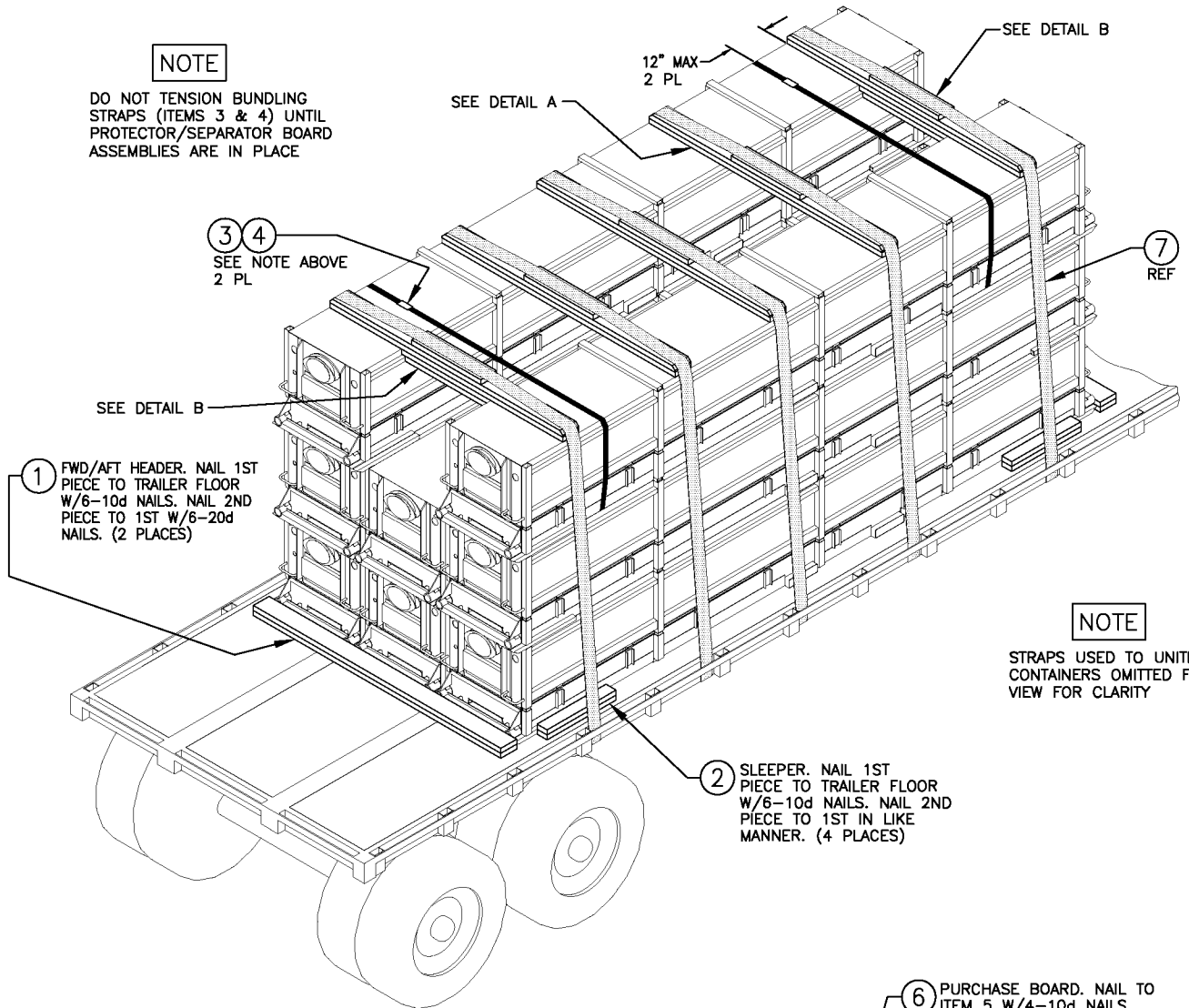
TABLE 3
FORBIDDEN STACK CONFIGURATIONS

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LESS THAN FULL LOAD (LTL) PROCEDURES

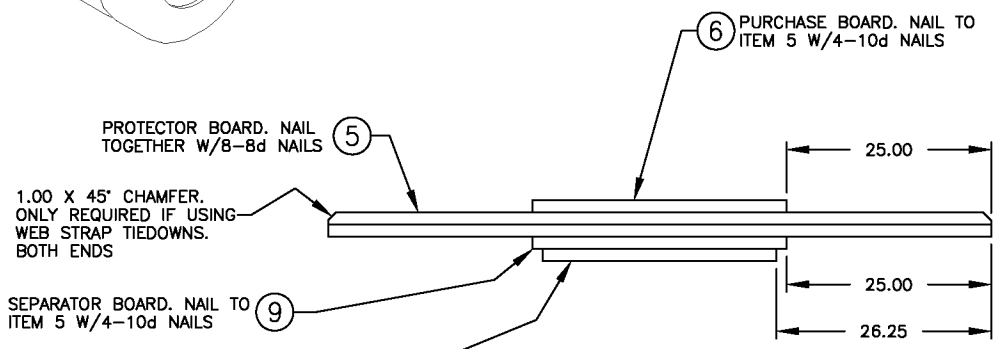
NOTE

DO NOT TENSION BUNDLING STRAPS (ITEMS 3 & 4) UNTIL PROTECTOR/SEPARATOR BOARD ASSEMBLIES ARE IN PLACE



NOTE

STRAPS USED TO UNITIZE CONTAINERS OMITTED FROM VIEW FOR CLARITY

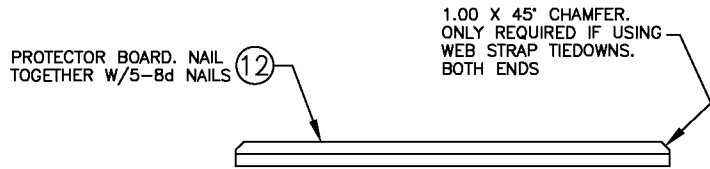
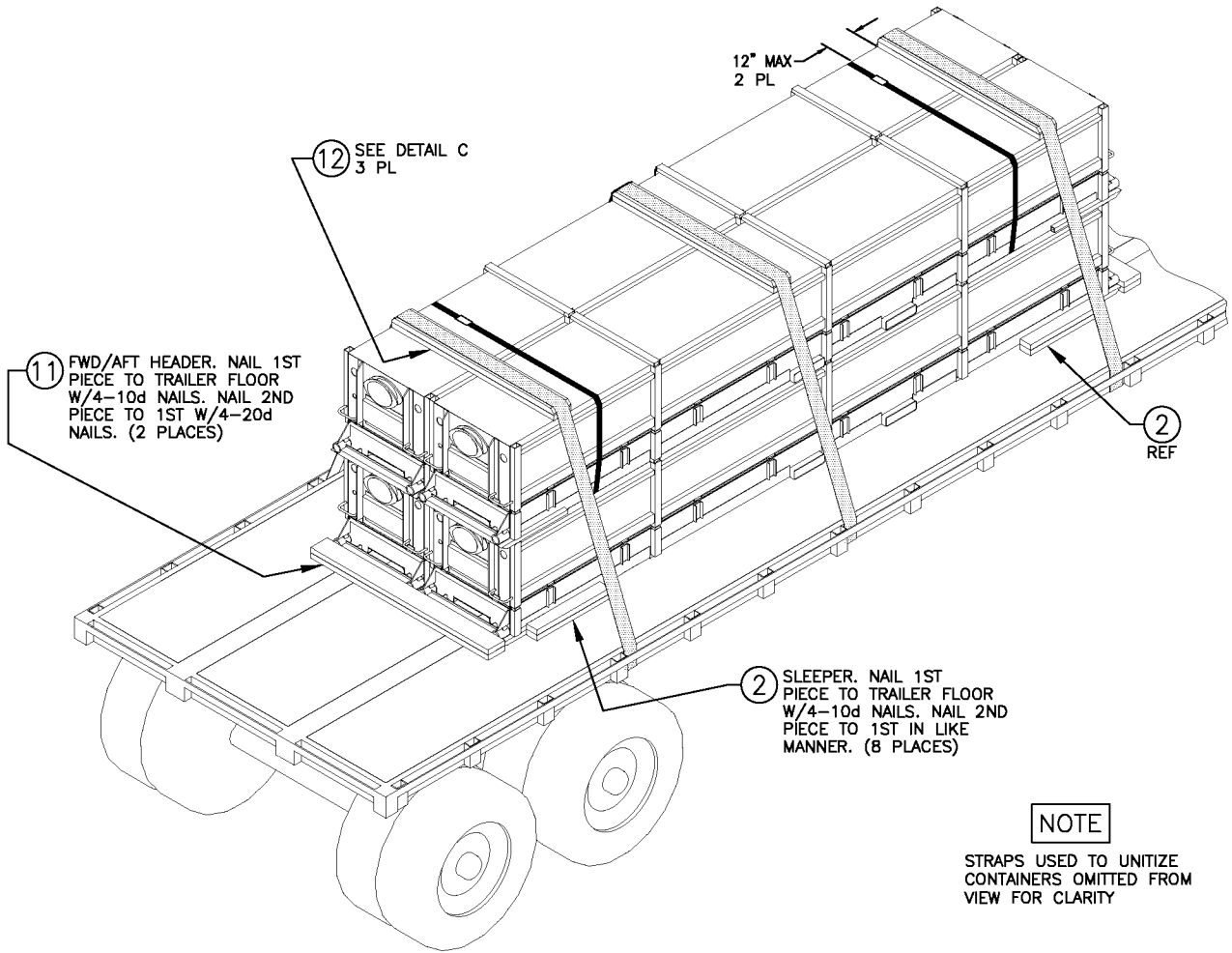


DETAIL B
PROTECTOR BOARD/SEPARATOR ASSEMBLY

AR	10	SEPARATOR, LOWER	WOOD	2 X 4 X 28.50
AR	9	SEPARATOR, UPPER	WOOD	2 X 6 X 31
REQ'D	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS

LIST OF MATERIALS

LESS THAN FULL LOAD (LTL) PROCEDURES

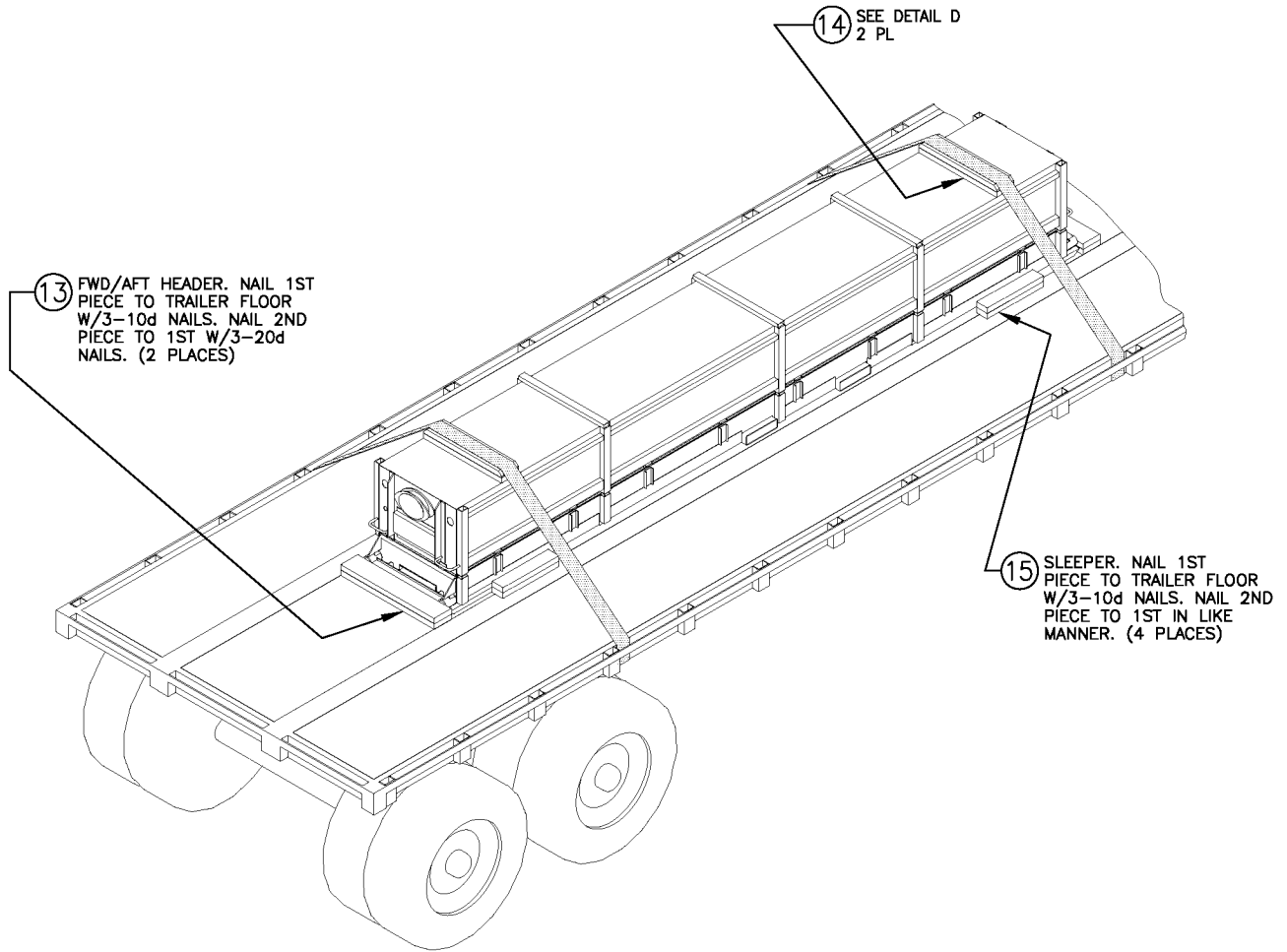


DETAIL C
PROTECTOR BOARD ASSEMBLY

REQ'D	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS
AR	12	PROTECTOR BOARD	WOOD	2 X 6 X 53
AR	11	FWD/AFT HEADER	WOOD	2 X 6 X 58

LIST OF MATERIALS

LESS THAN FULL LOAD (LTL) PROCEDURES



DETAIL D
PROTECTOR BOARD ASSEMBLY

AR	15	SLEEPER	WOOD	2 X 4 X 18
AR	14	PROTECTOR BOARD	WOOD	2 X 6 X 25
AR	13	FWD/AFT HEADER	WOOD	2 X 6 X 30
REQ'D	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS
LIST OF MATERIALS				