WR-51/80 Change Notice 1 10 November 1972

NAVAL ORDNANCE SYSTEMS COMMAND

DEPARTMENT OF THE NAVY

WEAPONS REQUIREMENT, TRUCKLOADING

BOMB, CLUSTER CBU-55/B (FUEL AIR EXPLOSIVE)
IN CONTAINER CNU-120/E
FLEET ISSUE UNIT LOAD

This notice forms a part of WR-51/80 dated 11 June 1969 and is mandatory for use by establishments of the Naval Systems Command within the Naval Material Command.

Page 1

1. Delete title and substitute "Bomb, Cluster CBU-55/B in Container CNU-120/E or CBU-72/B in Container CNU-194/E (Fuel Air Explosive), Fleet Issue Unit Loads."

Page 2

1. Add at end of General Note 1 "or CBU-72/B in Container CNU-194/E."

Distribution

WR-51 & WR-52 distribution list

Preparing Activity

NAD Earle (NWHL)

Code Ident 10001

Naval Ordnance Systems Command Department of the Navy

WR-51/80

11 JUNE 1969

WEAPONS REQUIREMENT, TRUCKLOADING BOMB, CLUSTER CBU-55/B (FUEL AIR EXPLOSIVE) IN CONTAINER CNU-120/E FLEET ISSUE UNIT LOAD

| | 1 20 | | | | | | | |
|--|--|------------|---------------------|--|-------|-----|-------------------------------|--|
| NUMBER NUMBER GROSS V DIMENSI WEIGHT CUBE | OF ITEMS PER CONTAINER | | | | (NDE) | | | |
| DRAW OF TH | MR SUPERSEDES CANCELS ALL PRIOR TINGS COVERING TRUCKLOADING HIS ITEM | | | GENERAL NOTES LOAD STRAPPING FTL 40 FT, TRAILER STACKING AND S | | | PAGE 2 2 3 DURE 4 | |
| | SS OTHERWISE SPECIFIED USIONS ARE IN INCHES | | | | | | | |
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| 54/181 | PALLETIZING | | | | | TDA | | SYSCO |
| 52/114 WR NO. | CARLOADING ASSOCIATED PROCESS | REV LTR | REVISION DESCRIPTI | он | DATE | | APPROVA | |
| F | OR HIGHWAY SHIPMENTS | | | | | | | |
| 34 | Kelly NWHL 4/28/69 | ORI | GINATOR <u>C. F</u> | Troutma SIGNA | | | | |

At AIR 53442 5/8/69

(AIR) SYSCOM, BY DIRECTION

SIGNATURE

NAVAL WEAPONS HANDLING LABORATORY

U.S.N.A.D. EARLE, NEW JERSEY

PAGE 1 OF 5

GENERAL NOTES

- THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING THE CLUSTER BOMB CBU-55/B (FUEL AIR EXPLOSIVE) IN
 CONTAINER CNU-120/E.
- 2. PROCEDURES AND PRACTICES DESCRIBED HEREIN ARE INTENDED FOR 40 FT. FLATBED TRAILERS. DO NOT USE TRAILERS WITH METAL FLOORS.
- 3. THE CONTAINERS ARE UNITIZED FORMING THE FLEET ISSUE UNIT LOAD WR-54/181.
- 4. TO INCREASE THE TOTAL NUMBER OF CONTAINERS IN A TRUCKLOAD, TWO ADDITIONAL CONTAINERS ARE STRAPPED TO A FLEET ISSUE UNIT LOAD. WHEN THE TRUCK TRANSPORTATION CYCLE IS COMPLETED, THE TOP TWO CONTAINERS ARE REMOVED BY CUTTING THE TOP STRAPS AND REMOVING THE RESTRAINER. THE LOOSE CONTAINERS ARE UNITIZED PER WR-54/181 FORMING A FLEET ISSUE UNIT LOAD.
- 5. FOR STACKING AND STRAPPING PROCEDURE SECURING THE TWO CONTAINERS TO THE FLEET ISSUE UNIT LOAD, SEE PAGE 4.
- 6. ALWAYS USE TRAILERS WITH SLIDING TANDEM AXLES. TRAILERS WITH FIXED AXLES LOCATED IN THE "WESTERN" POSITION (AT EXTREME REAR OF TRAILER) MAY BE USED PROVIDED THE EMPTY WEIGHT ON THE DRIVE AXLES DOES NOT EXCEED II, 600 LBS.
- 7. GROSS WEIGHT AND AXLE DISTRIBUTION OF WEIGHT IS THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE THE SHIPPER OF THE APPLICABLE WEIGHT REQUIREMENTS AND THE SHIPPER WILL LOAD ACCORDINGLY.
- 8. AFTER DUNNAGE AND STRAPPING HAS BEEN INSPECTED, ATTACH "EXPLOSIVES A" PLACARD TO BOTH SIDES, FRONT, AND REAR OF TRAILER.
- 9. APPLICABLE MATERIAL SPECIFICATIONS:

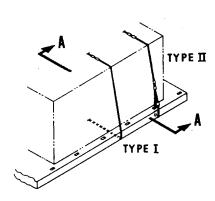
DUNNAGE LUMBER - MM-L-751

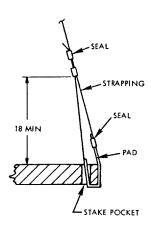
NAILS - FF-N-105

STRAPPING - QQ-S-781 TYPE 1 CLASS A.

10. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING WEAPONS REQUIREMENT, WR-51.

LOAD STRAPPING





SECTION A-A

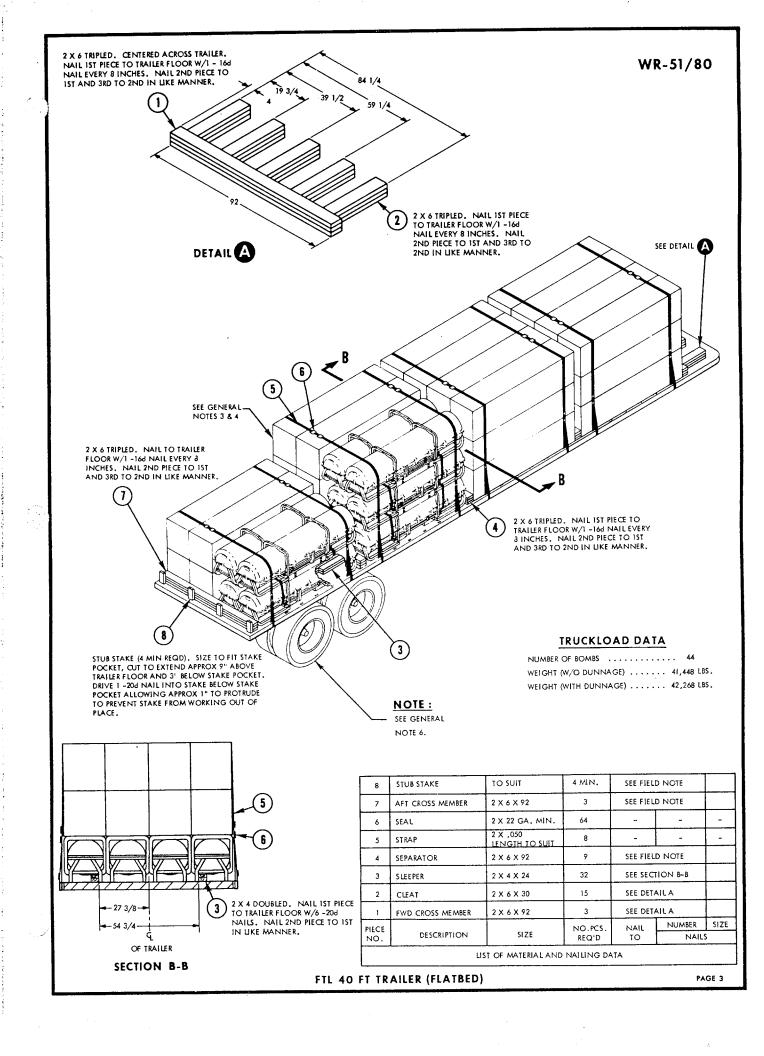
TIE-DOWN STRAPPING

THE FOLLOWING TWO METHODS OF TIE-DOWN STRAPPING ARE APPROVED FOR USE WITH THE SHIPMENT OF LOADS ON FLATBED TRAILERS.

STEEL STRAPPING SHALL BE IN ACCORDANCE WITH FEDERAL SPECIFICATION QQ-S-781. STRAPPING SEALS SHALL HAVE A MINIMUM TENSILE STRENGTH
EQUAL TO 75 PER CENT OF THE STRAP STRENGTH. FOR EACH OF THE TYPES ILLUSTRATED ABOVE IT IS PREFERRED TO POSITION, TENSION, AND
DOUBLE CRIMP THE STRAP SEALS AT THE TOP OF THE LOAD, IF PRACTICABLE.

TYPE I - CONTINUOUS STRAPPING AROUND THE FLATBED AND THE LOAD.

TYPE II - THE STRAPPING IS SECURED TO THE STAKE POCKETS, ONE PIECE ON EACH SIDE OF THE TRAILER, AND IS BROUGHT UP OVER THE LOAD,
TENSIONED, AND SEALED WITH TWO DOUBLE-CRIMPED SEALS ON THE TOP. METHOD OF SECURING STRAPPING TO STAKE POCKET IS
SHOWN IN SECTION A-A. THE SHORT END IS ON THE INSIDE AND IS SECURED WITH TWO DOUBLE-CRIMPED SEALS AT A MINIMUM OF
18 INCHES ABOVE THE TRAILER BED. A STAKE POCKET PAD (A SHORT PIECE OF THE SAME STRAPPING 18 INCHES LONG) IS INSERTED
BETWEEN THE MAIN STRAP AND THE STAKE POCKET AND IS SECURED TO THE MAIN STRAP WITH A SEAL AS SHOWN.



STACKING AND STRAPPING PROCEDURE

1. POSITION ONE CONTAINER ATOP UNIT LOAD OF CONTAINERS AS SHOWN IN DETAIL C. THE FORE END OF THE CONTAINER SHALL BE IN THE OPPOSITE DIRECTION OF THE FORE END OF THE CONTAINER SUPPORTING IT.

NOTE

ALL STACKING BANDS MUST BE IN ALIGNMENT.

- 2. INSERT CENTER SPACER ASSEMBLY (DETAIL D) BETWEEN THE TOP CONTAINERS OF THE UNIT LOAD AS SHOWN IN DETAIL C.
- 3. POSITION SIXTH CONTAINER ON TOP ROW, AS SHOWN IN DETAIL E. CONTINUE TO ALTERNATE FORE AND AFT END.
- 4. POSITION STRAPPING (ITEM 1) UNDER THE BODY OF THE CENTER TWO CONTAINERS AND OVER SKIDS OF TOP TWO CONTAINERS. TENSION STRAPS AND DOUBLE CRIMP THE SEALS (ITEM 2).
- 5. PARTIALLY ASSEMBLE RESTRAINER AS SHOWN IN DETAIL F. INSERT RESTRAINER SPACERS (ITEM 6) THROUGH FORK LIFT POCKETS OF TOP TWO CONTAINERS.
- 6. POSITION STRAPPING (ITEM 3) AROUND FIRST RESTRAINER (ITEM 5) BETWEEN CONTAINER LAYERS AND UNDER AND OVER SECOND RESTRAINER. NAIL SECOND RESTRAINER IN PLACE. TENSION STRAPS AND DOUBLE CRIMP THE SEALS (ITEM 4).
- 7. POSITION FORK POCKET SPACER (ITEM 7) INTO FORK POCKET OVER RESTRAINER ASSEMBLY AND NAIL IN PLACE WITH ITEM 11.

