Code Ident. 10001

Naval Sea Systems Command Department of the Navy

WR-54/215B Change Notice 1 1 May 1986

Weapons Requirement Palletizing

Fleet Issue Unit Load

Dispenser and Bomb, Aircraft, CBU-59B, Complete (APAM) or Dispenser and Bomb, Aircraft, CBU (T-1)/B, Training

In Container, Mk 427 Mod 0

Make the following pen and ink change:

Page 1.

Hazard Classification. "Change the CG Hazard Class of E820 from X-B to V11."

AMSC No. - N/A

DISTRIBUTION STATEMENT A

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Preparing Activity NWHC, NWS Earle

Distribution FSC 8140

Code Ident 10001

Naval Sea Systems Command Department of the Navy

WR-54/215B

WEAPONS REQUIREMENT, PALLETIZING FLEET ISSUE UNIT LOAD

19 SEPTEMBER 1975

SUPERSEDING WR-54/215A 22 FEBRUARY 1974

DISPENSER AND BOMB, AIRCRAFT, CBU-59/B, COMPLETE (APAM)

DISPENSER AND BOMB, AIRCRAFT, CBU(T-1)/B, TRAINING
IN CONTAINER, MK 427 MOD 0

UNIT LOAD DATA

| NUMBER OF ITEMS PER CONTAINER | 1 | |
|---|------------|---|
| NUMBER OF CONTAINERS PER UNIT LOAD | 2 | |
| NUMBER OF ITEMS PER UNIT LOAD | 2 | |
| gross weight of one container (APPROX.) | 1143 LBS | |
| GROSS WEIGHT OF UNIT LOAD (APPROX.) | 2295 LBS | Δ |
| CUBE | 71.4 CU FT | í |

DO NOT STACK MORE THAN

6 UNIT LOADS HIGH IN STORAGE

 Δ DO NOT USE FOR SHIPP ING PURPOSES

DIMENSIONS

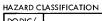
 LENGTH
 102 17/32

 WIDTH
 23 5/32

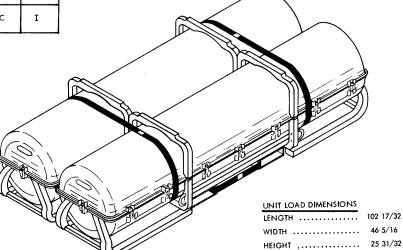
 HEIGHT (OVERALL)
 25 31/32

 (STACKING)
 25 17/32

CONTAINER, SHIPPING & STORAGE 10001 - 1569340



| DO DIC/ | | HAZARD CLASS | | |
|---------|---------------|--------------|-----|--|
| NALC | DISPENSER | DOT | CG | |
| NO. | | | | |
| E820 | CBU-59/B | A | Х-В | |
| | COMPLETE | ^ | Δ-Β | |
| NONE | CBU-59(T-1)/B | | т. | |
| | TRAINING | | 1 | |



FOR GENERAL PALLETIZING
REQUIREMENTS SEE WR-54

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES

| | | В | ADDED-CBU-59(T-1)/B TRAINING | 19/ | 15 | VIOY | 1 | az T |
|--------|--|-----|--|------|------|----------|------|-------------------|
| | SEE MIL-HDBK-236 (NAVY) "INDEX TO STANDARDS" | A | CHANGED RESTRAINERS FROM STEEL TO WOOD | 26 | 1× | MOSL | NOC. | \mathcal{K}_{-} |
| | FOR APPLICABLE TRUCKLOADING, CARLOADING AND | | AND UPDATED WR. | 17 | Ľ | | V | |
| | CONTAINER LOADING DOCUMENTS. | REV | REVISION DESCRIPTION | DATE | TDA | Usys | COM | |
| WR NO. | ASSOCIATED PROCESS | LTR | REVISION DESCRIPTION | 10, | DATE | APPROVAL | | |

THIS UNIT LOAD IS AUTHORIZED AND RELEASED FOR SHIPPING, HANDLING,

STORAGE AND TRANSFER-AT-SEA. IT MAY ALSO BE USED FOR DOMESTIC SHIPMENT IN COMPLIANCE WITH DOT REGULATIONS.

Signature technical directing activity (IDA) DATE

SIGNATURE (AIR) SYSCOM, BY DIRECTION DATE

ORIGINATOR

Charle Mc Brile 5/24/71

NAVAL WEAPONS HANDLING LABORATORY

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

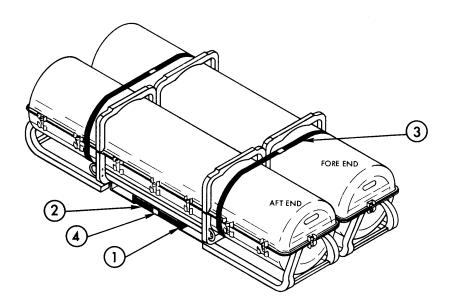
PAGE 1 0F 2

UNITIZING PROCEDURE

- (a) POSITION THE CONTAINERS SIDE BY SIDE, ALTERNATING THE FORE AND AFT ENDS, AS SHOWN.
- (b) INSERT THE RESTRAINERS, ITEM 1, THROUGH THE FORK POCKETS OF BOTH CONTAINERS.
- (c) POSITION STRAPPING, ITEM 2, THROUGH FORK POCKETS, AROUND RESTRAINERS, TENSION AND DOUBLE NOTCH SEAL, ITEM 4.
- (d) POSITION STRAPPING, ITEM 3, AROUND THE CONTAINERS, AS SHOWN. TENSION AND DOUBLE NOTCH SEAL.

MARKING:

IN ADDITION TO ANY SPECIAL MARKING REQUIRED BY CONTRACT OR ORDER, THE UNIT LOAD SHALL BE MARKED IN ACCORDANCE WITH MIL-STD-129.



DEUNITIZING PROCEDURE

- (a) CUT AND REMOVE STRAPPING.
- (b) REMOVE RESTRAINERS.

NOTE: .031 COLD ROLLED, HEAT TREATED, MAY BE SUBSTITUTED.

DO NOT USE TYPE I STRAPPING WITH POWER MACHINES.

| LIST OF MATERIALS | | | | | |
|-------------------|------|---------------------|----------------------------|--------------------------------|-------------------------------------|
| REQ. | ITEM | DESCRIPTION | MAT'L. | MAT'L. SPEC. | DIMENSIONS |
| 2 | 1 | RESTRAINER | WOOD DRESSED | MM-L-751 | 2 X 3 X 38 3/4 (MAKE FROM 2 X 6) |
| 1 | 2 | STRAPPING, SEE NOTE | STEEL COATED HEAVY DUTY | QQ-S-781, TY I OR IV, FIN B | 1 1/4 X 035 X 11 FT |
| 2 | 3 | STRAPPING, SEE NOTE | STEEL COATED HEAVY DUTY | QQ-S-781, TY I OR IV, FIN B | 1 1/4 X 035 X 12 FT |
| 3 | 4 | SEAL | STEEL COATED | QQ-S-781, TY D, CL H, FIN B | 1 1/4 |