

APPROVED BY U. S. COAST GUARD (CG) <i>C. Mathieu</i> DATE <i>10/8/75</i>	APPROVED BY BUREAU OF EXPLOSIVES <i>A. F. Grossmuck</i> SUPERVISOR, MILITARY & INTERMODAL SERVICES DATE <i>9/24/75</i>
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LOADING AND BRACING^① IN MILVAN CONTAINERS[⊕] OF PALLETIZED 2.75" ROCKET (4 PER 63" LONG BOX) (MIXED LOAD OF 15-BOX AND 20-BOX PALLET UNITS)

- ① **LOADING AND BRACING SPECIFICATIONS SET FORTH WITHIN THIS DRAWING ARE APPLICABLE TO LOADS THAT ARE TO BE SHIPPED BY TRAILER/CONTAINER-ON-FLAT-CAR (T/COFC) RAIL CARRIER SERVICE. THESE SPECIFICATIONS MAY ALSO BE USED FOR LOADS THAT ARE TO BE MOVED BY MOTOR OR WATER OR AIR CARRIERS. SEE THE "SPECIAL T/COFC NOTES" BELOW.**
- ⊕ **ONLY MILVAN CONTAINERS WHICH HAVE BEEN MODIFIED TO INCLUDE A MECHANICAL LOAD-BRACING SYSTEM THAT SATISFIES THE REQUIREMENTS OF THE BUREAU OF EXPLOSIVES PAMPHLET 6C WILL BE USED FOR THE MOVEMENT OF AMMUNITION BY T/COFC SERVICE. CAUTION: OTHER REQUIREMENTS OF PAMPHLET 6C ALSO APPLY.**

NOTICE:

DRAWING D-AMXAC-4290 ALSO SPECIFIES UNLOADING PROCEDURES APPLICABLE TO SHIPMENTS BY T/COFC OF PALLET UNITS OF 2.75" ROCKET (4 PER 63" LONG BOX) IN MILVAN CONTAINERS. HOWEVER, THAT DRAWING DEPICTS MILVAN CONTAINERS WITH THE STANDARD 15-BOX UNITS. THIS DRAWING (D-SARAC-4360) DEPICTS A MIXED LOAD OF THE STANDARD 15-BOX UNIT AND THE MODIFIED 20-BOX UNIT IN THE SAME LOAD. BOTH DRAWINGS ARE APPROVED FOR USE, WITH DRAWING SELECTION THE PREROGATIVE OF THE SHIPPER.

MAXIMUM LOAD WEIGHT CRITERIA:

THE ITEMIZED LOAD WEIGHTS ARE CONTROLLED BY EQUIPMENT CAPABILITY FACTORS. ALSO, THESE LISTED LOAD WEIGHTS IDENTIFY THE MAXIMUM COMBINED WEIGHT OF AMMUNITION LADING UNITS AND DUNNAGE THAT CAN BE PLACED INTO ONE (1) MILVAN CONTAINER WITHOUT VIOLATING ONE OR MORE OF THE "CAPABILITY FACTORS". SEE NOTES 1 AND 2.

- 39,100 LBS IN 20-FT CONTAINER (W/O CHASSIS) ABOARD CONTAINERSHIP.
- 39,100 LBS IN CONTAINER ON 20-FT CHASSIS WITH DOUBLE BOGIE. SEE NOTE 3.
- 25,300 LBS IN CONTAINER ON 20-FT CHASSIS WITH SINGLE BOGIE. SEE NOTE 4.
- 21,300 LBS IN EACH CONTAINER ON 40-FT CHASSIS (COUPLED WITH DOUBLE BOGIE). SEE NOTE 3.
- 19,300 LBS IN 20-FT CONTAINER (W/O CHASSIS) ABOARD FIXED-WING AIRCRAFT.
- 39,100 LBS IN 20-FT CONTAINER (W/O CHASSIS) FOR ROTARY-WING AIRCRAFT. SEE NOTE 5.

NOTE 1: DUNNAGE INCLUDES MATERIALS, OTHER THAN COMPONENTS OF THE MECHANICAL LOAD-BRACING SYSTEM, USED TO BLOCK AND BRACE A LOAD.

NOTE 2: ALTHOUGH THE HEAVIEST MAXIMUM LOAD IS DELINEATED ON PAGES 2 AND 3, PROVISIONS ARE INCLUDED WITHIN THIS DRAWING SO THAT THE BASIC LOAD CAN BE ADJUSTED TO SATISFY A LESSER QUANTITY OF LADING UNITS. ADDITIONAL INSTRUCTIONS ARE UNDER THE "REDUCED-LOAD PROVISIONS" SECTION ON PAGE 4.

NOTE 3: 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 MILVAN SYSTEM.

NOTE 4: BY SPECIAL AUTHORITY, IT MAY BE POSSIBLE TO MOVE HEAVIER LOADS ON SINGLE BOGIE CHASSIS WITHIN AN INSTALLATION.

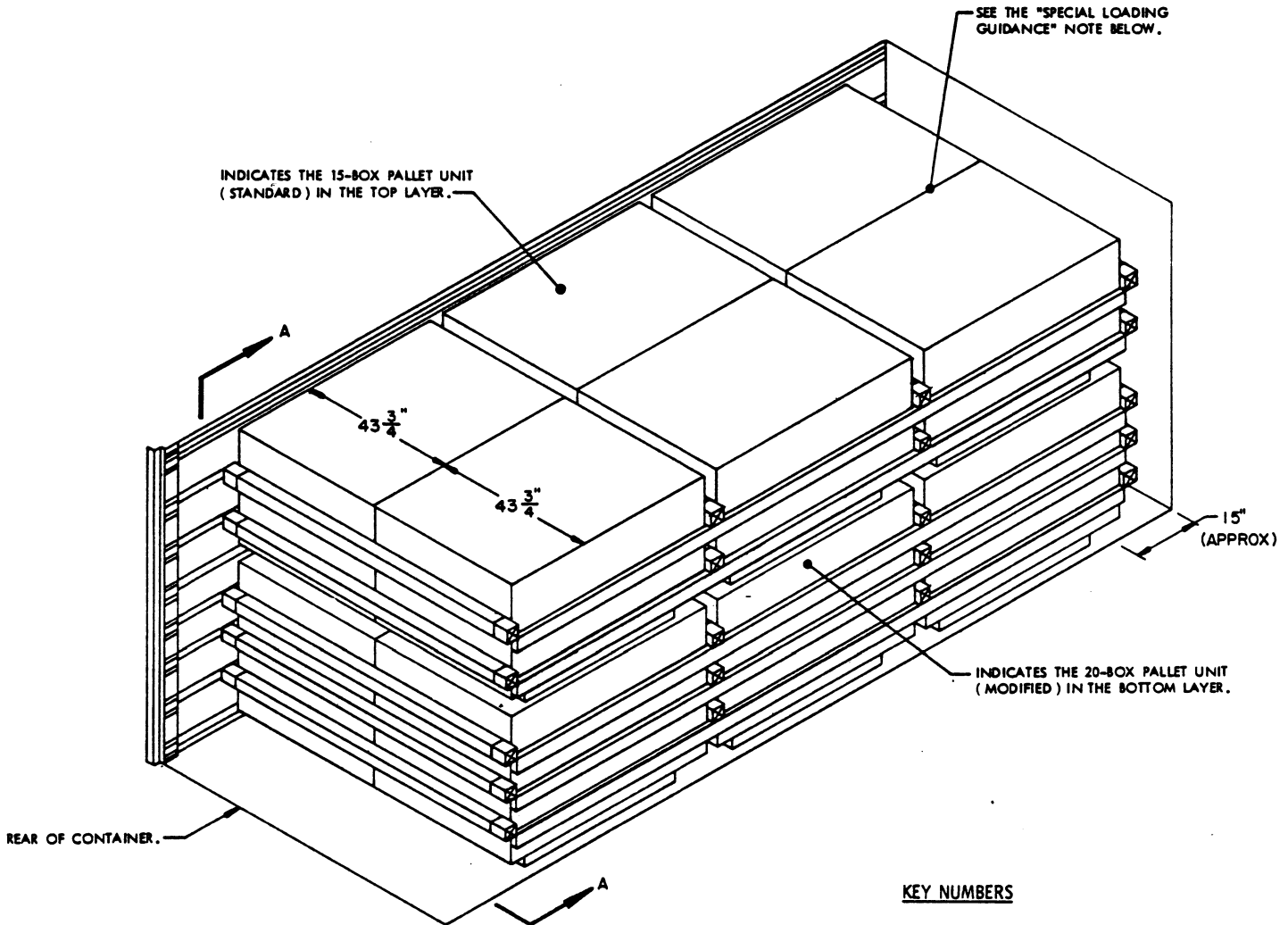
NOTE 5: IT WILL BE NECESSARY TO REDUCE WEIGHT OF SOME LOADS TO BE MOVED BY ROTARY-WING AIRCRAFT, DEPENDING ON "LIFT" CAPABILITY OF THE SCHEDULED AIRCRAFT.

SPECIAL T/COFC NOTES:

- A. **CAUTION:** LOADED CONTAINERS MUST BE ON CHASSIS EQUIPPED WITH TWO BOGIE ASSEMBLIES WHEN BEING MOVED IN TOFC SERVICE, REGARDLESS OF LOAD WEIGHT WITHIN THE CONTAINERS.
- B. LOAD LIMITS OF T/COFC RAIL CARS 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.
- C. CHASSIS CONTAINERS COUPLED INTO A 40-FOOT TRAILER CONFIGURATION MUST BE PLACED AT THE B-END OF A TOFC RAIL CAR. THE REAR END OF THE 40-FOOT UNIT WILL OVER-HANG THE END OF THE CAR IF IT IS PLACED AT THE A-END. TWENTY-FOOT AND 40-FOOT UNITS CAN BE LOADED ON THE SAME CAR.

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			AMC AMMO GEN DWG NO	
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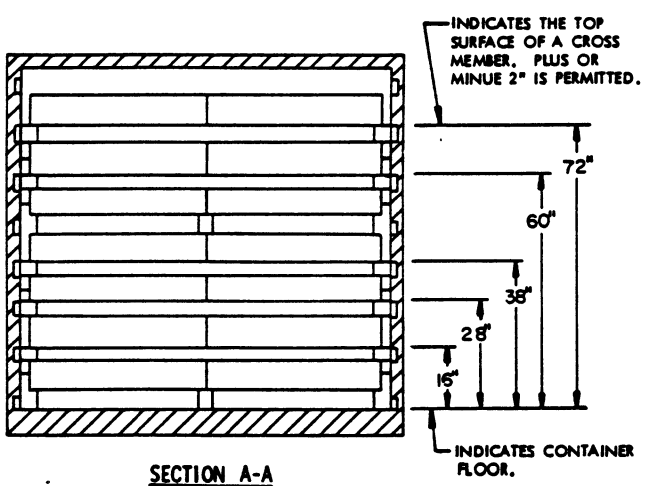
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ISOMETRIC VIEW

KEY NUMBERS

- ① SIDE FILL, 2" X 4" BY LADING LENGTH (8 REQD). RANDOM LENGTH PIECES MAY BE USED. WIRE TIE TO THE 16", 38", 60", AND 72" HIGH BELT RAILS AT EACH SIDE OF THE CONTAINER. SEE THE "SIDE FILL DETAIL" ON PAGE 3 AND GENERAL NOTE "G" ON PAGE 3.
- ② CROSS MEMBER (20 REQD). POSITION AT THE HEIGHTS SPECIFIED IN THE "SECTION A-A" VIEW. SEE THE "FILL DETAIL" ON PAGE 3.



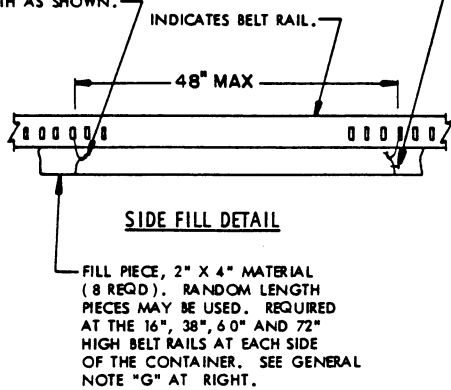
SECTION A-A

SPECIAL LOADING GUIDANCE

TO MAKE LOADING EASIER, TO HELP ACHIEVE A TIGHT LOAD ACROSS A CONTAINER, AND TO PREVENT UNACCEPTABLE DAMAGE TO LADING UNITS WHEN LOADING A MILVAN, A SLIP-SHEET CAN BE USED EFFECTIVELY AS A "SHOEHORN" TYPE DEVICE. THE SLIP-SHEET WILL PROVIDE A SMOOTH SURFACE THAT WILL PREVENT UNIT STRAPS AND/OR BOX CLEATS FROM INTERLOCKING OR CATCHING ON OTHER PROJECTIONS WHEN LATERALLY ADJACENT LADING UNITS ARE BEING LOADED. A SLIP-SHEET WILL BE USED AFTER ONE-HALF OF A STACK IS LOADED WITH ONE OF ITS SIDES IN TIGHT CONTACT AT ONE SIDE OF THE MILVAN. THE SLIP-SHEET IS TO BE PLACED AGAINST THE OTHER SIDE OF THE HALF-STACK BEFORE THE LAST HALF OF THE STACK IS LOADED. AFTER A STACK IS COMPLETED THE SLIP-SHEET IS TO BE REMOVED FOR SUBSEQUENT USE WITH THE NEXT STACK. A SLIP-SHEET OF SUITABLE SIZE CAN BE MADE FROM A SHEET OF 1/8" TEMPERED HARDBOARD (MASONITE) OR FROM A SHEET OF ANY OTHER MATERIAL THAT WILL SATISFY THE REQUIREMENT. NOTE THAT SOMETIMES IT IS ADVANTAGEOUS TO USE TWO SLIP-SHEETS, ONE BETWEEN LADING UNITS AND ONE AT THE SIDE OF THE MILVAN. BOTH ARE TO BE REMOVED AFTER USE.

TIE WIRE, NO. 14 GAGE WIRE 18" LONG. WIRE TO FORM A COMPLETE LOOP THRU HOLE IN BELT RAIL AND AROUND FILL PIECE, BRING THE ENDS TOGETHER AND TWIST TAUT. REQUIRED NEAR EACH END OF A FILL PIECE AND EVERY 48" OF FILL PIECE LENGTH AS SHOWN.

RETAINER NAIL, PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE TO PREVENT LONGITUDINAL MOVEMENT OF PIECE MARKED (1) (1 REQD NEAR EACH END OF EACH LENGTH OF SIDE FILL PIECE).



SIDE FILL DETAIL

FILL PIECE, 2" X 4" MATERIAL (8 REQD). RANDOM LENGTH PIECES MAY BE USED. REQUIRED AT THE 16", 38", 60" AND 72" HIGH BELT RAILS AT EACH SIDE OF THE CONTAINER. SEE GENERAL NOTE "G" AT RIGHT.

(GENERAL NOTES CONTINUED)

- H. A STAGGERED NAILING PATTERN WILL BE USED WHEREVER 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.
- J. PORTIONS OF THE CONTAINER DEPICTED WITHIN THIS DRAWING, SUCH AS ONE OF THE SIDE WALLS, HAVE NOT BEEN SHOWN IN THE LOAD VIEWS FOR CLARITY PURPOSES.

GENERAL NOTES

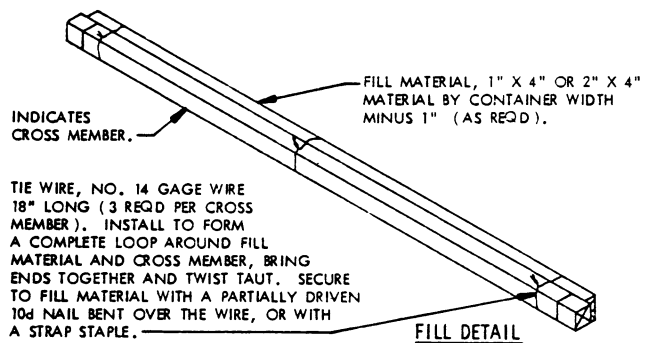
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1 AND AUGMENTS TM 743-200-1 (CHAPTER 5).
- B. THE SPECIFIED OUTLOADING PROCEDURE IS APPLICABLE TO A MIXED LOAD OF 15-BOX AND 20-BOX PALLET UNIT OF 2.75" ROCKET WHEN PACKED FOUR ROCKETS PER 63" LONG WOODEN BOX. SUBSEQUENT REFERENCE TO PALLET UNIT MEANS THE PALLET UNIT WITH AMMUNITION ITEMS. SEE PAGE 4 FOR DETAILS OF THE PALLET UNITS. **CAUTION:** REGARDLESS OF THE QUANTITY OF UNITS TO BE SHIPPED, THE "MAXIMUM GROSS WEIGHT" OF 44,800 POUNDS MUST NOT BE EXCEEDED.
- C. THE LOAD AS SHOWN IS BASED ON A 20'LONG BY 8' WIDE BY 8' HIGH MILVAN CONTAINER WITH INSIDE DIMENSIONS OF 19'-4" LONG BY 92" WIDE BY 87" HIGH. THE LOAD IS DESIGNED FOR TRAILER/CONTAINER-ON-FLAT-CAR (T/COFC) SHIPMENT.
- D. THE SPECIFIED OUTLOADING PROCEDURES ARE FOR CONTAINERS EQUIPPED WITH SELF-CONTAINED MECHANICAL BRACING DEVICES AS DESCRIBED WITHIN BUREAU OF EXPLOSIVES PAMPHLET 6C. CROSS MEMBER ATTACHMENT FACILITIES WITHIN THESE CONTAINERS MUST PROVIDE FOR THE INSTALLATION OF LOAD BLOCKING CROSS MEMBERS AT THE HEIGHTS SPECIFIED. THE HEIGHT DIMENSIONS SPECIFIED WITHIN THIS DRAWING FOR THE INSTALLATION OF CROSS MEMBERS CONFORM WITH BUREAU OF EXPLOSIVES PAMPHLET 6C, WITH THE EXCEPTION THAT TWO (2) ADDITIONAL BELT RAILS HAVE BEEN SHOWN; ONE AT 72" AND ONE AT 83" HEIGHT FROM THE CONTAINER FLOOR. VOIDS LENGTHWISE WITHIN THE LOAD MUST BE HELD TO A MINIMUM. CROSS MEMBERS MUST BE PLACED AGAINST THE LADING AS TIGHTLY AS THE HOLE SPACING IN THE CROSS MEMBER ATTACHMENT FACILITY PERMITS. EACH CROSS MEMBER WILL BE INSTALLED WITH THE ENDS ATTACHED AS NEARLY AS POSSIBLE IN "MATED" POSITIONS (AT EQUAL HEIGHTS, AND AT EQUAL DISTANCES FROM THE END OF THE CONTAINER). CROSS MEMBERS IN EMPTY CONTAINERS AND THOSE NOT USED IN LOADED CONTAINERS MUST BE FASTENED INTO BELT RAILS FOR SHIPMENT. COMPONENTS ASSIGNED TO EACH CONTAINER MUST REMAIN THEREWITH EVEN THOUGH UNUSED DURING SOME SHIPMENTS. SEE THE "FILL DETAIL" BELOW FOR THE DUNNAGING METHOD REQUIRED TO ELIMINATE AN EXCESSIVE LENGTHWISE VOID WITHIN A LOAD. THE LOAD BLOCKING COMPONENT DESIGNATED AS "CROSS MEMBER" HEREIN, IS IDENTIFIED AS "BEAM ASSEMBLY" WITHIN TM 55-8115-200-24, DATED SEPTEMBER 1972. THE BEAM ASSEMBLY IS FURTHER IDENTIFIED AS NSN-8115-00-165-6623 (FSN-8115-165-6623).
- E. DUNNAGE LUMBER SPECIFIED IS OF A NOMINAL SIZE. FOR EXAMPLE, 1" X 4" MATERIAL IS ACTUALLY 3/4" THICK BY 3-1/2" OR 3-5/8" WIDE AND 2" X 4" MATERIAL IS ACTUALLY 1-1/2" THICK BY 3-1/2" WIDE OR 1-5/8" THICK BY 3-5/8" WIDE.
- F. **CAUTION:** DO NOT NAIL DUNNAGE MATERIAL TO THE CONTAINER WALLS OR FLOOR. ALL NAILING WILL BE WITHIN THE DUNNAGE.
- G. ALTHOUGH A TOTAL OF 1-1/2" (ONE AND ONE-HALF INCH) OF UNBLOCKED SPACE ACROSS THE WIDTH OF A LOAD BAY IS PERMITTED, LATERAL VOIDS WITHIN THE LOAD ARE TO BE HELD TO A MINIMUM. EXCESSIVE SLACK CAN BE ELIMINATED FROM A LOAD BAY BY LAMINATING ADDITIONAL BEARING PIECES OF APPROPRIATE THICKNESS TO THE SIDE FILL PIECES ON ONE OR BOTH SIDES OF THE CONTAINER. NAIL EACH ADDITIONAL PIECE TO THE SIDE FILL PIECE W/1 APPROPRIATELY SIZED NAIL EVERY 12"

(CONTINUED AT LEFT)

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 4"	130	87
NAILS	NO. REQD	POUNDS
10d (3")	16	1/4
WIRE, NO. 14 GAGE	60' REQD	1 LB
CROSS MEMBER		20 REQD

MATERIAL SPECIFICATIONS

- LUMBER** ----- : SEE TM 743-200-1, DUNNAGE LUMBER; FED SPEC MM-L-751.
- NAILS** ----- : COMMON, CEMENT COATED OR CHEMICALLY ETCHED; FED SPEC FF-N-105. ALT: ANNULAR-RING TYPE NAIL OF THE SAME SIZE.
- WIRE** ----- : FED SPEC QQ-W-461.
- STAPLE, STRAP** -- : COMMERCIAL GRADE.



TIE WIRE, NO. 14 GAGE WIRE 18" LONG (3 REQD PER CROSS MEMBER). INSTALL TO FORM A COMPLETE LOOP AROUND FILL MATERIAL AND CROSS MEMBER, BRING ENDS TOGETHER AND TWIST TAUT. SECURE TO FILL MATERIAL WITH A PARTIALLY DRIVEN 10d NAIL BENT OVER THE WIRE, OR WITH A STRAP STAPLE.

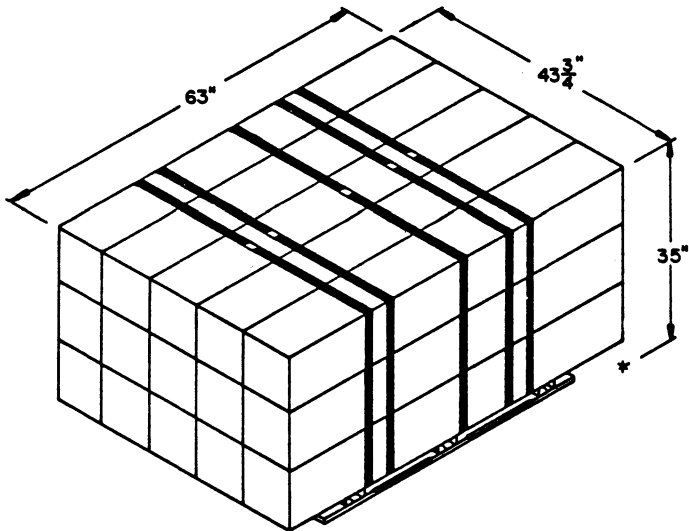
FILL DETAIL

THIS DETAIL DEPICTS METHOD OF POSITIONING FILL MATERIAL BETWEEN CROSS MEMBER AND LADING WHEN THE VOID BETWEEN THE TWO IS GREATER THAN ONE INCH (1") FOR LONGITUDINAL BRACING.

LOAD AS SHOWN

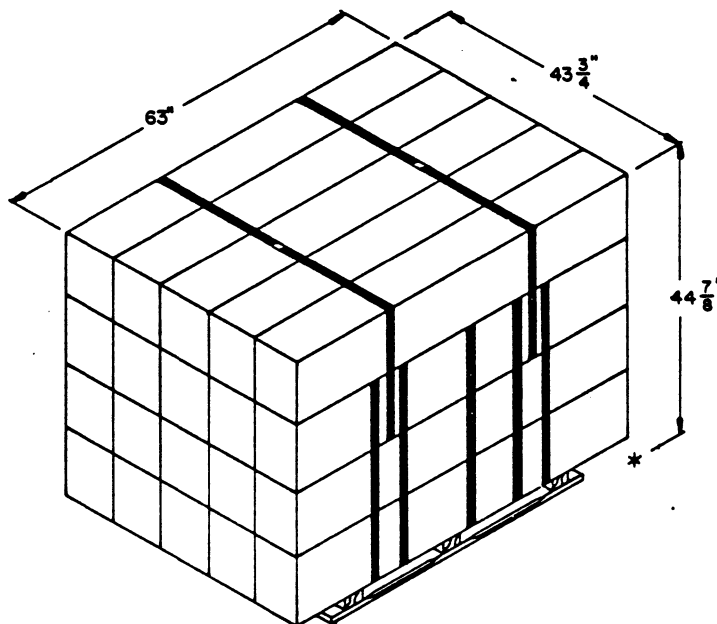
ITEM	QUANTITY	WEIGHT (APPROX)
15-BOX PALLET UNIT	6	13,290 LBS
20-BOX PALLET UNIT	6	17,592 LBS
DUNNAGE		219 LBS
CONTAINER		5,700 LBS

TOTAL GROSS WEIGHT ----- 36,801 LBS



PALLET UNIT (STANDARD)

UNIT WEIGHT ----- 2,215 POUNDS (APPROX)
 CUBE ----- 55.8 CUBIC FEET



PALLET UNIT (MODIFIED)

UNIT WEIGHT ----- 2,932 POUNDS (APPROX)
 CUBE ----- 71.6 CUBIC FEET

REDUCED-LOAD PROVISIONS

WHEN A CONTAINER IS TO BE LOADED WITH A REDUCED QUANTITY OF LADING UNITS, THE LENGTHWISE CENTER OF GRAVITY OF A LOAD MUST BE WITHIN 12", IN EITHER DIRECTION, OF THE MIDPOINT IN A MILVAN, AND THE FOLLOWING CRITERIA WILL APPLY:

- A. IF A LOAD IS REDUCED BY ONLY A SMALL AMOUNT, LADING UNITS NORMALLY MAY BE ELIMINATED FROM THE REAR OF THE LOAD. SEE AMC AMMUNITION CENTER DRAWING D-AMXAC-4290 FOR ADDITIONAL GUIDANCE.
- B. IF A LOAD IS REDUCED BY A LARGE AMOUNT, LADING UNITS SHOULD BE ELIMINATED FROM LOCATIONS WITHIN THE LOAD OR LADING UNITS SHOULD BE ELIMINATED AS REQUIRED AND THE TOTAL LOAD SHIFTED AS NECESSARY FORE OR AFT, TO ACHIEVE A SYMMETRICAL WEIGHT DISTRIBUTION. THE DEPICTED PROCEDURES WILL BE FOLLOWED AS CLOSELY AS POSSIBLE, MAKING ONLY THOSE ADJUSTMENTS TO THE DUNNAGE WHICH ARE REQUIRED TO ACCOMMODATE THE NUMBER OF UNITS TO BE SHIPPED.
- C. COMBINATIONS OF THE VARIOUS DEPICTED LOADING PATTERNS MAY BE USED TO SATISFY THE NUMBER OF UNITS TO BE SHIPPED. HOWEVER, EACH LOAD BAY WILL BE INDEPENDENTLY BLOCKED AS A SEPARATE LOAD BAY IN ACCORDANCE WITH THE DEPICTED PROCEDURES FOR THAT SPECIFIC LOADING PATTERN.