

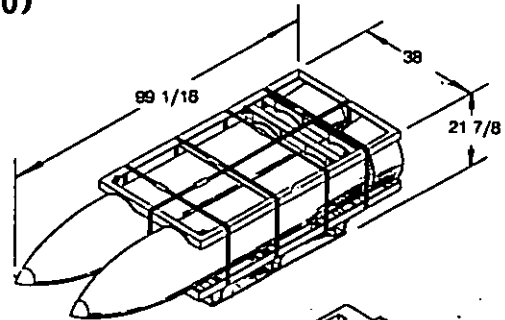
MILITARY STANDARD
 TRUCKLOADING
 BOMB, 2000 LB. BLU-109-A/B
 (THERMALLY PROTECTED)
 IN PALLET, BOMB, S/S, MHU-212/E
 (DWG # 3336AS100)

MIL-STD-1320-267
 (NAVY)
 25 NOVEMBER 1992

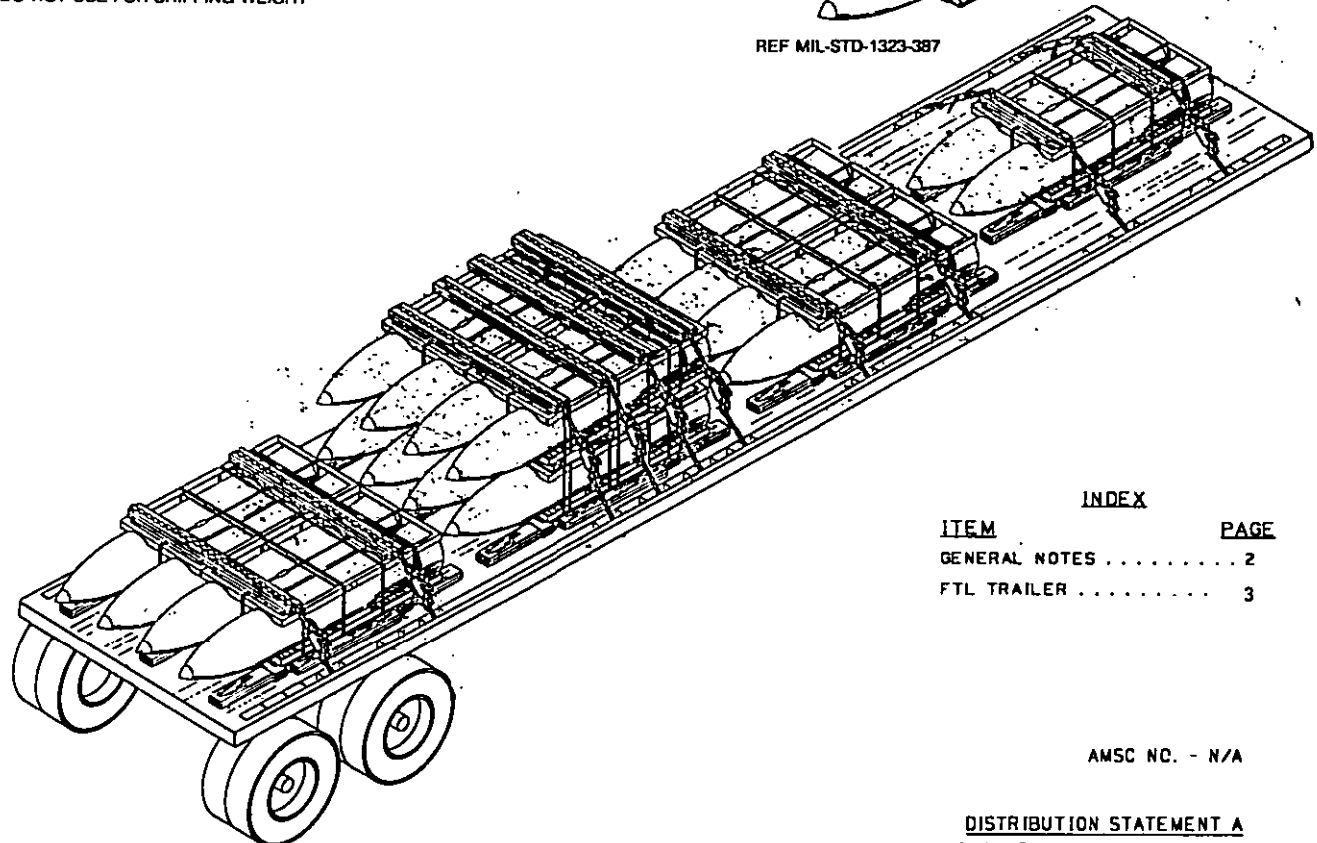
UNIT LOAD DATA

GROSS WEIGHT OF ONE UNIT LOAD 4,321 LBS. Δ
 CUBE 47.63 CU. FT.

Δ DO NOT USE FOR SHIPPING WEIGHT



REF MIL-STD-1323-387



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AMSC NO. - N/A

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NOTES:

- UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES.
- FOR CROSS REFERENCE TO ASSOCIATED PALLET; 2110, CONTAINERLOADING AND CARLOADING MILITARY STANDARDS, REFER TO INDEX TO STANDARDS, MIL-HDBK-236 (NAVY).

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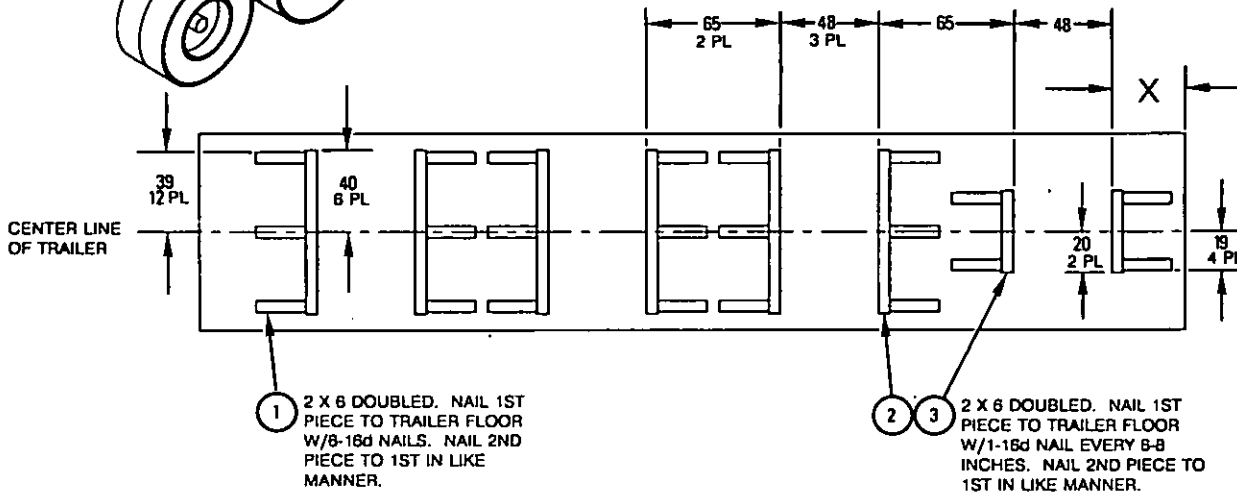
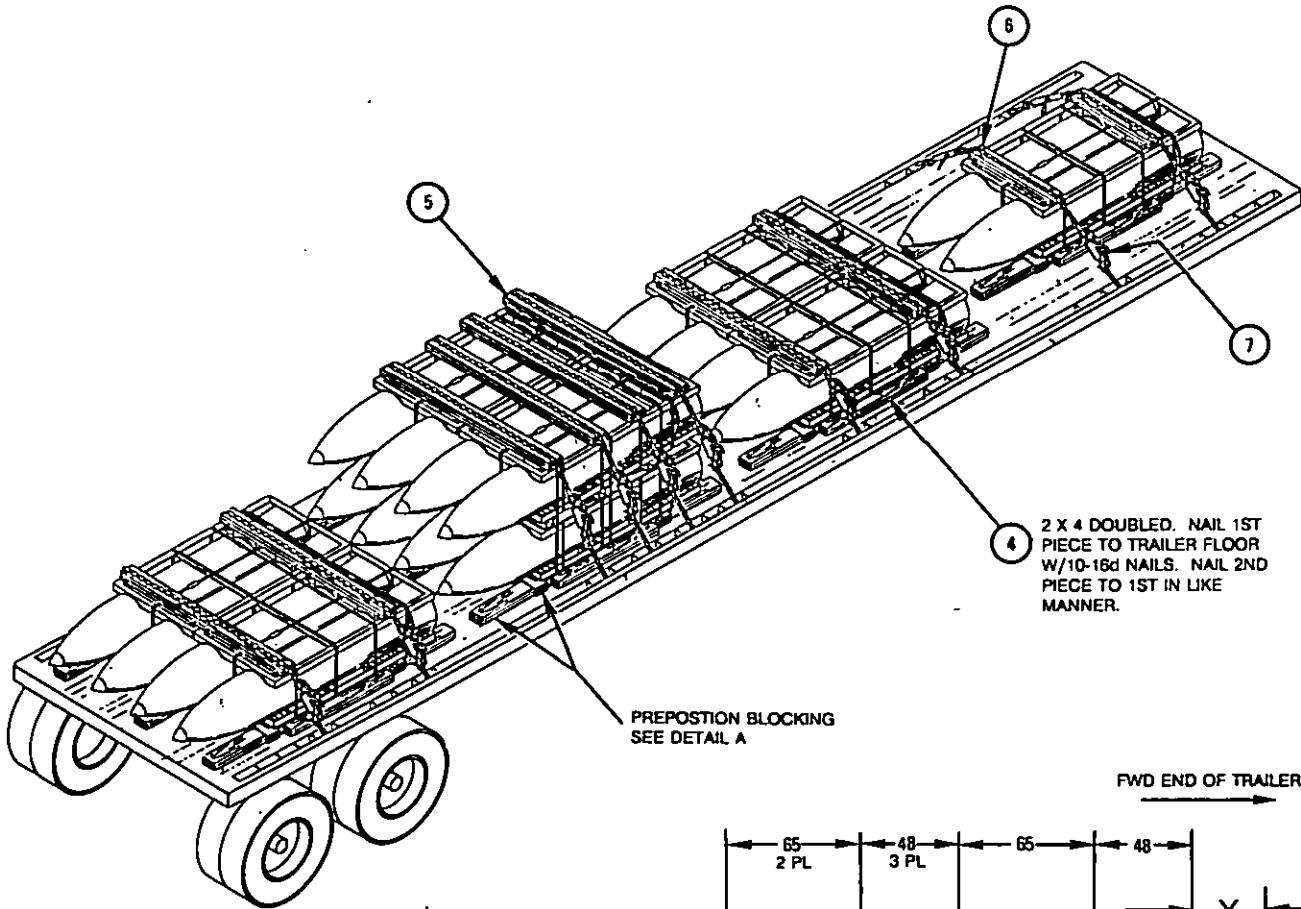
E. Earle 92/11/25
 SIGNATURE TDA, WPNSTA EARLE DATE
J. K... 92/11/25
 SIGNATURE BY DIRECTION DATE

ORIGINATOR *J. K...* 92/11/25
 DATE
 WPNSTA EARLE, NEW JERSEY
 PAGE 1 OF 5

MIL-STD-1320-267 (NAVY)**GENERAL NOTES:**

1. THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING THE BLU-109/B (THERMALLY PROTECTED) 2000 LB. BOMB IN S/S BOMB PALLET MHU-212/E. THE UNIT LOAD SHALL BE ASSEMBLED IN ACCORDANCE WITH MIL-STD-1323-383 (NAVY).
2. THE PROCEDURES DESCRIBED HEREIN ARE INTENDED FOR 40 FT OR LONGER FLATBED TRAILERS. DO NOT USE TRAILERS WITH ALL METAL FLOORS.
3. CHAINS AND STEEL STRAPPING MAY BE USED INTERCHANGEABLY ON A ONE-TO-ONE BASIS FOR TIEDOWNS.
4. STEEL STRAPPING USED AS TIEDOWNS SHALL BE 2 X .050 AND SHALL CONFORM TO AND BE APPLIED AS SPECIFIED IN THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).
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 (DOUBLED 2 X 8'S) SHALL BE USED UNDER THE TIEDOWNS. THE STRAPS SHALL BE SECURED TO THE PROTECTOR BOARD USING 2-INCH STRAPPING STAPLES. WHEN USING CHAIN, THE CHAINS SHALL BE SECURED TO THE PROTECTOR BOARD BY DRIVING A 10d NAIL THROUGH THE CHAIN LINK AND CLINCHING THE NAIL OVER THE CHAIN. FIVE STAPLES/NAIIS SHALL BE USED FOR EACH TIEDOWN.
7. PRIOR TO LOADING THE TRAILER AND DURING PRELOADING INSPECTION REQUIRED BY NAVSEA OP 2165 AND REPORTED ON DD FORM 626, THE CHAINS, FITTINGS, AND LOAD BINDERS SHALL BE INSPECTED FOR STRETCH, GOUGING, BENT LINKS, WEAR, AND ANY OTHER NOTICEABLE DEFECTS. THE INSPECTOR SHALL CONFIRM THAT THE CHAINS, FITTINGS, AND LOAD BINDERS HAVE BEEN INSPECTED AND SHALL SO NOTE IN ITEM NO. 22 OF DD FORM 626. ANY DEFICIENCY SHALL BE CAUSE FOR REJECTION OF A CHAIN OR LOADBINDER.
8. UNLESS OTHERWISE SPECIFIED, DUNNAGE LUMBER AND NAILS SHALL BE AS SPECIFIED IN THE GENERAL TRUCKLOADING DOCUMENT MIL-STD-1320 (NAVY).
9. 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.
10. THE FTL ILLUSTRATIONS ON PAGES 3 AND 4 DEPICT NINE UNIT LOADS AS THE MAXIMUM AMOUNT OF LADING THAT CAN BE LOADED ONTO A TRAILER. ADDITIONAL UNIT LOADS ARE PERMITTED AS LONG AS THE ALLOWABLE GROSS AXLE WEIGHTS ARE NOT EXCEEDED. DO NOT STACK MORE THAN 2-HIGH. DO NOT CREATE UNEVEN STACKS (E.G. 3 UNIT LOADS IN ONE STACK).
11. AFTER THE BLOCKING, BRACING, AND TIEDOWNS HAVE BEEN INSPECTED, THE CONTAINERS SHALL BE COMPLETELY COVERED WITH FIRE RESISTANT, WATERPROOF TARPAULINS. THE TARPAULINS MAY BE UNDER THE TIEDOWNS AND THE PROTECTOR BOARDS.
12. AFTER THE TARPAULINS ARE IN PLACE, ATTACH THE PROPER EXPLOSIVES PLACARDS TO BOTH SIDES, FRONT, AND BACK OF THE TRAILER, AND ATTACH THE SHIPPING DOCUMENTS TO AN ACCESSIBLE AREA ON THE BACK DECK OF THE TRAILER.
13. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT MIL-STD-1320 (NAVY).

FTL 40 THRU 48 FT TRAILER (FLATBED)



TRAILER LENGTH	DIMENSION "X" (IN)
40 FT	33
42 FT	39
44 FT	57
45 FT	63
48 FT	81

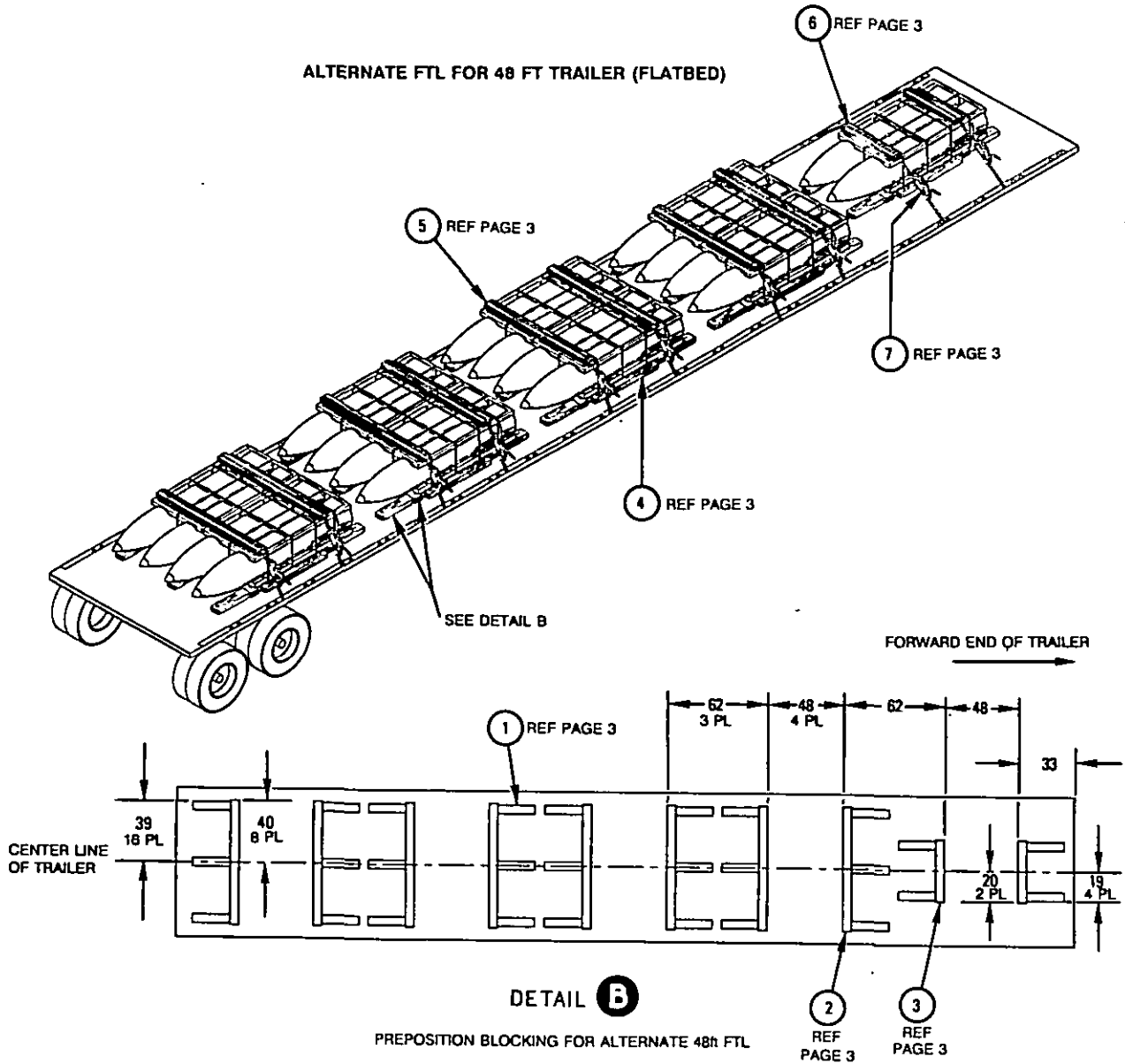
NOTE

ADHERENCE TO DIMENSION "X" VALUES IS OPTIONAL AS LONG AS ALLOWABLE GROSS AXLE WEIGHTS ARE NOT EXCEEDED.

3	9	SEAL	STEEL	1 1/4" SIZE
3	8	UNITIZING STRAP	STEEL	1 1/4 X .035 X 14 FT
10	7	CHAIN & LOADBINDER	STEEL	
4	6	PROTECTOR BOARD, SHORT	WOOD	2 X 6 X 38
16	5	PROTECTOR BOARD, LONG	WOOD	2 X 6 X 78
16	4	SLEEPER	WOOD	2 X 4 X 46
4	3	CROSSMEMBER, SHORT	WOOD	2 X 6 X 40
12	2	CROSSMEMBER, LONG	WOOD	2 X 6 X 80
44	1	BACKUP CLEAT	WOOD	2 X 6 X 24
REQ	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS

MIL-STD-1320-267 (NAVY)

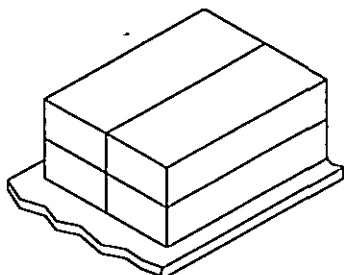
ALTERNATE FTL FOR 48 FT TRAILER (FLATBED)



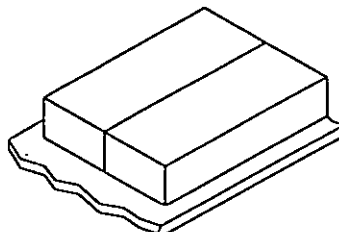
LTL 40 THRU 48 FT TRAILER (FLATBED)

LTL NOTES:

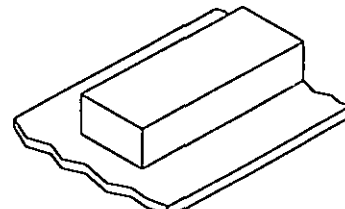
1. LTL SHIPMENTS MAY BE ARRANGED ON THE TRAILER IN ANY MANNER USING THE ALLOWABLE STACK CONFIGURATIONS SHOWN BELOW (SEE GENERAL TRUCKLOADING DOCUMENT FOR DEFINITION OF THE WORD "STACK").
2. BLOCKING, BRACING, AND TIEDOWN SHALL BE THE SAME AS FOR FTL. SEE DETAIL A, PAGE 3.



FOUR UNIT LOADS



TWO UNIT LOADS



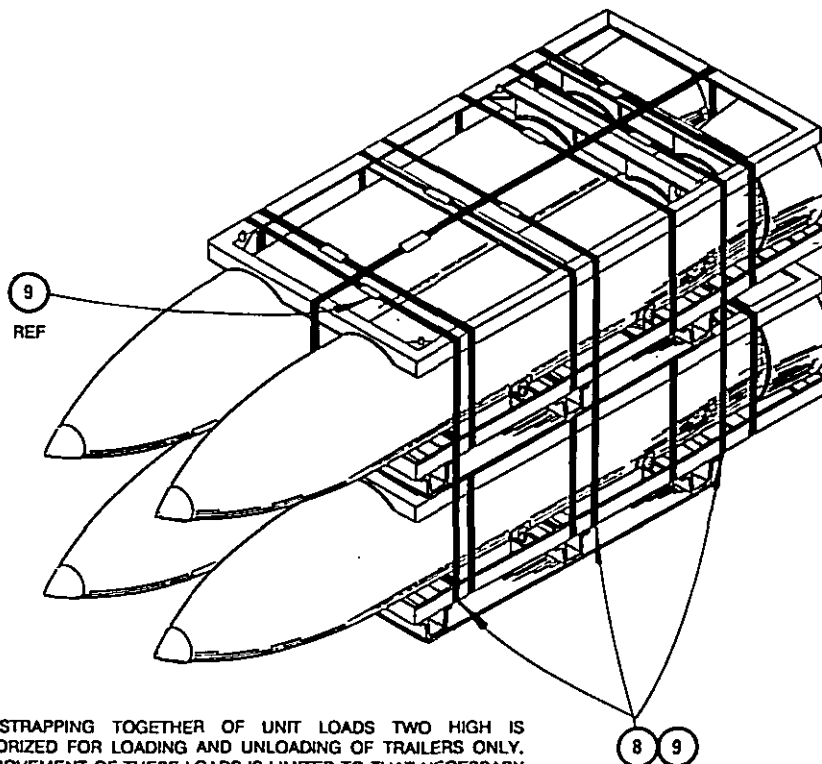
ONE UNIT LOAD

UNITIZING PROCEDURE

1. CAREFULLY STACK ONE UNIT LOAD ON TOP OF THE OTHER MAKING SURE THE STACKING FEATURES ARE ENGAGED.
2. THREAD LATERAL STRAPPING, ITEM 8, UNDER THE PALLET AND OVER THE TOP UNIT LOAD IN APPROXIMATE POSITIONS SHOWN (3PL).
3. TENSION STRAPPING, ITEM 8, AND DOUBLE NOTCH SEALS, ITEM 9.

NOTE:

UNIT LOADS SHOULD BE STACKED IN PLACE ON TRAILER BED BEFORE UNITIZING.



NOTE: THE STRAPPING TOGETHER OF UNIT LOADS TWO HIGH IS AUTHORIZED FOR LOADING AND UNLOADING OF TRAILERS ONLY. ANY MOVEMENT OF THESE LOADS IS LIMITED TO THAT NECESSARY TO LOAD OR UNLOAD THE TRAILER.

DEUNITIZING PROCEDURE

1. CUT AND REMOVE STRAPPING HOLDING TOP UNIT LOAD.
2. REMOVE TOP UNIT LOAD.