

MILITARY STANDARD
 TRUCKLOADING
 BSU-84/B AIRFOIL GROUP
 IN CNU-373/E CONTAINER

MIL-STD-1320-277

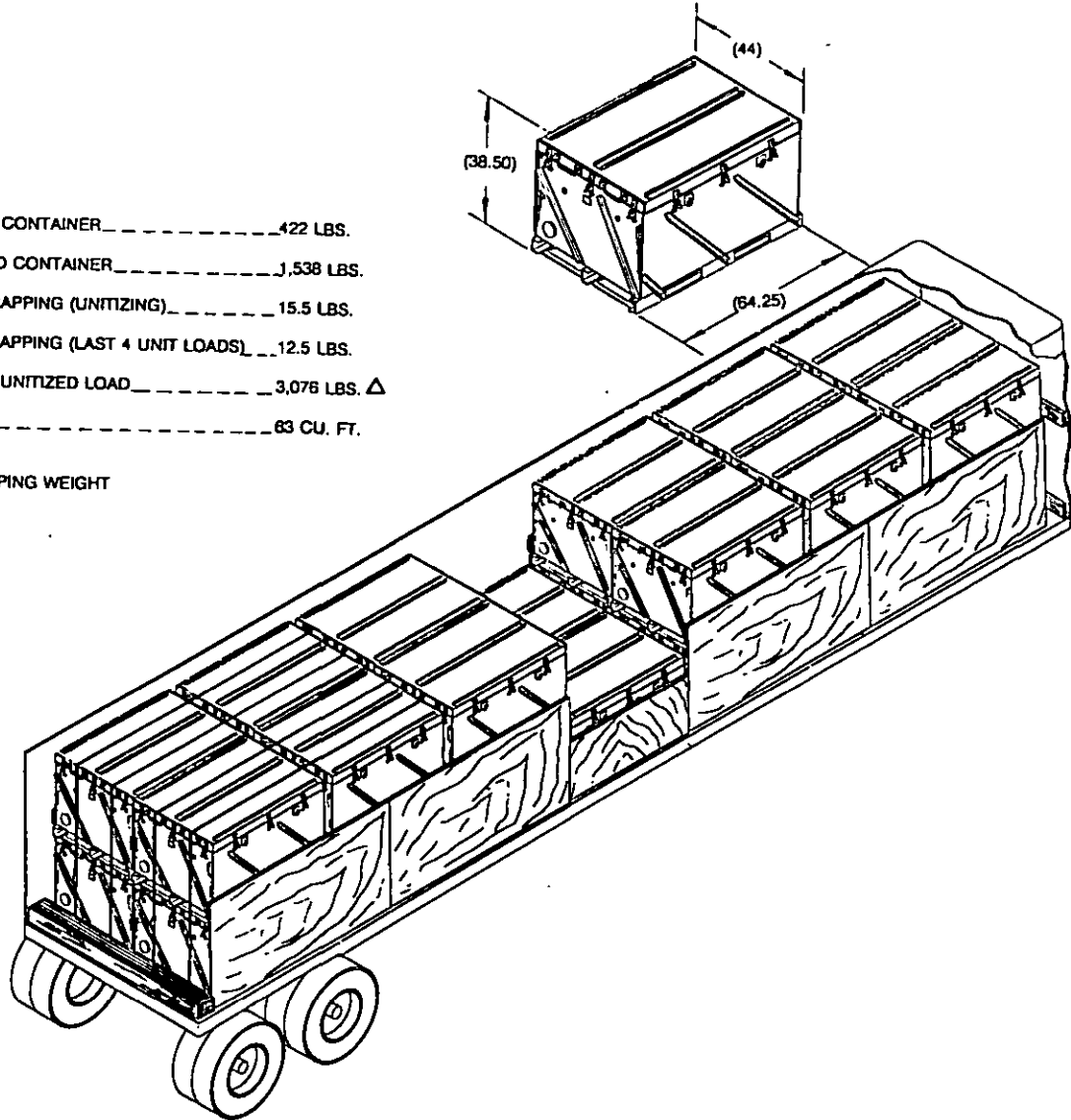
(NAVY)

9 JULY 1993

CONTAINER DATA

WEIGHT OF (1) EMPTY CONTAINER _____ 422 LBS.
 WEIGHT OF (1) LOADED CONTAINER _____ 1,538 LBS.
 WEIGHT OF STEEL STRAPPING (UNITIZING) _____ 15.5 LBS.
 WEIGHT OF STEEL STRAPPING (LAST 4 UNIT LOADS) _____ 12.5 LBS.
 GROSS WEIGHT OF (1) UNITIZED LOAD _____ 3,076 LBS. Δ
 CUBE _____ 63 CU. FT.

Δ DO NOT USE FOR SHIPPING WEIGHT



AMSC NO. - N/A

DISTRIBUTION STATEMENT A
 APPROVED FOR PUBLIC RELEASE:
 DISTRIBUTION IS UNLIMITED.

NOTES:

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

FSC 8140

REV LTR	REVISION DESCRIPTION	DATE	TDA	SYSCOM
			APPROVAL	

AUTHORIZED AND RELEASED
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SIGNATURE *E. Earle* TDA, WPNSTA EARLE DATE 7/9/93
 SIGNATURE *[Signature]* NAVAIRSYSCOM BY DIRECTION DATE

ORIGINATOR *[Signature]* DATE 7/2/93
 WPNSTA EARLE, NEW JERSEY

MIL-STD-1320-277 (NAVY)

GENERAL NOTES:

1. THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING THE BSU-84/B AIR FOIL GROUP IN CNU-373/E CONTAINERS.
2. THE PROCEDURES DESCRIBED HEREIN ARE INTENDED FOR 40 FT OR LONGER ENCLOSED TRAILERS. DO NOT USE TRAILERS WITH ALL METAL FLOORS.
3. FOR A FULL TRUCKLOAD OF (26) CONTAINERS) SEE PAGE 3.
4. FOR LESS THAN, OR FOR VARIOUS QUANTITIES SEE THE BLOCKING, BRACING, AND INTERFACING PROCEDURES AS SHOWN ON PAGE 6. FOR UNITIZING PROCEDURES SEE PAGE 7.
5. UNLESS OTHERWISE SPECIFIED, ALL DUNNAGE LUMBER, STEEL STRAPPING, STRAP SEALS, AND NAILS SHALL BE AS SPECIFIED IN THE GENERAL DOCUMENT MIL-STD-1320 (NAVY).
6. 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.
7. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).

FTL

THIS LAYOUT REPRESENTS A FULL TRUCKLOAD CONSISTING OF 26 CONTAINERS SHOWN IN A 40 FT TRAILER (VAN). THIS DOES NOT LIMIT THE NUMBER OF CONTAINERS TO THAT AMOUNT PROVIDED WEIGHT LIMITATIONS ARE NOT EXCEEDED. FOR BLOCKING AND BRACING PROCEDURES FOR VARIOUS TRAILER LENGTHS AND FOR LTL SHIPMENTS SEE PAGES 3, 6.

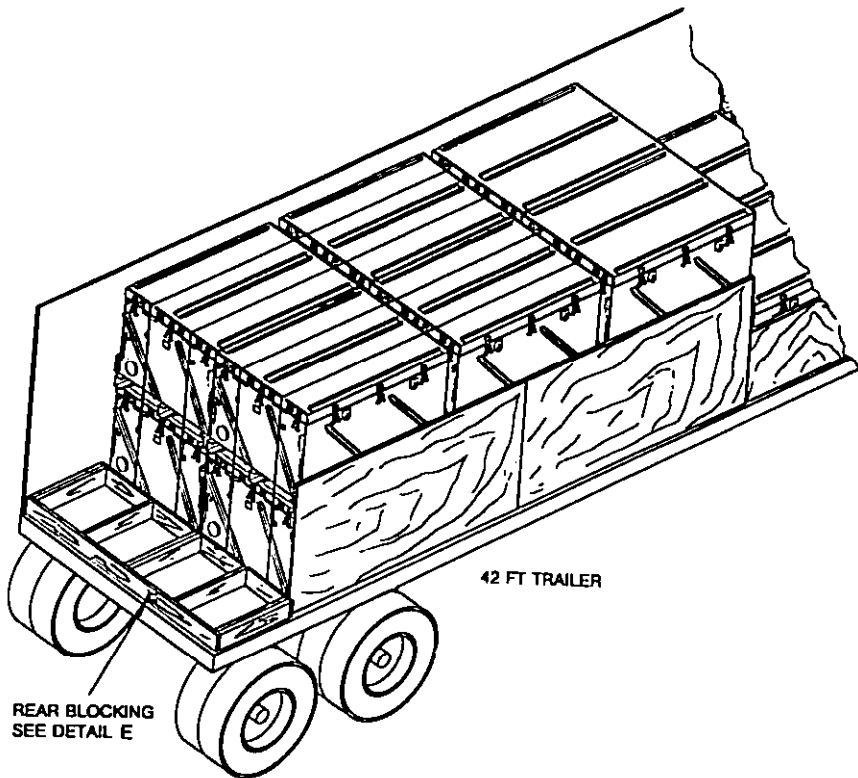
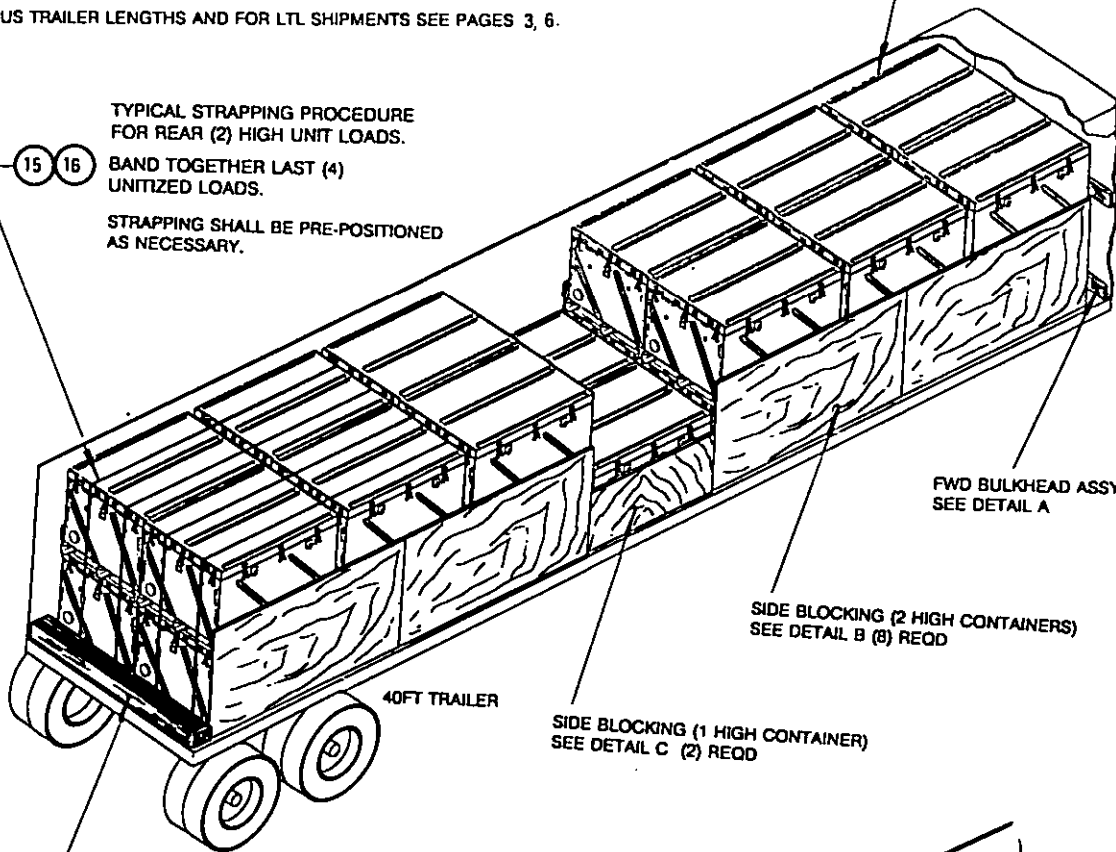
FOR UNITIZING CONTAINERS
SEE PAGE 7

TYPICAL STRAPPING PROCEDURE
FOR REAR (2) HIGH UNIT LOADS.

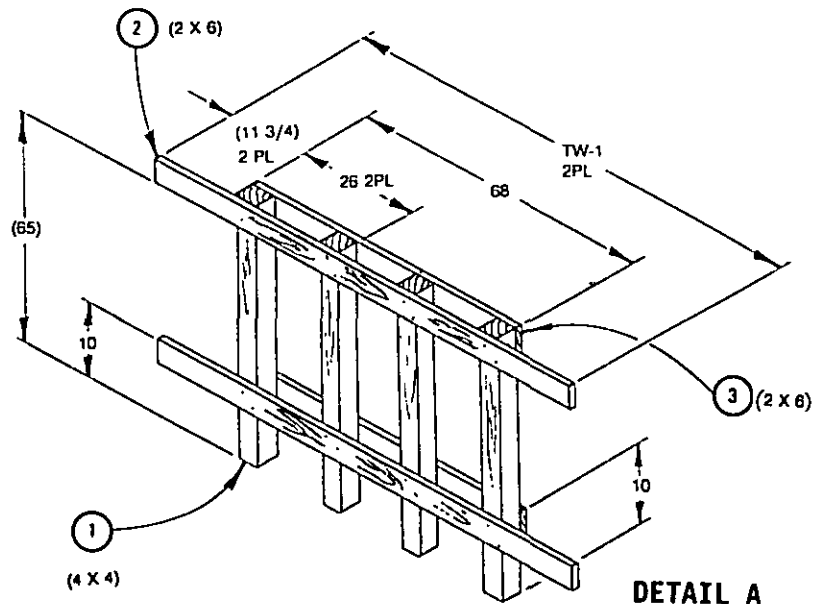
15 16

BAND TOGETHER LAST (4)
UNITIZED LOADS.

STRAPPING SHALL BE PRE-POSITIONED
AS NECESSARY.



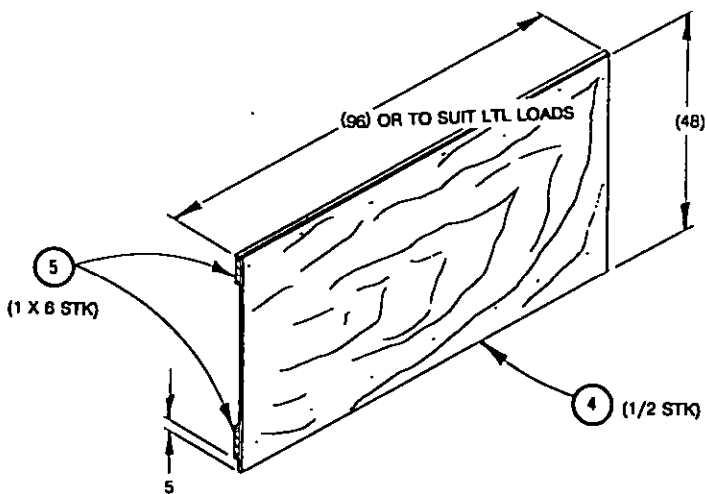
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DETAIL A

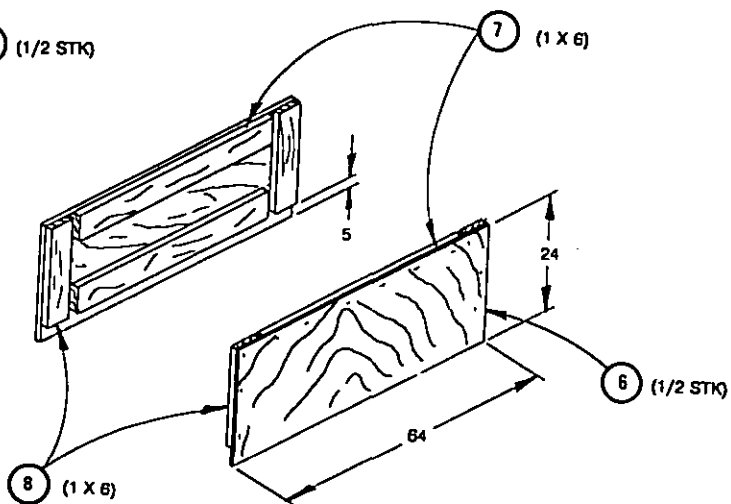
FRONT BULKHEAD ASSY

JOIN TOGETHER W/2-10d NAILS/JOINT



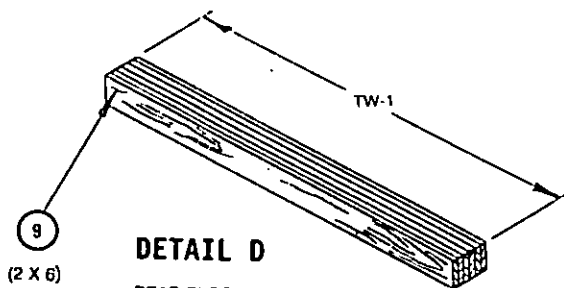
DETAIL B

SIDE FILLER
JOIN TOGETHER WITH 6-7
STAPLES OR NAILS STAGGERED.



DETAIL C

SIDE FILLER
JOIN TOGETHER WITH 6-7
STAPLES OR NAILS STAGGERED

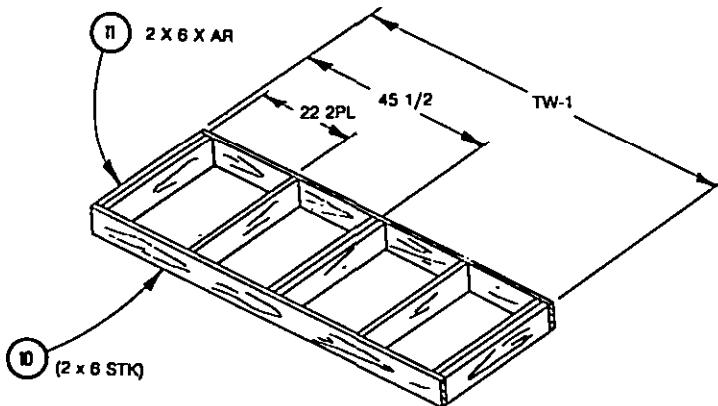


DETAIL D

REAR BLOCKING

TO BE USED WHEN DISTANCE FROM REAR DOOR TO LADING IS LESS THAN 12'.

JOIN TOGETHER W/10d NAILS.

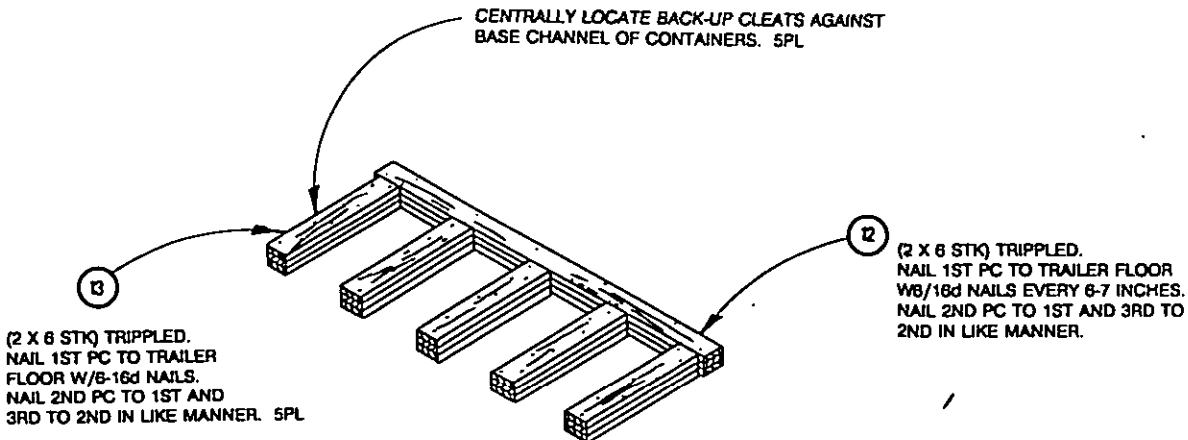


DETAIL E

REAR BLOCKING

TO BE USED WHEN LADING IS FROM 12-38 INCHES FROM REAR DOOR.

JOIN TOGETHER W/2-10d NAILS/ JOINT

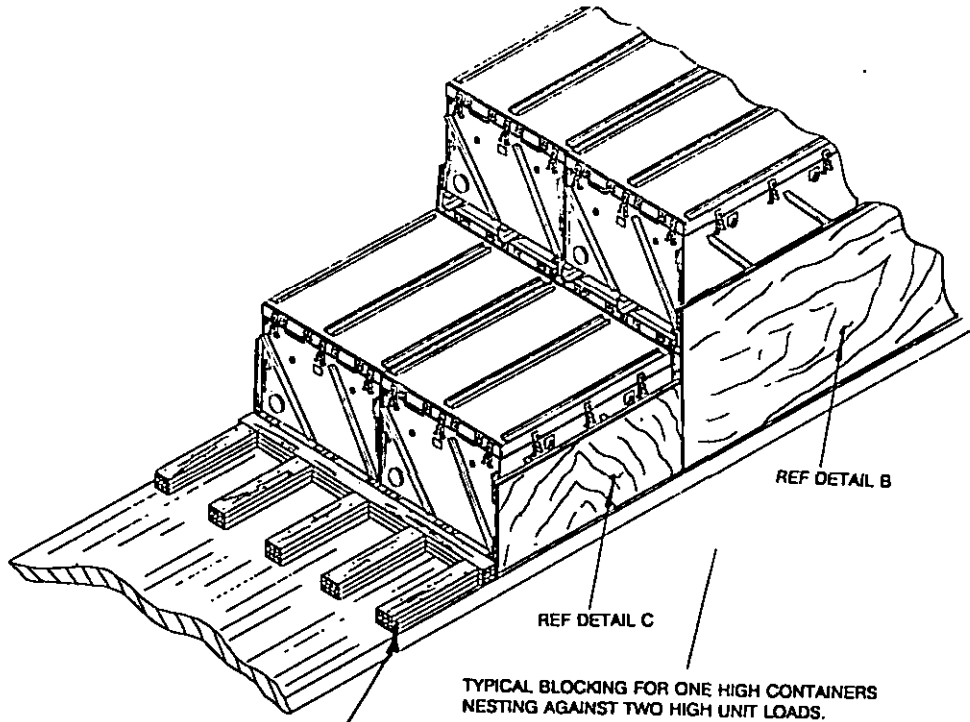


DETAIL F

REAR BLOCKING

TO BE USED WHEN SPACING FROM REAR DOOR TO LADING IS MORE THAN 36'

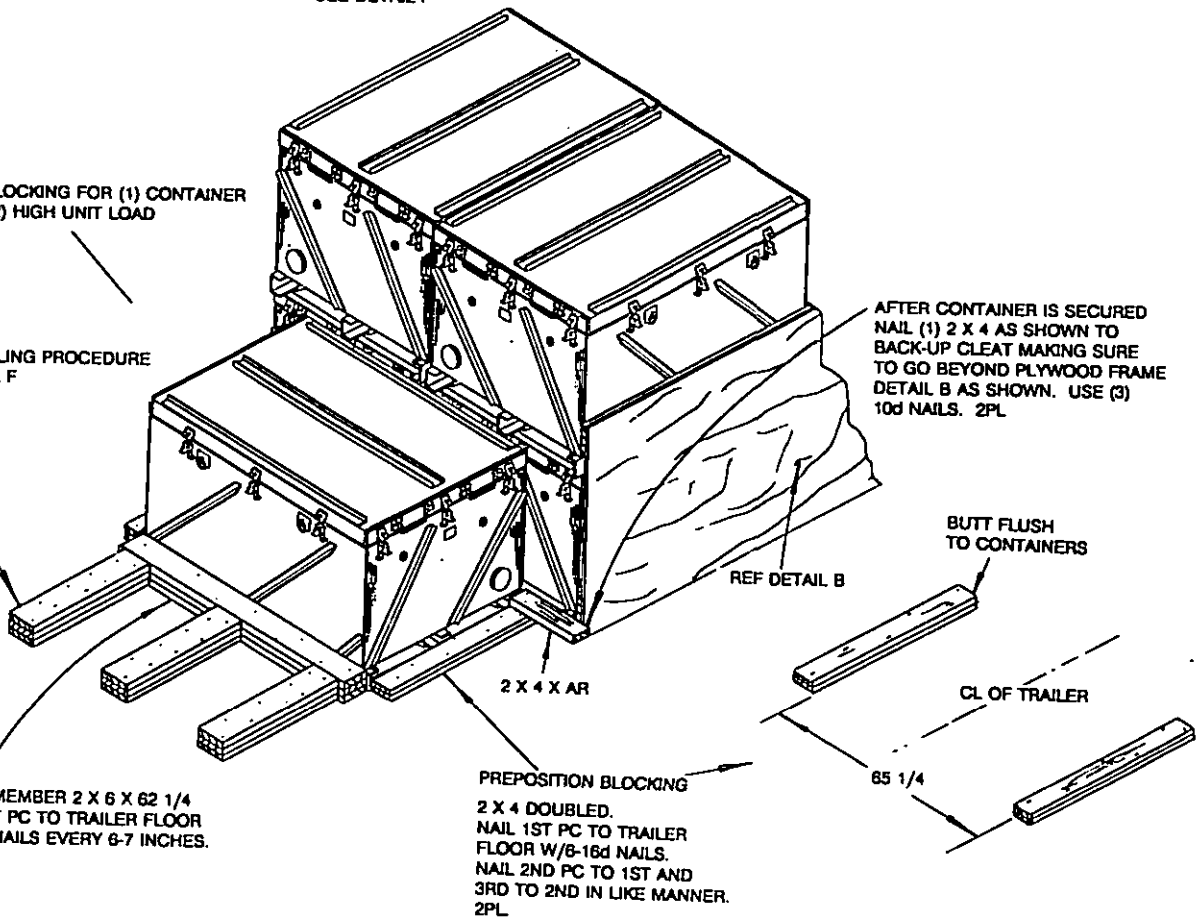
LTL



SEE DETAIL F

TYPICAL BLOCKING FOR (1) CONTAINER AGAINST (2) HIGH UNIT LOAD

SAME NAILING PROCEDURE AS DETAIL F



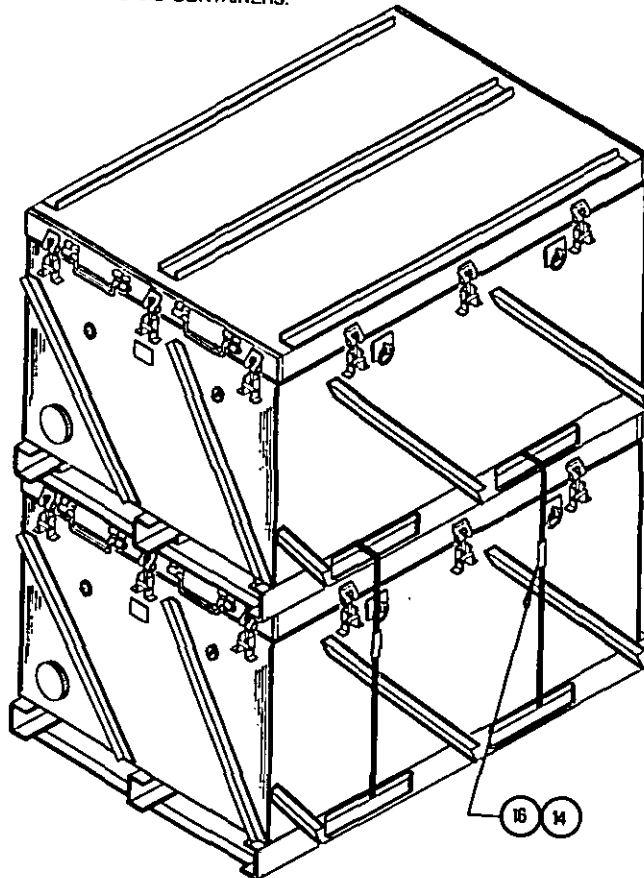
UNITIZING PROCEDURE

1. WITH FORKLIFT TRUCK CAREFULLY STACK ONE CONTAINER ON TOP OF ANOTHER. MAKE SURE TO ENGAGE STACKING FEATURES.
2. POSITION STRAPPING, ITEM 14, THROUGH FORK POCKETS OF BOTTOM AND TOP CONTAINER 2 PL AS SHOWN.
3. TENSION STRAPPING AND DOUBLE NOTCH SEALS, ITEM 16.

WARNING

THE UNITIZING OF THE CONTAINERS IS ONLY AUTHORIZED AS PART OF THE TRUCKLOADING PROCEDURE. ANY MOVEMENT OF THE UNITIZED CONTAINERS SHALL BE LIMITED TO LOADING OR UNLOADING THE CONTAINERS.

WHEN LOADING OR UNLOADING TRAILERS WITH UNITIZED CONTAINERS, EXTRA CAUTION SHOULD BE TAKEN TO PREVENT TOPPLING. SPECIAL ATTENTION SHOULD BE GIVEN TO APPROPRIATE BACKUP OF OUTBOARD CONTAINERS.



DEUNITIZING PROCEDURE

1. CUT STRAPPING.
2. REMOVE CONTAINERS.

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AR	16	SEALS	STEEL	FOR 3/4 STRAPPING
4	15	STRAPPING (LAST 4 UNIT LOADS)		.035 X 3/4 X 25 FT.
2	14	STRAPPING, UNITIZING	STEEL	.035 X 3/4 X 14 FT. 6 IN.
15	13	BACKUP CLEAT	DETAIL F WOOD	2 X 6 X 30
3	12	CROSSMEMBER	DETAIL F	2 X 6 X TW-1
8	11	STRUT	DETAIL E	2 X 6 X AR
2	10	HORIZONTAL	DETAIL E	2 X 6 X TW-1
6	9	BLOCKING	DETAIL D	2 X 6 X TW-1
2	8	SUPPORT, VERTICAL	DETAIL C	1 X 6 X 19
2	7	SUPPORT, HORIZONTAL	DETAIL C	1 X 6 X 63
1	6	SIDE FILLER	DETAIL C	1/2 X 24 X 64
2	5	SUPPORT, HORIZONTAL	DETAIL B	1 X 6 X 96
1	4	SIDE FILLER	DETAIL B	1/2 X 48 X 96 (PLY WOOD)
2	3	SUPPORT, HORIZONTAL	DETAIL A	2 X 6 X 68
2	2	SUPPORT, HORIZONTAL	DETAIL A	2 X 6 X TW-1
4	1	POST, VERTICAL	DETAIL A	4 X 4 X 65
REQ	ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS
LIST OF MATERIALS				

REVIEW ACTIVITY:

NAVY AS,

PREPARING ACTIVITY:

NAVY-OS