

**MILITARY STANDARD****MIL-STD-1320-286****TRUCKLOADING****(NAVY)****15 MAY 1997**

**NULKA ELECTRONIC DECOY CARTRIDGE ( EDC )  
MK 234 MODS 0 AND 1  
IN CONTAINER, SHIPPING AND STORAGE  
MK 779 MOD 0**

**CONTAINER DATA**

## CONTAINER DIMENSIONS:

LENGTH ..... 103.66

WIDTH ..... 17.24

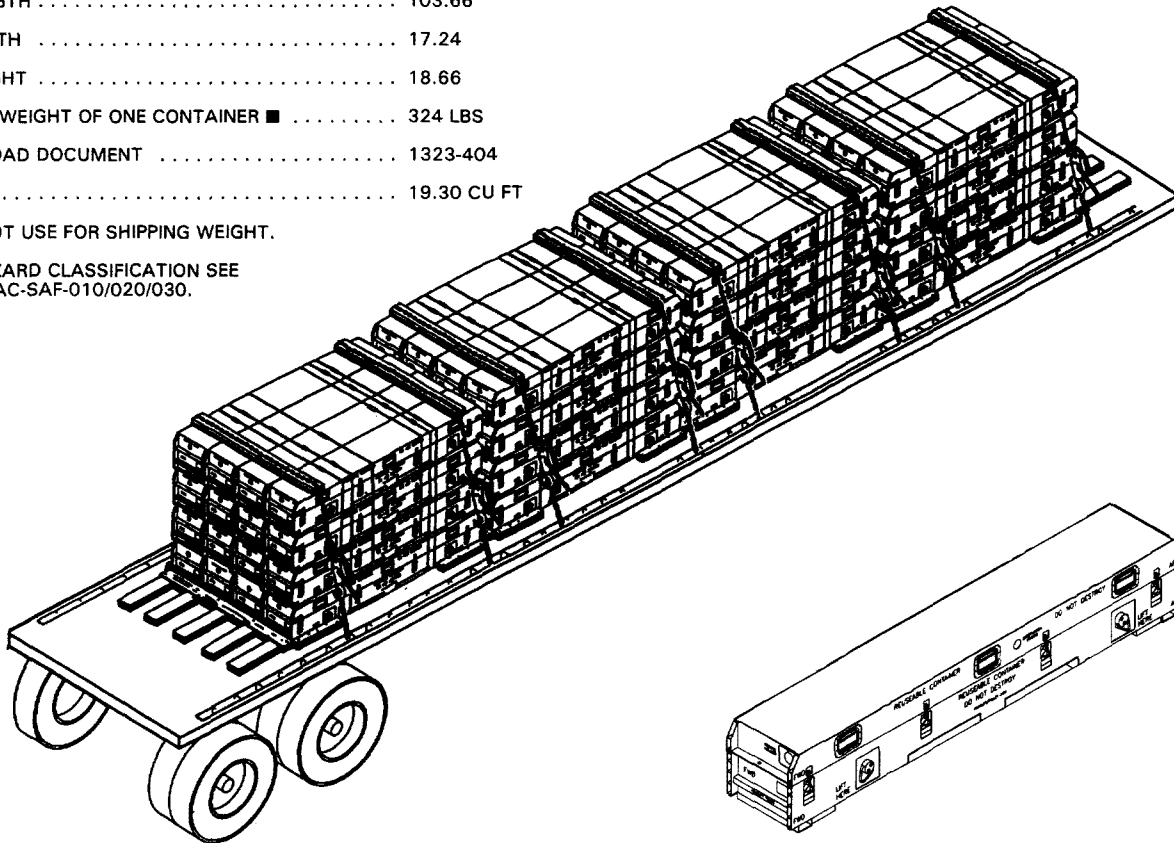
HEIGHT ..... 18.66

GROSS WEIGHT OF ONE CONTAINER ■ ..... 324 LBS

UNIT LOAD DOCUMENT ..... 1323-404

CUBE ..... 19.30 CU FT

■ DO NOT USE FOR SHIPPING WEIGHT.

FOR HAZARD CLASSIFICATION SEE  
SW020-AC-SAF-010/020/030.

MK 779 MOD 0 CONTAINER  
DWG 53711-6213715

AMSC NO.-NA

**NOTES:**

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

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SIGNATURE

TDA, WPNSTA EARLE

DATE

X. H. L.

5/19/97

ORIGINATOR

**NAVAL WEAPONS STATION EARLE  
COLTS NECK, NEW JERSEY**

DATE

PAGE 1 OF 7

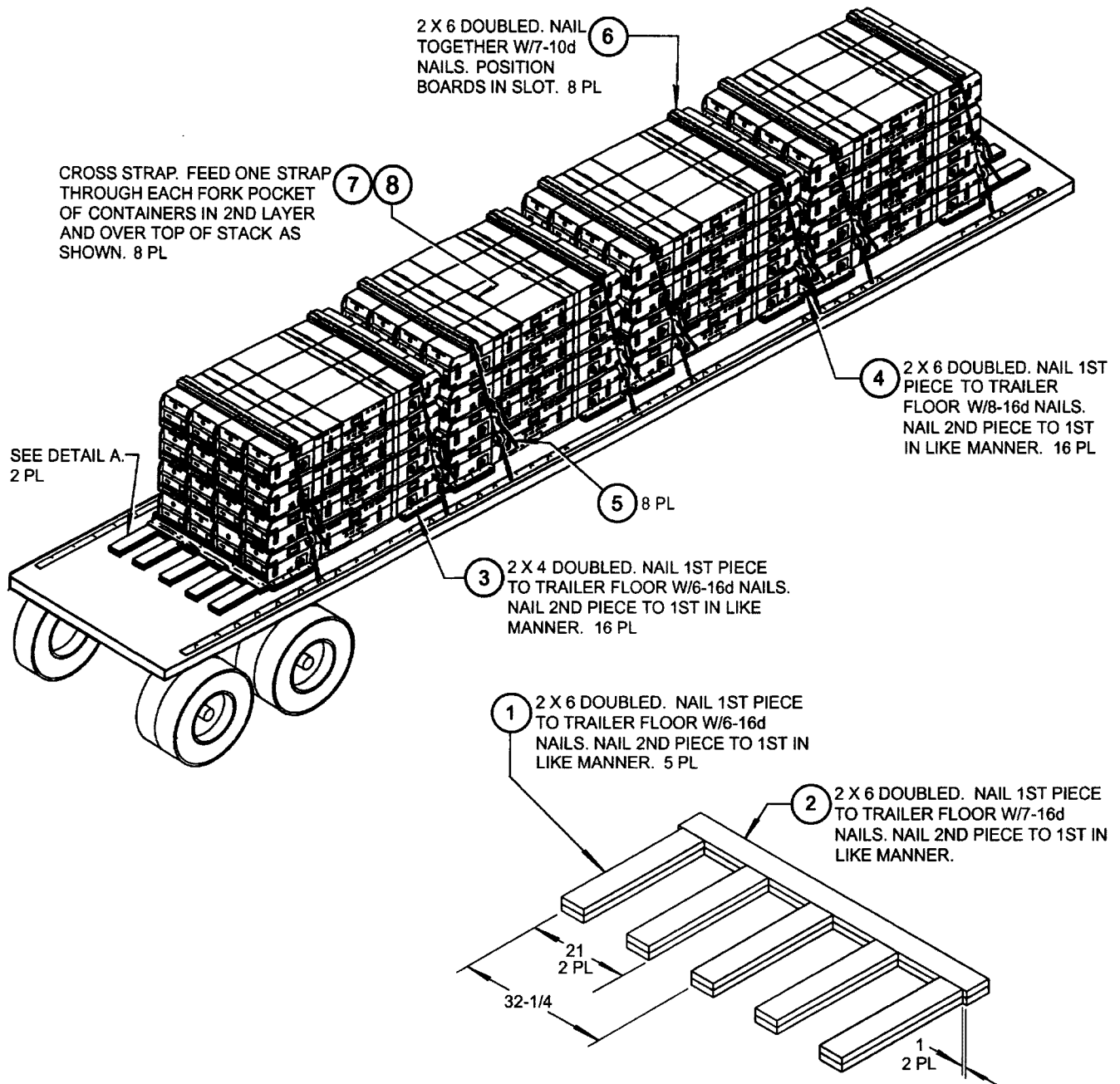
## MIL-STD-1320-286 (NAVY)

### GENERAL NOTES:

1. THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING THE NULKA EDC, MK 234 MODS 0 AND 1, PACKED IN THE MK 779 MOD 0 SHIPPING AND STORAGE CONTAINER.
2. THE PROCEDURES DESCRIBED HEREIN ARE INTENDED FOR 48 FT AND SHORTER FLATBED TRAILERS AND TRUCKS. 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 6'S) SHALL BE USED UNDER THE TIEDOWNS. WHEN USING STEEL STRAPPING, 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. DURING LOADING, 1 X 3 SPACERS OF SUITABLE LENGTH SHALL BE POSITIONED ( 3 PL ) BETWEEN ADJACENT UNIT LOADS TO PROTECT CONTAINER HANDLES. ( NOTE: SPACERS ARE OMITTED IN ALL VIEWS FOR CLARITY. ) SEE MIL-STD-1323-404.
8. THE MAXIMUM NUMBER OF CONTAINERS THAT CAN BE LOADED ONTO A 48 FT TRAILER IS 80 CONTAINERS (FOUR STACKS WITH 20 CONTAINERS EACH). FOR TRAILERS LESS THAN 48 FT, THE MAXIMUM NUMBER OF CONTAINERS DEPENDS UPON THE LENGTH OF THE TRAILER. THERE SHALL BE SUFFICIENT SPACE AT BOTH FORWARD AND AFT ENDS OF THE LOAD TO NAIL FLOOR BLOCKING AS REQUIRED BY DETAIL A. ON TRAILERS HAVING A FORWARD BULKHEAD, CONTAINERS MAY BE POSITIONED AGAINST A CROSSMEMBER (SEE ITEM 2) NAILED TO TRAILER FLOOR AND POSITIONED AGAINST THE BULKHEAD, THUS ELIMINATING THE NEED FOR BACKUP CLEATS, ITEM 1, IN FRONT OF THE LOAD. THE BULKHEAD MUST BE STRONG ENOUGH TO WITHSTAND THE SUBSTANTIAL FORCE IT MAY RECEIVE DURING EMERGENCY BRAKING OR DOWNHILL TRAVEL.
9. THE PROCEDURES ON PAGES 6 AND 7 SHOW HOW CONTAINERS MAY BE LOADED 5-WIDE.
10. 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 LOAD BINDER.
11. UNLESS OTHERWISE SPECIFIED, DUNNAGE LUMBER, STEEL STRAPPING, STRAP SEALS, AND NAILS SHALL BE AS SPECIFIED IN THE GENERAL TRUCKLOADING DOCUMENT MIL-STD-1320 (NAVY).
12. 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.
13. AFTER THE BLOCKING, BRACING, AND TIEDOWNS HAVE BEEN INSPECTED, THE CONTAINERS SHALL BE COMPLETELY COVERED WITH FIRE RESISTANT, WATERPROOF TARPULINS. THE TARPULINS MAY BE UNDER THE TIEDOWNS AND THE PROTECTOR BOARDS.
14. AFTER THE TARPULINS ARE IN PLACE, ATTACH THE PROPER EXPLOSIVES PLACARDS TO BOTH SIDES, FRONT, AND BACK OF THE TRAILER. ATTACH THE SHIPPING DOCUMENTS TO AN ACCESSIBLE AREA ON THE BACK DECK OF THE TRAILER.
15. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT MIL-STD-1320 (NAVY).

## MIL-STD-1320-286 (NAVY)

## FTL 48 FT TRAILER AND SHORTER (FLATBED)



## DETAIL A

FWD/AFT END BLOCKING

8	STRAP SEAL	STEEL	1-1/4" SIZE
7	CROSS STRAP	STEEL	1-1/4 X .035 X 23 FT
6	PROTECTOR BOARD	WOOD	2 X 6 X 70
5	CHAIN & LOADBINDER	STEEL	
4	CROSSMEMBER	WOOD	2 X 4 X 72
3	SLEEPER	WOOD	2 X 4 X 24
2	CROSSMEMBER	WOOD	2 X 6 X 72
1	BACKUP CLEAT	WOOD	2 X 6 X 30
ITEM	DESCRIPTION	MAT'L/DWG	DIMENSIONS
LIST OF MATERIALS			

**MIL-STD-1320-286 (NAVY)****LESS THAN FULL LOAD (LTL) PROCEDURES**

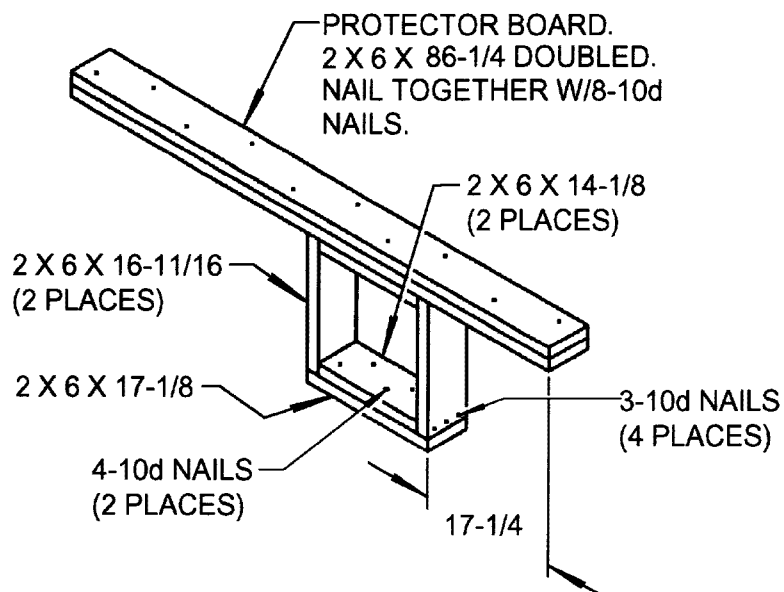
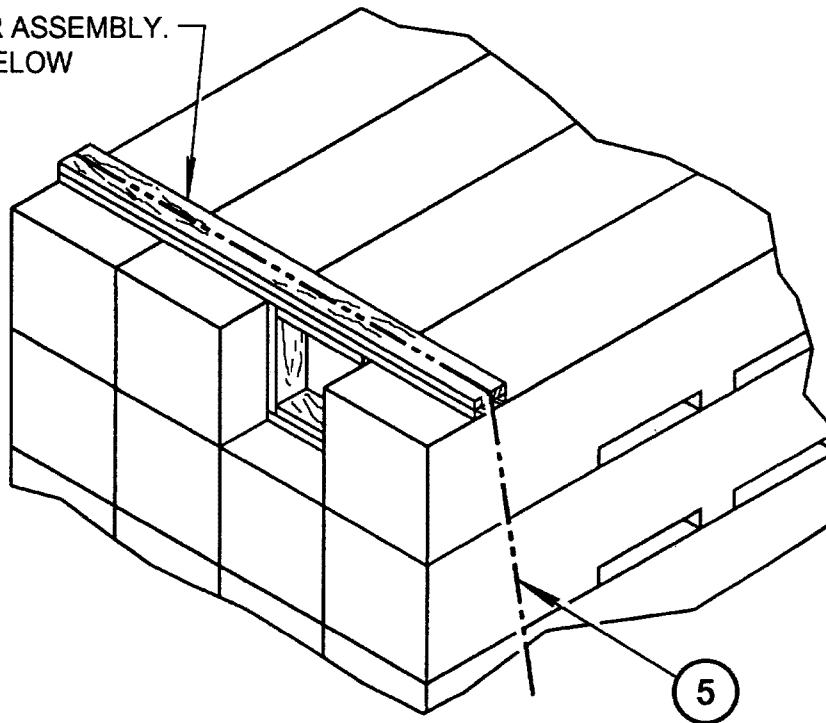
(PAGES 4 AND 5)

**NOTES:**

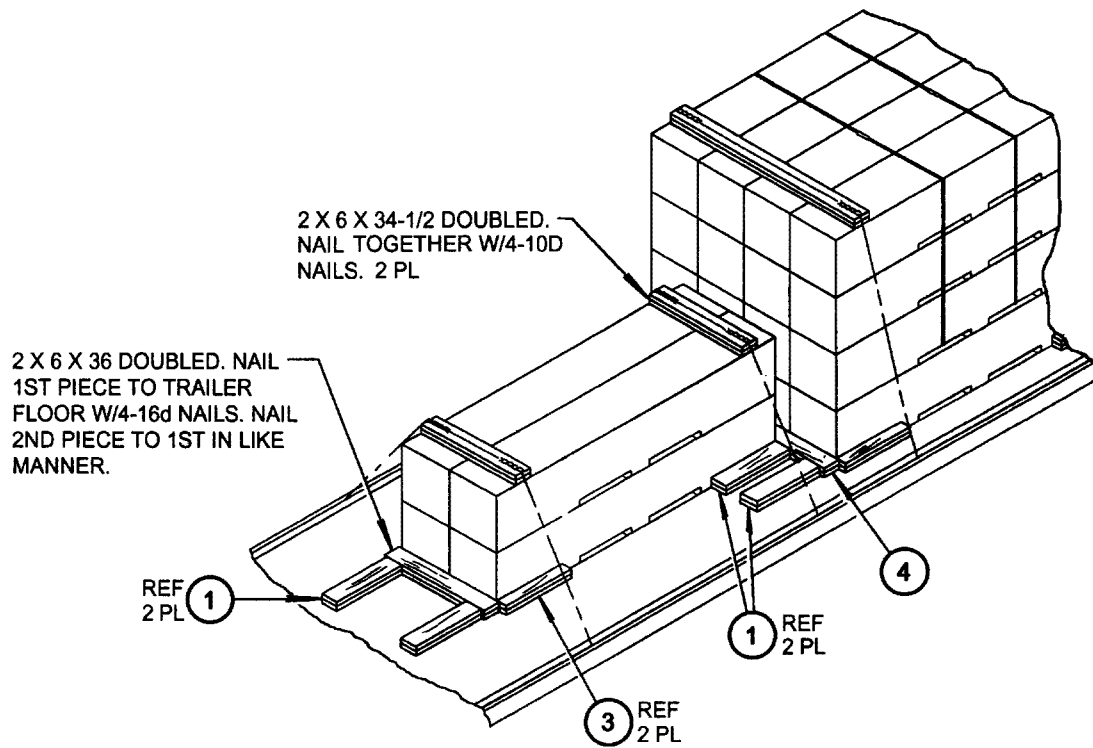
1. THE ILLUSTRATION BELOW SHOWS HOW TO CONSTRUCT AND USE A FILLER ASSEMBLY FOR A PARTIAL UPPER LAYER.
2. THE ILLUSTRATIONS ON THE FOLLOWING PAGE SHOW BLOCKING AND BRACING REQUIREMENTS FOR TYPICAL LTL CONFIGURATIONS. THESE CONFIGURATIONS ARE ONLY INTENDED TO REPRESENT TYPICAL LTL LOADS. LTL LOADS ARE NOT RESTRICTED TO THESE CONFIGURATIONS.

**USE OF FILLER ASSEMBLY FOR PARTIAL UPPER LAYER**

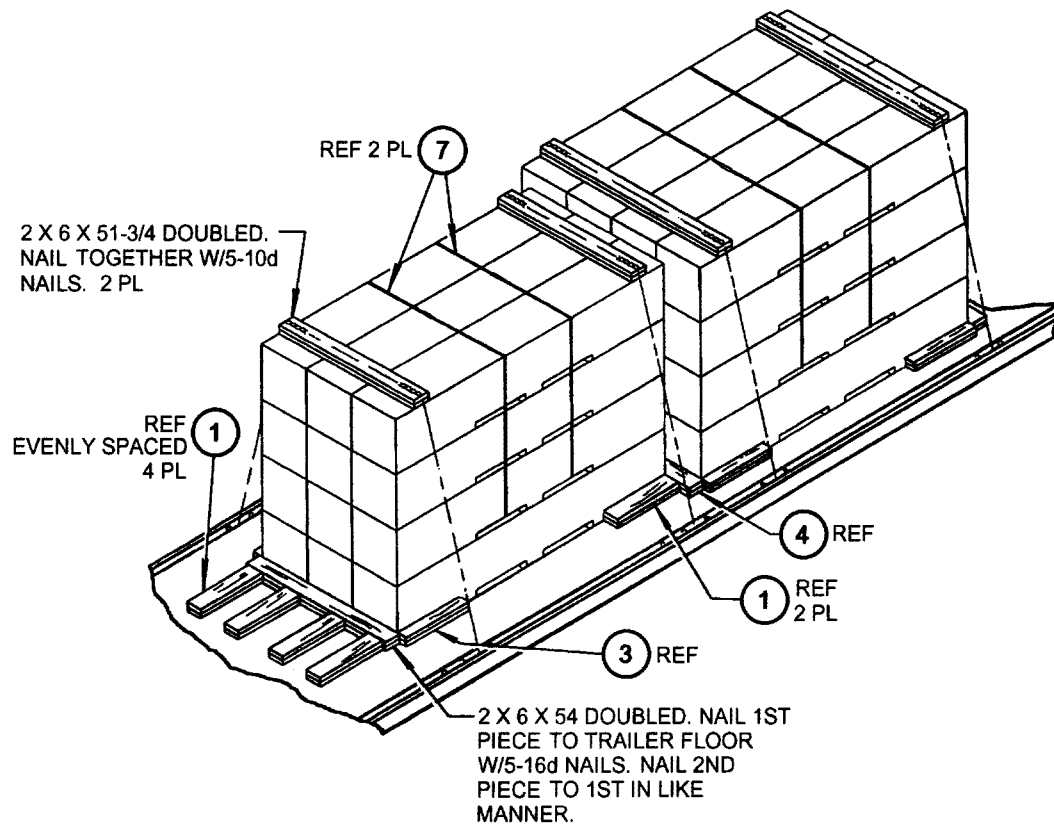
FILLER ASSEMBLY.  
SEE BELOW



### BLOCKING AND BRACING FOR 2-WIDE STACK BEHIND 4-WIDE STACK



### BLOCKING AND BRACING FOR 3-WIDE STACK BEHIND 4-WIDE STACK



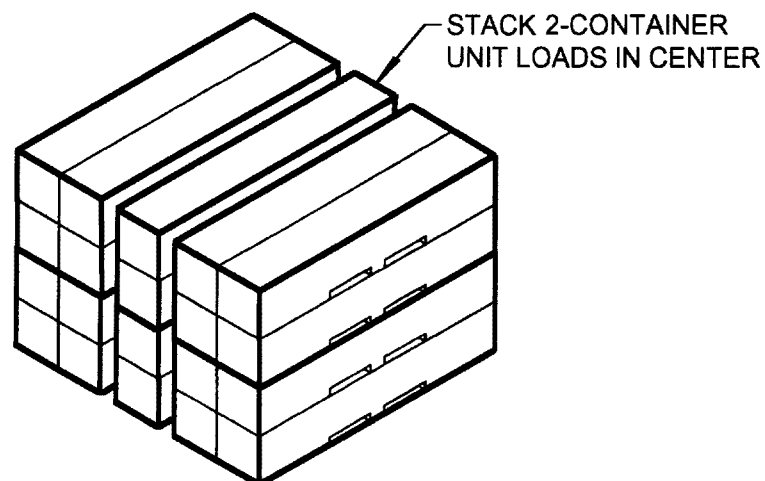
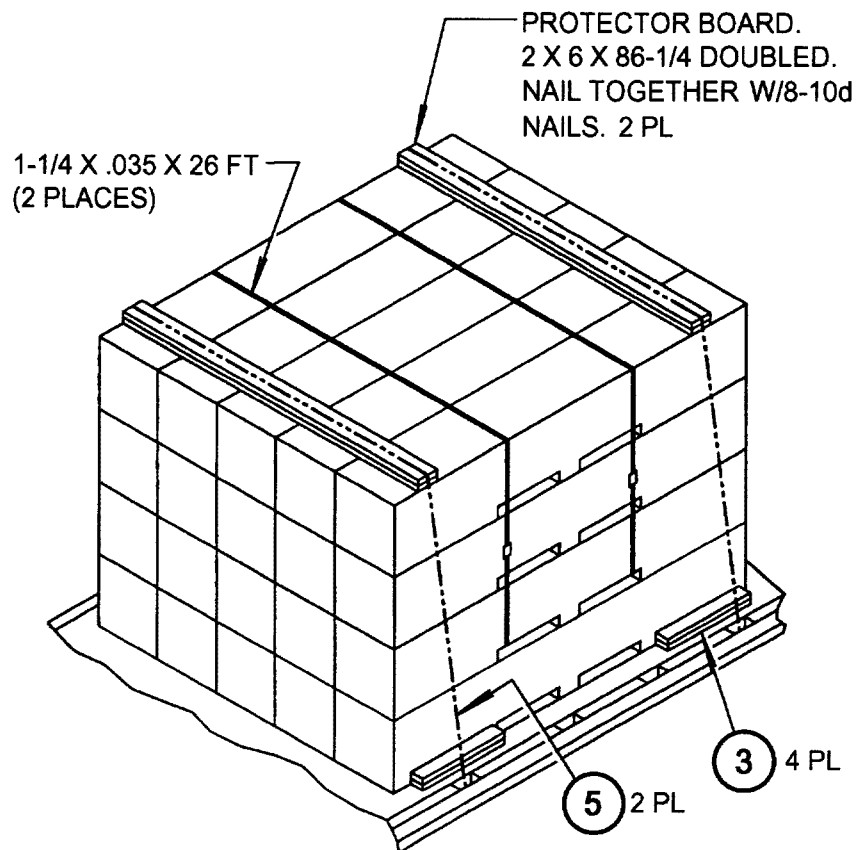
# **MIL-STD-1320-286 (NAVY)**

## **LOADING CONTAINERS 5-WIDE**

(102"-WIDE TRAILER RECOMMENDED)

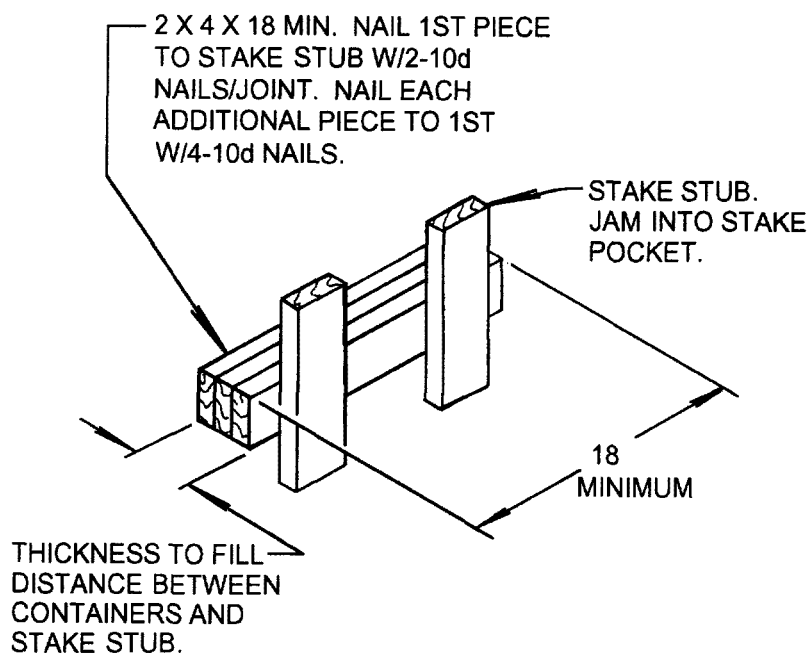
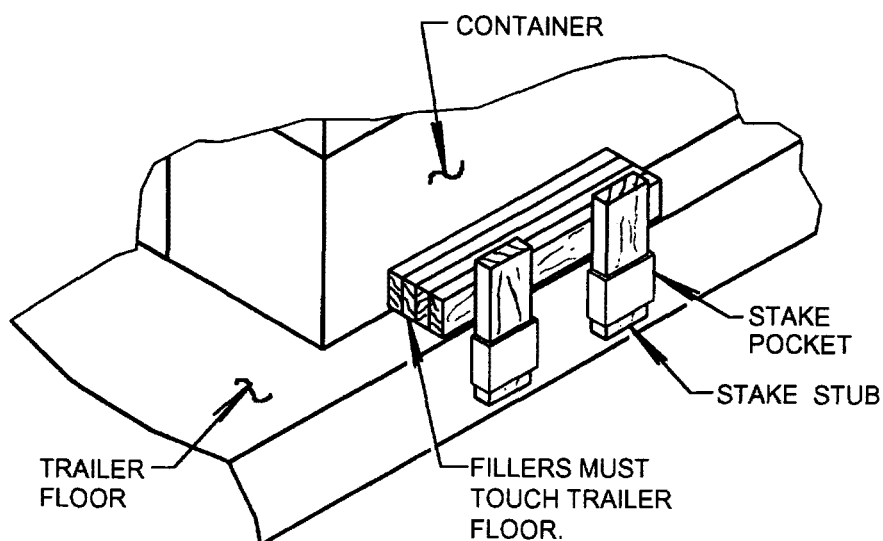
### **NOTES:**

1. IN ORDER TO REDUCE SHIPPING COSTS BY FITTING MORE CONTAINERS ON ONE TRUCK, IT IS PERMISSIBLE TO LOAD CONTAINERS 5-WIDE.
2. THIS CONSISTS OF STACKING TWO 2-CONTAINER UNIT LOADS BETWEEN TWO 2-HIGH STACKS OF 4-CONTAINER UNIT LOADS AS ILLUSTRATED BELOW. THE ENTIRE STACK IS THEN Banded TOGETHER WITH TWO 1-1/4" STEEL STRAPS PASSING THROUGH THE FORK POCKETS OF THE SECOND LAYER CONTAINERS AND OVER THE TOP OF THE UPPER LAYER.
3. SIDE BLOCKING IS ACCOMPLISHED ON 102"-WIDE TRAILERS WITH SLEEPERS, ITEM 3, AS ILLUSTRATED BELOW. ON 96"-WIDE TRAILERS, IT IS PERMISSIBLE TO USE THE STAKE POCKETS TO SECURE SIDE BLOCKING AS SHOWN ON PAGE 7.



**ALTERNATE SIDE BLOCKING METHOD****NOTES:**

1. STUB STAKE IS SIZED TO FIT TIGHTLY INTO STAKE POCKET AND CUT TO EXTEND APPROXIMATELY 6 INCHES ABOVE THE TRAILER FLOOR AND 3 INCHES BELOW THE STAKE POCKET.
2. COMBINED THICKNESS OF FILLERS SHALL BE SUFFICIENT TO FILL SPACE BETWEEN STAKE STUBS AND SIDE OF CONTAINERS. FILLERS MUST TOUCH TRAILER FLOOR.
3. CONTAINERS MAY BE POSITIONED SLIGHTLY OFF CENTER SUCH THAT SLEEPERS, ITEM 3, CAN BE NAILED TO THE FLOOR ON ONE SIDE OF THE TRAILER AND STUB STAKE FILLER ASSEMBLIES (DETAIL B) APPLIED ON THE OTHER SIDE.



**DETAIL B**  
**STUB-STAKE FILLER ASSEMBLY**