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MIL-HDBK-236T (NAVY)
4 APRIL 1983

SUPERSEDING
MIL-HDBK-236 R (NAVY)
1 DECEMBER 1981

MILITARY STANDARDIZATION HANDBOOK

INDEX TO STANDARDS

FOR PALLETIZING, TRUCK LOADING,
RAILCAR LOADING AND CONTAINER LOADING
OF HAZARDOUS MATERIALS



FSC 8140



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND WASHINGTON, DC 20162-BIOI

> 8000 OPR 66J/634 Ser 3-4 9 Mar 89

From: Commander, Naval Sea Systems Command

Commandant, U.S. Army Defense Ammunition Center and School To:

Subj: REPRODUCTION AUTHORIZATION

(a) Phonecon Lt. Keller (USADACS)/Mrs. Hansley (SEA 66J) Ref: of 8 Mar 1989

1. As requested during reference (a), USADACS is authorized to reproduce Navy publications and instructions. The documents will be used as handouts to students completing the Expendable Ordnance Management course.

Richard Cover

FOREWORD

This handbook includes three types of listings designated as Section One, Section Two and Section Three.

Section One lists, in alpha-numerical sequence, DODIC/NALC designated items that have applicable detail documents for Palletizing, Truck-loading, Carloading and Container Loading. Descriptions of ammunition as listed in Section One, are as shown in OD 16135 "Navy Ammunition Logistics Codes" and may differ somewhat from titles cited on the detail document sheets.

Section Two lists, in alphabetical order, all items that have applicable detail documents for Palletizing, Truckloading, Carloading and Container Loading. In this section, like items (bombs, cartridges, fuzes, etc.) are listed under a common heading either alphabetically or numerically depending on the item; i.e., ASROC, BULLPUP or TERRIER Missile sublistings are alphabetical, bombs are numerical by weight, cartridges are numerical by size. Instances where a sublisting can be broken logically into both an alphabetical and numerical group, the alphabetical group is listed first.

NOTE

Sections One and Two provides the WR/MIL-STD slash/dash numbers only. It does NOT give current document revision and change notice status. Section Three is used for this information.

Section Three is a numerical index of all published detail documents. Each basic WR/MIL-STD number is presented separately listing their associated detail documents in numerical order by slash/dash number. The current revision/change notice status of the listed documents is given in the "Revision Letter" and "Change Notice" columns. Also included is a "Transaction List to Section Three" informing the user of the detail documents which have been issued, revised, or changed since the previous revised Handbook was published.

Section Three should be used by all holders of these documents to verify that they have up-to-date documentation.

Copies of this handbook and detail documents listed in it may be obtained from the Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pennsylvania 19120 by completing Specifications and Standards Requisition (DD Form 1425).

Notices of discrepancies and suggested changes should be forwarded to the Commanding Officer, Naval Weapons Station Earle, Code 8053, Naval Weapons Handling Center, Colts Neck, New Jersey 07722.

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FOREWORD (Continued)

Documents similar to those listed in this handbook applicable to Army ammunition items may be obtained from the Director, U.S. Army Defense Ammunition Center and School, ATTN: SARAC-DEO, Savanna, Illinois 61074.

Documents similar to those listed in this handbook applicable to Air Force ammunition items are listed in Air Force Instruction to 11A-1-61, "Technical Manual - Storage and Outloading Instructions for Conventional Ammunition." This document may be obtained from the Defense Printing Service, ID Programs Branch, Washington, DC 20350.

This handbook will be updated and revised periodically to include new documents and revisions and changes to existing documentation.

DOCUMENT TITLES AND CROSS-REFERENCE DATA

WR-51	Shipping and HandlingMIL-STD-1320 Instructions for Weapons Systems Components in Trucks and Trailers	Truckloading of Ammunition and Explosives
WR-52	Carloading of WeaponsMIL-STD-1325 and Major Weapons System Components	Railcar Loading of Hazardous Materials
WR-53	Palletizing DomesticMIL-STD-1322 Unit Loads	Unit Loads of Ammunition and Explosives for Domestic and Overseas Shipment
WR-54	Palletizing Fleet IssueMIL-STD-1323 Unit Loads	Unit Loads of Ammunition and Explosives for Underway Replenishment
WR-55	Palletizing AmphibiousMIL-STD-1324 Unit Loads	Palletizing Amphibious Unit Loads of Weapon Components
WR	(None)MIL-STD-1386	Loading of Hazardous Materials in MILVAN Containers
WR	(None)MIL-STD-1663	Loading and Restraint of Ammunition and Explosives in Commercial Intermodal Containers, Utilizing the Internal Restraint Systems Kit

NOTES:

- 1. All existing Weapons Requirement (WR) detail documents are to be used until each is cancelled by a Change Notice or superseded by a MIL-STD detail document. When a WR detail document requires revision, it will be converted to a MIL-STD detail document which will retain the original WR detail document number but without a revision letter; e.g. WR-54/18A will become MIL-STD-1323-18. A new detail document is assigned only a MIL-STD-identification.
- 2. MIL-STD-1324 has not been prepared to date.

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ABBREVIATIONS

ACC Aircraft Common CR Continuous Rod A/C Aircraft Common CR Continuous Rod A/C Aircraft CS CS Control Section CS Control Section AD, ADF Auxiliary Detonating Fuze CS Tear Gas Auxiliary Detonating Fuze CS Tear Gas (Super) Adapter Unit— CTG Cartridge CTG Cartridge A/F Air Force CVT Controlled Variable Time Fuze A/F Air Force CVT Controlled Variable Time Fuze A/F Air Force CVT Controlled Variable AMM Air Surface Attack Missile AMM Air Intercept—Aerial Missile DET Detonator DI Dark Ignition Tracer AP Armor Piercing DR NO Drawing Number DS Discarding Sabot Destructor API Armor-Piercing Incendiary DTLM Dorsal Telemetering DTLM Air Training Missile DTLM Dorsal Telemetering DTLM AIR Training Missile DUL Domestic Unit Load AUX Auxiliary ECP Engineering Change Proposal ELEC/ELECT Electrical ER EXTENDED EXTRACT DESTRICT ELECTICAL ER EXTENDED EXTRACT DESTRICT ELECTICAL ER EXTENDED EXTRACT DESTRICT ELECTICAL ER EXTENDED EXAMPLE EXTRACT DESTRICT ELECTICAL EXTRACT ELECTICAL EXTRACT DESTRICT ELE	AA	Antiaircraft	COFC	Container on Flat Car
A/C Aircraft AD, ADF Auxiliary Detonating Fuze ADPT Adapter Adapter Unit— AIF Force AIF Air Force CIT COntrolled Variable AIF Air Intercept—Aerial Missile AIM Air Intercept—Aerial Missile AIM Air Intercept—Aerial Missile AIM Anti-Nersonnel Anti— AP Armor Plercing APAM Anti-Personnel Anti— BARM Anti-Personnel Anti— AIF Armor-Piercing Incendiary AIF ARM Anti-Adiation Missile AIF AIF Armor-Piercing Incendiary AIF ARM Anti-Submarine Rocket AIF	AAC	Antiaircraft Common	COMP	Composition
A/C Aircraft AD, ADF Auxiliary Detonating Fuze ADPT Adapter Adapter ADU Adapter Unit— Afr Force ACM Air Force ACM Air Force ACM Air Surface Attack Missile AMMO Ammunition AP Armor Piercing APAM Anti-Personnel Anti— ASROC Anti-Submarine Rocket ASROC Anti-Submarine Rocket AUX Auxiliary BD, DBF Base Detonating Fuze BL Blind-Loaded & Plugged BLT Blind Loaded & Plugged BLT Blind Loaded & Traced BLD Bomb/Mine Live Unit BPDSMS Basic Point Defense Surface Missile System BSTR Booster BSU Munitions Stabilizing & Retarding Devise Unit CCG Computer Control Group CHG Charge CNT Container CNU Container Unit (Air Designation) GS G Guidance & Control CTG Cartridge CNT Controlled Variable CTG Cartridge CTG CTG Cartridge CTG Cartridge CTG Cartridge CTG Container CTG CTG Cartridge CTG CTG Control CTG CTG CTG Container CTG	AC	Aircraft Common	CR	Continuous Rod
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CNTR Container Systems CNU Container Unit (Air GP General Purpose Designation) GS Guidance Section	La Const	The state of the s		
CNU Container Unit (Air GP General Purpose Designation) GS Guidance Section	CNTR		arainkis	-
Designation) GS Guidance Section			GP	-
	0210			•
911		at of heaven	GW	Guided Weapon

ABBREVIATIONS (CONT'D)

HBX HC HE HEAT HELO HEP	Cyclotrimethylenetrinitramine High Capacity High Explosive High Explosive Anti-Tank Helicopter High Explosive Plugged	MOD MR MT, MTF MTR MXU	Model or Modification Medium Range Mechanical Time Fuze Motor Miscellaneous Units
HEP HOW HTW	High Explosive Plastic Howitzer Helicopter Trap Weapon	NFL NON FRAG NP	Non Flashless Non Fragmentation Nose Plug (Projectile) Non Service
I, ING IGN, IGNR ILLUM	Incendiary Igniter, Ignition Illuminating	NS NSD	Non Self-Destroying
IR	Infra Red	P P PARA	Plugged (Projectiles) Preserved Parachute
JATO	Jet Assist Take Off		Parachute Pack Projector Charge Point Detonating Fuze
KMU	Kit Miscellaneous Unit	PLT PRAC PROP	Pallet Practice Propellant
LAMPS	Light Airborne Multi- Purpose System	1101	
LAU	Aircraft Installed Launcher	RAD, HAZ	Radar Hazard
LB	Pound	RD, RDS	Round
LCHR	Launcher	RF	Rapid Fire
LD	Low Drag	RGM	Ship Launched Surface
LDD	Loaded		Attack Missile
L/H	Left Hand	R/H RKT	Right Hand Rocket
MAU	Miscellaneous Armament	10	2007
	Unit	SA, S-A	Safety & Arming Device
MDP	Miniature Double Plug	S/A	Small Arms
MECH	Mechanical	SD	Self-Destroying/Destruct
MG	Machine Gun	SF	Slow Fire
MG-TEF	Magnesium Teflon	SOFAR	Sound Fixing and Ranging
MHU	Material Handling Unit	SQ	Superquick
MHZ	Megahertz	SQT	System Qualification
MJU	Munitions Countermeasures	0/0	Test
107	Unit	S/S	Shipping Storage
MK	Mark	SSLO	Solid State Local
MLU	Miscellaneous Munitions	CCM	Oscillator Surface to Surface
MM	Live Unit Millimeter	SSM	Missile
MM	LITTIMELEI		LITOSITE

MIL-HDBK-236 T (NAVY) 4 APRIL 1983

ABBREVIATIONS (CONT'D)

STD Standard
ST, STL Steel
SUSP Suspension
SUU Suspension & Release Unit

T, TR Tracer

TDD Target Detecting Device

TLM, T/M Telemetering
TNT Trinitrotoluene
TOFC Truck On Flat Car

TORP Torpedo

TP Target Practice
TP Thermally Protected

TRNG Training

UHF Ultra-High Frequency
UMN Underwater Mines

UL Unit Load

ULUR Unit Load for Underway

Replenishment

VT Variable Time Fuze

W Window With WD, WDN Wooden WH, WHD Warhead

WMU Weather Device Unit

w/o Without

WP White Phosphorus
WTU Warhead Training Unit

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WR-51 MIL-STD-1320	Shipping and Handling Instructions for Weapon System Components in Trucks and Trailers and/or Truckloading of Ammunition and Explosives
WR-52 MIL-STD-1325	Carloading of Weapons and Major Weapon System Components and/or Railcar Loading of Hazardous Materials
WR-53 MIL-STD-1322	Palletizing Domestic Unit Loads and/or Unit Loads of Ammunition and Explosives for Domestic and Overseas Shipment
WR-54 MIL-STD-1323	Palletizing Fleet Issue Unit Loads and/or Unit Loads of Ammunition and Explosives for Underway Replenishment
WR-55 MIL-STD-1324	Palletizing Amphibious Unit Loads and/or Palletizing Amphibious Unit Loads of Weapon Components
MIL-STD-1386	Loading of Hazardous Materials in MILVAN Containers
MIL-STD-1663	Loading and Restraint of Ammunition and Explosives in Commercial Intermodal Containers 179



ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						LETIZED LO	CONTAINER LOADING		
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
AW01	CARTRIDGE, 20MM A/C, TP, MK 105 ELECT, F/GUN MK 12	180 179			874	9		33	
AW55	MECHANISM SECT MK 2 MOD 3 F/MON-SERVIC MINE MK 57	130		140	794	199			
Aw65	FACK, INSTRUMENT, MK 3 MOD 0. F/NON-SERVICE MINES MK 52,55				858				
AX01	CARTRIDGE, 7.62 MILLIMETER BALL MEDEL ONLY, GRADE R, 5 RD CLIP	2		100			6	42	
A011	CARTRIDGE, 12 GA SHOTGUN, 00 BJCKSHOT	3		100 100 100			1 3 4		
AQ14	CARTRIDGE, 12 GA SHOTGUN, 7 1/2 SHOT	2		100			2		
A016	CARTRIDGE, 12 GA SHOTGUN, 8 SHOT, WITH TRACER	2		100			2		
A130	CARTRIDGE, 7.62MM, BALL M59 OR M80 FOR M14 RIFLE, 5 RD CLIP	2		100		192	6	42	
A13	CARTRIDGE, 7.62MM, LINKED, BALL M59 6 TR 462, F/MG M60 6 M73	2		100		193	8		
A16	CARTRIDGE, 7.62MM BALL M80 & TRACER M62, W/M13 LINK F/MINNIGAU 28/A MG 1500 RDS IN M548 CNTR					(2)			
A18	CARTRIDGE, CAL .30 CARBINE BALL SINGLE ROUND	2		100			13		
A18	3 CARTRIDGE, CAL .30 CARBINE, TRACER SINGLE ROUND	3		100			10		
A20	CARTRIDGE, CAL .30. AP OR API GRADE R SINGLE ROUND	94			26				
A20	2 CARTRIDGE, CAL .30, AP OR API GRADE M SINGLE ROUND	94			26				
A20	3 CARTRIDGE, CAL .30, AP OR API GRADE R 5 ROUND CLIP	94			26				
AZO	CARTRIDGE, CAL .30. AP OR API GRADE R 8 ROUND CLIP	· 2 3 2 94		100 100 100	26		20 17 19		
AZI	CARTRIDGE. CAL .30. LINKED. AP OR API W/TR. GRADE MG	94			26				
A2	CARTRIDGE, CAL .30, BALL, GRADE MG.	3		100			17		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALI	LETIZED LO	ADS	CONTAINER LOADING		
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE AMPHIBIOUS		MILVAN	COML	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
A212	CARTRIDGE. CAL .30 BALL.GRADE R. SINGLE ROUND	94		100	26					
A214	CARTRIDGE, CAL .30. BALL. GRADE R. 5 RD CLIP	3		100			17			
A216	CARTRIDGE, CAL .30, BALL, GRADE R. B RD CLIP	2		100			16			
1217	CARTRIDGE, CAL .30. LINKED, BALL, STRAIGHT	3		100			15			
219	CARTRIDGE, CAL .30, WEB BELTED, BALL & TRACER	3		100 100			16 17			
223	CARTRIDGE. CAL .30. BLANK. 5 RD CLIP	94			26					
224	CARTRIDGE. CAL .30. BLANK. 8 RD CLIP	94			26				The Carrie	
230	CARTRIDGE. CAL .30, TRACER. GRADE R. SINGLE ROUND	3 3 4 94		100 100 100	26		15 17 18			
231	CARTRIDGE, CAL .30. THACER. GRADE MG. SINGLE ROUND	3 94		100	26		17			
A232	CARTRIDGE, CAL .30. TRACER, GRADE R. 5 RD CLIP	3		100			17			
A234	CARTRIDGE, CAL .30. IRACER. GRADE R. 8 RD CLIP	3		100			17			
A360	CARTRIDGE . 9MM . BALL . PAKABELLUM				. 54	(2)				
A400	CARTRIDGE, CAL .38. SPECIAL. BALL M41 1200 RDS/CNTK 2400 RDS/CNTK			100			22 21			
A402	CARTRIDGE. CAL .38. SPECIAL. BALL. STEEL JACKET W/D TRACER	2		100			22			
A406	CARTRIDGE, CAL .38.SPECIAL, BALL, STEEL JACKET W/TRACER					(2)				
A475	CARTRIDGE, CAL .45 BALL,M1911.GRADE 1	2		100			12			
A477	CARTRIDGE, CAL .45. LINE THROWING. M32					(2)				
A501	DUMMY CARTRIDGE, CAL .45, M1921	64		100	27					
A540	CARTRIDGE, CAL .50. LINKED. API & TRACER, GRADE MG	2		100			29			
A549	CARTRIDGE, CAL .50. LINKED. AP OR API.	2		100			29			
								,		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP KEFER TO OD 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN OD 44617.

SECTION ONE DODIC/NALC INDEX

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ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	程序(AT KOD)					ETIZED LO	ADS	CONTAINE	RLOADING	
	PRAVISE Laurence and the	TRUCKLOADING		CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	VR-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
550	CARTRIDGE, CAL .50, LINKED, AP DR API, INCENDIARY & TRACER, GRADE MG	2		100			29			
551	CARTRIDGE, CAL 50, LINKED, AP OR API, INC. AP-T, GRADE AC	3		100			28			
554	CARTRIDGE, CAL .50. LINKED. BALL 42 W/M2 LINK. GRADE AC	2		100			29			
557	CARTRIDGE. CAL .50. LINKED. BALL 5 TRACER W/MZ/MZ9 LINK. GRADE MG	2 2		100			26 29			
574	CARTRIDGE, CAL .50, SPOTTER-IRACER, M48 SERIES	2		100			26			
576	CARTRIDGE, CAL .5D. LINKED, LINK 42. API M8/API-T M2D. GRADE AC	3 2		100 100 100			26 28 29			
577	CARTRIDGE: CAL .50: LINKED: LINK M2 OF M9: API/API-T: GRADE MG	2 3		100			26 28			
621	CARTRIDGE, CAL .50. LINKED, BALL 433 (TRACER M17, LINK M2, GRADE AC	2		100			26			
648	CARTRIDGE, 7.62MM, BALL F/CONVERTED M. RIFLE, GRADE R. 8 RD CLIP	3 2		100			5 26	42		
1651	CARTRIDGE, 20MM A/C, FP-T M220 F/GUNS M39, M61			100	870	294				
4658	CARTRIDGE, 20MM, LINKED, 7 HEI, 45642, 1 HEI-T, 4242 F/GJN M61, M197	2		100	872	187	156	30		
4659	CARTRIDGE, 20MM A/C, HEI-T, M242 F/GUNS M39, M61, M197			100	870	294				
A66	CARTRIDGE, 20MM A/C.LINKED, TP, M55A2 W/MK 7-0 LINK, F/GUN M61	2		100	872	187	156	30		
A66	2 CARTRIDGE, 20MM A/C, LINKED, MEI, M56A W/MK 7-0 LINK, F/GUN M61	2		100	872	187	156	30		
A66	3 CARTRIDGE, 20MM A/C. LINKED, 9HEI. 1HEI-T. W/MK 7-0 LINK, F/GJN M61	2	2	100	872	187	156	30		
	4 CARTRIDGE, 20MM A/C.LINKED.91P, 1TPT2 W/MK 7-0 LINK, F/GUN M61	•	2	100	872	187	156	30		
	5 CARTRIDGE. 20MM A/C. LINKED.4HEI-M56/ HEI-T. M242, W/M14A2 LINK, F/GUN M	91	2	100	872	187	156	30		
A67	Z CARTRIDGE, ZOMM, LINKED, 4TP, MZ04, 14PT M95, W/M8 OK M10 LINK F/GUN MK 16	•				92		30		
A67	CARTRIDGE, 20MM DS,MK 149-0		2	100	872	187	156	30		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

		-			PALL	ETIZED LO	ADS	CONTAINE	LOADING
		TRUCKLOADING CARLOADING		DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
740	CARTRIDGE, 20MM AA, BLP. ON PLT MK3 ON PLT MK12	2		8 7	30 31				
741	CARTRIDGE, 20MM AA, BLT, ON PLT MC3 ON PLT MK12	2		8 7	30 31				
744	CARTRIDGE, 20MM AA, HEI ON PLT MC3 ON PLT MC12	2		8 7	30 31				
A745	CARTRIDGE, 20MM AA, HET ON PLT MK3 ON PLT MK12	2 2		8 7	30 31				
A746	CARTRIDGE, 20MM AA, MET-DI ON PLT MK3 ON PLT MK12	2		8 7	30 31				
A747	CARTRIDGE, 20MM, LINKED, 1APT, 495, 44EI, M97, F/GUN MK 15					92		444	
A748	CARTRIDGE, 20MM.LINKED. 3 HEI.497-11NC M96. F/GUN MK 16	126		100	29				
A765	CARTRIDGE, 20MM A/C. APT. M95 F/GUNS M3. MK16; N 5/A AMM3 BOX MK1 ; N WOOD BOX	2		100	29 846	11			
A767	CARTRIDGE. 20MM A/C LINKED. 9 HEI-1APT W/D RADHAZ SHIELD. F/MK 12 GJN	3		100	875	137		33	
A769	CARTRIDGE. 20MM A/C.LINKED.HEI-INC-APT F/GUNS M3. MK 16. L/FEED	2		100		11			
A770	CARTRIDGE. 20MM A/C LINKED. HEI-INC-APT F/GUNS M3. MK 16. K/FEED	3		100		11			
A775	CARTRIDGE, 20MM A/C MEI, M97 F/GUNS M3, MK 16 IN S/A AMMO BOX, MK1 IN WOOD BJX	3		100	29 846	11			
A77	CARTRIDGE, 20MM A/C, INC, M96 F/GUNS M3, MK 16 IN S/A AMMO BOX MK. IN WOOD BOX	2		100	29 846	11			
A77	CARTRIDGE, 20MM A/C, TP, M99 OR M204 F/GUNS M3, MK 16 IN S/A AMMO BOX, MK. IN WOOD BOX	1 3		100	29 846	11			
A77	8 CARTRIDGE, 20MM AA, APT ON PALLET MK 3 ON PALLET MK 1:	2 2		8 7	30 31		7.5		
A79	CARTRIDGE, 20MM A/C, LINKED, 5HE1-4AP -1APT, F/GUN MK 11	3		100	875	137			
A79	4 CARTRIDGE, 20MM A/C.LINKED.54EI-4API- 1APT, W/RADHAZ SHIELD.F/GUN MK 12	3		100	875	137			
A79	S CARTRIDGE, 20MM A/C.LINKED.57EI-4API- 1APT, W/O RADHAZ SHIELD.F/GJN MK 12	3		100	875	137			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	20 mm m	TRUCKLO	ADING	CARLOADING		LETIZED LO		MILVAN	COML
	2013031 (Q)				DOMESTIC		AMPHIBIOUS	1	
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	R-51	OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
797	CARTRIDGE . 20MM A/C.LINKED. FAPI-LAPT.	3		100	875	137		33	
1806	CARTRIDGE, 20MM A/C, API, MK 107 MOD 0 ELECT, F/GUN MK 11, MK 12	180 179			874	9		33	
807	DUMMY CARTRIDGE, ZOMM, MK103 MODS, F/GUN MK 11, MK 12	180			874	9		33	
808	CARTRIDGE, 20MM A/C. MEI. MK 106-0.1 ELECT. F/GUN MK 12	180			874	9		33	
A811	CARTRIDGE, 20MM A/C, TP, MK 105 MOD 0 ELECT, F/GUN MK 11, MK 12	180		11323	874	9		33	
A812	CARTRIDGE, 20MM A/C, APT, MK 108 MOD C ELECT+ F/GUN MK 11. MK 12	180			874	9		33	
A855	CARTRIDGE, 20MM.LINKED.1APT.995.4INC M96. F/GUN MK 15					92			
A871	CARTRIDGE, 20MM A/C, HEI, MK 106 MOD : ELECT. F/GUN MK 11. MK 12	180 179	1		874	9		33	
A87	CARTRIDGE, 20MM A/C, API, MK 107 MOD ELECT, F/GUN MK 11, MK 12	1 180			874	9		33	
A87	CARTRIDGE, 20MM A/C. APT. MK 108 MOU ELECT. F/GUN MK 11. MK 12	1 180	1		874	9		33	
A87	CARTRIDGE, 20MM A/C, TP, MK 105 MOD 1 ELECT, F/GUN MK11, MK 12	180			874	9		33	
A89	CARTRIDGE, 20MM A/C. HEI, M56 F/GUN M39, M61, M197			100	870	294			
A89	1 CARTRIDGE, 20MM A/C.TP, M55A2			100	870	294			
	2 CARTRIDGE. 20MM A/C. HPT. M54A1 F/GUN M61. M197			100	870	294	APR. 5		
A89	CARTRIDGE. 20MM A/C.LINKED. 4TP. 455. 1TP-T XM220E1 W/M14A1 LINK F/GUN M61. M197	1	2	100	872	187	156	30	
A9	CARTRIDGE. 20MM A/C.LINKED. HEI M56 W/M14 LINK F/GUN M61. M197		2	100	872	187	156	30	
A9	DUMMY CARTRIDGE, ZDMM A/C, M51E1 F/GUN M61			100	870	294			
A9	CARTRIDGE. 20MM A/C.LINKED. TP.M55. M55A1.M55A2.W/M14 LINK F/GUN M61. M197		2	100	873	2 18	150	3 3	0
Ви	F/NON-SERVICE MINE MK 52				85	8			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

DODIC OR NALC

CW48 EXPLOS

CW81 CARTE

CW82 CARTR

CW83 CARTE

CH84 CART

CW85 CAR

CH87 CAR

C112 CA

C113 CA

C114 C

C115 C

C116 C

C136

C137

C139

C140

C141

C14

C15

						LETIZED LO	ADS	CONTAINER LOADING		
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
OR OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	D-1320 IR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
3w67	MECHANISM SECT MK 2 MOD 3	130		140	794	199				
3078	LINK. CARTRIDGE. LEADING. 20MM A/C MK 6-5. F/GUN MK 11					(2)			11074	
3679	LINK. CARTRIDGE. TRAILING. 2044 A/C					(2)			I H JBAT	
8082	LINK. CARTRIDGE, END. 20MM A/C MK 2-1 F/GUN MK 12					(2)		. 121-2	Pare A	
3112	CARTRIDGE . 30MM HEI . F/AUEN GUN . L/H FEED			100		289	167		Tibe !	
8113	CARTRIDGE.30MM TP.F/ADEN GUN.L/H FEED			100		290	168			
8114	CARTRIDGE, 30MM HEI, F/ADEN GUN, R/H FEED			100		289	167		1 17 1	
B115	LANTRIDGE.30MM TP.F/ADEN GUN. R/H FEED			100		290	168		la cal	
8545	CANTRIDGE. 40MM BLANK SALUTING					264				
	CARTRIDGE, 40MM AP	3		101		10			701	
3552	CARTRIDGE. 40MM APT	3		101		10			Maria I	
B556	CARTRIDGE, 40MM HEIP-NP	3		101		10				
8557	CARTRIDGE. 40MM HEI-50	3		101		10			1 1	
8558	CARTRIDGE, 40MM HEIT-NSD	3		101		10			2 34	
B559	CARTRIDGE. 40MM HEIT-SD	3		101		10				
8560	CARTRIDGE, 40MM HEIT-DI-SD	3		101		10	1	· Y	16/4	
8561	CARTRIDGE, 40MM HEP-NP	3		101		10				
8562	CANTRIDGE. 40MM HET-SD	3		101		10				
8563	CARTRIDGE, 40MM BLP	3		101		10				
8564	CARTRIDGE. 40MM BLT	3		101	22	10				
8568	LARTRIDGE. 40MM. HE. M381/XM381E2 W/FUZE PD552 OR CTG M406/XM406 W/FUZE PD551. F/GRENADE LAUNCHER M79	3	2				144		12.04	
CWG2	CASE.3/50 TEST CARTRIDGE.RF/SF			147		1		27		
CH22	MACK . INSTRUMENT M<2 MOD 2 . INERT LOADEL LAYING AND MANDLING DUMMY . F/MINES MK 56.57	3		100		188				
CW44	MODIFICATION KIT. DST MK 75 MOD 5	3		100	197	210				
	BATTERY MERCURY MC 95 MOD 4					267		1		

^{+ (1)} NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO DD 44617.

- (2) NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LDOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	COMPANIES -				PALI	LETIZED LO	ADS	CONTAINER LOADING	
	T MANAGE TO A STATE OF THE STAT	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC	2017-001-04-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-	MIL-STE OR W)-1320 R-61	MIL-STD-1325		MIL-STD-1323	MIL-STD-1324	MIL-STD-1386	MIL-STD-166
OR	DESCRIPTION OF AMMUNITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55		
	EXPLOSIVE SECTION MK 1 MOD 2 INERT LDD	66		97		161			
Cw81	CARTRIDGE.4.4 INCH CHAFF.MK171 MOD 0 IYPE 1 F/RBUC	3		188		296	(D)		
CW82	CARTRIDGE.4.4 INCH CHAFF.MK 171 MOD 0 TYPE 2 F/RBOC	3		188		296			
CW83	CARTRIDGE.4.4 INCH CHAFF.MK 171 MOD 0 TYPE 3 F/RBOC	3		188		296	Cana -		
C#84	CARTRIDGE, 4.4 INCH CHAFF, MK 171 MOD 0 IYPE 4 F/RBOC	3		188		296			
CW85	CARTRIDGE, 4.4 INCH PRACTICE MK 178 MOD 0.F/RBOC	3		188		296	1888		
CW87	CARTRIDGE.4.4 INCH TEST, MK173 MOD O INERT F/RBOC	3		188		296	682		
C112	CARTRIDGE. 76MM. HE-IR. MK165-0. F/GUN MK 75	164		177		263			
C113	CARTRIDGE, 76MM, HE-PD, MK166-0, F/GUN MK 75	164		177		263			
C114	CARTRIDGE. 76MM. HE-IR. MK167-0. F/GUN MK 75	164		177		263			
C115	CARTRIDGE. 76MM. BL-P. MK168-0. F/GUN MK 75	164		177		263			
C116	CARTRIDGE, 76MM, CLEARING CHG, MK 76- F/GUN MK 75	164		177		263		-	
C136	CARTRIDGE, 3/50 VT. SD. FL. KF	2	ł	147 152	774	1	1 52.58,	27	
C137	CARTRIDGE. 3/50 VT. NSD. FL. RF	2		147	774	1		27	
C139	CARTRIDGE: 3/50 BLANK: SALUTING	1				265	To Deck F		-
C140	CARTRIDGE, 3/50 VT. 20. NFL. RF	2		147 152	774	1		27	
C14:	CARTRIDGE, 3/50 VT. NSD. NFL. RF	2		147 152		1	4	27	
C14	CARTRIDGE - 3/50 AP+ FL+ KF+	2	2	147 152		1		27	
C15	CARTRIDGE, 3/50 VT. NSD. W/PD FEATUR	E • 4	2	147 152		1		27	. 4

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						ETIZED LO	ADS	CONTAINER	RLOADING
			ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
C151	CARTRIDGE, 3/50 VT, NSD, W/PD FEATURE.	2		147 152	774	1		27	
C152	CARTRIDGE, 3/50 VT. SU. W/PD FEATURE. FL. RF	2 2		147 152	774	1	100	27	
C153	CARTRIDGE, 3/50 VT, 50, W/PD FEATJRE, NFL, RF	2 2		147 152	774	1		27	
C154	CARTRIDGE, 3/50 TP, SMOKE PUFF, FJZE PD, MK30 MOU3	2		147 152	774	1	1.3,	27	
C155	CARTRIDGE, 3/50 TP, SMOKE PUFF, FJZE MT, MK51 MOD5	2 2		147 152	774	1		27	
C162	CARTRIDGE, 3/50 VT-NON FRAG, SD. NFL, KF	2 2		147 152	774	1		27	
C164	CARTRIDGE, 3/50 VT-NON FRAG. NSD. NFL. RF	2		147 152	774	1		27	
C172	CARTRIDGE.3/50 ILLUM.RF	2		147		1		27	
C178	CARTRIDGE, 3/50 BLP/T. NFL. 4F	2 2		147 152	774	1		27	
C ₁ 79	CARTRIDGE,3/50 BLP/T.FL.RF	2 2		147 152	774	1		27	
C183	CARTRIDGE, 3/50 BLANK. SALUTING PRIMER, SF	1		100		265			
C184	CARTRIDGE, 3/50 SHORT, PRECUSSION 2 LB CHARGE SF	Т		100		265			
C185	CARTRIDGE, 3/50 SHORT, ELEC PRIMER, RE	1		100		265			
C205	CARTRIDGE,3/50 VT.W/NOSE SHIPPING PLUG NFL SF	2		152 147	774	1		27	
C207	CARTRIDGE, 3/50 VT. 50. NFL. SF (PKG.D IN METAL TANK)	2		147 152	774	1		27	
C208	CARTRIDGE.3/50 VT.NSD.NFL.SF	2 2		147 152	774	1		27	
C212	CARTRIDGE, 3/50 AP. NFL. SF	2		147 152	774	1		27	
C215	CARTRIDGE, 3/50 AP. FL. SF	2		147 152	774	1		27	
C216	CARTRIDGE, 3/50 HC. NFL. SF	2		147 152	774	1		27	
C218	CARTRIDGE, 3/50 HC. NFL. SF	2		147 152	774	1		27	
									-

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALL	ETIZED LO	ADS	CONTAINER LOADING		
	Birthen Strand Strand Strand	TRUCKLO	ADING	CARLOADING			AMPHIBIOUS	MILVAN	COML	
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	70FC 8 COFC		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
	CARTRIDGE, 81MM HE, M362 SERIES W/	2		100			30			
225	CARTRIDGE, 81MM.HE, M43 SERIES W/ FUZE PD. F/MORTAR MI 6 M29	۷		100			31			
226	CARTRIDGE, 81MM ILLUMINATING	3		100			32			
	CARTRIDGE, 81MM, TP, F/MORTAR	۷		100			31			
1	CARTRIDGE. 81MM SMOKE, WP. M57 SERIES W/FUZE PD. F/MORTAR M1 & M29	3		100			33			
C237	CARTRIDGE, 3/50 VT-NON FRAG, SD, W/MOD BOOSTER, NFL + SF	2		152 147	774	1		27		
C238	CARTRIDGE . 3/50 VT-NON FRAG . NSD . W/ MODIFIED BOOSTER . NFL . SF	2		152 147	774	1		27		
C258	CARTRIDGE, 90MM SMOKE, WP, M313C, W/FUZE PD F/GUN M36, M41 & M54	2		100			147			
C273	CARTRIDGE, 90MM SMOKE, WP, M313, F/GUN M1, M1A1, M2, M2A1, M3A2, M36, M41, M54 & F8	2		100			147			
C280	CARTRIDGE, 90MM, HE-T, M71A1, W/FJZE PD, F/GUN M36, M41 & M54	2		100			34	1		
C285	CARTRIDGE. 90MM. AP-T. F/GUND 436. M4.	2		100			34			
C294	CARTRIDGE, 90MM, HEAT-T, M431/T300 SERIES, W/FUZE PIBU	2		100			34			
C296	CARTRIDGE, 3/50 HC, FL, SF	2	1	147 152	774	1		27		
C299	CARTRIDGE. 3/50 AA. NFL. SF	2		147 152	774	1		27		
C302	CARTRIDGE - 3/50 AA + FL + SF	2		147 152		1		27		
C305	CARTRIDGE.3/50 ILLUM.SF CARTRIDGE.3/50 ILLUM.SF	1	2	147		1		27		
C306	CARTRIDGE, 3/50 HE-IK, NFL, KF		2	147 152		1		27		
C30	7 CAKTRIDGE . 3/50 HE-IK . FL . RF		2	147 152		. 1		27		
C31	9 CARTRIDGE, 3/50 VT-NUN FRAG, 50, NFL	9	2	147		. 1	. 199			
C32	D CARTRIDGE.3/50 VT-NON FRAG.NSD.NFL.S CARTRIDGE.3/50 VT-NON FRAG.NSD.NFL.S	F	2	147				27	7	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			La L		PALI	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	R-51	OR W9-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
321	CARTRIDGE.3/50 HE-IR NFL.SF W/OR W/O CAVITY LINER	2		152 147	774	1		27	
322	CAKTRIDGE,3/50 HE-IR PL,SF,W/DR W/O CAVITY LINER	2		152 147	774	1		27	
338	CARTRIDGE.3/50 BLP/T.NFL.SF CARTRIDGE.3/50 BLP/T.NFL.SF	2		147 152	774	1		27	
341	CARTRIDGE.3/50 BLP/T.FL.SF CARTRIDGE.3/50 BLP/T.FL.SF	2		147 152	774	1		27	
347	CARTRIDGE, 3/50 HC. HE-PD. FL. RF	2		147 152	774	1		27	
348	CARTRIDGE . 3/50 HC. HE-PD. NFL. RF	2 2		147 152	774	1		27	
2349	CARTRIDGE.3/50 HE-PD.NFL.SF.CONSISTS OF CTG 1315 C2D5 PD FUZE MK30 MOD5. AUX DET MK 54 MOD 2.	2		152 147	774	1		27	
350	CARTRIDGE,3/50 HE-PD.FL.SF.CONSISTS OF CTG 1315-C205 PD FUZE MK30 MOD5.AJX DET MK 54 MOD 2	2		152 147	774	1		27	
C355	CARTRIDGE.3/50 VT.SD.FL.SF.W/OR W/O CAVITY LINER	2		152 147	774	1	170.00	27	
C356	CARTRIDGE.3/50 VT.NSD.FL.SF	2		147 152	774	1		27	
C373	CARTRIDGE.3/50 VI-NON FRAG.SD.d/ MODIFIED BOUSTER.NFL.RF	2		152 147	774	1		27	
C375	CARTRIDGE,3/50 VI-NON FRAG.NSD.W MODIFIED BOUSTER.NFL.RF	2		152 147	774	1		27	
C444	CARTRIDGE, 105MM, HE, MI, W/FUZE PD F/HOW M2 SEKIES, M4 SERIES, M49, M103 6 M137	3		100			35		
C45	CARTRIDGE, 105MM, SMOKE, WP, M60 SERIES	3		100			135		
C65	CARTRIDGE, 106MM, HEAT, F/RIPLE	3		100			37		
C65	CARTRIDGE, 106MM, HEP-T, F/RIFLE	3		100			38		
C65	CARTRIDGE, 106MM, INERT LOADED, M344	3		100			37		
C70	CARTRIDGE, 4.2 INCH, 107MM, 4E, W/FUZE PD, F/MORTAR	91		100			39 40		
C70	CARTRIDGE, 4.2 INCH, 107MM ILLJMINATON	91		100			39 40		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			-			ETIZED LO	ADS		LOADING
	MAKANCO - ACADA N	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY		-	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
708	CARTRIDGE, 4.2 INCH. 107MM. SMOKE. WP OR PWP, F/MORTAR	91		100			39 40		
710	CARTRIDGE, 4.2 INCH, 107MM TACTICAL CS XM630, W/FZ MTS3 M548, F/MORTAR M2 AND M29	97		100	HI.		39 40		
800	PROJECTILE & PROPELLING CHARGE. 120MM. ME. F/TANK GUN	2		100			42		
2801	PROJECTILE & PROPELLING CHARGE, 120MM. HE. M356. W/FZ PD. M572. F/GJN M58	2		100			42		
2802	PROJECTILE & PROPELLING CHARGE, 120MM. AP-T. F/TANK GUN	2		100			41		
804	PROJECTILE & PROPELLING CHARGE. 120MM. TP-T. F/TANK GUN	2		100			41		
805	PROJECTILE & PROPELLING CHARGE. 120MM. SMOKE. WP. F/TANK GUN	2		100			155		
806	PROJECTILE & PROPELLING CHARGE. 1204M. SMOKE. WP. W/TRACEK	2		100			155		
2807	PROJECTILE & PROPELLING CHARGE, 12044, HEAT-T, F/GUN M58	2		100			42		
DW09	CHARGE, PROPELLING, 5/54 FULL, EX72-0	106 75		123 164	753	5 277		10	
DW33	SIGNAL, UNDERWATER SUUND MK 123-0 IN S/A AMMO BOX MK 1-0 IN 20MM AMMO BOX MK 3-3	3		100		131 167			
DW38	AIR STABILIZER MK 27-0 TRAINING TYPE F/ASROC				878				
Dw4	CAP, NOSE, TORPEDO MK 8-1 TRNG TYPE F/ASROC				879				
D#5	IGNITION SEPARATION ASSY MK 3 MOD Z TRAINING TYPE INERT OPERABLE F/ASRO	c			779				
021	PROJECTILE. 5/38 AAC. W/MTF MC61 MOD	1 151		13	- 271	4	March 1	25	
	PROJECTILE, 5/38 TP, SMOKE PUFF W/PUF	1		13		4		25	
	PROJECTILE, 5/38 TP. SMOKE PUFF W/MTF	1		13		4		25	
	5 PRUJECTILE, 5/38 HE-CVT, MK56 MOD 0	15		13		4		25	
	6 PROJECTILE, 5/38 VI-SD, W/BODSTER	15		13		4		25	
	7 CHARGE, PROPELLING, 5/38 SHORT	86	1	12		3 278		26	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COMP
ODIC		MIL-ST OR V	D-1320 IR-51	MIL-STD-1325		MIL-STD-1323		MIL-STD-1386	MIL-STD-166
OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54	OR WR-55		
0228	PROJECTILE. 5/38 VT. NON SD. W/BODSTER	151		13		4		25	
229	CARTRIDGE. 5/38. BLANK SALUTING					(2)			
230	PROJECTILE, 5/38 AAC, W/MTF MK50 OR MK349	151		13		4		25	
232	PROJECTILE, 5/38 VT-SD. W/AUX DET FUZE	151		13		4		25	
233	PROJECTILE. 5/38 VT. NON SD. W/AUX DET FUZE	151		13		4		25	
0235	PROJECTILE, 5/38 HC, W/PDF MK29 MOD 2 OR MOD 3	151		13		4	-	25	
0237	PROJECTILE, 5/38 COMMON	151		13		4		25	
0238	PROJECTILE, 5/38 HE-PD	151		13		4		25	
0241	PROJECTILE. 5/38 HE-MTF	151		13		4		25	
0242	PROJECTILE, 5/38 HC, W/DUMMY NOSE PLUG	151		13		4		25	
0243	PROJECTILE, 5/38 HE-MTF, MK 51 MODS	151		13		4		25	
0244	PROJECTILE, 5/38 ILLUM. W/MTF MK61	151		13		4		25	
0245	PROJECTILE, 5/38 HE-PD. SOLID BASE	151		13		4		25	
0246	PROJECTILE, 5/38 WP, W/PDF	151		13		4		25	
0247	PROJECTILE: 5/38 WP: W/MTF M450 OR M4349	151		13		4		25	
D248	PROJECTILE, 5/38 VT-NON FRAG. SELF DESTRUCTING W/800STER	151		13		4		25	
D249	PROJECTILE, 5/38 VT-NON FRAG. SD	151		13		4		25	
D250	PROJECTILE . 5/38 VT-NON FRAG. NON SELF DESTRUCTING W/BOOSTER	151		13		4		25	
0251	PROJECTILE. 5/38 VT-NON FRAG. NON SU	151		13		4		25	
0255	PROJECTILE, 5/38 ILLUM, W/MTF MK50 OR MK349	151		13		4		25	
0256	PROJECTILE, 5/38 ILLUM, W/MTPU FUZE MK 403	151		13		4		25	
D260	PROJECTILE, RUCKET ASSISTED, 5/38 HE-CVT, MK57 MOD 0	4		100		136			
0261	PROJECTILE, ROCKET ASSISTED, 5/38 HE-CVT, MK57 MOD 1	4		100		136			
0262	PROJECTILE, ROCKET ASSISTED, 5/38 HE-CVT, MK57 MDD 2		4	100		136			

^{* (1)} NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

DESCRIPTION OF AMMUNITION DUMMY PROJECTILE.5/35, MK Z MOD D SOLID NOSE TYPE CHARGE, PROPELLING.5/38 FULL UNIVERSAL PROJECTILE, 5/38 BLP/T CHARGE, PROPELLING, 5/38 FULL NFL	TRUCKLO	D-1320 M-51	CARLOADING MIL-STD-1325 OR WR-52 13 12 118	DOMESTIC MIL-STD-1322 OR WR-53		AMPHIBIOUS MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
DUMMY PROJECTILE.5/35, MK Z MOD D SOLID NOSE TYPE CHARGE, PROPELLING.5/38 FULL UNIVERSAL PROJECTILE, 5/38 BLP/T CHARGE, PROPELLING, 5/38 FULL NFL	151 84 56	TOFC	OR WR-52		OR WR-54		25	MIL-STD-166
SOLID NOSE TYPE CHARGE, PROPELLING.5/38 FULL UNIVERSAL PROJECTILE, 5/38 BLP/T CHARGE, PROPELLING, 5/38 FULL NFL	84 56 151		12					
PROJECTILE, 5/38 BLP/T CHARGE, PROPELLING, 5/38 FULL NFL	56 151				3			
CHARGE, PROPELLING, 5/38 FULL NFL	151		110	757	278		26	
Manager 1			13	151	4		25	
CHARGE. PROPELLING. 5/38 FULL FL			12		3		26	
CHARGE PROPELLING 5/38 FULL FL	56		118	757	278			
PARTO, I. S. I	84		12		3 278		26	
	56		118	757	210			
PROJECTILE, 5/38 IR	151		13		4		25	
	151		13		4		25	
CHARGE, PROPELLING, 3/38 REDUCED NFL				757	278		26	
PRUJECTILE, 5/38 CHAFF. S BAND				151	4		25	
PROJECTILE. 5/38 CHAFF. X BAND	151		13		4		25	
PROJECTILE: 5/38 HE-CVT: MK 35 MODS: MK 47 MODS: MK 49 MODS	151		13		4		25	
PROJECTILE, 5/54 TP, SMOKE PUFF W/PDF	152		15	52	6		9	
PROJECTILE, 5/54 TP. SMOKE PUFF W/MTF	152		15	52	6		9	
PROJECTILE. 5 INCH 38 CAL HE-HT/PD. MK 99 MOD 4	151		13		4		25	
PROJECTILE, 5/54 HE-CVT, MK 55 MOD 0, KF/SF	154	-	15	52	6		9	
CHARGE, PROPELLING 56 38/54 CALIBER, CLEARING MK 65 MOD 0, STEEL CASE MK 9-0,1 ELEC PRIMER MK 48-2								
MK IS FANK	56		118	757			26	
MK 14 TANK	75 106		164	753	277		10	
CHARGE, PROPELLING, 5/54 REDUCED FL, KF/SF	75 106		164	753	277		10	
	PROJECTILE, 5/38 CHAFF, X BAND PROJECTILE, 5/38 HE-CVT, MK 35 MODS, MK 47 MODS, MK 49 MODS PROJECTILE, 5/54 IP, SMOKE PUFF W/PDF PROJECTILE, 5/54 IP, SMOKE PUFF W/MIF PROJECTILE, 5/54 IP, SMOKE PUFF W/MIF PROJECTILE, 5/54 HE-CVT, MK 95 MOD 0, MK 99 MOD 4 PROJECTILE, 5/54 HE-CVT, MK 95 MOD 0, KF/SF CHARGE, PROPELLING 56 38/54 CALIBER, CLEARING MK 65 MOD 0, STEEL CASE MK 9-0,1 ELEC PRIMER MK 48-2 MK 15 TANK CHARGE, PROPELLING, 5/54 REDUCED FL,	CHARGE, PROPELLING, 5/38 REDJCED NFL PROJECTILE, 5/38 CHAFF, S BAND PROJECTILE, 5/38 HE-CVT, MK 35 MODS, MK 47 MODS, MK 49 MODS PROJECTILE, 5/54 TP, SMOKE PUFF W/PDF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 HE-CVT, MK 55 MOD 0, MK 99 MOD 4 PROJECTILE, 5/54 HE-CVT, MK 55 MOD 0, KF/SF CHARGE, PROPELLING 56 38/54 CALIBER, CLEARING MK 65 MOD 0, STEEL CASE MK 9-0,1 ELEC PRIMER MK 48-2 MK 15 TANK MK 14 TANK CHARGE, PROPELLING, 5/54 REDJCED FL, RF/SF CHARGE, PROPELLING, 5/54 REDJCED FL, RF/SF	CHARGE, PROPELLING, 5/38 REDJCED NFL PROJECTILE, 5/38 CHAFF, S BAND PROJECTILE, 5/38 HE-CVT, MK 35 MODS, MK 47 MODS, MK 49 MODS PROJECTILE, 5/54 TP, SMOKE PUFF W/PDF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 TP, SMOKE PUFF W/MTF PROJECTILE, 5/54 HE-CVT, MK 55 MOD 0, MK 99 MOD 4 PROJECTILE, 5/54 HE-CVT, MK 55 MOD 0, KF/SF CLEARING MK 65 MOD 0, STEEL CASE MK 9-0,1 ELEC PRIMER MK 48-2 MK 15 TANK MK 14 TANK 75 106 CHARGE, PROPELLING, 5/54 REDJCED FL, KF/SF TO	### PROPELLING > 5/38 REDJCED NFL 84 12 13 13 15 13 13 15 13 15 13 15 13 15 13 15 15	### PROPELLING > 5/38 REDUCED NFL 84 12 18 757 18 19 19 19 19 19 19 19	### PROPELLING > 5/38 REDUCED NFL	### PROPELLING > 5/38 REDUCED NFL	### PROJECTILE S/38 CHAFF S BAND

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

		Alexander of the second	- Marie I	55,841		LETIZED LO	ADS	CONTAINER	-
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
304	CHARGE, PROPELLING, 5/54 FUL NFL, RF/SF	75 106		164 123	753	277		10	
305	CHARGE, PROPELLING, 5/54 FULL FL, KF/SF	75 106		164 123	753	277		10	
V306	CHARGE, PROPELLING 56/38 CALIBER, CLEARING (BRASS CASE) MK 6 MOD O PRIMER MK 13 MOD 0.1.2 FLASHLESS MK 15 TANK	84 56		12	757	277 277 3 278		26	
	MK 19 TANK					(2)			
D3 08	DUMMY PROPELLING CHARGE .5/54 WK 8 O DOM RF	75 106		164 123	753	277		10	
0309	CHARGE. PROPELLING. 5/54 FULL NFL.	75 106		164 123	753	277		10	7
D310	CHARGE. PROPELLING. 5/54 FULL FL.	75 106		164 123	753	277 5		10	
	PROJECTILE - 5/54 CHAFF - X BAND - RF/SF	152		15	52	6		9	
	PROJECTILE . 5/54 CHAFF . S BAND . RF/SF	154		15	52	6		9	
031	PROJECTILE , 5/54 SMOKE , WP , M/MTF , KF/SF	152		15	52	6		9	
031	PROJECTILE, 5/54 SMOKE, WP, W/PDF,	154		15	52	6		9	
031	PROJECTILE, 5/54 VT, 50, RF/5F	154		15	52	6		9	
031	7 PROJECTILE, 5/54 VT. NON SD. RF/SF	154		15	52	6		9	
031	9 PROJECTILE . 5/54 AAC . RF/SF	154	:	15	52	6		9	
032	O PROJECTILE. 5/54 HC. W/PDF. KF/SF	154	2	15		6		9	
032	2 PROJECTILE, 5/54 COMMON, RF/SF	15	2	15	52			9	
D32	CHARGE, PROPELLING.5/54 FULL JNIVERSA W/CORK PLUG. RF/SF	7:	1	164 123		277		10	
03	PROJECTILE, RUCKET ASSISTED, 5/54 HE-CVT, MK58-0	15	2	15	5 52	10.4		9	
03	26 CHARGE, PROPELLING.5/54 FULL UNIVERS W/POLYURETHANE PLUG. RF/SF	AL 7		164		3 277		10	

^{* (1)} NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINER	LOADING
	Rav.III	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	D-1320 WR-51 TOFC & COFC	MIL-STD-1325 OR WR-62	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
D327	PROJECTILE, 5/54 IR	152		15	52	6	1, 2416	9	
D328	PROJECTILE, 5/54 ILLUM, MK48 MOD D, SF ONLY	152		15	52	6		9	
0330	PROJECTILE, 5/54 HE-PD, W/FUZE M<30, W/ADF, RF/SF	152		15	52	6		9	
D331	PROJECTILE, 5/54 VT, SD, SOLID BASE TYPE, RF/SF	154		15	52	6		9	
0332	PROJECTILE, 5/54 VT.NSD, SOLID BASE TYPE, RF/SF	152		15	52	6		9	
0333	PROJECTILE, 5/54 VT-NON FRAG.SD.RF/SF	154		15	52	6		9	
D334	PROJECTILE, 5/54 VT-NON FRAG.NON SD, KF/SF	154		15	52	6		9	
0336	DUMMY PROJECTILE.5/54 MK 6 MOD 0.	154		15		6		9	
337	PROJECTILE, 5/54 IR NON FRAG	152		15	52	6		9	
338	PROJECTILE, 5/54, HE-MT/PD, MK 115-0, KF/SF	152		15	52	6	1	9	
0339	PROJECTILE. 5/54 HC. MK 108-1 W/PDF. DELAY. RF/SF	152		15	52	6		9	
0340	PROJECTILE, 5/54 HE-MT/PD, MK 82-0 RF/SF	152			52	271		- 17,32	
0341	PROJECTILE, 5/54 BL-P+HIFRAG+M< 109-0 KF/SF	152			52	271		1 (59)	
0342	PROJECTILE, 5/54, HE/IR, HIFMAG MK 84 ALL MUDS, RF/SF	152			52	271			
0343	PROJECTILE, 5/54, HE-PD/D, HIFRAG MK 83 MOD 0, RF/SF	152			52	271			
0349	PROJECTILE, 5/54 BLP/T, RF/SF	154		15	52	6		9	
0350	PROJECTILE, 5/54 HE=CVT, MK41 & MODS, RS/SF	152		15	52	6		9	
0353	PROJECTILE. 5/54 ILLUM. MK48-1. RF/SF	154		15	52	6		9	
0360	DUMMY PROPELLING CHARGE, 5/38, 44 5-0	84 56		12	757	3 278		26	
0368	CHARGE, PROPELLING. 6/47 CLEARING. 4F/S			110	131	(2)			
	CHARGE, PROPELLING. 6/47 FULL NFL. PLASTIC PLUG, RF/SF ALTERNATE FIJE	154		165	842	7 276		24	

^{* (1)} NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP KEFER TO OD 44617.

* (2) NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

DODIC OR NALC

D416 PRU.

0417 PRO

D442 PR

0540 CH

0582 PR

D586 PR

D589 PF

0600 CI

0601

.0602

D603

D605

0606

0607

0608

0609

061

					PAL	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
D37C	CHARGE, PROPELLING, 6/47 FULL NFL, PLASTIC PLUG, RF/SP ALTERNATE FIUL	154 157		165	842	7 276		24	12389
D371	CHARGE, PROPELLING, 6/47 REDUCED NFL, PLASTIC PLUG, RF/SP ALTERNATE FIUL	154 157		165	842	7 276		24	[pend]
0372	CHARGE, PROPELLING, 6/47 REDUCED FL, PLASTIC PLUG, RF/SF ALTERNATE FIUL	154 157		165	842	7 276		24	e mag
0375	CHARGE, PROPELLING. 6/47 FULL NFL. CORK PLUG. SF ALTERNATE FIUL	154 157		165	842	7 276		24	1.29
0376	CHARGE, PROPELLING, 6/47 FULL FL. CORK PLUG, SF ALTERNATE FIUL	154 157		165	842	7 276		24	-50
0377	CHARGE, PROPELLING, 6/47 REDUCED NFL, CORK PLUG, SF ALTERNATE FLUL	154 157		165	842	7 276		24	1-12-2
0378	CHARGE, PROPELLING, 6/47 REDUCED FL, CORK PLUG, SF ALTERNATE FIUL	154		165	842	7 276		24	
D394	PROJECTILE, 6/47 AP, RF/SF	122		129 100		111		13 11	100
D399	PROJECTILE. 6/47 AAC. W/MTF. SF	122		129 125	1	111		13 12	(J = mS)
D400	PROJECTILE . 6/47 AAC . W/MTF . RF	122		129 125		111		13 12	
D401	PROJECTILE, 6/47 HC. MK39 MUDS. W/J NOSE FUZE, RF	121		125 129		8 111		12 13	
D402	PROJECTILE, 6/47 HC. MK34 MODS. #/D NOSE FUZE, SF	121	1	125 129		8 111		12 13	
0403	PROJECTILE, 6/47 ILLUM, MK41 MODS, KF/SF	121		125		8 111		12 13	
D405	PROJECTILE, 6/47 HC. MK 39 MUDS. W/PDF. SF	122	1 2	129 125		111		13	
0406	PRUJECTILE, 6/47 HC.MC34 MODS.W/PDF. W/BASE PLUG OR LOW PRFM BDF. SF	121		125 129		8 111		12	120
0407	PROJECTILE, 6/47 HC, MK34 MODS, W/PDF, WBDF, SF	121		125 129		111		12	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	ACCEPTANCE.					ETIZED LO	ADS	CONTAINER	
	MAY 200	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
416	PROJECTILE. 6/47 VT-NON FRAG. 4439.	121		125 129		8 111		12	
417	PROJECTILE, 6/47 VT-NON FRAG, MK39, NON SD, RF	121		125 129		8 111		12	
442	PROJECTILE . 6/47 VT. MK39. SELF DESTRG. RF	121		125 129		8 111		12	
540	CHARGE. PROPELLING. 155MM. GREEN BAG, F/HDW M1. MIA1. M45 & M126						112		
582	PROJECTILE, 6/47 VT-NON FRAG. MK34. SD, SF	121		125 129		8 111		12	1
586	PROJECTILE: 6/47 VT:MK34: NON SELF DESTRUCTING: SF	121		125		8 111		12	
589	PROJECTILE, 6/47 HE-CVT, MK34 MODS, SF	121		125 129		8		12	2 1
600	CHARGE PROPELLING 8/55 REDUCED 6/47 PROPELLANT, NFL. RF (CASE)	96		83	763	126			
0601	CHARGE, PROPELLING, 8/55 FULL NFL, RF (CASE)	96		83	763	126			
	CHARGE, PROPELLING, 8/55 FULL FL, RF (CASE)	96		83	763	126			
	CHARGE, PROPELLING, 8/55 REDUCED NFL, RF (CASE)	96		83	763	126			
060	CHARGE, PROPELLING, 8/55 FULL NFL, NUMBER 1 SECTION, WITH BORE WEAR REDUCER, SF (BAGGED)	2	i	82 96	750	125			
D60	CHARGE, PROPELLING, 8/55 REDUCED FL.R (CASE)	F 2	1	83	763	126			
D60	7 CHARGE, PROPELLING, 8/55 FULL NFL, NUMBER 2 SECTION, W/O BORE WEAR REDUCER, SF (BAGGED)	2 2		82 96	750	125			
	8 CHARGE, PROPELLING, 8/55 FULL FLO NUMBER 2 SECTION, W/O BORE WEAR REDUCER, SF (BAGGED)			82 96		125			
D60	CHARGE, PROPELLING, 8/55 FULL FL. NUMBER 1 SECTION, W/O BORE WEAR REDUCER, SF (BAGGED)		2	82 96		125			
D6.1	CHARGE, PROPELLING, 8/55 FULL UNIVERSAL, UNE SECTION ONLY, SF (BAGGED)	1	2	82 96		125			

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ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
0611	CHARGE, PROPELLING, 8/55 FULL UNIVERSAL, RF (CASE)	96		83	763	126			
0612	CHARGE, PROPELLING, 8/55 REDUCED UNIVERSAL, RF (CASE)	96 2		83	763	126			
D615	CHARGE, PROPELLING, 8/35 REDUCED NFL ONE SECTION ONLY, SF (BAGGED)	2		96 82	750	125			
D616	CHARGE, PROPELLING. 8/55 REDUCED FL ONE SECTION ONLY. SF (BAGGED)	2		96 82	750	125			
D625	PROJECTILE, 8/55 AP, MK21 MODS, 335 POUND, RE/SE	44	52	81		196 123			
D627	PROJECTILE. 8/55 HC. SPECIAL. W/O NOSE PROJECTILE. 8/55 HC. SPECIAL. W/O NOSE	44	52	80	764	124			
D629	PROJECTILE. 8/55 HC. W/PDF. W/BASE PLUG OR LOW PERFORMANCE BDF. RF/SF	44	52	80	764	124 195			
D630	PROJECTILE.8/55 HE-CVT. MK 24.MK 25 MODS.W/CVT FUZE, W/BASE FUZE HOLE PLUG OR LOW PREFORMANCE BDF	44	52	80	764	124 195			
0631	PROJECTILE, 8/55 HC, W/O NOSE FUZE, W/BDF MK48 MODS, RF/SF	44	52	80	764	124 195			
D654	PROJECTILE. 8/55 HC, M/PDF, M/BDF MK48 MODS, RF/SF	44	52	80	764	124 195			
D636	PROJECTILE, 8/55 HC, W/MTF, W/3DF MK48 MODS, RF/SF	44	52	80	764	124 195			
D675	CHARGE, PROPELLING. 8 INCH. GREEN BAGG						143		
0676	CHARGE, PROPELLING, & INCH, WHITE BAG F/HOW M2 & M47/T89						145		
D68	PROJECTILE , 8 INCH , ME , W/O FUZE , F/HOWITZER	2		100			142		
D83	G CHARGE, PROPELLING, 16/50 FULL NFL. 3 SECTIONS, IN TANK MK4	2		93		150			
D84	O CHARGE, PROPELLING, 16/50 REDUCED NFL 3 SECTIONS, IN TANK MK4	. 2		94		151			
084	5 CHARGE, PROPELLING. 16/50 REDUCED FL. 3 SECTIONS. IN TANK MK4	2	:	94		151			
D86	Z PROJECTILE, 16 INCH AP, MK8 MOD 6 6 U	60 م)	91	-				
087	2 PRUJECTILE, 16 INCH AP, MK8 MOD ITHRU	5 6:	5	92		145	-		X
087	PROJECTILE, 16 INCH HC. W/NOSE PLJG. W/ADF. W/BDF MK48 MODS	64		111		149			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALL	ETIZED LO	ADS	CONTAINER	LOADING
	AAL HOLD TO	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPH IBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	0-1320 /R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
0879	PROJECTILE, 16 INCH MC SPECIAL, W/NOSE PLUG/LOW PERFORMANCE BDF	64		111		149			<u>'</u>
0880	PROJECTILE, 16 INCH HC MK 13 DR MK 14	64		111		149			
881	PROJECTILE, 16 INCH BLP/T	63		92		145			
0882	PROJECTILE, 16 INCH MC. W/PDF. W/BASE PLUG, W/BDF MK21	64		111		149			
W04	GUIDANCE KIT, BOMB, KMU-351A/B F/BOMB, GP, MK 84 MOUS	2		163		236		36	
EW05	GUIDANCE KIT. BOMB. KMU-388/B F/BOMB. GP. MK 82 MODS	3		162		235		38	
80W	COMPUTER CONTROL GROUP, MAU-157/B, F/MK 80 SERIES LOW DRAG BOMBS	1		64		113			
W09	AIRFOIL GROUP.MXU-600/B.USED W/CCG MAU-157/B.F/MK 84 SERIES LD 80MB	2		163		236		36	
W10	AIRFOIL GROUP.MXU-602/B.USED W/CCG MAU-157/B.F/MK 82 SERIES LD BOMB	5		162		235		38	
W11	AIRFOIL GROUP.MXU-641/B.USED W/CCG MAU-157/B.F/MK83 SERIES LOW DRAG BOMB	2		183		291			
W34	MODIFICATION KIT MK75 MOD 6.4/3 BATTERIES.F/DST MK 36.40	3		100	197	210			
w35	MODIFICATION KIT MK75 MOD 7.W/D BATTERIES.F/DST MK 36.40	3		100	197	210			
E#36	MODIFICATION KIT MK75 MOD 8 #/3 BATTERIES.F/DST MK 36.40	3		100	197	210			
EW37	MODIFICATION KIT MK75 MOD 9 #/3 BATTERIES.F/DST MK 36.40	3		100	197	210			
E#50	ARMAMENT SECTION. INERT F/AIM-54 AJR	1		100	836				
Ew75	CARTRIDGE, 5.125" PYROTECHNIC MK 186-0					201			
Ew76	CARTRIDGE. 5.125" CHAFF MK 182-1					298			
EN7	CARTRIDGE, 5.125" PRACTICE MK 193-0					298	100		
FW9	COMPUTER CONTROL GROUP: MAU-169A/B USED W/GRU-10:12:16 & 17 LASER GUIDED BOMBS					8	9		
E07	BOMB. CR. MK115 MOD 0. HTW. CYCLOTOL LOADED W/FUZE MK374 MOD 0 F/HELICOPTERS ONLY	84		100			134		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALL	ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COMIL
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
116	BOMB. DEPTH. MK54-1. 350 LB. MBX OR MBX-1	ź		100	173				F-91
134	BOMB, FIRE, MK 77-4 200 LB, EMPTY	۷		28	741	162		49	
E144	BUMB, FIRE, MK 77-2 900 LB, EMPTY	2		28	741	162		49	
E173	DISPENSER & BUMB. AIRCRAFT. CBJ 4420 MOD 2. 3 COMPLETE IN CRADLE M4 18-0 IN CNTR M4 427-0 IN CNTR M4 427-1 IN CNTR CNJ-208/E IN CNTR CNJ-238/E	124 65 164 158 171	,	72 174 168 179		168 140 266 250 268			
E216	WING ASSY, MK 3 MOD 0.F/GW.MK 1-0 WALLEYE	1		64		113			
E218	GUIDED WEAPON MK1-6 (WALLEYE) IN CHTR CNU-356/E	25 210							
E219	GUIDED WEAPON MK1-7 (WALLEYE) IN CNTR CNU-356/E	25 210							
E220	GUIDED WEAPON MK1-0 (WALLEYE) IN CNTR	25 210							
E228	GUIDED WEAPON MK1-8 (WALLEYE) IN CNTR	25 210							
E246	GUIDED WEAPON MK5-4.TACTICAL.WALLEYE 2 CONSISTS OF GS MK 39-2A, CS MK 10-04 WHD MK 7-4 COMPLETE W/O WINGS 5 FINS			149		(1)			
E258	GUIDED WEAPON MK4-7 PRACTICE W/O WINGS AND FINS IN CNTR MK 420 IN CRADLE MK 13	25		62		(1)			
E282	QUIDED WEAPON MK 23-0. TACTICAL WALLEYE II EXTENDED RANGE DATA LINK W/GS MK 46-0. C5 MK 159-0. WHD SECT MK 7-7 W/O WINGS & FINS	150		149		(1)			. 45
E28	GUIDED WEAPON. MK 23-1. TACTICAL WALLEYE II EXTENDED RANGE DATA LINK W/GS MK 46-0. CS MK 159-0. WHD SECT MK 7-7. W/O WINSS & FINS	150		149		(1)			
E28	4 GUIDED WEAPON. MK 23-2. TACTICAL WALLEYE II EXTENDED RANGE DATA LINK W/GS MK 46-0. CS MK 159-2. WHD SECT MK 7-7 M/O WINGS & FINS	150		149		(1)			
E29	WING ASSY, MK 8-0 & FIN ASSY MC 32-2; SET OF 4 EACH F/WALLEYE II IN CONTAINER CNJ-236/E					(1)			
			3 37						

^{* (1)} NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALLETIZED LOADS			CONTAINER LOADING	
	DESCRIPTION OF AMMUNITION	TRUCKLOADING		CARLOADING	DOMESTIC	FLEET ISSUE	FLEET ISSUE AMPHIBIOUS		COML
DODIC OR NALC		MIL-STE OR W HIGHWAY ONLY	R-51	MIL-STD-1325	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
E382	BOMB, CHEMICAL AGENT, MK116-U, LIVE LOADED W/O FUZE & BURSTERS	۷		14					
E384	BOMB. CHEMICAL AGENT. MK94-0. 500 LB. LIVE. W/O FIN ASSY	31		69					
392	ADAPTER-BOOSTER, BOMB, M148E1, NOSE, THERMALLY PROTECTED	143		100		66		5	
463	BOMB. GP. MK81-1. 250 LB. W/J CABLE ASSY	>		18 9		15		1	
464	HOMB. GP. MK81-0. 250 LB. W/CABLE ASSY . M71. M72 OR T8	>		18 9		15		1	
465	BOMB, GP. MK81-1, 250 LB, W/CA3LE ASSY M71, M72 OR T8	>		18		15		1	
466	BOMB.GP.MK 81 MODS.250 LBS.W/O CASLE ASSY.W/SUSP LUGS INSTALLED.F/AIR FORCE ONLY	>		18 9		15	75. T	1	
480	BOMB. GP MK82 MODS. 500 LB W/O CABLE ASSY M72 OR M73 (4-6 LDD) A/F UL REV G OR H. (TRITONAL LDD) A/F UL REV R - AB. (TRITONAL LDD)	81	34 85 107	10 74 150		31		3	
E481	BOMB. GP MK82 -1. 500 LB. W/CABLE ASSY M72 OR 77M & SUSPENSION LUGS INSTL. INTERNALLY THERMALLY PROTECTED (H-6 LDD)		34	10		31	HONOL IN THE STATE OF THE STATE	4	
482	BOMB, GP MK82 MODS, 500 LB W/CABLE ASSY M72 OK M73 (H-6 LDD) A/F UL REV G OR H+ (TRITONAL LDD) A/F UL REV R - AB+ (TRITONAL LDD)	81	34 85 107	10 74 150		31		4 3	
E483	BOMB, GP MK82 -1. 500 LB. W/CABLE ASSIM72 OR M73, THERMALLY PROTECTED (4-6 LDD)	104		10 157		225 239		14 21	
E485	BOMB. GP MK82 -1. 500LB.W/O CABLE ASS W/SUSPENSION LUGS INSTL A/F UL REV G OR H. (TRIIONAL LDD A/F UL REV R - AB. (TRIIONAL LDD	81	85 107	74 150				3	
E487	BOMB, GP MK82 -1. 500 LB. W/CABLE ASS M72 OR 77M & SUSPENSION LUGS INSTL. (H-6 LDD	1	34	10		31		4	
E488	BOMB. GP MK82 -2. 500 LB. W/CABLE ASS M72 OR 77M & SUSPENSION LUGS INSTL. THERMALLY PROTECTED (H-6 LUD	104		10 157		225 239		14 21	
E489	BOMB, GP MK82 -2, 500 LB, W/CABLE ASS M72 & SUSPENSION LUGS INSTALLED THERMALLY PROTECTED (INERT LOAD)	104 112		10 157		225 239		14 21	25

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALLETIZED LOADS			CONTAINER LOADING	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
		MIL-ST OR W HIGHWAY ONLY	R-51 MIL-STD-132		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	BOMB, GP, MK83 MODS, 1000 LB, W/O CABLE ASSY	7	& COFC	11		35		2	
E506	BOMB. GP. MK83-4. 1000 LB. H-6. W/O CABLE ASSY	7		11		35		2	
E507	BOMB. GP. MK83 MODS. 1000 LB. W/CABLE ASSY M73. M74 OR T15	7		11		35		2	
E508	BOMB. GP. MK83-4. 1000 LB. H-6. W/CABLE ASSY	7		11		35		2	
E509	BOMB. GP. 1000 LB. MK83-4. W/CABLE ASSEMBLY. M73	7		11		35		2	
E510	BOMB, GP, MK 83-5, W/CABLE ASSY M73 & SUSPENSION LUGS INSTALLED THERMALLY PROTECTED	7		11		243	1,6		
E511	BOMB.GP.MK 83 MOD 4,1000 LB.INERT LDD CABLE ASSY AND SUSP LUGS INSTALLED	7		11		35		2	
E807	DISPENSER & BOMB. A/C. CBU-55/B. LS. FUEL AIR EXPLOSIVE IN CNTR CNU-120/E IN CNTR CNU-238/E	80 171		114 179		181 269			
E808	DISPENSER 6 BOMB AIRCRAFT CBU-MK20-3 BALLISTIC DUMMY WEAPON INERT NON-OPENING TYPE IN CRADLE MK 18-0 IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
E809	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-3 PRACTICE WEAPON. OPENING TYPE WITH DUMMY BOMBLETS MK 118-0 IN CRADLE MK 18-0 IN CNTR MK. 427-0 IN CNTR MK. 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
E819	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-4 COMPLETE. F/GUIDED & UNGUIDED MODE IN CRADLE MK. 18-0 IN CNTR MK. 427-0 IN CNTR MK. 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
E820	DISPENSER & BOMB. AIRCRAFT. CBJ-59/B. COMPLETE IN CNTR MK. 427-D IN CNTR MK: 427-L IN CNTR CNU-238/E	144 172 171		144 180 179		215 286 270			

SECTION ONE

E82

DETAILED DOCUMENT NUMBER

	MONON MICES				PALI	ETIZED LO	ADS	CONTAINER	LOADING
	PAY JEL BACKSHO I III	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	0-1320 /R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
E821	DISPENSER & BOMB. AIRCRAFT. CBU-72/B FUEL AIR EXPLOSIVE. COMPLETE IN CNTR CNU-238/E	171		179		269			
E825	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-4 BALLISTIC DUMMY WEAPON. INERT NON-OPENING TYPE								
	IN CRADLE MK: 18-0 IN CNTR MK: 427-0 IN CNTR MK: 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
827	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-4 PRACTICE WEAPON. OPENING TYPE WITH DUMMY BOMBLETS MK 118-0 W/INERT FUZING SYSTEM MK 1								
	IN CRADLE MK 18-0 IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
830	DISPENSER & BOMB, AIRCRAFT, CBU-59/8, PRACTICE WEAPON, OPENING TYPE, W/DUMMY BOMBLETS, BDU-77 IN CNTR MK: 427-0	144		144		215			
	IN CNTR MK: 427-1 IN CNTR CNU-238/E	172		180		286 270	- 13		
832	DISPENSER & BOMB, AIRCRAFT, CBU-55A/B FUEL AIR EXPLOSIVE, COMPLETE IN CNTR CNU-120/E IN CNTR CNU-238/E	80 171		114 179		181 269			
835	DISPENSER & BOMB.AIRCRAFT. CBU-MK2D MODS 2 & 3. COMPLETE. UNGUIDED MODE. IN CRADLE MK 18-0 IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
836	DISPENSER & BOMB+ AIRCRAFT+ CBU-MK20- MOD 4+COMPLETE+ GUIDED AND UNGUIDED IN CRADLE MK: 18-0- IN CNTR MK: 427-9 IN CNTR MK: 427-1 IN CNTR CNU-238/E	124 65 162 171		72 174 179		168 140 266 268			
E837	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-COMPLETE. UNGUIDED MODE IN CRADLE MK 18-0-IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E IN CNTR CNU-319/E	124 65 162 171 202		72 174 179 196		168 140 266 268 97			

DETAILED DOCUMENT NUMBER

		Light of				LETIZED LO	ADS	CONTAINE	RLOADING	
		TRUCKLO		CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	DIC NEED
E838	DISPENSER & BOMB. AIRCRAFT. CBU-MK20-6 COMPLETE, UNGUIDED MODE IN CRADLE MK 18-0 IN CNTR MK: 427-0 IN CNTR MK: 427-1 IN CNTR CNU-238/E IN CNTR CNU-319/E	124 65 162 171 202		72 174 179 196		168 140 266 268 97				N65 GUIDED MISS
839	DISPENSER 6 BOMB. AIRCRAFT. CBU-59/B CONSIST OF DISPENSER MK 7-3. W/FUZE MK 339-0 6 717 BOMBLETS BLU-77 IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E	144 172 171		144 180 179		215 286 270			1. Teal	PERCUS EXERCI W87 FLIGHT PERCU
840	DISPENSER & BOMB. AIRCRAFT. CBU-59/B PRACTICE WEAPON W/LIVE MK 339-1 FUZE W/DUMMY BOMBLETS BDU-77 IN CNTR MK 427-0 IN CNTR MK 427-1 IN CNTR CNU-238/E	144 172 171		144 180 179		215 286 270	2			FW89 FLIGHT PERC EXE FW89 FLIGH PEL EX
957	BOMB. PRACTICE. MK 106 MOD 4. 5LB				811					FW92 COM
961	BOMB. PRACTICE. MK 106 MOD 5. 5LB				811	182				LA
962	BOMB. PRACTICE BDJ-48/B	2		100	51	221				F126 80
E973	BOMB. PRACTICE, MK 76 MOD 5, 25 L8. W/MK 14 SUSP LUGS DOMESTIC UNIT LOAD BULK LOAD	109 2	£ 1	143 100 100	809 45	217		22		-127 B
W12	ADAPTER.BOMB FIN. ADU 320/B.F/ADAPTING MAU 91A/B FIN TO M117A1 & MK83 BOMBS					(2)			r, wal	F226
W25	CLIP. SAFETY, ARMING WIRE, FAHNESTOCK		2			(2)				
W26	CUP. SUPPORT, F/LOW DRAG BOMBS			100		129				F227
W31	PLUG. BOMB. NOSE.STEEL.F/GP BOMB MK 82			100		129			lyrus!	F221
W32	PLUG. BOMB. NOSE.STEEL.F/GP BOMB MK 83			100		129		1.3		
w33	PLUG. BOMB. NOSE.STEEL.F/GP BOMB MK 81			100		129				F23
W35	PLUG. BOMB. NOSE.STEEL.F/GP BOMB MK 84		,	100		129			0	
-w38	SAFETY DEVICE.BOMB FUZE.MK26 MOD 0	2		100		82			1812	F
W41	SWITCH, WAFER, MK 93 MOD 0	1		100		83		33		
-W62	GUIDED MISSILE, TRAINING, ATM-9L-1	83				169				F
-w63	GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-2, AN/DSQ-29					169				- 1

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO 0D 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN 0D 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			1		LETIZED LO		00.01.	RLOADING
MAY PAR PERCENTAGE SORE CO.	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DESCRIPTION OF AMMUNITION	OR W	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
GUIDED MISSILE, TRAINING CAPTIVE FLIGHT	83				169			
GUIDED MISSILE, TRAINING CAPTIVE FLIGHT	83				169			
FLIGHT GEAR & SHIELD SUBASSEMBLY W/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52					251			
FLIGHT GEAR & SHIELD SUBASSEMBLY W/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 55					251			
FLIGHT GEAR & SHIELD SUBASSEMBLY #/ PERCUSSION ACTUATED PYROTECHIC-MINE EXERCISE & TRAINING, ACTUATION MK 52					251	Con a		
FLIGHT GEAR & SHIELD SUBASSEMBLY W/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING. ACTUATION MK 55					251			
COMPUTER CONTROL GROUP, MAU-169/8, F/ LASER GUIDED BOMBS IN CNTR, CNU-288/E					89			
BOMB. GP. MK84 MODS. 2000 LB. W/CABLE ASSY M74 OR TIS. SUSP LUGS INSTLD	53		85		127			
BOMB. GP. MK84 MODS. 2000 LB. W/CABLE ASSY M74 OR T15	53		85		127	LAT I		
BOMB, GP. MK84 MODS, 2000 LB. W/O-CABLE ASSY	53		85		127			
BOMB.GP.MK 81 MOD 0, 250 LB.INERT LDD	5		9		15		1	
BOMB.GP.MK 81 MOD 1. 250 LB.INERT LDD	5		9		15		1	
BOMB.GP.MK 81 MOD 1. 250 LB.INERT LDD W/CABLE ASSY M71.M72 OR T8	5		9 18		15		1	
BOMB.GP.MK 82 MOD 1.500 LB.INERT. W/ CABLE ASSY M72 OR M73 AND SUSPENSION LUGS INSTALLED INERT LDD	6		10		31		4	
BOMB.GENERAL PURPOSE MK 82 MOD 1 500 LB.EMPTY			23		12.7 pp	11 11 17	44	
BOMB.GP.MK 82 MODS.500 LB.INERT ON PALLET MHU-122/E	6	34	10		31 205		4	
CARLE ASSY M72 OR M73	6	34	10		31 205		4	
	GUIDED MISSILE, TRAINING CAPTIVE FLIGHT AN/DSD-29 GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-5 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 55 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 55 COMPUTER CONTROL GROUP, MAU-169/B, F/ LASER GUIDED BOMBS IN CNTR, CNU-288/E BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15, SUSP LUGS INSTLD BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MOD 1, 250 LB, INERT LDD BOMB, GP, MK 81 MOD 1, 250 LB, INERT LDD BOMB, GP, MK 81 MOD 1, 250 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT	GUIDED MISSILE, TRAINING CAPTIVE FLIGHT AN/DSG-29 GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-5 GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-5 BJ GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-5 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC—MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC—MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC—MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC—MINE EXERCISE & TRAINING, ACTUATION MK 55 COMPUTER CONTROL GROUP, MAU—169/B, F/ LASER GUIDED BOMBS IN CNTR, CNU—288/E BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15, SUSP LUGS INSTLD BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MOD 1, 250 LB, INERT LDD BOMB, GP, MK 81 MOD 1, 250 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU—122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT, M/ CABLE ASSY M72 OR M73 AND SUSPENSION LUGS INSTALLED BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU—122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT, M/ BOMB, GP, MK 82 MOD 1, 500 LB, INERT, M/ CABLE ASSY M72 OR M73 AND SUSPENSION LUGS INSTALLED BOMB, GP, MK 82 MOD 1, 500 LB, INERT, M/ CABLE ASSY M72 OR M73 AND SUSPENSION LUGS INSTALLED GROUPT OR THE MINER TO THE	GUIDED MISSILE, TRAINING CAPTIVE FLIGHT AN/DSG-29 GUIDED MISSILE, TRAINING CAPTIVE FLIGHT AN/DSG-29 GUIDED MISSILE, TRAINING CAPTIVE FLIGHT ATM-9L-5 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 55 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 52 FLIGHT GEAR & SHIELD SUBASSEMBLY M/ PERCUSSION ACTUATED PYROTECNIC-MINE EXERCISE & TRAINING, ACTUATION MK 55 COMPUTER CONTROL GROUP, MAU-169/B, F/ LASER GUIDED BOMBS IN CNTR, CNU-288/E BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15, SUSP LUGS INSTLD S3 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 S3 BOMB, GP, MK84 MODS, 2000 LB, M/CABLE ASSY M74 OR T15 S3 BOMB, GP, MK84 MOD 1, 250 LB, INERT LDD 5 BOMB, GP, MK 81 MOD 1, 250 LB, INERT LDD 5 BOMB, GP, MK 82 MOD 1, 500 LB, INERT LDD 6 BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MODS, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT ON PALLET MHU-122/E BOMB, GP, MK 82 MOD 1, 500 LB, INERT, M/ CARLE ASSY M72 OR M73 6 34	GRIMES: MIGNATO MICHOLD MICHOLD	DESCRIPTION OF AMMUNITION MILSTD-1325 M	DESCRIPTION OF AMMUNITION MILSTD-1322 MILSTD-1322 OR WR-53 OR WR-53 OR WR-54 OR WR-55 OR WR-54 OR WR-54 OR WR-54 OR WR-54 OR WR-55 OR WR-54 OR WR-54 OR WR-54 OR WR-55 OR WR-54 OR WR-54 OR WR-55 OR WR-54 OR WR-54 OR WR-54 OR WR-55 OR WR-54 OR WR-54 OR WR-55 OR WR-54 OR WR-55 OR WR-56 OR WR-56	DESCRIPTION OF AMMUNITION	DESCRIPTION OF AMMUNITION MILGITUATION

DETAILED DOCUMENT NUMBER

DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI		CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OR	DESCRIPTION OF AMMUNITION	MIL-STI OR W	D-1320						1
F252		HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	BOMB.GENERAL PURPOSE.1000 LB.M. 83 MODS.INERT LOADED.W/CABLE ASSY M73 AND SUSPENSION LUGS INSTALLED. THERMALLY PROTECTED INERT LDD	7		11		243			
253	BOMB.GP.MK 83 MODS.1000 LB.INERT LDD CABLE ASSY M73.474 OR T15	7		11		35		2	
256	BOMB.GP.MK 83 MODS.1000 LB.INERT LDD	7		11		35		2	
264	BOMB, GENERAL PURPOSE, 2000 LB, MK 84 MODS, INERT LOADED, W/CABLE ASSY M74 AND SUSPENSION LUGS INSTALLED, THERMALLY PROTECTED	53		175		253			
267	BOMB.GP.MK 84 MOD 4.2000 LB EMPTY	45 53		85		127			
268	BOMB.GP.MK 84 MODS.2000 LB.INERT	53		85		127		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
269	BOMB.GP.MK 84 MODS.2000 LB.INERT.W/ CABLE ASSY M74 OR T15	53		85		127			
270	BOMB. GP. MK 84-2. 2000 LB LOW DRAG. TRITONAL LOADED. W/O CABLE ASSY F/AIR FORCE ONLY	53		85		127			
272	BOMB. GP. MK 84-2. 2000 LB. W/CABLE ASSY M74 OR T15 & SUSPENSION LUGS INSTALLED. THERMALLY PROTECTED	53		175		253			
273	BOMB.GP.MK 84 MODS2.2000 LB.INERT.W/ CABLE ASSY M74 OR T15 AND SUSPENSION LUGS INSTALLED	53		85		127			
7274	BOMB, GP, MK 84-5, 2000 LB LOW DRAG, H-6 LOADED W/CABLE ASSY M74 OR T15 AND SUSPENSION LUGS INSTALLED THERMALLY PROTECTED, F/USE WITH THE DESTRUCTOR AND QUICKSTRIKE MINE	53		175		253			
F275	BOMB, GP, MK 84-4, 2000 LB LOW DRAG, TRITOHAL LDD W/J CABLE ASSY M74, AND SUSPENSION LUGS INSTALLED F/AIR FORCE ONLY	53		85		127			
F372	ADAPTER-BOOSTER. BOMB. T45E4. M148/ T45E7 & T45E8. NOSE	143		100		66		5	
F380	ADAPTER-BOOSTER. BOMB. T45. NOSE	143		100		66		5	
F382	ADAPTER-BOOSTER, BOMB, T46E3 & T46E4, TAIL	2		100	- 43	70			
F390	ADAPTER-BOOSTER. BOMB. M150. TAIL:				1 4 4	190			

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC		MIL-ST	D-1320 /R-51	MII -STD-1325	MII -STD-1322	MIL-STD-1323			1
OR	DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
391	FIN ASSEMBLY. BOMB MK15-4. F/500 LB.GP BOMB MK82. LOW DRAG & MK 82 SNAKEYE 1.W/O SUSP LUGS ALTERNATE FIUL	3 3 3	4 60/6	101 166 101		119 242 90		16 34	
392	ADAPTER-BOOSTER . BOMB . M148E1 . NOSE . THERMALLY PROTECTED	143		100		66		5	
415	ARMING WIRE ASSY. MK 9-0 SINGLE					220		19	
431	ARMING WIRE ASSY, AN-M6A2 OR MK1 MOD D	2		100		84			
435	ARMING WIRE ASSY, AN-M8A1 OR MK 2-0, DOUBLE					(2)		- 45	
438	ARMING WIRE ASSY, M13, DOUBLE	1		100		68	7		
441	ARMING WIRE ASSY. MK16 DOUBLE					(2)			
448	ARMING WIRE ASSY. MK3-0. SINGLE	2		100		81	2		
480	ARMING ASSY. BOMB FUZE.MK 3-1. W/FUZE DRIVE MK 5-1. F/GP BOMB MK 83 (LD)	2		100	,	177			
482	ARMING ASSY. BOMB FUZE.MK 5-1. W/FUZE DRIVE MK 5-1. F/GP BOMB MK 82 LOW DRAG & SNAKEYE 1	2		100		177			
485	ARMING ASSY. BOMB FUZE.MK 5-2. W/FUZE DRIVE MK 5-1. F/GP BOMB MK 82 LOW DRAG & SNAKEYE 1	2		100		177			
526	BURSTER . BOMB . MK5-0 . HE LOADED . W/6 LB COMP-B	79		113		173	140		
540	FIN. ASSY. BOMB MK 15-3. F/500 LB SNAKEYE 1 ALTERNATE FIUL	3		166 101		242 90		34	
541	FIN. ASSY. BOMB MK 15-4, F/500 LB GP BOMB MK 82 (LD). 6 SNAKEYE 1 W/2 SUSPENSION LUGS	2 3	•	35 101		56 119		16	
F542	FIN. ASSY. BOMB. MODIFIED. MAU-93/B. F/500 LB LD BOMB. W/O SUSP LUGS	148		100 148		282 218	U	7	
F543	FIN ASSEMBLY. BOMB. MK 15 MOD 3. F/500 LB LOW DRAG. SNAKEYE 1.W/O SUSP LUGS ALTERNATE FIUL	3		166 101		242 90		34	
F562	CARTRIDGE, SIGNAL, PRACTICE BOMB MK 4 MODS 0, 1 6 3 IN CNTR M2A1 IN WOOD BOX				806 885	159 261			
F572	FIN. ASSY. BOMB MK 15-3. F/500 LB LOW DRAG. SNAKEYE 1. W/2 SUSP LUGS	2 3		35 101	-	56 119		16	

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO OD 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PALI	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STO OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
F577	FIN. ASSY. MK 23-1 F/GW MK 1-0 WALLEYE (W/WINGS MK 3-0. E216)	1		64		113			
F578	FIN ASSEMBLY.BOMB.M131A1.F/750LB BOMB M117A1	3		100	706	117			
F597	FIN ASSEMBLY.BOMB.AN-M114A1.F/1000 LB SAP BOMB	1		100		85			
F607	FIN ASSEMBLY, BOMB, MODIFIED, F/2000 LB LOW DRAG BOMB, MK 84 & MODS, W/O SUSP LUGS			100		281			
F620	FIN ASSEMBLY.BOMB.F/250LB LOW DRAG BOMB MK 81 MOD 0 W/2 SUSP LUGS	2		100		16			
F637	FIN ASSEMBLY.BOMB.F/250LB LOW DRAG- BOMB.MK 81 MOD 1.W/2 SUSP LUGS	2		100		16	5		
F642	FIN ASSEMBLY, BOMB, MODIFIED F/1000 LB L/D BOMB, MK 83 MOD 2,3 & 4 W/O SUSP LUGS	2		100 156		283 222		18	
F645	FIN ASSEMBLY.BOMB.MODIFIED.F/250LB LOW DRAG BOMB MK81 MOD 0.W/2 SUSP LUGS	2		100		16			
F646	FIN ASSEMBLY.BOMB.MODIFIED.F/250LB LOW DRAG BOMB MK81 MOD 1.W/2 SUSP LUGS	2		100		16			
F647	FIN ASSEMBLY, BOMB, MODIFIED F/500 LB L/D BOMB, MK 82 MODS & BOMB, CHEMICAL AGENT, MK 94 MOD 0, W/2 SUSP LUGS	2		101	7 1	48		19	
F648	FIN ASSEMBLY. BOMB. MODIFIED F/1000 LB L/D BOMB. MK 83 MOD 2.3 & 4 W/2 SUSP LUGS	1		100		49		17	
F649	FIN ASSEMBLY, BOMB, MODIFIED, F/2000 LB L/D BOMB, MK 84 MODI, W/DBL SUSP LUGS MK 3 MOD 0	3 2		167 100		240 50			
F651	FIN ASSEMBLY.BOMB.MAU-94/B.F/250LB LOW DRAG BOMB MK81 MOD 1.W/2 SUSP LUGS	2		100		16			
F652	FIN ASSEMBLY.BOMB.MK14-1.F/250LB SNAKEYE 1	2		33		55			
F655	FIN ASSEMBLY. BOMB. MK 15 MOD 1 F/500 LB SNAKEYE 1	2 3 3		35 101 166		56 119 242		16	
	ALTERNATE FIUL	. 3		101		90	1 - A	1	
F657	FIN ASSEMBLY, BOMB, MODIFIED, MAU-93/8 F/500 LB, LD BOMB, W/2 SUSPENSION LUGS	2		101		48		6	
F672	FIN. ASSY. BOMB. MAU-91A/B. F/750 LB BOMB M117A1 W/GJIDE ASSY MAU-105/B					262			

DETAILED DOCUMENT NUMBER

	MOTO MATERIAL PROPERTY AND ADDRESS OF THE PARTY AND ADDRESS OF THE PART				100 00000	ETIZED LO	ADS	CONTAINER	
	BOOK TRANSPORTER TO STATE OF THE STATE OF TH	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
_	FUZE. BOMB. NOSE OR TAIL. M173A1	3		100		75		- 115	11 724
679	FUZE, BOMB. TAIL. M99DE1. ELEC W/MK26 SAFE & ARMING DEVICE	3 2		100		67 87			
680	FUZE. BOMB. NOSE. IMPACT. M904E2 W/M9 DELAY ELEMENT025 SEC DELAY	2		100		122		8	1 10 0
681	FUZE. BOMB. M904E2 & M904E3. W/DELAY ELEMENT, NON-DELAY	3		100		122		8	- 1 - 1 - 2 - 2
689	FUZE, BOMB. NOSE, IMPACT. MK374-0. INSTANTANEOUS. F/HELICOPTERS ONLY	3		100			136		1230
708	FUZE. BOMB. NOSE. IMPACT. MK243	2		100		52			1 4 28
716	FUZE. BOMB. NOSE & TAIL. MECH TIME M907. 4 TO 92 SEC PELAY	3		100		178			01.58
723	FUZE. BOMB. TAIL. M990E3. ELECTRIC W/SAFETY & ARMING DEVICE	3 2		100 100		67 87			11/52
724	FUZE, BOMB, TAIL, M990E4, ELEC. W/MK26 SAFETY DEVICE	3 2		100		67 87			1 113
725	FUZE. BOMB. TAIL. M990E. ELEC. W/MC26 SAFETY & ARMING DEVICE	3 2		100		67 87			1276
732	FUZE, BOMB, NOSE, MECH TIME, MK 339-0 F/CBU MK 20-2	2 99		100 100	712 785	(2)			1 5
739	FUZE. BOMB. M904E4. W/M9 DELAY ELEMENT	3		100		122		8	LI come
F837	FUZE. BOMB. TAIL. MK 344 MOD 0. F/ LD BOMBS. MK81. MK82 & SNAKEYE 1 BOMBS UNRETARD MODE ONLY	3 2		100		156 88		15	i i - res
F842	FUZE. BOMB. TAIL MK344-1 F/LOW DRAG BOMBS. MK81. MK82 6 SNAKEYE 1 BOMBS UNRETARD MODE ONLY	3 2		100		156 88		15	
F845	FUZE. BOMB. SIDE. M918. IMPACT TYPE. INSTANTANEOUS	2		100		75			1 069
F872	FUZE.BOMB.NOSE.VT.AN-M168 SERIES.2000 FT MIN SAT	3		100	190	60		1 71	1 78 550
GWO3	SWITCH, ARMING, SAFETY, MK 122 MOD 0. F/FUZE M990.MK 255.MK 257.MK 344 6 MK 43/M20 TDD				810	288 214			. 17.55 2. 17.55
GWO	INITIATOR, FIREBOMB, MK 13 MOD 0					203			
GW5	DETECTING DEVICE. TARGET MK57 TYPE			=		301			He 1689
GW5	SAFETY DEVICE+ ARMING GROUP EX 45-0 F/MINE MK 65			22	44				1000

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

REFER TO OD 44617. HANDLE AS PER

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

DODIC OR NALC

6910 G

G911 G G916 G G924 6 G937 6 G940 6 G945 G950 G960 G963

> G970 HW14 HW15 HW19

HW39

HW40 HW44 HW48 Hw54

HW83

HW84

HW85

HW87

					PALI	LETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC	DESCRIPTION OF AMARINITION	MIL-ST		MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324	MIL-STD-1386	MIL CTD 166
OR	DESCRIPTION OF AMMUNITION	HIGHWAY ONLY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1300	MIL-SID-100
w95	CARTRIDGE. 5.125" PRACTICE MK 193-1 W/O PROPULSION ASSEMBLY					298			
W96	PROPULSION ASSEMBLY, F/SUPER RBOC					298			La Principal
5104	FUZE. BOMB. TAIL. MK376-0. ELEC. IMPACT	3 2		100 100		156 88		15	siàl ces
5109	FUZE. BOMB. TAIL. MK 346 MOD 0. 30 MIN TO 33 HR DELAY MECH.TIME.F/MK. 81. MK 82 6 SNAKEYE 1					189			
5197	IGNITER. BOMB. M23. WP	1		100		74			
5198	IGNITER. BOMB. AN-23A1. WP	1		100		74		97.49	0.501
G210	IGNITER. BOMB MK 273-0. MG-TEF LDD F/BOMB.FIRE MK 77 MOD 4	2		67		114			
G213	DELAY ELEMENT. FUZE, BOMB, M901 SEC					(2)			The H
G214	DELAY ELEMENT. FUZE, BOMB, M9025 SEC					(2)			
G215	DELAY ELEMENT. FUZE, BOMB, M905 SEC					(2)		1 11 13	
G216	DELAY ELEMENT. FUZE, BOMB, M910 SEC					(2)	1 1 1		1 2519
G217	DELAY ELEMENT. FUZE. BOMB. M925 SEC					(2)			
G261	LUG. SUSP. BOMB. MAU-76. DOUBLE. F/GP BOMB MK 81,82.83 6 FIRE BOMB MK 79-1					(2)			
G264	LUG. SUSP. BOMB. MK 6-0. DOUBLE					(2)			
G374	EXTENSION, FUZE, BOMB, M1, TETRYL 6 M1A1 COMP-8, 18 INCH					(2)	b-		-234
G376	EXTENSION, FUZE, BOMB, M1, TETRYL: 6 M1A1 COMP-B, 36 INCH					(2)			
G380	TARGET DETECTING DEVICE.FUZE.M20.F/ M990.MK 344.MK 376 FUZES					(2)			
G382	TARGET DETECTING DEVICE, FUZE, MK 43-0 M20E1/F/M990 ELECTRIC FUZE	3		100		120			
G83	CARTRIDGE, GRENADE, M64, RIFLE, 7.62MM					(2)			
G87	FUZE, HAND GRENADE, OFFENSIVE				- 19	(2)			
G87	FUZE DELAY.M228.F/M69 PRACTICE HAND GRENADE					(2)			
G88	GRENADE , HAND , FRAG , DELAY , XM67					(2)			
	GRENADE, HAND, ILLUMINATING (MK1-0) GRENADE, HAND, ILLUMINATING (MK1-2)	3 2		100	33		47 138		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

;					PALI	LETIZED LO	ADS	CONTAINER LOADING	
	WO 18	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY	0-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
3910	GRENADE, HAND, OFFENSIVE, MK3 SERIES W/O FUZE		,			(2)			2 8 4 8 4
911	GRENADE. HAND. OFFENSIVE MK3 SERIES W/FZ					(2)			
916	GRENADE, HAND, PRACTICE, M21					(2)		-2100	P BURE
924	GRENADE . HAND . RIOT . CS1 . M25A2					(2)			
937	GRENADE.HAND OR RIFLE.SMOKE.WP.M34		1			(2)			1 6 6 6
940	GRENADE. HAND. SMOKE. GREEN. M18 SERIES					(2)			T Park
945	GRENADE. HAND. SMOKE. YELLOW. M18 SERIES					(2)			17.59
950	GRENADE.HAND.SMOKE.RED.M18.SERIES					(2)			-388 J
960	GRENADE.HAND.RIOT.CN.M7 OR M7A1		8			(2)			7108
963	GRENADE . HAND . RIOT CAPSULED C5 . ABC-M7AI OR PELLET C5 . M7A3					(2)			0.500
970	GRENADE, RIFLE, HE, AT M28 6 M31	3	y **	100			58		5400
w14	BARRIER. RAD HAZ. AFT. F/LAU 68/A LCHR					(2)			- LH
w15	BARRIER, RAD HAZ, AFT, F/LAU 61/A LCHR					(2)			7 E D4
W19	WARHEAD, 5.00 INCH ROCKET, MK. 76 MODS, CHAFF LOADED, W/FUZE MK 375 MOD 1	3		100		147			14.134
W39	ROCKET, LINE THROWING. MK49-0. WHD MK61-0 RKT MOTOR MK4-0. UNASSY. W/HARNESS ASSY ATTACHED					(2)		-	Jer Stery, 19
W40	WARHEAD. 5.00" ROCKET. MK33-1. ILLUM	2		100		139			12.11
W44	WARHEAD, 5.00" MK84 MOD 0 CHAFF					260		1 1000	LAGE.
W48	WARHEAD. 5.00" MK84 MOD 1 CHAFF					260			
lw54	WINGS. BSU-56/B & FINS. BSU-57/B; SET OF 4 EACH F/AIM-7F-5 (SPARROW)	1		100		247			
W83	GUIDED MISSILE, TRAINING.AIM-7E-4-W/O WINGS AND FINS	90 155				171 256			
1w84	GUIDED MISSILE. TRAINING.AIM-7E-4 (CARRIER FREQUENCY 2212.5 MHZ) W/O WINGS AND FINS	90 155				171 256			EEH.
1w85	GUIDED MISSILE. TRAINING.AIM-7E-4 (CARRIER FREQUENCY 2228.5 MHZ) W/O WINGS AND FINS	90 155				171 256		12	L ASH
HW87	GUIDED MISSILE. TRAINING. AIM-7E-4 (CARRIER FREQUENCY 2244.5 MHZ) W/O WINGS AND FINS	90 155				171 256			100

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO 0D 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN 0D 44617.

DETAILED DOCUMENT NUMBER

		77	-			ETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
Hw88	GUIDED MISSILE, TRAINING.AIM-7E-4 (CARRIER FREQUENCY 2252.5 MHZ) W/O WINGS AND FINS	90 155				171 256			
Hw89	GUIDED MISSILE, TRAINING.AIM-7E-4 (CARRIER FREQUENCY 2264.5 MHZ) W/O WINGS AND FINS	90 155				171 256			
Hw96	WARHEAD. 5.00" MK84 MOD 4 CHAFF					260			
HW97	WARHEAD. 5.00" MK84 MOD 3 CHAFF					260			
HW98	WARHEAD. 5.00" MK84 MOD 2 CHAFF					260			
H000	GRENADE, RIFLE, SYOKE, GREEN STREAMER	2		100			55		
H015	GRENADE. RIFLE. SMOKE. RED STREAMER	2		100			55		
H025	GRENADE, RIFLE, SMOKE, VIOLET STREAMER M23 SERIES	2		100			55	P1 x 1	
H040	GRENADE, RIFLE, SHOKE, YELLOW STREAMER	2		100			55		
H134	LAUNCHER, LAU 68/A. EMPTY. W/RAD HAZ.	72		112		174		31	
H135	LAUNCHER, LAU 61/A, EMPTY	72	=	112		174		31	
H136	LAUNCHER, LAU 69/A, EMPTY	72		112		174		31	
H138	LAUNCHER . LAU 688/A EMPTY . W/AFT RAD HAZ	72		112		174		31	
H140	LAUNCHER . LAU 108/A EMPTY	140		39		115			
H301	ROCKET MOTOR. JATD. MK 91-0 W/IGNITER MK 285				888				
H340	ROCKET MOTOR, JATO, MK 6 MODS 15_KS_1000, W/O IGNITER	3		100	883	93			
H350	ROCKET MOTOR, JATO, MK 23 MOD 1 W/O IGNITER, 2.2-K5-11000				866				
H523	LAUNCHER. LAU 32A. W/7 2.75 RKTS. COMPLETE W/FUZE MK178	3		100		57			
H536	LAUNCHER, LAU 60A, W/19 2.75 RKTS, COMPLETE W/FUZE MK181					37			
H537	LAUNCHER. LAU 3A/A. W/19 2.75 ROCKETS COMPLETE W/FUZE MK176					37			
H540	LAUNCHER, AERO 7D. W/19 2.75 RKTS. COMPLETE W/FUZE MK176					37			
H541	LAUNCHER, AERO 7D, W/19 2.75 RKTS, COMPLETE W/FUZE MK178					37			

D-1663

DETAILED DOCUMENT NUMBER

	18590 J. J. J.				PALI	LETIZED LO	ADS	CONTAINE	RLOADING
	PAN SECTION OF THE PARTY OF THE	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	LAUNCHER. AERO 7D. W/19 2.75 RKTS. COMPLETE W/FUZE MK181					37			
1543	LAUNCHER. AERO 7D. W/19 2.75 RKTS. COMPLETE. INERT WARHEAD					37	7-31		
	ROCKET MOTOR CLUSTER. 5.00 INCH. 4 MTRS MK 16 MODS/LAU 10A			39		115			
	ROCKET MOTOR CLUSTER. 5.00 INCH. 4 MTR MK 71 MODS/LAU 108/A			39		115	113		
	ROCKET. HE. 66MM. W/AT.WHD. 418 SERIES	1		100			113		
	ROCKET, HE, 66MM, W/AT WHD, 418 SERIES RKT MTR M54, W/LAU M72 SERIES	3		100			113		
	LAUNCHER, LAU 60/A, W/19 2.75 RKTS, COMPLETE W/FUZE MK178 OR M427					37			
	ROCKET MOTOR CLUSTER. 5.00 IN 4 MTRS MK 16 MOD 3/LAU-10B/A	140		39		115			
H562	ROCKET MOTOR CLUSTER. 5.00 IN 4 MTRS MK 16 MOD 3/LAU-10C/A	140		39		115			
H563	ROCKET MOTOR CLUSTER. 5.00 IN 4 MTRS MK 16 MOD 3/LAU-10D/A THERMALLY PROTECTED	140		39		115			
H564	ROCKET MOTOR CLUSTER. 5.00 IN 4 MTRS MK 71 MOD 0/LAU-10C/A	140		39		115	20:3, 3		
H565	ROCKET MOTOR CLUSTER, 5.00 IN 4 MTRS MK 71 MOD 0/LAU-10D/A THERMALLY PROTECTED	140		39		115			
H56	ROCKET MOTOR. CLUSTER. W/10 2.75 MTRS MK4 MODS. PER LAU 69/A			158	839			20	
H56	ROCKET MOTOR CLUSTER. 5.00 IN 4 MTRS MK 71 MOD 1/LAU-10D/A THERMALLY PROTECTED	140		39		115			
H58	O ROCKET MOTOR CLUSTER. LAU 10C/A LNCHR W/4 RKT MTRS MK 71-1. W/PROPELLANT GRAIN MK 88-0	2.0		39		115			
H59	COMPLETE, WHD M151. FUZE M427. RKT MTR MK4	77	2	112 158		174		31 20	
H59	DE LAUNCHER. 32/A. W/7 7.25 PRACTICE RK. COMPLETE, INERT WARHEAD	75	3	100		57			
H6	DO ROCKET, HE, AT, 3.5 INCH. M2BA2		2	100	y		62		

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC	DESCRIPTION OF AMERICA	MIL-ST	D-1320 MR-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324		1,
OR	DESCRIPTION OF AMMUNITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
H605	LAUNCHER. LAU 69/A. W/10 2.75 PRAC RKT COMPLETE, WHD INERT WTU 1/B			158	839			20	
H610	LAUNCHER, LAU 68/A. W/7 2.75 HE RKTS. COMPLETE. WHD MK1. W/FUZE M427. RKT MTR MK4	72		112		174		31	
1613	LAUNCHER, LAU 69/A, W/19 2.75 HE RKTS, COMPLETE, WHD MK1, W/FUZE M427, RKT MTR MK4	72		158 112	839	174		20 31	
1663	WARHEAD. 2.75 " RCT. WTU-1/B. PRACTICE INERT LDD			100		226			
1664	WARHEAD.2.75 INCH ROCKET.PRACTICE WTU-14/8.INERT LOADED			100		226			
1831	WARHEAD.2.75 INCH ROCKET.XM230. PRACTICE, INERT LOADED			100		226			
1837	WARHEAD. 2.75 INCH ROCKET. MK5 MODS.HE W/FUZE MK 181 MODS	3		101		14	100	1992	
1842	WARHEAD, 2.75 INCH ROCKET, M151, HE W/FUZE M427E1			100		226			
1843	WARHEAD . 2.75 INCH ROCKET . M151 . HE . W/ FUZE M423			100		226			
1847	WARHEAD, 2.75 * RKT, MK 1 MODS, HE W/FUZE M427	pa .				(2)		/110.4	- J.
1849	WARHEAD.2.75 INCH ROCKET.E13 VERSION WP LDD.W/FUZE M423	147		100		213			
1855	WARHEAD. 2.75 * RKT. M156/E13. WP W/FUZE M427	147		100		213			
1861	WARHEAD, 2.75 INCH ROCKET, MK. 67 MOD 0 WP. W/FUZE M427					(2)			
1864	WARHEAD 2.75 INCH ROCKET.M151.HE.W/ FUZE M429			100		226			
1880	WARHEAD. 5.00" ROCKET MK25 MODS. PRACTICE, INERT LOADED	2		31		18			
1886	WARHEAD. 5.00" ROCKET. MK32-MODS PRACTICE, INERT LOADED	2		38		33			
1911	WARHEAD.5.00 INCH ROCKET.MK4 MODS.WP.			100		180			
1912	WARHEAD. 5.00" ROCKET MK 6 MODS. HE.EXCEPT MOD 4	2		31		18			
1914	WARHEAD. 5.00" ROCKET MK 6 MOD 4 HE, VT	2		31		18			

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP * (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP LOOSE CARGO CITED IN OD 44617.

REFER TO OD 44617. HANDLE AS PER

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	B. Caller L. Trick Co.					LETIZED LO	ADS	CONTAINER	LOADING
	MANAGE SEASON AND A STATE OF THE STATE OF TH	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	D-1320 /R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
1922	WARHEAD. 5.00" ROCKET MK25 MOOS. HEAT	2		31		18			
1925	WARHEAD. 5.00" ROCKET MK 6 MODS. PRACTICE, INERT LOADED	2		31		18			
1928	WARHEAD. 5.00" ROCKET MK29 MODS. HE. ASW	2		31		18			
1929	WARHEAD. 5.00 INCH ROCKET. MK34 MODS. WP. SMOKE, F/ZUNI	2		38		33		32	
1930	WARHEAD, 5.00 INCH ROCKET, MK. 24 MODS, HE	2		38		33		32	
1931	WARHEAD. 5.00 INCH ROCKET. MK. 32 400 0 HE	. 2		38		33		32	
1933	WARHEAD.S.OO INCH ROCKET.MK63 MOD D.HE FRAG.W/O FUZE MK. 93 OR M41441	105		100		211			
1938	WARHEAD 5 INCH RKT. HE ASW MK 29 MDUS	2		31		18		100	
1939	WARHEAD. 5" RKT. MK 24-1 HE	2		38		33			
1945	WARHEAD. 5.00 INCH ROCKET. MK. 6 MDDS. PRACTICE, MODIFIED F/ZUNI	2		31		18			
JW77	ROCKET MOTOR SECTION. BOOSTER A/B44G-3 F/HARPOON (TARIAR)	191		=		. 19ss			
JW78	ROCKET MOTOR SECTION: BOOSTER A/844G=2 F/HARPOON (ASKOC)	191					1		
JW81	CAPSULE ASSY A/W-99A F/HARPOON JGM-84A	196							1
JW84	CATTRIDGE, CATAPULT MK 205-0 F/MK-19-0 CATAPULT F/AV-8A AND TAV-8A AIRCRAFT	188							
JW88	ARMAMENT SECTION. FZU-42A/B. F/AIM-54A	1		100	836				
J102	ROCKET MOTOR. MK 2. MK 3. MK 4 MODS. 2.75 INCH	145		145		212			
J106	ROCKET MOTOR, MK 40 MODS, 2.75 INCH	145		145		212			
J247	ROCKET MOTOR, MK 16 MODS, 5.00 INCH W/PROP GRAIN MK 49 MODS	1		37	1 2 1 32	28			
J270	ROCKET MOTOR . MK 71-0. 5.00 INCH. WAFFAR W/PROP GRAIN MK 49 MODS. W/IGNITER MK 282-0	1		37		28			
J27	ROCKET MOTOR . MK 71-1. 5.00 INCH. WAFFAR W/PROP GRAIN MK 88-0 W/IGNITER MK 282-0	1	× **	37	7 2 3 k	257			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

		-				ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC	DESCRIPTION OF AMMUNITION		/R-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324	MIL-STD-1386	MIL .CTO 166
OR	DESCRIPTION OF AMMONITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-SID-106.
J272	ROCKET MOTOR. MK 81 MOD 0 5.00 INCH W/PROPELLANT GRAIN MK 49 MOD 0 F/CHAFFROC SYSTEM MK 28	1		37		28			
J280	PLUG. OGIVE. NOSE.STEEL.F/WARHEAD MK24					(2)			
1329	FUZE, ROCKET, M414A1/MK93-0, VT			100		184			
1345	FUZE, ROCKET, MK 188-0, NOSE, PD	3		100		27			
J416	FAIRING.F/LAU 10D/A.FWD FAIRING THERMALLY PROTECTED.AFT FAIRING UNPROTECTED					(2)			1
J417	FAIRING.F/LAU 10/A 6 10A/A. FRANGIBLE. 3 SETS/FIBER CNTR					(2)			
1434	FAIRING.F/LAU 68/A. 4 FWD. 4 AFT. 4 SETS/FIBER CNTR					(2)		4 - 3 - 4	
1435	FAIRING.F/LAU 61/4 6 LAU 69/4 4 SETS/FIBER CNTR					(2)			
W11	CRESYLIC ACID. XYLENOL	1		71		100			
(W85	MECH SECTION & ANCHOM SUBASSY CONFIG D FOR MK56-0 MINE 04-09.10. 1 PER CHATE	68		99					
(W86	MECH SECTION & ANCHOM SUBASSY CONFIS D FOR MK56-0 MINE 04-11.12. 1 PER CRATE	68		99					
W87	MECH SECTION & ANCHON SUBASSY CONFIG E FOR MK56-0 MINE. 1 PER 4K56 CHATE	68		99					
(090	MINE. ANTI-PERS. M2 SERIES. BOUNDING TYPE	3		100			64		
(092	MINE, ANTI-PERS, 416 SERIES, BOUNDING	3		100			65		
(141	MINE. ANTI-PERS. 418/T48. NONBOUNDING. NONMETALLIC. W/CARRYING KIT 468/T66	3		100			66		
(143	MINE. ANTI-PERS. 418A1. NONBOUNDING. NONMETALLIC	3		100			127		
K180	MINE. ANTI-TANK. HEAVY. HE. METALLIC MIS	2		100			67		3.1
K181	MINE. ANTI-TANK. HEAVY. HE. METALLIC.	3		100			128		
<280	MINE. ANTI-TANK. HE. NON-METAL, M19/ T18E4.W/FUZE, M606/T120E2	2		100			68		
K914	THICKENING, COMPONUD, FUEL M2 SERIES,	3		70		99			
L#09	FLARE.DECOY.MK 43-0 F/ALE/18 CHAFF DISPENSER					(2)	- 1		

* (1) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

	Manager 11				PALL	ETIZED LO	ADS	CONTAINER	LOADING
	A STATE OF THE PARTY OF THE PAR	TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC	DESCRIPTION OF AMMUNITION	OR Y	D-1320 MR-51		MIL-STD-1322			MIL-STD-1386	MIL-STD-166
OR	DESCRIPTION OF AMMONITION	HIGHWAY	& COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55		
W10	FLARE DECOY MK47-0 F/ALE/29 CHAFF DISP					(2)			
.W24	FLARE, DECOY, MK46-0 F/ALE/29 CHAFF DISPENSER			100	868	292		- 27800	
.w35	ADAPTER KIT. MARINE MARKER. MK. 34-0	3				202		1 - 1 1 HE 17 ACE	14 355
w39	FLARE + TARGET + MK28 MODS + F/TDU-22 A/B TOWED TARGET					185		, same	2 6552
W44	FLARE. DECOY. MK42-0. F/AN/ALE-33 OR AN/ALE-24 CHAFF DISPENCER	74		100		175		1 1 23 1	
.W46	FLARE. DECOY. MK48-0 F/ALE/29 CHAFF					(2)			
.W48	CATALYST, GENERATOR, WMU-1/B	3		100	803	207			
.W52	FLARE DECOY MK48 MOD 1					(2)		5 5 775	3 8883
.w55	FLARE.DECOY.MK46 MOD1.F/ALE/29 CHAFF DISPENSER			100	868	292			1 0350
.w56	CATALYST, GENERATOR, WMU-2/B	3		100	803	207			le lossi
w57	CATALYST. GENERATOR. WMU-6/B	3		100	803	207			
.w58	FLARE.DECOY.MK46 MODIA.F/ALE/29 CHAFF DISPENSER			100	868	292			
.w60	FLARE, DECOY MK 46-1C F/AN-ALE/29 CHAFF DISPENSER			100	868	292			
_w61	FLARE. DECOY MJU-2/B					284			
_W62	FLARE, DECOY MJU/88, F/AN-ALE/29 CHAFF DISPENSER			100	868	292	450		P 052
LW63	KIT. CONVERSION. BOMB/MINE. MK131 TYPE					303		e page	1150
_w71	KIT. CONVERSION. BOMB/MINE. MK130-0	=				304		7.2351	
L109	DISPENSER FLARE SUU-44/A	67			737				1818
L118	SIGNAL KIT. PERSONNEL DISTRESS, MK79-0					(2)			
L135	CARTRIDGE.PHOTOFLASH.M112.M112A1.1 SEC				=	(2)			
L169	SIGNAL, SMOKE, AIRCRAFT, MK89 MOD D GREEN SMOKE			=		(2)		1	
L193	SIGNAL, ILLUM . MARINE . MK1-1 . RED. STAR					(2)			14 3883
L201	SIGNAL, SMOKE, MK2-MODS, RED, ROCKET					(2)	-		1660
L210	MARKER, LOCATION, SUB. MK24-D. BLACK	2		100		135		7 7 7 7 7	
	MARKER, LOCATION, SUB, MK23-0, GREEN	2		100		135			

SECTION ONE * (1) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PAL	LETIZED LO	ADS	CONTAINE	LOADING
		TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC	DESCRIPTION OF AMMUNITION	MIL-ST	D-1320 MR-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324		
OR	DESCRIPTION OF AMMONITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-65	MIL-STD-1386	MIL-STD-166
L212	MARKER, LOCATION. SUB. MK22-0. YELLOW	2		100		135			
L213	MARKER, LOCATION, SUB. MK21-9, RED	2		100		135			
L225	SIGNAL.ILLUMINATION.AIRCRAFT.MC37 SERIES.RED_RED 80 RDS/CNTR 144 RDS/CNTR	3 2		100 100		7	75 76		
L226	SIGNAL.ILLUMINATION.AIRCRAFT.YELLOW- YELLOW.AN-M38 SERIES 80 RDS/CNTR 144 RDS/CNTR	3 2		100 100			75 76		
-227	SIGNAL, ILLUMINATION AIRCRAFT GREEN- GREEN AN-M39 SERIES 80 RDS/CNTR 80 RDS/CNTR	3		100 100			75 76		
_258	SIGNAL.ILLUMINATION.AIRCRAFT.MC 80 MOD 0 RED STAR					(2)			
.259	SIGNAL, SMOKE AND ILLUMINATION, MARINE MK 120 MOD 0 GREEN 4/STYROFOAM CNTR	2		100		91			
.260	AND MACTERIAL WOLLEY O DOW 121 MM 121 MM 121 MM	2		100		91			
	SIGNAL. SMOKE & ILLUM. MARINE MK66-0- RED	2		100		130			
	SIGNAL. SMOKE & ILLUM. MARINE MK67-0 GREEN	2		100		130			
	SIGNAL. SMOKE 6 ILLUM. MARINE 4K68-0 YELLOW	2		100		130			
	SIGNAL. SMOKE & ILLUM. MARINE MK117-0 GREEN. F/LOW ALTITUDE	2		100		130			
	SIGNAL. SMOKE & ILLUM. MARINE MK118-0 YELLOW, F/LOW ALTITUDE	2		100		130			
.275	SIGNAL, SMOKE & ILLUM, MARINE MK13-0 DISTRESS DAY & NIGHT	3 2		100		(2)	81 82 159		
_323	SIGNAL, SMOKE, GROUND, RED, PARACHUTE, M129A1 SERIES	2		100		80			
-324	SIGNAL, SMOKE. GROUND. GREEN. PARACHUTE. M128A1 SERIES	2		100		80			
.332	SIGNAL, ILLUMINATION GROUND DISTRESS PERSONNEL, MK 122 MOD 0, GREEN, 9 ML					(2)			
_337	SIGNAL, ILLUMINATION GROUND DISTRESS PERSONNEL MK 140 MOD 0 RED AND GREEN CAL .38 DUAL COLOR 2400 RDS/CNTR	2		100			21		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

	and the second s				PALL	ETIZED LO	ADS	CONTAINE	LOADING
:		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
407	FLARE. AIRCRAFT. PARACHUTE. MK24-0. W/O SUSPENSION BANDS	2		100		154		28	
416	FLARE, AIRCRAFT, PARACHUTE, MK45-0 W/DROGUE TRAY	2		100	762	170	ter i en traje	29	
419	FLARE, AIRCRAFT, PARACHUTE, MK24-0 W/O DROGUE TRAY, W/CABLE MODIFICAT'N A/F DWG 68C33017 REV B	2		100		154		28	
420	FLARE, AIRCRAFT, PARACHUTE, MK24-4- ASSEMBLED W/DROGUE TRAYS, PKG TWO TO A CONTAINER	2		100		154		28	
.423	FLARE. A/C. PARACHUTE MK 45 MOD D. W/DROGUE TRAY. PACKED W/PLASTIC-LANYARD GUARD. SHEAR PINS	2		100	762	170		29	
.424	FLARE AIRCRAFT PARACHUTE MK 45-0 W/ADAPTER F/DISPENSER FLARE XM-19	2		100	762	170		29	
.426	FLARE. A/C. PARACHUTE MK 45 MOD 0. W/DROGUE TRAY. PKD W/PLASTIC LANYARD GUARD, SHEAR PIN. MODIFIED AWC NO.67	2		100	762	170		29	
L427	FLARE, AIRCRAFT PARACHUTE MK 45-0 W/O DROGUE TRAY, PKD W/PLASTIC LAN- YARD GUARD, MODIFIED AWC NO. 67	2		100	762	170		29	
L428	FLARE. AIRCRAFT PARACHUTE MK 45-0 W/ADAPTER. F/DISPENSER FLARE XM-19. W/AWC NO. 67	2		100	762	170		29	
L46	FLARE. AIRCRAFT. MLU-38/B99. MLU-32A/ B99. BRITEYE, HOT AIR BALLOON SUSPENSION	1		100		94		23	
L47	FLARE, AIRCRAFT, PARACHUTE, MK45-0, W/O DROGUE TRAY	2		100	762	170		29	
L49	FLARE, TRIP, PARACHUTE, M48	2		100			70	_	
L49	FLARE.SURFACE.TRIP.M49 SERIES 16 RDS/CNTF 32 RDS/CNTF			100			73 72		
L54	1 SIGNAL. ILLUM. MARINE.MKZ-O.VARY.GREE	N P				(2)			
	2 SIGNAL, ILLUM, MARINE, MK2-0, VARY, RED					(2)			
1	3 SIGNAL . ILLUM . MARINE . MK2-0 . VARY . WHIT	Ε				(2)			
	4 MARKER, LOCATION, MARINE, MK25 MODS	2		100	48	54	, ,	- way	
1	8 MARKER, LOCATION, MARINE MK28 MODS	2		100	1 7	130		1 1144	
	9 MARKER, LOCATION, MARINE, MK27-0	2		100		135			

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* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

		TO LOW	OADING	CARLOAGUE		LETIZED LO	ADS	CONTAINE	LOADING	
			OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
OODIC OR NALC	DESCRIPTION OF AMMUNITION		D-1320 WR-51				MIL-STD-1324	MIL-STD-1386	MIL-STD-166	
NALC		HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55			
_580	MARKER, LOCATION, MARINE MK58-0 YELLOW FLAME WHITE SMOKE	2		100	115	142				
_585	MARKER, LOCATION. MARINE, MK58-0	2		100	115	142			3 11	
.590	MARKER, LOCATION, MARINE MK79-0 BLACK SMOKE SUBMARINE					(2)		100	v	
.591	MARKER, LOCATION, MARINE MK80 MOD D YELLOW-GREEN FLUORESENT SLICK, SUB	2		100		130				
4D48	CARTRIDGE.IMPULSE F/AN/ALE-29 AND 29/A CHAFF DISPENSER POD F/DISPENSING RR-129/RR-144 CHAFF					(2)				
4L04	CABLE CUTTER. POWDER ACTUATED MK23-0				815					
4605	CABLE CUTTER. POWDER ACTUATED MK24-0				815					
4W30	DEMOLITION KIT, BANGALORE TORPEDO M1. MIA1 W/O ACCESSORIES	1		100			132			
1W96	ARMAMENT SECTION. FZU-42B/B F/PHJENIX 1 PER CNU-163/E CNTR	1		100	836					
1012	CARTRIDGE . IMPULSE . MK 19 MOD 0					(2)				
1020	CHARGE, DEMOLITION, MK45-0 SHAPED	2		100	734					
1026	DEMOLITION KIT, BANGALORE TORPEDS MIAI	1		100	246					
1030	CHARGE, DEMOLITION, BLOCK, TNT, 1/4 LB	3		100			85			
1031	CHARGE, DEMOLITION. BLOCK. TNT, 1/2 LB	2		100			86			
1037	CHARGE, DEMOLITION, M3, COMP C2, C3 2-1/4 LB BLOCK	3		100			83			
1038	CHARGE, DEMOLITION, M5A1, COMP C4, 2-1/2 LB BLOCK	2		100			84			
1039	CHARGE, DEMOLITION, CRATERING, AMMONIA NITRATE, 40 LB	2		100		grad,	87	- 3		
1131	CAP. BLASTING. SPECIAL. NON-ELECT					(2)				
1161	CARTRIDGE, IMPULSE MK 23 MOD 0					(2)			1	
1197	CARTRIDGE.IMPULSE.MK 131 MOD 0 F/AN/ALE-29 CHAFF DISPENSER POD	3		100		183				
1418	CHARGE, DEMOLITION, MK47-0, SHAPED	138		100		(2)	153	8 - 71		
1420	CHARGE, DEMOLITION, SHAPED, M2 SERIES, 15 LB	3		100			88			
4/21	CHARGE, DEMOLITION, SHAPED, M3, 40 LB	3		100			89			

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP * (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP LOOSE CARGO CITED IN OD 44617. REFER TO OD 44617.
HANDLE AS PER

DETAILED DOCUMENT NUMBER

	ELECTRICAL TO SERVICE STATE OF THE SERVICE STATE ST							The second secon	
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	E AMPHIBIOUS	MILVAN	COML
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W	VR-51	-	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	CORD. DETONATING. REINFORCED	Oite				(2)			
	CORD. DETONATING. WIRE BOUND					(2)			
	FILE DESTROYER . M4	3		100	849				
	FILE DESTROYER. INCENDIARY. 44 MDP CONNECTORS	3		100	849				
617	FIRING DEVICE. DEMOLITION. M1. SET. UNIT OF ISSUE IS SET	2		100			94		
627	FIRING DEVICE: DEMOLITION: PRESSURE RELEASE TYPE	3		100			93		
643	FIRING DEVICE, DEMOLITION, MK23-MODS					(2)			
1644	FIRING DEVICE. DEMOLITION. MK24-1.2	2		100			94		
1645	FIRING DEVICE, DEMOLITION, MK25-0	2		100			94		
791	CHARGE, ASSY, DEMOLITION, MK133-MODS				801	(2)	4 (4 (4)		
1792	CHARGE, ASSY, DEMOLITION, MK135-MODS MK137-0, MK138-1				802	(2)			
W20	CHAFF.COUNTERMEASURES. RR129A/L. F/ALE 29/29A DISPENSER			-		(2)			
W43	GUIDED MISSILE.TRAINING.SQT.AIM-7D.W/WINGS AND FINS. F/BPDSMS	73		131		(1)			
NW44	GUIDED MISSILE.TRAINING.SQT.AIM-7E.W/WINGS AND FINS. F/BPDSMS	73		131		(1)			
NW45	GUIDED MISSILE.TRAINING.SQT.AIM-7E-2 W/WINGS AND FINS. F/BPDSMS	73		131		(1)			
NW46	GUIDED MISSILE.TRNG.W/VHF-TM F/AIM-7E LESS WINGS AND FINS	155 90				256 171			
NW4	GUIDED MISSILE.TRNG.W/VHF-TM F/AIM-7E-2 LESS WINGS AND FINS	155				256 171	2.20		
NW9	GUIDED MISSILE, TRNG, COMPLETE W/WINGS & FINS F/AIM-54 IN CNU-242/	E 159	,						
NW9	ADAPTER · BELLMOUTH F/DISPENSER TORPEDO MOUNTED MK 10-0				884				
N24	1 FUZE, MECH TIME, MK57-MODS					(2)			
N25	1 FUZE, MECH TIME, MK 349 MODS				857				
N27	FUZE, MECH TIME, SQ. M500 SERIES		2	100			99		
N27	FUZE, MECH TIME, SQ. M501 SERIES		2	100			100		

SECTION ONE

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^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINER LOADING		
		TRUCKLO		CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COMIL	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W	D-1320 VR-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
	FUZE, MECH TIME, SQ. M5564/T197 SERIES	HIGHWAY ONLY	TOFC & COFC	100	OR WR-53	OR WH-54	137			
	FUZE. POINT DET. MK30-1.2.3.5 W/D AUX								2.000	
1315	FUZE POINT DET WK29-2.3.5					(2)			21.00	
	JZE. POINT DET. MS1 SERIES	3		100		16/	137		3.60	
	ZE. PROXIMITY. 4514 SERIES									
	W/POLYSTYRENE NOSE CONE	2		100			109			
	PAZE PROXIMITY M513 T226 SERIES	2		100			109			
	FUZE, PROXIMITY, M517, T178E SERIES	2		100			111			
	TURE PROXIMITY M514A1 W/KEL-F NOSE	2		100			110			
1.4.	151 SERIES W/BOOSTER M21 SERIES	2		100			137			
~ .	MIMER. LOCK COMB. MK15-3			===		(2)				
1536	PRIMER. LOCK COMB. MK15-1.4					(2)				
PA08	GUIDED MISSILE.TACTICAL.AGM-45A-6 W/O WINGS & FINS	93 165 98		130		172 179 280				
PA09	GUIDED MISSILE.TACTICAL.AGM-45A-1 W/O WINGS & FINS	93 165 98		130		172 179 280				
PA10	GUIDED MISSILE. TACTICAL. AGM-45A-1A W/O WINGS & FINS	93 165 98		130		172 179 280				
PA11	GUIDED MISSILE, TACTICAL, AGM-45A-2 W/O WINGS & FINS	93 165 98		130		172 179 280				
PA17	GUIDED MISSILE. TACTICAL. AGM-45A3. W/O WINGS & FINS	93 165 98		130		172 179 280				
PAL	GUIDED MISSILE. TACTICAL. AGM-45A-3A W/O WINGS & FINS	93 165 98		130		172 179 280				

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* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

	office A					LETIZED LO	ADS	CONTAINER	LOADING
	100 per 100 pe	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
PA14	GUIDED MISSILE. TACTICAL. AGM-45A-4 W/O WINGS & FINS	93 165 98	00.0	130		172 179 280			
PA15	GUIDED MISSILE.TACTICAL, AIM-7D W/O WINGS & FINS	90				171			
PA16	GUIDED MISSILE.TACTICAL, AIM-7E W/O WINGS & FINS	155 90				256 171		9	
PA17	GUIDED MISSILE, TACTICAL, AIM-7E-2, W/O WINGS & FINS	155 90				256 171			
PA18	GUIDED MISSILE. TACTICAL. AIM-9G. SEAM W/TDD MK 15 MODS. W/O WINGS 5 FINS	83		ū		169			
PA19	GUIDED MISSILE.TACTICAL.AIM-9G.SEAM.W/ TDD MK 24-MODS.W/O WINGS AND FINS	83				169			
PAZO	GUIDED MISSILE, TACTICAL, AIM-9D W/TDD MK 15 MODS, W/O WINGS 5 FINS	83				169			
PA21	GUIDED MISSILE.TACTICAL.AIM-9D.W/TDD MK 24-MODS.W/O WINGS AND FINS	83				169	7		
PA24	GUIDED MISSILE. TACTICAL. AIM-7E W/WINGS & FINS. F/BPDSMS	73		131		(1)			
PA25	GUIDED MISSILE, TACTICAL, AIM-7E-2 W/WINGS & FINS, F/BPDSMS	73		131		(1)			
PA29	GUIDED MISSILE, TACTICAL, AGM-45A-7 W/O WINGS & FINS	93 165 98		130		172 179 280			
PA30	GUIDED MISSILE.TACTICAL. AIM-7E-2A W/SSLO. W/O WINS & FINS	155		7		256 171			
PA32	GUIDED MISSILE.TACTICAL. AIM-7E-2B W/GCG AN/DPN-72A. FUZE IMPROVEMT KIT WARHD MK 38 MODS. S/A MK 35 \$ RKT MTR MK 38 DR 52	155 90				256 171	81		
PA34	GUIDED MISSILE. TACTICAL. AIM-9H M/TDD MK 15. W/O WINGS & FINS	83				169			
PA31	GUIDED MISSILE, TACTICAL, AG4-458-3 W/O WINGS & FINS	93 165 98		130		172 179 280			
PAS	GUIDED MISSILE. TACTICAL. AGM-45-3A W/O WINGS & FINS	93 165 98		130		172 179 280			

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* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

						ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
PA39	GUIDED MISSILE. TACTICAL. AGM-458-4 W/O WINGS & FINS	93 165 98		130		172 179 280			
A40	GUIDED MISSILE, TACTICAL, AGM-458-6 W/D WINGS & FINS	93 165 98		130		172 179 280			-734
PA41	GUIDED MISSILE. TACTICAL. AGM-458-7 W/O WINGS & FINS	93 165 98		130		172 179 280			
PA43	GUIDED MISSILE INTERCEPT-AERIAL AIM-7E-3.W/O WINGS AND FINS	90 155				171 256			
PA48	GUIDED MISSILE, TACTICAL, AIM-7E-6, W/O WINGS AND FINS	155				256			
PA50	GUIDED MISSILE.TACTICAL FREQUENCY-8 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA51	GUIDED MISSILE.TACTICAL FREQUENCY-9 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA52	GUIDED MISSILE, TACTICAL FREQUENCY-5 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA53	GUIDED MISSILE TACTICAL FREQUENCY-10- AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159			8	(1)			
PA54	GUIDED MISSILE TACTICAL FREQUENCY-11 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA55	GUIDED MISSILE TACTICAL FREQUENCY-1 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PAS	GUIDED MISSILE TACTICAL FREQUENCY-12 AIM-54A PKD 2 EA ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA5	GUIDED MISSILE, TACTICAL FREQUENCY-13 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PASI	GUIDED MISSILE.TACTICAL FREQUENCY-6 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO 0D 44617. * (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN 0D 44617.

DETAILED DOCUMENT NUMBER

					PAL	LETIZED LO	ADS	CONTAINER	
	REMIATAC	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY	D-1320 IR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
	GUIDED MISSILE TACTICAL FREQUENCY-14 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA60	GUIDED MISSILE TACTICAL FREQUENCY-15 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			-
PA61	GUIDED MISSILE TACTICAL FREQUENCY-16 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA62	GUIDED MISSILE TACTICAL FREQUENCY-2 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA63	GUIDED MISSILE TACTICAL FREQUENCY-17 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA64	GUIDED MISSILE TACTICAL FREQUENCY-7 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA65	GUIDED MISSILE TACTICAL FREQUENCY-4 AIM-54A PKD 2 EACH ALL-UP ROUND W/WINGS AND FINS IN CNTR CNU-242/E	159				(1)			
PA66	GUIDED MISSILE. SURFACE ATTACK. BGM-71A (TOW)			197		297			
PA68	GUIDED MISSILE. TACT. AIM-7E-4 CONSISTS OF G-C.WHD MK38.S-A MK35 RKT MTR MK 38 OR MK 52 W/O WG 5 FIN	155	1			256 171			
PA69	GUIDED MISSILE TACTICAL.W/WINGS & FIN F/BPDSMS. RIM-7E-5	73		131		(1)			
PA71	GUIDED MISSILE, TACTICAL, AIM-7F-5 W/GC AN/DSQ-358 WITH ANTENNA, WHD MK 71-0, RKT MTR MK 58-2, 5/4 MK33, W/O WINGS & FINS.	HE _0	5			256			
PA7	guided missile. Tactical. AIM-91 W/O WINGS & FINS. 4 EA IN COTE COU-287	/E 8	3			169			
PA7	3 GUIDED MISSILE, TACTICAL, AIM-7F-10, W/O WINGS AND FI	NS 15	5			256			
1	GUIDED MISSILE, TACTICAL, AIM-7F-11, W/O WINGS AND FI		5			256			
PB3	GUIDED MISSILE. TACTICAL. AIM-54C FR A1.1.2 PER CNU-242/E CM	EQ ITR 1	59						
	GUIDED MISSILE, TACTICAL, AIM-54C F	RED I	59						

* (1) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PAL	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING			AMPHIBIOUS	MILVAN	COML
		MIL-STI	0-1320						
OR NALC	DESCRIPTION OF AMMUNITION	OR W	R-51	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-1663
PB37	GUIDED MISSILE. TACTICAL. AIM-54C FRED A2.1. 2 PER CNU-242/E CNTR	159							
PB38	GUIDED MISSILE. TACTICAL. AIM-54C FRED A2.2. 2 PER CNU-242/E CNTR	159							
PB39	GUIDED MISSILE, TACTICAL, AIM-54C FRED A2.3, 2 PER CNU-242/E CNTR	159							
PB40	GUIDED MISSILE, TACTICAL, AIM-54C FRED A3.1, 2 PER CNU-242/E CNTR	159							
PB41	GUIDED MISSILE, TACTICAL, AIM-54C FRED A3.2, 2 PER CNU-242/E CHTR	159							
PB42	GUIDED MISSILE, TACTICAL, AIM-54C FRED A3.3. 2 PER CNU-242/E CNTR	159							
PB43	GUIDED MISSILE. TACTICAL. AI 4-54C FRED A4-1. 2 PER CNU-242/E CNTR	159						1000	
P844	GUIDED MISSILE, TACTICAL, AIM-54C FREQ A4.2, 2 PER CNU-242/E CNTR	159							
PB45	GUIDED MISSILE. TACTICAL. AIM-54C FRED A4.3. 2 PER CNU-242/E CNTR	159							
P846	GUIDED MISSILE, TACTICAL, AIM-54C FREQ A5.1, 2 PER CNU-242/E CNTR	159							
P847	GUIDED MISSILE, TACTICAL, AIM-54C FREG A5,2, 2 PER CNU-242/E CNTR	159							
PB48	GUIDED MISSILE. TACTICAL. AIM-54C FREG A5.3. 2 PER CNU-242/E CNTR	159							
P849	GUIDED MISSILE, TACTICAL. AIM-54C FREG A6.1. 2 PER CNU-242/E CNTR	159							
PB50	GUIDED MISSILE, TACTICAL, AIM-54C FREG A6.2, 2 PER CNU-242/E CNTR	159							
PB51	GUIDED MISSILE. TACTICAL. AIM-54C FREG A6.3. 2 PER CNU-242/E CNTR	159							
PF09	CONTROL SECTION.TACTICAL.MK 1 MODS 2.3 4.5 F/AGM-45A-1.1A.2. AND AGM 45A/8 -3.3A.4 AND 7	3		101		103			
PF11	GUIDANCE SECT.TACTICAL MK 21-0.1.2 F/AGM-45A-1	2		100	4	104			
PF12	GUIDANCE SECT.TACTICAL.MK 21-3. F/AGM-45A-1A	2		100		104			
PF13	GUIDANCE SECT.TACTICAL MK 21-4. F/AGM-45A-1A	2		100		104			
								SECTION	

DETAILED DOCUMENT NUMBER

	Drug de la companya d		= = -			LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
PF14	GUIDANCE SECT+TACTICAL MK 22-0+ F/AGM-45A-2	2		100		104			
PF15	GUIDANCE SECT+TACTICAL MK 22-2 F/AGM-45A-2	2		100		104			
PF26	FINS F/AIM-9D.9G.9H G-C GRP MK18.4 PER SET. 3 SETS PER CNTR MK 430-0 2 SETS PER CNTR MK 418-1	3		101 100		38 157			
PF27	FIN ASSEMBLY MK 21 MODS 0.1 F/AGM-45A	3		100		102		1	
PF31	WINGS, ROLLERON, W/CANTED HINGE, SET OF 4, F/AIM-9B	2 3		100 101		40 23			
PF32	WING ASSEMBLY MK 1 MOD 0. F/AIM-9C.9D. 9G 9H RKT, 2 SETS PER CNTR MK 481-0.	1		100		157			
PF33	WINGS. ROLLERON. d/STRAIGHT HINGE. SET OF 4. F/AIM-9B	3 2		101 100		23 40			
PF35	WING ASSEMBLY MK 2 MOD 0. 1 F/AGM-45A	3		100		101			
PF43	TRANSMITTER GROUP, TELEMETRIC DATA, FREQUENCY 2200.5 MHZ F/AIM-7D, 7E, 7E2 7E3				897				
PF44	TRANSMITTER GROUP.TELEMETRIC DATA. FREQUENCY 2212.5 MHZ F/AIM-7D.7E.7E2 7E3				897				
PF45	TRANSMITTER GROUP TELEMETRIC DATA: FREQUENCY 2228.5 MHZ F/AIM-7D.7E.7E2 7E3				897				
PF46	TRANSMITTER GROUP TELEMETRIC DATA: FREQUENCY 2236.5 MHZ F/AIM-7D.7E,7E2 7E3				897				
PF47	TRANSMITTER GROUP.TELEMETRIC DATA. FREQUENCY 2244.5 MHZ F/AIM-7D.7E.7E2 7E3				897				
PF48	TRANSMITTER GROUP.TELEMETRIC DATA. FREQUENCY 2264.5 MHZ F/AIM-7D,7E,7E2.7E3				897				
PF49	TRANSMITTER GROUP.TELEMETRIC DATA. FREQUENCY 2272.5 MHZ F/AIM.7D.7E.7E2.7E3				897				
PF50	TRANSMITTER GROUP.TELEMETRIC DATA. FREQUENCY 2252.5 MHZ F/BPDSMS				897				
PF51	TRANSMITTER GROUP, TELEMETRIC DATA. FREQUENCY 2262.5 MHZ F/BPDSMS		=		897				
			20						

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALI	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
PF52	WING ASSY. BSE-28B F/AIM-54A (W/FIN PF53)					254			
PF53	FIN. BSU-27B F/AIM-54A (W/WING ASSY PF52)					254			
PF54	GUIDANCE SECTION.GM.AN/DSQ-26 CHANNEL. A1.1 F/AIM-54A	1		100	837				
PF58	TRANSMITTER GROUP.TELEMETRIC DATA. AN/DKT 30-1 FREQUENCY 2200.5 MHZ. F/AIM-7D.7E.7E2.7E3				897				
PF60	TRANSMITTER GROUP.TELEMETRIC DATA. AN/DKT 30-1 FREQUENCY 2228.5 MHZ. F/AIM-7D.7E.7E2.7E3				897				
F61	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2236.5 MHZ F/AIM-7D.7E.7E2.7E3				897				
PF62	TRANSMITTER GROUP, TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2244.5 MHZ F/AIM-7D, 7E, 7E2, 7E3				897				
F63	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2252.5 MHZ F/AIM-7D,7E.7E2.7E3				897				
PF64	TRANSMITTER GROUP. TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2262.5 MHZ. F/AIM-7D, 7E, 7E2, 7E3				897				
PF65	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2264.5 MHZ F/AIM-7D,7E.7E2.7E3				897				
PF66	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-1 FREQUENCY 2272.5 MHZ F/AIM-7D.7E.7E2.7E3				897				
PF67	TRANSMITTER GROUP. TELEMETRIC DATA AN/DKT 30-2 FREQUENCY 2200.5 MHZ F/AIM-7D, 7E, 7E2, 7E3				897				
PF68	TRANSMITTER GROUP. TELEMETRIC DATA AN/DKT 30-2 FREQUENCY 2212.5 MHZ. F/AIM.TD, 7E, 7E2, 7E3				897				
PF69	TRANSMITTER GROUP, TELEMETRIC DATA AN/DKT 30-2 FREQUENCY 2228.5 MHZ. F/AIM-7D, 7E, 7E2, 7E3				897				
PF71	TRANSMITTER GROUP, TELEMETRIC DATA AN/DKT 30-2 FREQUENCY 2236.5 MHZ F/AIM-7D,7E,7E2,7E3				897				
			N. 116, 24						

DETAILED DOCUMENT NUMBER

DESCRIPTION OF AMMUNITION ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2244.5 MHZ ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2252.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2264.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2262.5 MHZ	MIL-ST OR V HIGHWAY ONLY	D-1320 IR-51	CARLOADING MIL-STD-1325 OR WR-52	DOMESTIC MIL-STD-1322 OR WR-53	FLEET ISSUE MIL-STD-1323 OR WR-54	AMPHIBIOUS MIL-STD-1324 OR WR-55	MILVAN	COM L MIL-STD-1663
ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2244.5 MHZ ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2252.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2264.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2262.5 MHZ	OR V	rR-51		OR WR-53			MIL-STD-1386	MIL-STD-1663
ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2252.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2264.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2264.5 MHZ KT 30-2 FREQUENCY 2262.5 MHZ				897				
KT 30-2 FREQUENCY 2252.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP. TELEMETRIC DATA KT 30-2 FREQUENCY 2264.5 MHZ M-7D,7E.7E2.7E3 ITTER GROUP. TELEMETRIC DATA KT 30-2 FREQUENCY 2262.5 MHZ							1	
KT 30-2 FREQUENCY 2264.5 MHZ. M-7D,7E.7E2.7E3 ITTER GROUP, TELEMETRIC DATA KT 30-2 FREQUENCY 2262.5 MHZ.			1	897	15 =			
KT 30-2 FREQUENCY 2262.5 MHZ				897				
M-7D,7E,7E2,7E3				897				
ITTER GROUP.TELEMETRIC DATA KT 30-2.FREQUENCY 2272.5 MHZ. M-70.7E.7E2.7E3				897				
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837				
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837				
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837		100010	i	
CE SECTION, GM, AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837				
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837		, MO TE	10,00	
CE SECTION: GM: AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837	- 1125/01	Jan F	- plate	
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837			r opin	
CE SECTION: SM: AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837				
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837		a Sully a		
CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	1		100	837	A s.J-edga Dogo Mc.;			
	1		100	837	i i kolitik Lingginas	de la		
	1		100	837	1.50	9731705	7 1 4 4 5	
	1		100	837	0.81 -000 10:000 - 1	- 151 (39	10000	
	CE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A	ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL	ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL	ICE SECTION GM AN / DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN / DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN / DSQ-26 CHANNEL ICE SECTION GM AN / DSQ-26 CHANNEL	ICE SECTION GM AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN/DSQ-26 CHANNEL ICE SECTION GM AN/DSQ-26 CHANNEL	ICE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL	ICE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION.GM.AN/DSQ-26 CHANNEL F/AIM-54A ICE SECTION.GM.AN/DSQ-26 CHANNEL ICE SECTION.GM.AN/DSQ-26 CHANNEL	ICE SECTION GM AN / DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN / DSQ-26 CHANNEL F/AIM-54A ICE SECTION GM AN / DSQ-26 CHANNEL ICE SECTION GM AN / DSQ-26 CHANNEL

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING "	CARLOADING	- DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	0-1320- IR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	GUIDANCE SECTION.SM.AN/DSQ-26 CHANNEL A6.1 F/AIM-54A	1		100	837				
F94	GUIDANCE SECTION.GM.AN/DSQ-26 CHANNEL A6.2 F/AIM-54A	1		100	837				
F95	GUIDANCE SECTION.GM.AN/DSQ-26 CHANNEL A6.3 F/AIM-54A	1		100	837				
G26	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-3.FREQUENCY 2212.5 MHZ. F/RIM-7E-5 AND RIM-7H				897				
G27	TRANSMITTER GROUP TELEMETRIC DATA AN/DKT 30-3 FREQUENCY 2252.5 MHZ. F/RIM-7E-5 AND RIM-7H				897				
PG28	TRANSMITTER GROUP.TELEMETRIC DATA AN/DKT 30-3.FREQUENCY 2262.5 MHZ. F/RIM-7E-5 AND RIM-7H				897				
PH34	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX), FRED A1.1	1		100	837		1.2		
PH35	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX). FRED AL.	2 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PMDENIX), FRED A2.	1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX). FREQ A2.	2 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHDENIX), FREG A2.	3 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX), FREQ A3.	1 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX), FRED A3.	2 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-540 (PHOENIX). FREQ A3.	3 1		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-540 (PHOENIX), FRED 44.			100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-546 (PHOENIX), FRED A4.	,2		100	837				
	GUIDANCE SECTION. WGU-11A/B F/AIM-540 (PHOENIX), FRED A4	. 3		100	837				
PH4	GUIDANCE SECTION. WGU-11A/B F/AIM-54 (PHOENIX). FRED A5	1 1		. 100	837				

SECTION ONE

PH

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	40, 40					LETIZED LO	ADS	CONTAINE	RLOADING
	No. of the second secon	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
0H46	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX). FREQ A5.2	1		100	837				
)H47	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX), FRED: A5.3	1		100	837				
H48	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PMOENIX), FRED A6.1	1		100	837				
H49	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PHOENIX), FRED A6.2	1		100	837				
H50	GUIDANCE SECTION. WGU-11A/B F/AIM-54C (PMOENIX). FRED A6.3	1		100	837				
H59	CONTROL SECTION WCU-7/B F/AIM-54C 1 PER CNU-233/E CNTR				877				
M01	G-C GROUP MK 1-9+13 F/AIM-98	3		101		24			
M02	G-C GROUP MK 1-14-15 F/AIM-9B	3		101		24			
M04	G-C GRP+ MK 18 MODS 0 6 1 F/AIM-9D	2		100		42			
M05	G-C GRP. MK 18 MODS 0 6 1 W/TDD MK. 15 MODS INSTALLED F/AIM-9D	2		100		42			
M06	G-C GRP+ MK 18 MODS 0 6 1 W/TDD MK. 24 MODS INSTALLED F/AIM-9D	2		100		42			
M07	GUIDANCE & CONTROL GROUP, MK18-2 /SEAM F/AIM-9G, W/O TDD	2		100		42			
PM08	G-C GRP+ MK 18 MOD 2 /SEAM/W/TDD MK 15 INSTALLED F/AIM 9G	2		100		42	A PAGE 1		
PM09	G-C GRP. MK 18 MOD 2 /SEAM/ W/TDD MK24 INSTALLED F/AIM 9G	2		100		42			
PM13	G-C GRP. COMPLETE. F/AIM-70.S/N R-3455 6 SUBSEQUENT	86		116		107			
PM14	G-C GRP. F/AIM-7D. S/N R-3455 6 SUBSEQUENT. W/O WINGS & FINS	86		116		107	- ALEGA		
PM1	G-C GRP. COMPLETE.F/AIM-7E.S/N R-091-6 6 SUBSEQUENT	86		116		107	and the second		
PM1	G-C GRP. F/AIM-7E. S/N R-001-8 6 SUBSEQUENT. W/O ANT. WINGS & FINS	86		116		107	A Familian		
P41	G-C GRP. COMPLETE.F/AIM-7E PLUS W/ECP-54	86		116		107	- 2.03		
PM1	G-C GRP. F/AIM-7E PLUS. W/ECP-54- W/O ANT. WINGS 6 FINS	86		116		107			

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
_	G-C GRP+ MK 18 MOD 3 F/AIM-9H	2		100		42		- 14 110	
	G-C GRP. W/SSLO COMPLETE. F/AIM-7E-2A	86		116		107			
	G-C GRP. W/SSLO INSTALLED F/AIM-7E-2A W/O WINGS & FINS	86		116		107			
M23	G-C GRP. AN/DPN 72A. W/FUZE IMPROV KIT W/O WINGS & FINS. F/AIM-7E-28	86		116		107			
M24	G-C GRP AN/DPN 72A, W/FUZE IMPROVEMENT KIT, W/WINGS & FINS, F/AIM-7E-28	86		116		107			
M25	G-C GRP. MK 18 MOD 3 W/TDD MK. 15-3 F/AIM-9H	2		100		42		100	
M26	GUIDANCE AND CONTROL SECTION.G/M.W/ ANTENNA, WINGS AND FINS, F/AIM-7E-3	86		116		107			
M27	GUIDANCE AND CONTROL SECTION • G/M • W/O ANTENNA, WINGS AND FINS • F/AIM • 7E-3	86		116		107			
M28	GUIDANCE 5 CONTROL SECTION. MK18-4- H/O TDD F/AIM-9H	2		100		42			
M29	GUIDANCE & CONTROL SECTION. MK 18-5 W/O TDD F/AIM-9H	2		100		42	1 180	178	
M30	GUIDANCE AND CONTROL SECTION • G/M • W/ ANTENNA • WINGS AND FINS F/AIM - 7E - 4 F/F14 AIRCRAFT ONLY	86		116		107			
PM31	GUIDANCE AND CONTROL SECTION • G/M • #/O ANTENNA • WINGS AND FINS F/AIM • 7E • 4 F/F14 AIRCRAFT JNLY	86		116		107			
PM32	G-C SECT. AN/SPN-72A.W/PDSMS FZ IMPROV KIT. W/O ANT WINGS & FINS F/RIM-7E-S BPDSMS	86		116		107			
PM33	G-C GRP AN/DPN 72A+ W/RAPID RUN-UP W/PDSMS FZ IMPROV KIT, W/O ANT WING: 6 FINS, F/RIM-7H-5 IPSMS	86		116		107			
PM34	GUIDANCE & CONTROL SECTION. MK 18-4 W/TDD MK 15 MODS F/AIM 9H	2		100		42			
PM35	GUIDANCE & CONTROL SECTION. MK 18-5 W/TDD F/AIM-9H	2		100		42	152		
P438	G-C GRP AN/DSQ-35A W/ANTENNA F/ AIM-7F-5	86		116		107			
PM3	G-C GRP AN/DSQ-35B W/ANTENNA F/ AIM-7F-5	86		116		107			
PM4	G-C GRP+AN/DSQ-35D F/AIM-7F M/D WINGS AND FINS	86		116		107			

DETAILED DOCUMENT NUMBER

	DETAILED DOCUMENT NUMBER PALLETIZED LOADS CONTAINERLOADING									
UNION TO DO TO TO THE PROPERTY OF THE PROPERTY					LETIZED LO	ADS				
MAY IRE (LIGHTERS), BLEIT FIS	TRUCKLO	JADING	CARLUADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML		
DESCRIPTION OF AMMUNITION	OR W	/R-51		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	1 12	MIL-STD-16		
G-C GRP+AN/DSQ-35C F/AIM-7F-6 4/3- WINGS AND FINS	86		116		107					
G-C GRP • AN/DSQ-35A F/AIM-7F #/3- WINGS AND FINS	86		116		107					
CRADLE. GUIDED MISSILE SECTION. MK 8-D. F/RIM-2 AND 24	163			856						
CRADLE. GUIDED MISSILE SECTION. MK 20-0. F/RIM-66A AND 67A	163			856						
DETECTING DEVICE. TARGET MK 5-0- F/RIM-2C	2		101		43					
DETECTING DEVICE. TARGET MK 7-1 F/RIM-248-1	2		101		(2)					
DETECTING DEVICE. TARGET MK15-0 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2			100		156					
DETECTING DEVICE, TARGET MK24-0- F/AIM 9C,9D,9G			100		156					
DETECTING DEVICE, TARGET MK15-1 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2			100		156					
DETECTING DEVICE, TARGET MK15-2 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2			100		156					
DETECTING DEVICE. TARGET MK24-1 F/AIM 9C.9D.9G			100		156					
DETECTING DEVICE. TARGET MK15-3 F/AIM 9C,9D,9G - AGM-12B2,12B3,12C2			100		156					
WINGS & FINS F/AIM-7D	2		100		176					
WINGS & FINS F/AIM-7E	2		100		176					
WINGS & FINS F/AIM-7E PLUS W/ECP-54	2		100		247					
WINGS AND CANARDS.SET OF 4 F/AGM-12C	3		101		71					
AIR FRAME MK8 MOD1.F/ASROC MISSILE				873		- 122				
FIN SET, FOLDING, CONSISTS OF 2 MK34- AND 2 MK35-0, 1 SET PER MISSILE FOR ASROC USED WITH GMLS MK26, IN CNTR. DL 5166176	O			886						
CABLE ASSEMBLIES F/ASROC MK10-0.MK21- & MK29-	0	1		49						
	G-C GRP.AN/DSQ-35C F/AIM-7F-6 M/OWINGS AND FINS G-C GRP.AN/DSQ-35A F/AIM-7F M/OWINGS AND FINS CRADLE. GUIDED MISSILE SECTION. MK 8-0. F/RIM-2 AND 24 CRADLE. GUIDED MISSILE SECTION. MK 20-0. F/RIM-66A AND 67A DETECTING DEVICE. TARGET MK 5-0 F/RIM-2C DETECTING DEVICE. TARGET MK 7-1 F/RIM-24B-1 DETECTING DEVICE. TARGET MK15-0 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2 DETECTING DEVICE. TARGET MK15-1 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2 DETECTING DEVICE. TARGET MK15-2 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2 DETECTING DEVICE. TARGET MK24-0 DETECTING DEVICE. TARGET MK15-2 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2 DETECTING DEVICE. TARGET MK25-3 F/AIM 9C.9D.9G - AGM-12B2.12B3.12C2 WINGS 6 FINS F/AIM-7D WINGS 6 FINS F/AIM-7E WINGS 6 FINS F/AIM-7E WINGS 6 FINS F/AIM-7E WINGS AND CANARDS.SET OF 4 F/AGM-12C AIR FRAME MK8 MOD1.F/ASROC MISSILE FIN SET. FOLDING. CONSISTS OF 2 MK34-4 AND 2 MK35-0. 1 SET PER MISSILE FOR ASROC USED WITH GMLS MK26. IN CNTR. DL 5166176 CABLE ASSEMBLIES F/ASROC MK10-0.MK21-4	DESCRIPTION OF AMMUNITION MILST ORW Highway Only	G-C GRP.AN/DSQ-35C F/AIM-7F-6 #/2 WINGS AND FINS G-C GRP.AN/DSQ-35A F/AIM-7F #/2 WINGS AND FINS G-C GRP.AN/DSQ-35A F/AIM-7F #/2 WINGS AND FINS RADLE, GUIDED MISSILE SECTION, MK 8-0. F/RIM-2 AND 24 CRADLE, GUIDED MISSILE SECTION, MK 20-0. F/RIM-66A AND 67A 163 DETECTING DEVICE, TARGET MK 5-0 F/RIM-2C DETECTING DEVICE, TARGET MK 7-1 F/RIM-24B-1 DETECTING DEVICE, TARGET MK15-0 F/AIM 9C,90.9G - AGM-1282.1283.12C2 DETECTING DEVICE, TARGET MK24-0 F/AIM 9C,90.9G - AGM-1282.1283.12C2 DETECTING DEVICE, TARGET MK15-1 F/AIM 9C,90.9G - AGM-1282.1283.12C2 DETECTING DEVICE, TARGET MK24-1 F/AIM 9C,90.9G - AGM-1282.1283.12C2 DETECTING DEVICE, TARGET MK24-1 F/AIM 9C,90.9G - AGM-1282.1283.12C2 WINGS 6 FINS F/AIM-7D 2 WINGS 6 FINS F/AIM-7E WINGS 6 FINS F/AIM-7E WINGS 6 FINS F/AIM-7E WINGS AND CANARDS.SET OF 4 F/AGM-12C AIR FRAME MK8 MOD1.F/ASROC MISSILE FIN SET, FOLDING, CONSISTS OF 2 MK34-0 AND 2 MK35-0, 1 SET PER MISSILE FOR ASROC USED WITH GMLS MK26. IN CNTR. DL 5166176 CABLE ASSEMBLIES F/ASROC MK10-0.MK21-0	DESCRIPTION OF AMMUNITION MIL-STD-1320 MIL-STD	DESCRIPTION OF AMMUNITION	DESCRIPTION OF AMMUNITION	DESCRIPTION OF AMMUNITION	DESCRIPTION OF AMMUNITION		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO OD 44617.

** (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PALL	ETIZED LO	ADS	CONTAINER LOADING			
		TRUCKLO	ADING	CARLOADING	DOMESTIC		AMPHIBIOUS	MILVAN	COML		
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166		
	AIR STABILIZER MK 31 MOD 1. F/TORPEDD MK 46-0.1.2 HELD LAUNCHED				43						
w55	GUIDED MISSILE.EXERCISE.ATM-45A-3. FORMERLY TYPE III TRAINER.M/J. WINGS AND FINS	93		130		179			14		
w57	GUIDED MISSILE.TRAINING.ATM-45A-6 W/O WINGS AND FINS	93		130		179					
w89	CABLE ASSEMBLIES F/ASROC MK10-0.MK21-0 \$ MK29-0				49						
W90	IGNITION & SEPERATION ASSY MK. 3 MOD 2. W/ORDALT 8178 INSTALLED. F/ASROC. RUR-5B & RTR-5B SERIES				779		1				
W95	DISPENSER. TORPEDO MOUNTED MK 10-0 F/TORPEDO MK 48-1				884				- 10		
WO1	ANCHOR. MK 57 MOD 0 CONFIG.D	129		138	793						
W02	MECHANISM SECT MK 2 MOD 3 CONFIGURATION D	130		140	794	199					
W09	BATTERY. MK 95 MOD 0					267					
W10	BATTERY. MK 95 MOD OA					267			1.		
W11	BATTERY. MK 95 MOD 1					267					
2W12	BATTERY, MK 95 MOD 1A					267					
2W13	BATTERY. MK 95 MOD 18					267					
2w16	BATTERY MERCURY MK95-2					267					
	MODIFICATION KIT. DST MK 75 MOD 2	3		100	197	210					
RW19	MODIFICATION KIT MK 75 MOD 3	3		100	197	210					
RW21	EXPLOSIVE SECTION MK 1 MOD 2 EMPTY F/MINE MK 56	1			775	-					
RW23	EXPLOSIVE SECTION MK 1 MOD 2 EXP LDD F/MINE MK 56	66		97		161					
RW51	BATTERY, MERCURY MK95 MOD 3					267					
RW65	RACK, INSTRUMENT, MK 3 MOD 0 F/MINES MK 52, MK 55 AND MODS				858						
R029	MK 53, CONFIGURATION B ANCHOR.				858						
R030	ANCHOR, MK 57 MOD D. F/MINE MK 57	129		138	793	198			-		
P036	ANCHOR MK 57 MOD 0 NON-SERVICE	129		138	793						

DETAILED DOCUMENT NUMBER

:					PAL	LETIZED LO	ADS	CONTAINER	LOADING
	Demark 5	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
R048	ARMING DEVICE+ MK. 5 MOD 1+ EMPTY NON-SERVICE			100	826	237			
R055	ARMING DEVICE. MK 10 MOD 0 EMPTY. NON-SERVICE	3		100	742				
R057	ARMING DEVICE, MK 5 MOD 1, EMPTY			100	826	237			
R058	ARMING DEVICE. MK. 11 MOD 0. EMPTY	3		100	742				
	ARMING DEVICE. MK 10 MOD 0. EMPTY	3		100	742			J.,	
R060	ARMING DEVICE. MK 10 MOD 0. EMPTY. MODIFIED FOR FSMT PROGRAM	3		100	742	N 2 65 F			
2062	ARMING DEVICE: MK. 11 MOD 0: EMPTY MODIFIED FOR FSMT PROGRAM	3.		100	742	1,000			
2069	ARMING DEVICE MK 11 MOD 0. EMPTY. NON-SERVICE	3		100	742				
2078	RELEASE, PARACHUTE MK 20 MOD 1				828	230			
081	RELEASE, PARACHUTE MK 23 MOD 1			100	746		- 1: 151		
082	RELEASE. PARACHUTE MK 23 MOD 2			100	746				
089	RELEASE. PARACHUTE MK 20 MOD 0			100	828	230			
091	RELEASE, PARACHUTE MK 22 MOD 0			1-	782			l all	
	RELEASE, PARACHUTE MK31 MOD 0				771				
	RELEASE, PARACHUTE MK 33 MOD 0	2		100	830	232			
1096	RELEASE, PARACHUTE MK 20 MOD 0, F/NON- SERVICE MINES MK 25,36,52,55			100	828	230			
1097	RELEASE, PARACHUTE MK 20 MOD 1, F/NON- SERVICE MINES MK 25,36,52,55			100	828	230			
1099	RELEASE, PARACHUTE MK 22 MOD 0, F/NON- SERVICE MINE MK 25				782		32	Line Line	
R117	RELEASE, PARACHUTE MK 23 MOD 1, F/NON- SERVICE MINE MK 56			100	746				
R118	RELEASE, PARACHUTE MK 33 MOD 0, F/NON- SERVICE MINE MK 52	2		100	830	232			
R193	CLOCK DELAY MK 22 MOD 0 F/NON-SERVICE MINES MK 25,36	2		100	758			- 1970	
R194	CLOCK DELAY MK 22 MOD 1 F/NON-SERVICE MINES MK 25,36	2		100	758	-1 71			
R218	CLOCK DELAY MK 22 MOD 0	2		100	758	3 700	1 1 1 1 1		
						setting.	be on the		
			-						

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			N. C.	10	PAL	LETIZED LO	ADS	CONTAINE	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC .	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC		MIL-STI	0-1320	MIL-STD-1325		MIL-STD-1323	MII -STD-1324		The same
OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY ONLY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-16
219	CLOCK DELAY. MK 22 MOD 1	2		100	758				
R283	CONTROL UNIT MK 66 MOD 2 F/NON-SERVICE MINES MK 25,36,52,55	2		100	14				
2326	FAIRING. MINE MK 20 MOD 0. DUMMY. F/MK 55 HANDLING DUMMY MINE 04-04	1		100	833	227			
2333	FAIRING. NOSE. MK 10 MOD 0. F/MINE MK2				769				
2335	FAIRING. NOSE MK 10 MOD 1. F/MINE MK25				769				
2338	FAIRING. NOSE AND TAIL MK 20 MOD D. F/MINE MK 55	1		100	833	227	1178		
2347	FIN. TAIL. MK 6 MOD 0 F/MINE MK 53	3			829	231			
₹355	FIN. TAIL MK 18 MOD O F/MINE MK 55	2		100	831	233			401111
R357	FIN. TAIL MK 20 MOD 1. F/MINE MK 52 MINE MK 36. HANDLING DUMMY			100	832 780	234			-
2463	FIN. TAIL MK 18 MOD 0. F/NON-SERVICE MINE MK 55. HANDLING DUMMY	2		100	831	233			
1465	FIN. TAIL MK 20 MOD 1. F/NONE-SERVICE MINE MK 52. HANDLING DUMMY			100	832	234			
2466	FIN. TAIL MK 8 MOD 0. NON-SERVICE				780				
2470	FIN. TAIL MK 18 MOD 0. NON-SERVICE	2			831	233			
1472	FIN. TAIL MK 20 MOD 1. NON-SERVICE			100	832	234	Hthis		
2495	PACK. ASSY. PARACHUTE MK 35 MOD 0- F/MK 52 MINE	2		100	824	228			
R496	PACK ASSY APRACHUTE MK 36 MOD 0 INCL. PARACHUTE	1		100	841	238			
R505	PACK ASSY. PARACHUTE MK 36 MOD 0 F/NON-SERVICE MK 55 MINE	1			841	238			
R506	PACK ASSY PARACHUTE MK 37 MOP F/NON-SERVICE MK 36 MINE				773				
R518	FAIRING. NOSE MK 10 MOD 1. NON-SERVICE MINE MK 25				769				
R701	ARMING DEVICE, MK 5 MOD 1, EXP				826	237			
R702	ARMING DEVICE. MK 11 MOD 0. EXP	3		100	742	163			
R703	ARMING DEVICE. MK 10 MOD 0. EXP	3		100	742	163			
R704	BOOSTER. MK18-2. COMP B. LDD	2		100	732				
	BOOSTER, MK18-1. COMP B. LDD	2		100	732				

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PAL	LETIZED LO	ADS	CONTAINE	LOADING
		TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	OR V	D-1320 VR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
R713	ARMING DEVICE MK 11 MOD 0. EXPL LDD.W/ RADIO FILTER MK 4 SUB-ASSY INSTALLED	3		100	742	163			
R739	CASE. MK 25 MOD 1. THT LDD			192		204			
R740	CASE, MK 25 MOD 1, HBX-1 LDD			192		204			
R763	CONTROL UNIT PARACHUTE MK 66 MOD 2 EA 1261, IN WOOD BOX IN CNTR MK 135	2		100	14 869				
R956	MINE, UNDERWATER MK60-0.E & T LAYING, FLIGHT, 1 PER MK 24 SKID	160		186					
R957.	MINE, UNDERWATER MK 60-0, E 6 T HAND- LING, FLIGHT, 1 PER MK 24 SKID	160		186			F 21 m K		
SW04	SIGNAL UWTR SND MK59 MOD 0A+1. 8 LBS. CYCLOTOL LOADED, W/O FIRING MECH MK 43-0	3		100		131 167			
SW05	SIGNAL UWTR SND MK59 MOD 1A, 4 LBS CYCLOTOL LOADED, W/O FIRING MECH MK 43-0	2		100		132			
SW06	SIGNAL UWTR SND MK84 MOD O: ELECTRO & ACOUSTIC, AIR TO SUBMERGED SUBMARINE FOUR CODES	3		100 101		131 167			
SWO8	SIGNAL UWTR SND MX61 MOD 0. SELECTABLE 60 5 800 FT SERVICE. 1.8 LB TNT LOAD			100		131 167			
SW09	SIGNAL UWTR SND MK64 MOD 0. SELECTABLE 60 5 800 FT PRACTICE. 1.1 JZ TETKYL LOADED	3		100 101		131	1.1 3cm		
Sw18	SIGNAL UWTR SND MK59 MOD 5. SOFAR. 2000 FT CHANNEL	3		101		167			
Sw19	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		101		167	8 I-3		
5w20	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		101		167			
Sw21	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		101		167	138		
Sw22	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		101		167			
Sw23	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		. 101		167	1691 A 16		
Sw24	SIGNAL UWTR SND MK59 MOD 5. SOFAR.	3		101		167	1 ×257		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

TR

						LETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
S#30	SIGNAL UWTR SND MC82 MUD 0. SELECTABLE 60 & 300 FT. 1.8 LB TNT LOADED	3 3		100 101		131 167			
Sw33	SIGNAL UWTR SND MC83 MOD 0. DEPTH 60 5 1500 FT, COMPLETE	3		100 101		131 167		4 4	
Sw37	SIGNAL, UNDERWATER SUUND MK 82-1 SINGLE DEPTH, 300 FEET, 1.8% THT LOD	3		100 101		131 167			idora
Sw38	SIGNAL, UNDERWATER SOUND MK128-0 SINGLE DEPTH, 300 FEET, CONSISTS OF FIRING MECH MK 39-1 & EXPL SECT MK 8	3		100 101		131 167	4 C		1000
Sw92	CABLE ASSEMBLIES F/ASKOC MK10-0.M<21-0 5 MC29-0				49				l trough
5032	PISTOL, DEPTH CHARGE MK 6-2, W/D DET	3		101	13			1 1	
5050	EXTENDER. BOOSTER. DC MK6-0	1		100	231		- X		
5052	EXTENDER. BOOSTER. DC MK 6-2	1		100	231				Marie II
5505	CASE, DEPTH CHARGE, MK9-4, THT LOADED	2		100		32			
5507	CASE, DEPTH CHARGE, MK9-5, TNT LDADED	2		100		32			E. Sal
5515	BOUSTER, DEPTH CHARGE MK6-2, THT LDD	T		100	231			le de la constante de la const	
S516	BOUSTER, DEPTH CHARGE MK6-4, STEEL INT	1		100	231				
5526	DEPTH CHARGE . 7 . 2 . 4K4+ HE . W/TAIL MK4 . MK6	3		100 100	788	197 26			
5527	DEPTH CHARGE: 7.20. MK4. PRACTICE W/TAIL MK4 DR MC6	3		100	788	197 26	4254		
TA06	AIR FRAME MK8 MODO F/KUR-5A-8,5A-9, 5A-12,5A-13				873				
TALO	FIN ASSY MK4 MOD O F/ASROC+2 FINS PER SET+2 SETS PER GM				871				
TALS	NAVOL TANK ASSY. LDD. F/TORP MC 16-8					275			
TAZO	ACCESSORY SET. HELICUPTER, F/TORP MK46	•				(2)			
TA40	AIR STABILIZER MK24-1-2 F/TORP MK34-1- 43-1-3, 44-0-1					(2)			
TA68	AIR STABILIZER MK 28-3 F/TORPEDO MK 46-0.1 LOW SPEED AIRCRAFT				878			1	23%
TAT	AIR STABILIZER MK 31-0 F/TORPEDO MK 46-0.1.2 HELD LAUNCHED	2 1			880	(2)			
TAS	ACCESSORY SET. A/C. LOW SPEED F/TORPEDO MK46-1					(2)			

^{* (1)} NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					DE	AILED DOC	OWENT NOW	BER	
		TRUCK	OADING	CAPI CAPING	PAL	LETIZED LO	ADS	CONTAINER	RLOADING
		INOCKE	CADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY	TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
TRO3	IGNITION & SEPERATION ASSY MK 3 MDD 0. F/RUR-5A-8,9,12,13				779				
TR04	IGNITION & SEPERATION ASSY MK 3 400 1. F/RUR-5A-8.9.12.13				779				
TR05	IGNITION & SEPERATION ASSY MK 3 MOD 1. F/RTR-5A-15. INERT WEIGHTED				779				
TRU6	IGNITION & SEPERATION ASSY MK 3 MOD 1. F/RTR-5A-3.9.14. INERT OPERABLE				779				
TWC6	AIR FRAME MK5 MOD 0 T/RUR-5A-8.5A-9				873				
TWC7	AIR STABILIZER MK 27-0 F/ASRJC W/TORPEDO 46-1 PAYLOAD				878				
TW11	COUNTERWEIGHT ASSEMBLY F/TORPEDO MK46 MOD1.PAYLOAD F/ASROC	۷		100	722				
Tw18	FIN ASSEMBLY MK 4-0. 4 FINS PER SET 1 SET PER MISSILE. F/ASROC 2 FINS PER CNTR LD 269770 4 FINS PER CNTR DL 5166175				871 886				7
W34	CAP. NOSE. TRNG MK 7-2 F/ASRUC				879				
8EW1	MOCKET MOTOR MK 45 MOD 0 W/O IGNITER F/SUBROC	204							
Tw56	DUMMY TORPEDO (BARE) MK37 MOD 3 FITMENT	200							
[w57	DUMMY TORPEDO (BARE) MK37 MOD 2 FITMENT	200							
83พ1	VALVE DEXHAUST DHELD LAUNCHED JSED W/AIR STABILIZER MK 31					(2)			
86.1	AIK STABILIZER MK 28-2 F/TORPEDO MK 46-0.1				878		0.00		
018	MAIN ASSY, TORPEDO MK 44-1	12		193		241			
021	MAIN ASSY, TORPEDO MK 46-0					273	9		
1026	MAIN ASSY, TORPEDD MK 46-1	14		193		241			
1029	NAIN ASSY, TORPEDD MK 46-2 IN CONTAINER MK 197-1 UN CONTAINER MK 535-0	12		193		241 273			
031	MAIN ASSY, TORPEDO MK 46-1, (PHASE 2) IN CONTAINER MK 197-1 IN CONTAINER MK 535-0	14		193		241 273			
032	MAIN ASSY, TORPEDO MK 46-4					273			

^{* (1)} NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO 0D 44617.

* (2) NO WR-54 OK MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PALI	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
T033	MAIN ASSY, TORPEDO MK 46-5					273			
T042	DUMMY TORPEDO MK 44 (WUOD)	12		193		241			
T043	DUMMY TORPEDO MK 44 (STEEL)	12		193		241			
T044	DUMMY TORPEDO MK 46 MOD 1 (WOOD) IN CONTAINER MK 197-1 IN CONTAINER MK 535-U	12		193		241 273			
TU45	DUMMY TORPEDO MK 46 MOD 1 (STEEL) IN CONTAINER MK 197-1 IN CONTAINER MK 535-0	14		193		241 273			
T046	DUMMY TORPEDO (BARE) MK16 FITMENT	199							
T)48	DUMMY TORPEDO (BARE) MK14/16 EJECTION TYPE	199		=					
T120	EXPLODER MECHANISM MK6-13 F/TORP MK14-3A. 14->. 15-3					(2)			
131	EXPLODER MECHANISM MK19-11 F/TORP MK32-2					(2)			
T183	CAP. NOSE, MK 8-2 F/RUR-5A-12.12E.13				879				
1164	CAP. NOSE. MK 7-2 F/KUR-5A-8.9				879				
T186	CAP. NOSE. MK 8-1 F/ASROC W/TORPEJO MK 46-1 PAYLOAD				879				
T195	SUSPENSION BAND. MK64-0.1.2 F/TORP MK44-0.1					(2)			
T198	SUSPENSION BAND SET MK 78 MOD 0 F/ TORPEDO MK 46 MUDS 0.1 AND 2	2		100	881				
T230	WARHEAD. TORPEDO, MK 16-6 PLASTER LDD			176	852				
T251	AIR FRAME MK4 MOD 0 F/RUR-5A-8.5A-9				873				
T600	WARHEAD. TORPEDO. MK 16-6 HBX LDD			176	852				
T618	WARHEAD, TORPEDO, MK103-0, H-6 LDD	134		153	792				
T621	WAKHEAD MK 107-09 PBXN-103 F/TORPEDO MK68-191 PER 532-0 CONTAINE	146		155					
T622	WARHEAD MK 107-1, PBXN-105 F/TORPEDO TIK68-3, 1 PER METAL CONTAINER	140		155					
T623	WARHEAD MK 107-0, PBXN-105 INTERCHANG- EABLE W/MK107-0, PBXN-103 F/10RPEJO MI 48-1, 1 PER METAL CONTAINE	K		155					

SECTION ONE

LOOSE CARGO CITED IN OU 44617.

^{* (1)} NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP REFER TO OD 44617.
* (2) NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

DETAILED DOCUMENT NUMBER

					DEI	MILED DOC	UMENT NUM	BER	
		TO LOW	24000			LETIZED LO	ADS	CONTAINER	LOADING
	22 / Kalanda		OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY	D-1320 VR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
T624	WARHEAD MK 107-1, PBXN 103 LPD, F/TOR- PEDD MK48-1,3			155					
T631	ARMING DEVICE MK2-1, LDD F/TORP EXPLODER MK19 TYPES					(2)			
T683	HOCKET MOTOR MK37-0 F/RUR 5A-8,9,12,13					(2)			
UF 78	FIN. TAIL, MK 20 MOD D. F/MINE MK 52				832	234			
JGU3	MACK INSTRUMENT. MK 3 MOD 1. F/MINE MK 52 MOD 7				858				
JH64	BATTERY, DRY BA310/U, MIL-B-18/228	2		100	745	164			
JH71	BATTERY, DRY BA326/U-MIL-8-18/232	2		100	744	165			
JJ72	BATTERY, DRY BA 1359/U MIL-8-18/243	2		100	743	166			
JJ82	CONTROL UNIT. PARACHUTE MK 66 MOD 1	2		100	14				
JJ94	EXPLOSIVE SECTION. MK 2 MOD 1. EMPTY F/MINE MK 57	2		139	789				
J95	EXPLOSIVE SECTION. MK 2 MOD 1 EXP LDD F/MINE MK 57	128		137		200		57	
J96	EXPLOSIVE SECTION. MK 2 MOD 1. INERT	128		137		200		57	
JL68	MINE, UNDERWATER MC55-1. 0A-09.10 CONFIGURATION B. SUB-ASSY	167 206				209		- 41 36	
L69	MINE, UNDERWATER MC55-1, OA-11,12 CONFIGURATION 8, SUB-ASSY	16 / 206				209			
JL71	MINE, UNDERWATER M<55-1. 0A-09.10 CONFIGURATION C. SUB-ASSY	206	50	189 84	714	209			
JL72	MINE, UNDERWATER M<55-1, 0A-11.12 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209			
JL74	MINE UNDERWATER M<55-1: 0A-09:10 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
IL 75	MINE-JNDERWATER M<55-1. 0A-11.12 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
JL83	MINE, JNDERWATER MC55-2, OA-09,10 CONFIGURATION B, SUB-ASSY	16/				209			
JL84	MINE, UNDERWATER M<55-2. OA-11.12 CONFIGURATION B. SUB-ASSY	167 206				209			
)L86	MINE.UNDERWATER MC55-2. 0A-09.10 CONFIGURATION C. SUB-ASSY	206		189		209	2-14-		

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO 0D 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER LOOSE CARGO CITED IN 0D 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			TRUCKLOADING CARLOADING			PALLETIZED LOADS			CONTAINER LOADING		
			TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
DODIC OR NALC	DESCRIPTI	ON OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY	D-1320 /R-51 TOFC & COFC		MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
JL87	MINE UNDERWATER	MC55-2. OA-11.12 C. SUB-ASSY	206		189		209				
UL89	MINE.UNDERWATER CONFIGURATION	MC55-2. 0A-09.10 D. SUB-ASSY	49	50	189 84	714					
UL9C	MINE.UNDERWATER CONFIGURATION	M<55-2. 0A-11.12 D. SUB-ASSY	49	50	189 84	714					
JL98	MINE.JNDERWATER CONFIGURATION	MC55-3. OA-09.10 B. SUB-ASSY	16 / 206				209				
JL99	MINE.JNDERWATER CONFIGURATION	M<55-3. 0A-11.12 B. SUB-ASSY	16/206				209				
UM02	MINE.UNDERWATER CONFIGURATION	M(55-3, 0A-09,10 C, SUB-ASSY	206		189		209				
UMU3	MINE.JNDERWATER CONFIGURATION	MC55-3+ OA-11+12 C+ SUB-ASSY	206		189		209				
UM05	MINE.UNDERWATER CONFIGURATION	M<55-3. 0A-09.10 D. SUB-ASSY	49	50	189 84	714					
UM06	MINE UNDERWATER CONFIGURATION	M<55-3, OA-11.12 D, SUB-ASSY	49	50	189 84	714					
J429	MINE, JNDERWATER CONFIGURATION	MC55-5. OA-09.10 B. SUB-ASSY	167				209				
UM30	MINE UNDERWATER CONFIGURATION	4<55-5, OA-11,12 B. SUB-ASSY	16 / 206				209				
J432	MINE, UNDERWATER CONFIGURATION	M(55-5, OA-09,10 C, SUB-ASSY	206	50	189 84	714	209				
UM33	MINE, UNDERWATER CONFIGURATION	MC55-5. OA-11.12 C. SUB-ASSY	206	50	189 84	714	209				
U435	MINE UNDERWATER CONFIGURATION	M<55-5. 0A-09.10 D. SUB-ASSY	49	50	189 84	714					
U436	MINE, UNDERWATER CONFIGURATION	M<55-5. OA-11.12 D. SUB-ASSY	49	50	189	714					
U444	MINE.JNDERWATER CONFIGURATION	M<55-6+ OA-09+10 B. SUB-ASSY	167				209				
J445	MINE, JNDERWATER CONFIGURATION	MC55-6, OA-11,12 B. SUB-ASSY	16 / 206				209				
UM47	MINE, UNDERWATER CONFIGURATION	MC55-6. 0A-09.10 C. SUB-ASSY	206 49	50	189 84	714	209				
JM48	MINE UNDERWATER CONFIGURATION	M<55-6, DA-11,12 C, SUB-ASSY	206	50	189 84	714	209				

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALLETIZED LOADS			CONTAINER LOADING		
		TRUCKLO	DADING	CARLOADING				MILVAN	COML	
					DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COME	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	
UM50	MINE,UNDERWATER MC55-6. DA-09.10 CONFIGURATION D. SUB-ASSY	49	50	189 84	714					
JM51	MINE, UNDERWATER MC55-6, OA-11,12 CONFIGURATION D, SUB-ASSY	49	50	189 84	714		NC 43			
JM59	MINE,UNDERWATER M<55-7, OA-09,10 CONFIGURATION B, SUB-ASSY	16 / 206				209	15			
JM60	MINE,UNDERWATER MC55-7, OA-11,12 CONFIGURATION B. SUB-ASSY	167 206				209				
JM62	MINE.UNDERWATER MK55-7. 0A-09.10 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209				
JM63	MINE.UNDERWATER MC55-7. OA-11.12 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209				
JM65	MINE, UNDERWATER M<55-7, OA-09,10 CONFIGURATION D, SUB-ASSY	49	50	189 84	714					
JM66	MINE, UNDERWATER M<55-7, OA-11,12 CONFIGURATION D, SUB-ASSY	49	50	189 84	714					
JM71	MINE.UNDERWATER M<56-0. QA-09.10 CONFIGURATION B. SUB-ASSY	166						. Vina		
UM72	MINE.UNDERWATER MC56-D. OA-11.12 CONFIGURATION B. SUB-ASSY	166								
U 4 73	MINE.UNDERWATER M<56-0. DA-09.10 CONFIGURATION C. SUB-ASSY	160								
JM74	MINE.UNDERWATER M<56-0. OA-11.12 CONFIGURATION C. SUB-ASSY	160			1 20					
UM77	MINE. UNDERWATER MK57. DA-U7 CONFIG"A" EXP LDD IN CRATE MK109	186					~ 7			
UM78	MIME.UNDERWATER MC57-0.00-08 CONFIGEA	186								
J479	MINE.JNDERWATER MC57-0.0A-09 CONFIGMA EXP LDD IN CRATE MK10	186			*			1		
UMBI	MINE, UNDERWATER MC57-0.0A-10 CONFIGMA EXP LDD IN CRATE MK10	186								
	1 MODIFICATION KIT. UST MK 75 MOD 1	3		100	197	210				
JW4	6 RACK.INSTRUMENT.MC 2 MOD 2.F/MINE MC5 AND MK 57	5	s	100		188	9			
UW6	0 EXPLOSIVE SECTION. MK 1 MOD 1 EMPTY F/MINE MK 56		L		775		27 g g			
UW6	1 EXPLOSIVE SECTION MK 1 MOD 1 EXP LDD F/MINE MK 56	6	6	97		161		56	1	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

				3111	PAL	LETIZED LO	ADS	CONTAINER LOADING		
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-16	
UW62	EXPLOSIVE SECTION MK 2 MOD 2 EMPTY F/MINE MK 57	2		139	789				Or bay	
UW63	EXPLOSIVE SECTION MK 2 MOD 2 INERT	128		137		200		57	TH ISM	
JW66	EXPLOSIVE SECTION MK 2 MOD 2 EXP LDD F/MINE MK 57	128		137	11,0	200		57	A TEM	
UW81	EXPLOSIVE SECTION. MK 1 MOD 1 INERT F/MINE MK 56	66		97		161		56	1	
UW97	ARMAMENT SECTION. FZU-42/8. F/PHDENIX AIM-54A. 1 PER CNU-163/E CNTR	1		100	836				n saxi	
U348	MINE. UNDERWATER. MK25-0. 0A-29 CONFIGURATION C. EXP LOADED	4		29					- F 424	
U349	MINE. UNDERWATER, MK25-0, OA-29 CONFIGURATION D. EXP LOADED	4		29			-1	-m.live	n leake	
U425	MINE. UNDERWATER. MK25-2. OA-05 CONFIGURATION D. EXP LOADED	4		29	5	5-24		37 (1)	1004	
U468	MINE, UNDERWATER, MK25-2, OA-29 CONFIGURATION C, EXP LOADED	4		29					or i grown	
J469	MINE, UNDERWATER, MK25-2, UA-29 CONFIGURATION D. EXP LOADED	4		29					s Long	
J537	MINE. UNDERWATER. MK36-1. OA-04 CONFIGURATION D. EXP LOADED			30						
J541	MINE, UNDERWATER, MK36-1, OA-05 CONFIGURATION D, EXP LOADED			30					LATEL PATEL	
U549	MINE, UNDERWAFER, MK36-1, UA-14 CONFIGURATION D, EXP LOADED			30					n Au	
J584	MINE, UNDERWATER, MK36-1, OA-29 CONFIGURATION C. EXP LOADED			30		1 142			3 %.	
U585	MINE, UNDERWATER, MK36-1, OA-29 CONF++U-ATION DT EXP LOADED			30					The state of the s	
J652	MINE, UNDERWATER, MK36-3, OA-11,13 CONFIGURATION C. SUB-ASSY			- 30					Kar	
J653	MINE, UNDERWATER, MK36-3, OA-11,13 CONFIGURATION D. SUB-ASSY			30			14		Party.	
J656	MINE, UNDERWATER, MK36-3, OA-12,14 CONFIGURATION C. SUB-ASSY			30						
U657	MINE, UNDERWATER, MK36-3, OA-12,14 CONFIGURATION D. SUB-ASSY			30					I in	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINER LOADING		
	A CONTRACTOR OF THE CONTRACTOR	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
DODIC		MIL-ST	D-1320	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324	1200	*** CTD 1662	
OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-1663	
U763	MINE UNDERWATER M<52-1 DA-08.09.10 CONFIGURATION B. SUB-ASSY	168								
J771	MINE.UNDERWATER MC52-2 DA-08.09.10 CONFIGURATION B. SUB-ASSY	168								
U775	MINE.UNDERWATER MC52-1 DA-03.04.05 CONFIGURATION B. SUB-ASSY	168			715	208				
U776	MINE, UNDERWATER, MK52-1, OA-03,04,05 CONFIGURATION C, SUB-ASSY	18/	55	86	715	208			2	
U777	MINE, UNDERWATER, MK52-1, OA-03,04,05 CONFIGURATION D. SUB-ASSY	18/	55	86	715	208			2	
U784	MINE, UNDERWATER MC52-3 OA-08.09.10 CONFIGURATION B. SUB-ASSY	168								
J791	MINE, UNDERWATER, MK52-2, OA-03,04.05 CONFIGURATION B, SUB-ASSY	168			715	208				
U792	MINE, UNDERWATER, MK52-2, OA-03.04.05 CONFIGURATION C, SUB-ASSY	187	55	86	715	208			2	
U793	MINE, UNDERWATER, MC52-2, OA-03,04,05 CONFIGURATION D, SUB-ASSY	18/	55	86	715	208			2	
U796	MINE, UNDERWATER MC52-4 DA-08.09.10 CONFIGURATION B, SUB-ASSY	168								
U805	MINE, UNDERWATER MC52-5 DA-08.09.10 CONFIGURATION B. SUB ASSY	168								
U807	MINE, UNDERWATER MC52-3 0A-03.04.05 CONFIGURATION B, SUB ASSY	168			715	208				
U808	MINE, UNDERWATER, MK52-3, OA-03,04.05 CONFIGURATION C. SUB-ASSY	18/	55	86	715	208			2	
U809	MINE, UNDERWATER, MK52-3, UA-03,04,05 CONFIGURATION D, SUB-ASSY	18/	55	86	715	208			2	
U817	MINE, UNDERWATER M<52-6 DA-08.09.13 CONFIGURATION B. SUB ASSY	168			i					
U823	MINE, UNDERWATER MC52-4 DA-03.04.05 CONFIGURATION B. SUB ASSY	168			715	208				
U824	MINE, UNDERWATER, MK52-4, OA-03,04-05 CONFIGURATION C. SUB-ASSY	187	55	86	715	208			2	
U82	MINE, UNDERWATER, MK52-4, OA-03.04.05 CONFIGURATION D. SUB-ASSY	18/	>5	86	715	208			2	
U82	MINE, UNDERWATER MK52-4 OA-03 CONFIG A	187		86	715	208		47	2	
								SECTIO	N ONE	

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

U8

				PALLETIZED LOADS			CONTAINER LOADING			
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
		MIL-ST	D-1320	1411 CTD 1225		ANI CTD 1222	MIL-STD-1324			
OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY ONLY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-16	
J828	MINE.UNDERWATER MK55-1 OA-05.06 CONFIGURATION B. SUB-ASSY	206				209				
J829	MINE, UNDERWATER MC55-1. 0A-0>.36 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209				
J831	MINE, JNDERWATER MC55-1. OA-0>.96 CONFIGURATION D. SUB-ASSY	49	50	189 84	714					
J835	MINE, UNDERWATER MC55-2. 0A-0>.36 CONFIGURATION B. SUB-ASSY	16/206				209				
J836	MINE.UNDERWATER M<55-2. 0A-05.06 CONFIGURATION C. SUB-ASSY	206		189		209				
J837	MINE, UNDERWATER MC55-Z, OA-05.36 CONFIGURATION D, SUB-ASSY	49	50	189 84	714					
J839	MINE.JNDERWATER MC52-> DA-03.04.05 CONFIGURATION B. SUB ASSY	168		é	715	208				
J840	MINE.UNDERWATER MC52-5. DA-03.04.05 CONFIGURATION C. SUB-ASSY	187	55	86	715	208				
J841	MINE, UNDERWATER, MC52-5, UA-03.04.05 CONFIGURATION D. SUB-ASSY	187	>5	86	715	208			2	
J846	MINE-UNDERWATER M<52-6 DA-03-04-05 CONFIGURATION B. SUB ASSY	168			715	208				
U847	MINE. UNDERWATER. MC>2-6. DA-03.04.05 CONFIGURATION C. SUB-ASSY	187	55	86	715	208			2	
J848	MINE, UNDERWATER, MK>2-6, OA-03-04-05 CONFIGURATION D, SUB-ASSY	187	55	86	715	208			2	
U854	MINE, UNDERWATER, MK52-7 0A-03,04.05 CONFIGURATION C SUB-ASSY	187	55	86	715	208			2	
U855	MINE, UNDERWATER, MK52-7 DA-03,04.05 CONFIGURATION D SUB-ASSY	187	55	86	715	208			2	
U861	MINE, UNDERWATER, MK52-8, DA-03,04,05 CONFIGURATION C, SUB-ASSY	187	55	86	715	208			2	
U862	MINE, UNDERWATER, MK>2-8, OA-03,04,05 CONFIGURATION D, SUB-ASSY	18/	55	86	715	208			2	
U868	MINE.UNDERWATER M<55-3. 0A-05.06 CONFIGURATION B. SUB-ASSY	167 206				209				
U869	MINE, UNDERWATER MC55-3, OA-0>, O6 CONFIGURATION C, SUB-ASSY	206		189		209				
J87	MINE, UNDERWATER, MK>3-0 CONFIGURATION B,			101	823	279				

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	TOFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
1875	MINE JUNDERWATER M<55-1 0A-03.04 CONFIGURATION 8. SUB-ASSY	206 167			714	209			
1876	MINE. UNDERWATER. MK>5-1. 0A-03.04 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209			
877	MINE, UNDERWATER, MK55-1, OA-03,04 CONFIGURATION D, SUB-ASSY	49	50	189 84	714				
1879	MINE, UNDERWATER MC55-3, OA-05,06 CONFIGURATION D, SUB-ASSY	49	50	189 84	714				
J887	MINE.UNDERWATER M<55-2. OA-03.04 CONFIGURATION B. SUB-ASSY	16 / 206			714	209			
J888	MINE, UNDERWATER, MK>5-2, OA-03,04 CONFIGURATION C, SUB-ASSY	206 49	50	189 84	714	209			
J889	MINE. UNDERWATER. MC55-2. 0A-03.04 CONFIGURATION D. SUS-ASSY	49	50	189 84	714				
J893	MINE, UNDERWATER M<55->, OA-0>.06 CONFIGURATION B. SUB-ASSY	16 / 206				209			
U895	MINE.UNDERWATER M<55-5. OA-05.06 CONFIGURATION C. SUB-ASSY	206	50	189 84	714	209			
U896	MINE.UNDERWATER M<55-5. OA-05.06 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
U899	MINE, UNDERWATER MC55-3, OA-03.04 CONFIGURATION B, SUB-ASSY	16/			209				
U900	MINE, UNDERWATER, MK55-3, OA-03,04 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209		-1 4	
U90	MINE, UNDERWATER, MK55-3, DA-03,04 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
U904	MINE, UNDERWATER MK55-6. DA-0>.36 CONFIGURATION B. SUB-ASSY	16 / 206				209			
U90	MINE, UNDERWATER MC55-6. OA-05.06 CONFIGURATION C. SUB-ASSY	206 49		189	714	209			
U90	7 MINE JUNDERWATER MC55-6 + OA-05+06 CONFIGURATION D+ SUB-ASSY	49	50	189	714				
U91	I MINE UNDERWATER MC55-4, OA-03.04 CONFIGURATION B, SUB-ASSY	167			714	209	178		
U91	2 MINE, UNDERWATER, MC55-4, 0A-03.04 CONFIGURATION C. SUB-ASSY	206	1	189	714	209			
U91	MINE, UNDERWATER, MK55-4, OA-03.04 CONFIGURATION D, SUB-ASSY	45) 51	189	714	-			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

			T	0.41	F71765	100		
	TRUCKLO	DADING	CARLOADING					
	AAU CT	D 1220		DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DESCRIPTION OF AMMUNITION	OR W	/R-51	OR WE-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
MINE JUNDERWATER MC55-5. DA-03.04 CONFIGURATION B. SUB-ASSY	167 206			714	209			
MINE, UNDERWATER, MK55-5, OA-03.04 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209			30
MINE, UNDERWATER, MC>5-5, OA-03,04 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				1 3/9/
MINE, UNDERWATER MC55-6, OA-03,04 CONFIGURATION B, SUB-ASSY	16 / 206			714	209			P-r
MINE, UNDERWATER, MC55-6, OA-03.04 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209			
MINE, UNDERWATER, MK55-6, OA-03.04 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
MINE, UNDERWATER MC55-7, OA-03.04 CONFIGURATION B. SUB-ASSY	16 / 206			714	209			
MINE, UNDERWATER, MK55-7, OA-03.04 CONFIGURATION C. SUB-ASSY	206 49	50	189 84	714	209			
MINE. UNDERWATER. MK55-7, OA-03.04 CONFIGURATION D. SUB-ASSY	49	50	189 84	714			9	
MINE, UNDERWATER, M&55-8, OA-03,04 CONFIGURATION C, SUB-ASSY	206 49	50	189 84	714	209			
MINE. UNDERWATER, MK55-8, OA-03,04 CONFIGURATION D. SUB-ASSY	49	50	189 84	714				
MINE.UNDERWATER M<56-0 0A-05.06. CONFIG. B SUB-ASSY	166							
MINE.UNDERWATER M<56-0. 0A-05.06 CONFIGURATION C. SUB-ASSY	166						10	
MINE, UNDERWATER MK 56 MOD 0 0A-05-06, CONFIG. D, SUB-ASSY ANCHOR-MECHANISM SECTION, W/O EXPLOSIVE SECTION	68		99				•	
MINE, UNDERWATER, MK 60 MOD U, 04-01 AIR-LAUNCHED	160	Page 1	186					
MINE, UNDERWATER, MC 60 MOD 9, DA-02 SUB-LAUNCHED	160		186					
MINE, UNDERWATER, MK 60 MOD U SHIPPING CONDITION	160		186					
MINE, UNDERWATER MK 65 MOD 0. DA-01 EXP LDD	183		191					
CONTROL SURFACES F/STD MISSILE MK 26-0				50				
	MINE.UNDERWATER M<55-5. OA-03.04 CONFIGURATION B. SUB-ASSY MINE.UNDERWATER. M<55-5. OA-03.04 CONFIGURATION C. SUB-ASSY MINE.UNDERWATER. M<55-5. OA-03.04 CONFIGURATION D. SUB-ASSY MINE.UNDERWATER M<55-6. OA-03.04 CONFIGURATION B. SUB-ASSY MINE.UNDERWATER. M<55-6. OA-03.04 CONFIGURATION C. SUB-ASSY MINE.UNDERWATER. M<55-6. OA-03.04 CONFIGURATION D. SUB-ASSY MINE.UNDERWATER. M<55-7. OA-03.04 CONFIGURATION B. SUB-ASSY MINE.UNDERWATER. M<55-7. OA-03.04 CONFIGURATION C. SUB-ASSY MINE.UNDERWATER. M<55-7. OA-03.04 CONFIGURATION D. SUB-ASSY MINE.UNDERWATER. M<55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE.UNDERWATER. M<55-8. OA-03.04 CONFIGURATION D. SUB-ASSY MINE.UNDERWATER. M<55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE.UNDERWATER M<56-0 OA-05.06. CONFIG. B SUB-ASSY MINE.UNDERWATER M<56-0 OA-05.06. CONFIG. D. SUB-ASSY ANCHOR-MECHANISM SECTION. W/O EXPLOSIVE SECTION MINE.UNDERWATER. M< 60 MOD 0. OA-01 AIR-LAUNCHED MINE.UNDERWATER. M< 60 MOD 0. OA-02 SUB-LAUNCHED MINE.UNDERWATER. M< 60 MOD 0. OA-02 MINE.UNDERWATER. M	DESCRIPTION OF AMMUNITION MINE. JNDERWATER M(55-5. OA-03.04 CONFIGURATION B. SUB-ASSY MINE. UNDERWATER. M(55-5. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. M(55-5. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. JNDERWATER M(55-6. OA-03.04 CONFIGURATION B. SUB-ASSY MINE. UNDERWATER. M(55-6. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. M(55-6. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. M(55-6. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. M(55-7. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. M(55-7. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. M(55-8. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. M(55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. M(55-8. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER M(56-0. OA-03.06 CONFIG. B SUB-ASSY ANCHOR-MECHANISM SECTION, W/O EXPLOSIVE SECTION MINE. UNDERWATER, M(60 MOD 0. OA-01 AIR-LAUNCHED MINE. UNDERWATER. M(60 MOD 0. OA-02 SUB-LAUNCHED MINE. UNDERWATER. M(60 MOD 0. OA-02 SUB-LAUNCHED MINE. UNDERWATER. M(60 MOD 0. OA-01 AIR-LAUNCHED MINE. UNDERWATER. M(60 MOD 0. OA-01	MINE. UNDERWATER MC55-5. OA-03.04 CONFIGURATION B. SUB-ASSY MINE. UNDERWATER. MC55-5. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-5. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. MC55-6. OA-03.04 CONFIGURATION B. SUB-ASSY MINE. UNDERWATER. MC55-6. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-6. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER. MC55-7. OA-03.04 CONFIGURATION D. SUB-ASSY MINE. UNDERWATER MC55-7. OA-03.04 CONFIGURATION B. SUB-ASSY MINE. UNDERWATER. MC55-7. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-7. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER. MC55-8. OA-03.04 CONFIGURATION C. SUB-ASSY MINE. UNDERWATER MC56-0. OA-05.06. CONFIG. B. SUB-ASSY MINE. UNDERWATER MC56-0. OA-05.06. CONFIG. D. SUB-ASSY MINE. UNDERWATER. MC 60 MOD 0. OA-01 AIR-LAUNCHED MINE. UNDERWATER. MC 60 MOD 0. OA-02 SUB-LAUNCHED MINE. UNDERWATER. MC 60 MOD 0. OA-02 SUB-LAUNCHED MINE. UNDERWATER. MC 60 MOD 0. OA-01 AIR-LOUNCHERWATER. MC 60 MOD 0. OA-01 AIR-LOUNCHER	DESCRIPTION OF AMMUNITION MINE.UNDERWATER M<55-5. OA-03.04 167 206 189 206 189 206 20	DESCRIPTION OF AMMUNITION	TRUCKLOADING	DESCRIPTION OF AMMUNITION MILSTD-1320 MILSTD-1320 MILSTD-1322 M	TRUCKLOADING

DETAILED DOCUMENT NUMBER

						ETIZED LO	AUS	CONTAINE	LOADING
		TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR IALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663
w66	FIN+SET+BJOSTER MC 31-Q+F/RIM-57A-2C+ ZD+ZE+2F	3		100	748	29			
076	EXERCISE HEAD MK2-0 W/PYRO F/AIM-9A 98				1	20	w * t		
077	EXERCISE HEAD. MK 18-0 F/AGM-45A-1. 14. 2. 3	3		101		105	- 0712		
084	EXERCISE HEAD+ MK5-4 W/TM F/RIM-2C+2D					45			
085	EXERCISE HEAD MK 4-0 W/O S-A FZ BSTK SIG F/AIM-70 TE	3		101	776	109			
086	EXERCISE HEAD. MK4-0 W/SA FZ BSTR SIG. F/AIM-7C/7D/7E	2 3		101 101	776	139			
/087	EXERCISE HEAD+MK 4-0+#/0 S-A FZ BSTR SIG+F/AIM-70+7E	3		101	7.76	109	rigarii		
v093	FUZE, CONTACT, MK304-2, W/WHD BSTK, F/AIM-98, AGM-87A-1					21		11 120	
/095	FUZE, INFLUENCE, MK303-3, W/#HD B5TR, F/AIM-9B	3		101		22			
V106	FUZE, CONTACT: MK304-1: W/WHD BSTR: F/AIM-9B: AGM-87A-1					21	- 4.35		
V115	FUZE. INFLUENCE. MK303-2. W/WHD BSTM. F/AIM-9B	3		101		22	10.0		
V142	IGNITER . ROCKET MOTOR . MK258-0 . F/AIM-7C . 7D				2				
V178	ROCKET MOTOR MK 27-3A+EXP LDU+DTRM+W/ IGNITER AND PRESSURE SW ITCH F/RIM- 66A+24B+C	17>					1 95 mg		
V21	MCKET MOTOR, MK38-3, EXP LDD, W/IGNR MK265-0, F/AIM-7E	2		100	-	108		(m - d C h m)	
V21	KOCKET MOTOR. MK39-2. EXP LDD. W/IGNR MK265-0 INSTALLED.W/U FINS.F/AGM-45	A 2		100		108	1 1 1 1 1 1		
V21	6 ROCKET MOTOR. MK39-4. EXP LDD. W/IGNR MK265-0. W/O FINS. F/AGM-4>A	4		100		108			
V21	7 ROCKET MOTOR + MK39-3 + EXP LDD + W/IGNR MK265-0 INSTALLED + W/O FINS + F/AGM-45	A	:	100		108			
V21	8 KOCKET MOTOR & MK39-2 & EXP LDD & W/IGNE MK265-0 F/AIM-7E	8	2	100		108			
V21	9 ROCKET MOTOR MK 52-1. EXP LDD W/IGNITER MK 274-0. F/AIM-7E	100	5	182		287			
							100		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

				T		AILED DOC				
		TRUCKLO	DADING	CARLOADING		PALLETIZED LOADS			RLOADING	
		1411 077			DOMESTIC	FLEET ISSUE	SUE AMPHIBIOUS	MILVAN	COML	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	M-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166	
v227	HOCKET MOTOR MK38 MOD 4.EXP LDD.W/ IGNITER MK 265-0.F/AIM-7E	۷		100		108				
V240	SAFETY AND ARMING DEVICE, MK6-1, F/RIM- 2C+2D	3		100 100		44 46				
V241	SAFETY & ARMING DEVICE. MK 7-1 F/RIM-ZE.ZF.Z4B	3		100		46				
V257	SAFETY AND ARMING DEVICE.MK6-0.F/RIM- 2C.2D	3 3		100		44 46				
V263	SAFETY-ARMING DEVICE MK13-0 F/AIM-9C. 9D. 9G	۷		100		158		39		
v265	SAFETY-ARMING DEVICE: MK 13-1 F/AIM-90.9G.9H	2		100		158		39		
v295	MK265-0.INSTALLED.W/O FINS F/AGM-45A	. 4		100		108				
V296	HOCKET MTR. LDD, MK 11-2.5 BSTD. F/RIM-8D.E.F.G.RIM-8H, IN CNTR MK262 IN CNTR MK576			54						
V298	KOCKET MOTOR MK12-0.1 EXP LDD. BSTR F/ KIM-2C.2D.2E.2F-67A IN CONTR MK 200 CONTR MK 578	18 103		133	1	1				
V319	MCCKET MOTOR. MK39-7. EXP LDU. W/IGNR MK265-D. W/O FINS. F/AGM-454	2		100		108			1	
V321	ROCKET MTR. MK 36-2. EXP LDD. W/O WINGS F/AIM-9D. 9G. 9H	T		34		148				
V322	MK274-14 INSTALLED W/O FINS F/AGM- 458	108		182		287				
v332	WARHEAD. HE. MK48-0. F/AIM-9C.9D.9G.9H	3		44		39				
V333	MOCKET MOTOR, MK17-5, EXP LDD, W/O WINGS, F/AIM-98, AGM-87A					19				
v334	MK274-0 INSTALLED.W/U FINS F/AGM-45A	108		182		287				
V335	ROCKET MOTOR, MK39-0, EXP LDD, W/IGNR MK265-G, F/AIM-7E	۷		100		108				
V336	MKZ65-0 INSTALLED, W/O FINS. F/AGM-45A		JI			108			1001	
V338	MINGS F/AIM-90. 96. 9H	1	s '	34		148				
V343	ROCKET MOTOR. MK39-1. EXP LDD. W/IGNR MK265-0. F/AIM-7E	۷		100		108				

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

	officer of 1975 to 1					ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR IALC	DESCRIPTION OF AMMUNITION		D-1320 WR-51 TOFC & COFC	MIL-STD-1325 OR WR-62	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
344	ROCKET MOTOR: MK39-1: EXP LDU: W/IGNR MK265-0 INSTALLED:W/O FINS:F/AGM-45A					108	7.	7,007=31	
351	WARHEAD.HE.MK 51-0 F/RIM-2E/4F/248/24C	3		100	843	45			
356	WARHEAD, HE, MK51-1 F/RIM-66A, 67A	3		100	843	45			
357	ROCKET MTR.MK52-2.LDD EXPL W/IGNR MC 274-1.F/AIM-7E.7E2	108		182	-	287			
363	ROCKET MTR. MK 36-6. EXP LDD. W/J WINGS F/AIM-9G. 9H	1		34		148			
/364	WARHEAD.HE.MK 48-4.F/AIM-90.95.9H	3		. 44		39			
/365	WARHEAD. HE. MK48-2. F/AIM-9C.9D.9G.9H	3		44		39		. = 57-%	
/368	WARHEAD, HE MK18-0, W/S-A FZ BSTR, F/AIM-70	3		101	776	109		1 - 5 - 5 - 1	
/370	warhead.HE.MK 5-78 F/RIM-2C. 2D	3		100	843	45 112			
/373	WARHEAD. HE. MK10-0. F/RIM-2E/2F/24A. /24B/24C	3		100	843	45	30		
v375	WARHEAD . HE . MK 18-0. NOT FOR TACTICAL USE. F/AIM 7D	2 3		101	776	109			
v376	WARHEAD, HE, MK 38-0, F/AIM-/D,7E	2 3		101	776	109			
v378	HOCKET MOTOR, LDD EXP, MK 58 MOD 3				41			. s. i. s(m)	
V380	PAIM-9L/M IN MK 287-0 CNTK	1		34		148		75 (9)	
V38	ROCKET MOTOR, LUD EXP. MK 58 MOD 2 F/AIM-7F-5				41		4	3 440	
V38	HOCKET MOTOR, MK 36-7 F/AIM-9E, 95 697 1 PER MK 287-0 CONTAINE	4 1		34		148		1136	
V38	WARHEAD, HE, MK8-D.1 F/AIM-9A.9B. AGM-87A-1					20		s + By + C	
v39	4 WARHEAD SECTION: HE. G/M. WAJ-3(V)/d F/HARPOD	N 176							
V39	WARHEAD SECTION: HE: G/M: WAJ-3A(V)/B	N 176	>					5	
V40	4 WARHEAD SECTION, SM, HE MK 71 MOD 0 F/AIM-7F-5		2	101	776	109		Trans	- Cort
V42	WARHEAD. HE. MK 18-D. W/S-A. FZ BSTT. FIRING SWITCH. ELEC MK 73-1.F/AIM-7	ט	2	101	776	109	-		

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

				DETAILED DOCUMENT NUMBER					
		TRUCKL	DADING	CARLOADING		LETIZED LO	ADS	CONTAINER	RLOADING
		mocke	OADING .	CARCOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY	VR-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
V432	WARHEAD. HE. MK 38-0. W/S-A MK 5-2 FZ BSTR. W/O FIRING SWITCH. F/A1M-70.7E	2		101 101	776	109			
V435	WARHEAD. HE. MK38-0. W/S-A MK5-2. FZ BSTR. FIKING SW. F/AIM-70.7E	2		101 101	776	109			
V436	WARHEAD. HE, MK 38-0. W/S-A MK 35-0.FZ BSTR. MK 38-1. FIRING SW. MK 73. F/AIM-7D.E.L-2	2		101 101	776	109			
V505	WARHEAD SECTION.PRACTICE.MK85 MOD O W/EXERCISE HEAD MK18.FUZE AND FJZE BOOSTER.F/ADM-45	3		101		105			
V529	WARHEAD. HE MK 8-3. F/AIM-98	2		43		20			
	MK 386-0 CONTAINER MK 386-0 CONTAINER MK 386-0 CONTAINER MKHEAD, GM, HL; MK488MODS F/AIM-9L	3		44		39 39	. "		
V>37	WARHEAD . H E. MK 38-2 W/S & A MK 35-0 FUZE BOOSTER MK 38-1 AND FIRING SWITCH MK 73 F/AIM-7E-2/3	ے ع		101 101	776	109			
V548	PER 1 PT-MIR/MIAS BYTI-UAW DABHAGE AND AND ATTICE BYEST-UAN	3		101	776	109			
V650	INITIATOR, RKI MTR INGR				6				
V843	IGNITER M177-1 F/RKT MTR 11-2.5. F/KIM 85. 84.68J	1 1			5				
V877	PROPULSION SECTION MXJ-6378 F/AIM-54A	118		161	838				
V878	ROCKET MOTOR MK56 MOD 2 (DTRM) IN CNTH MK372 MODS 2,3085								
V884	HUCKET MOTOR, HE MK36-9 F/AIM 9M/NATM- 9M 1 PER MK 287-0 CONTAINER	T		34		148			
V885	PROPULSION SECTION, HE MXU-637 A/S FOR CNTR			161	838				
ww70	BATTERY, MERCURY MKIST TYPE					299			
Xw81	BOUSTER. ROCKET MOTOR MK 70-0 EXPLOSIV LOADED, F/RIM-678 SM-2.1 PER MK 200-0. -1 CONTAINER			133		,			
Xw96	FALL SECTION MK 11 MUD 0. F/DESTRUCTOK MK 41 (ASW)					229			
Yw25	PROPELLANT FYUNDERWATER MINE MC57				58				
Y#78	ARMAMENT SECTION: HE: WAU-16A/B: F/AIM- 54C 1 MH CNU-163/E CNTK	1		100	824				

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALL	ETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
		MIL-ST	D-1320 VR-51	MII -STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324		2
OR NALC	DESCRIPTION OF AMMUNITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-100
Zw02	GUIDED MISSILE. TRAINING MK15-2 TARTAK STANDARD MK	19		52					
ZwlO	CONTAINER MK 205-3. F/RIM-2C+20+2E+2F OR 67A+ BSTR FINS	5		100	748	29			
ZW13	CONTAINER.MK 392-0.F/AGM-45A/B WINGS. EMPTY	3		100		101			
Z#36	KOCKET MOTOR MK56 MODS 0+1 (DTRM) IN CNIR MK593-0 UR CNTR MK372 MODS 2+30R5	175 209							
Z#47	BUDY SECTION, GUIDED MISSILE DUMMY MDU-26/A F/ATM 9D-5/G-5H-9+1 PC INFK MTR, WHD AND TOD	83				169			
ZW61	FIN SET MISSILE F/RIM-86.8J.KGM-8H. COMB, OF ANY 4 FJLW DWG MAKES A SET 1729556-1.2.3.4 1729540-1,2.3.4.5	1		100		223			
ZW62	FIN SET.BOOSTER F/RIM-8G.8J. RGM-8H. CONSISTS OF 4EA DWG 1729133-1	2		100	6-4	224			
ZW63	WING SET.MISSILE F/RIM-8G.8J.RGM-8H. CONSISTS OF 4 EA DWG 1728949-1	1		100		191			
ZW65	WING ASSY MK 7-2+ FIN ASSY 75 32-2 SET OF 4 EACH+ F/GW MK 5-4 (WALLEYE)	1		172		255			
Z₩74	WING ASSY MK3-0 FIN ASSY MK23-1 SET 4 EA, F/GM MK 1/2, WALLEYE	7		100		113			
ZW8°	7 ARMAMENT SECTION. FZU-27A/B IACTICAL F/PHOENIX AIM-54/	A 1		100	836				
130	TORPEDO MK48-4 EXC. COMPLETE ASSY. W/DISPENSE	113							
130	7 TORPEDO MK48-4 EXC. COMPLETE ASSY: W/O DISPENSE	113							
130	9 TORPEDO MK48-1 EXC. W/O DISPENSER RE- BIT CONFIGURATIO	N 184							
131	1 TORPEDO MK48-3 EXC. W/O DISPENSER RE- BIT CONFIGURATIO	N 184							
131	3 FORPEDO MK48-4 EXC. W/O DISPENSER RE- BIT CONFIGURATION	N 184							
132	TURPEDO MK48-1 EXC EXTENDED KANGE W/O DISPENSER REBIT CONFIGURATIO	N 184							
132	DISPENSER REBIT CONFIGURATION	N 184		ή					

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	LEET ISSUE AMPHIBIOUS		COML
DODIC OR NAI C	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
1325	IORPEDO MK48-4 EXC EXTENDED KANGE W/O DISPENSER REBIT CONFIGURATION	184							Jan 10945
1400	WARSHOT . TORPEDO MK 46-4					273		4.0	10 10 143
1401	10RPEDO MK 46-1 P-2 FRACKING BOUYANT W/EX HD MK 85-3 W/O LNCH ACCESSORIES IN CONTAINER MK 197-1 IN CONTAINER MK 535-0	14		193		241 273			- 61 HZ
1402	WARSHOT, TORPEDO MK 46-0 W/O ACCESS.					273			
1463	IN CONTAINER MK 46-1 P-2 TRACKING BOUYANT IUBE LAUNCH W/EX HU MK 85-3 IN CONTAINER MK 197-1 THE CONTAINER MK 535-U	14		193		241 273			Zective Zec r
1405	TORPEDO MK 46-1 P-2 TRACKING BOUYANT A/C LAUNCH W/EX HD MK 85-3					273			
1407	IORPEDO MK 46-1 P-2 THACKING BOUYANT HELD LAUNCH W/EX HD MK 85-3					273			
1409	TORPEDO MK 46-1 P-2 TRACKING BOUYANT W/ASROC ACCESSORIES					273			1 1 1 1
1411	TORPEDO MK 46-1 P-2 BOUYANT EXERCISE W/O LAURCH ACCESSORIES IN CONTAINER MK 197-1 IN CONTAINER MK 535-0	1		193		241 273			- Joseph
1413	IUMPEDO MK 46-1 P-2 BOUYANT EXERCISE W/ASROC ACCESSORIES					273			
1415	TURPEDO MK 46-1 BOUYANT EXERCISE W/O LAUNCH ACCESSORIES IN CONTAINER MK 197-1 IN CONTAINER MK 535-6			193	5	241 273			2001
1417	IURPEDO MK 46-1 TRACKING BOUYANT W/O LAUNCH ACCESSORIES.W/EXMD MK85-3 IN CONTAINER MK 197-1 IN CONTAINER MK 535-6	12		193		241 273			1000
1419	TURPEDO MK 46-2 TRACKING BOUYANT HELO LAUNCH W/EX HD MK 85-3					273			ja - Bai
1420	IORPEDO MK48-4 WARSHUT. COMPLETE ASSY								T. Track
1427	TORPEDO MK48-4 WARSHUT. COMPLETE ASSY W/O DISPENSE								10861
142	WARSHOT , TORPEDO MK 46-5 , BASIC			1		273			1 10502
142	TORPEDO MK 46-5 EXERCISE HELD LAUNCH W/EX HD MK 85-4					273			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

					PALLETIZED LOADS			CONTAINER LOADING		
		THUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR I HIGHWAY ONLY	D-1320 MR-51 TOFC & COFC	OD WO_52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	
1428	WARSHOT, TORPEDO MK 46-5, A/C LAUNCHED					273				
1429	TURPEDO MK 46-5 EXERCISE TUBE LAUNCH W/EX HD MK 85-4					273				
1430	WARSHOT, TORPEDO MK 46-5, W/ASROC ACCESSORIES					273				
1431	TORPEDO MK 46-5 EXERCISE W/ASROC ACCESSORIES, W/EX HD MK 85-4					273				
1432	WARSHOT. TORPEDO MK 46-5 TUBE LAUNCHED					273				
1433	TORPEDO MK 46-5 EXERCISE A/C LAUNCHED, W/EX HD MK 85-4					273				
1434	WAKSHOT, TORPEDO MK 46-5 HELO LAUNCHED					273				
1435	TORPEDO MK 46-5 EXERCISE, BASIC W/EXERCISE HEAD MK 85-4					273				
1437	TORPEDO MK 46-5 EXERCISE HELO LAUNCHED W/EX HD MK 85-3					273	,			
1439	TORPEDO MK 46-5 EXERCISE TUBE LAUNCHED W/EX HD MK 85-3					273				
1442	ROCKET RUR-5A-18/W, ASROC, WARSHOT TOR- PEDO MK46-5 PAYLOAD	14		60	5					
1443	ROCKET JRUR-5C-4/E, ASROC, SPEC EXC TOR PEDO MK46-5 EXC PAYLUAD	14		60			**************************************			
1444	ROCKET RUR-5C-4/W. ASKUC. WARSHOT TOR- PEDO MK46-5 PAYLOAD	14		60						
1445	ROCKET RUR-5C-4/E, ASRUC, WARSHOT TOR- PEDO MK46-5 EXC BUOYANT PAYLOAD	14		60						
1446	ROCKET RUR-58-5/W. ASROC.WARSHOT TOK- PEDO MK46-5 PAYLOAD	14		60						
1448	10KPEDO MK48-1, WARSHOT W/DISPENSER MK10-0 BIT CONFIGURATION									
1449	ROCKET JRUR-58-5/E. ASKOC.SPEC EXC. TURPEDO MK46-5 EXC PAYLJAD			60						
1454	TURPEDO MK48=3, WARSHOT W/O DISPENSER MK10=0.811 CONFIGURATION	113								
1455	KOCKET JRUR-5A-18/E, ASROC.SPEC EXC TURPEDO MK46-5 EXC PAYLUAD	14		60						
1456	10KPEDO MK48-1 WARSHUI, W/O DISPENSER REBIT CONFIGURATION									
	ALDII CON 1998AIIJA	113	9				11984 1			

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						ETIZED LO	ADS	CONTAINE	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	0-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
	RUCKET RUR-5A-18/E, ASROC, EXC TORPEDU MK46-5 EXC BUOYANT PAYLOAD	14	u corc	60					
1458	TORPEDO MK48-3 WARSHUT, W/O DISPENSER REBIT CONFIGURATION	113							
1460	10KPEDO MK48-4 WARSHOT, W/O DISPENSER REBIT CONFIGURATION	113							
1462	TORPEDO MK48-1 WARSHUT. W/DISPENSER REBIT CONFIGURATION	115							
1464	TORPEDO MK48-3 WARSHUT, W/DISPENSER REBIT CONFIGURATION	113							
1466	IORPEDO MK48-4 WARSHUT, W/DISPENSER REBIT CONFIGURATION	115							
1467	IORPEDO MK 46-5 EXERCISE W/ASROC ACCESSORIES					273			
1469	IORPEDO MK 46-5 EXERCISE A/C LAUNCHED, W/EX HD MK 85-3					273		3 2.1	
1471	TORPEDO MK 46-5 EXERCISE. BASIC					273			
1504	TOPED MK 46-1 ASKOC, WAKSHOT CACLYRA S JEAH 1-64 MK ODBORNI	14		60	- Tele	(1)			
1505	NUCKET RUR-5A-16E+ ASRUC+ EXERCISE IORPEDO MK 46-1 PHASE 2 PAYLOAD	14		60		(1)			
1506	NOCKET RUR-5A-17. ASKOC. WAKSHOT UACLYAY 2 JEAH 2-64 MK GOLOROL	14		60		(1)		1 132	
1507	ROCKET RUR-5A-17E. ASRUC. EXERCISE TORPEDO MK 46-2 PAYLUAD	14		60		(1)			
1510	IORPEDO MK 46-1-P2, WARSHOT W/O LAUFCH ACCESSORIES IN CONTAINER MK 197-1 IN CONTAINER MK 535-4			193		241 273			
1511	TORPEDO MK 46-1 P-2. EXERCISE COMPLETE ASSEMBLY, TUBE LAUNCHED					273			
1512	TORPEDO MK 46-1.P2. WARSHOT IJBE LCHD IN CONTAINER MK 197- IN CONTAINER MK 535-	1		193		241 273			
1513	IORPEDO MK 46-1 P-2. EXERCISE COMPLETE ASSEMBLY, AIR LAUNCHED					273			
151	FICHPEDO MK 46-1 P-2, WARSHOT					273			
151	S TORPEDO MK 46-1 P-2. EXERCISE COMPLETE ASSEMBLY, HELD LAUNCHED					273		1 2 3	1314

^{* (1)} NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP KEFER TO OD 44617.

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CUNKEP VERTREP HANDLE AS PER
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

			-		PALI	LETIZED LO	ADS	CONTAINER	LOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
516	TURPEDO MK 46-1 P-2, WARSHOT HELD LAUNCHED					273			
536	TORPEDO MK 44 MOD 1, WARSHOT TJBE LCHU	14		193		241			
537	TURPEDO MK 44 MOD 1. EXERCISE TUBE LAUNCHED	14		193		241			
538	IORPEDO MK 46-0, WARSHOT, AIT LAUNCHED					273			/
539	TORPEDO MK 46-0, EXERCISE AIR LAUNCHED					273			
1540	TORPEDO MK 46 MOD 1. WARSHOT TUBE LEHU	14		193		241			
1541	TORPEDO MK 46 MOD O EXERCISE, HELLO LAJNCHED					(2)			
1548	ROCKET RUR-5A-8. ASKUC. WAKSHOT FORMERLY RTT MK 3-2	14		60		(1)			-
1549	HOCKET RUR-5A-8/E. ADROC. EXERCISE FORMERLY RTI MK 3-2	14		60		(1)			
1552	ROCKET RUR-5A-9 ASROC, WARSHOT, (FORMERLY RIT MK 3 MOD 3)	14		60		(1).			
1561	ROCKET RUR-5A-9/E. ASKUC. EXERCISE FORMERLY RT1 MK 3-3	14		60		(1)			
1564	ROCKET RUR-5A-12 ASRUC. WARSHOT FORMERLY RTT MK 5 MOD 0	14		60		(1)			
1565	ROCKET RUR-5A-12/E ASRUC.EXERCISE FORMERLY RTT MK 5 MOD 0. EXERCISE	14		60		(1)			
1566	ROCKET RUR-5A-13 ASRUC: WARSHOT: (FORMERLY RIT MC 5 MOD 1)	14		60		(1)			
1567	HOCKET RUR-5A-13/E ASHOC.EXERCISE FORMERLY RTI MK 5 MUD 1	14		60		(1)			
1573	TORPEDO MK 46 MOD 1. EXERCISE TUBE LAUNCHED	12		193		241	211 2139		
157	TORPEDO MK 46 MOD 1. WARSHOT. AIR LAUNCHED					(1)			
158	IORPEDO MK 46-2, WARSHUT, AIR LAUNCHE	U				273			
159	O TORPEDO MK 46-2, WARSHUT, AIR LAJNCHE	U			47	273			
159	TORPEDO MK 46-2, BOUYANT, EXERCISE COMPLETE ASSEMBLY, A/C LAUNCHED					273	A 100 1		
159	2 IORPEDO MK 46 MOD 2. WARSHOT TJBE LCH IN CONTAINER MK 197- IN CONTAINER MK 535-	1 12	i i	193		241 273			

^{* (1)} NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP REFER TO OD 44617.

* (2) NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER
LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						LETIZED LO	ADS	CONTAINE	LOADING
		TRUCKLO		CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
OODIC	DESCRIPTION OF AMMUNITION	MIL-STE	0-1320 R-51			MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
OR		ONLY	TOFC & COFC	OR WR-52	OR WR-53	OH MH-54	On 188-33		
1593									7 7
	IN CONTAINER MK 197-1 IN CONTAINER MK 197-1 O-CEC DV PANIATNCO NI	14		193		241 273			
1504	TORPEDO My 46 MOD 2 WARSHOT HELD/LAMPS								
1074	LAUNCHED IN CONTAINER MK 535-0					273			
1595	TURPEDO MK 46-2. EXEKCISE. HELO/LAMPS LAUNCHED IN CONTAINER MK 535-0					273			
1596	TORPEDO MK 48-1 WARSHOT, COMPLETE ASSY DUBE LAUNCHED	115							
1597	10RPEDO MK 46-2. EXERCISE. COMPLETE								
	U-161 SM PANIETICS NI C-164 SM PANIETICS NI C-164 SM PANIETICS NI	14		193		241 273			
1598	TOMPEDO MK 48-1. WARSHUT. COMPLETE STRENGT OUTNOON CUBENOTH DELINER TOMPEDO MK 48-1. WARSHUT. COMPLETE TOMPEDO MK 48-1. WARSHUT. COMPLETE	113							
1599	TORPEDO MK 48-1. EXERCISE. CUMPLETE ASSEMBLY. TUBE LAUNCHED	184							
1608	GM. TERRIER RIM-20-1 W/WARHEAU	11		51		(1)			
1610	GM.TERRIER RIM-20-2.W/U WARHEAD	1/	,	51		(1)			
1614	GM+TERRIER RIM-20-4.W/U WARHEAD	1/		51		(1)			
1616	GM+ TERRIER RIM-20-5 W/WARHEAD	17		51		(1)	=		
1618	GM. TERRIER RIM-20-6 W/O WARMEAD	1/		51	-	(1)			
1619	GM. TERRIER RIM-2J-6 W/EX HEAD	1/		51		(1)			
1634	GM. TERRIER RIM-2E-3 W/WARHEAD	1/		51		(1)			
1635	GM. TERRIER RIM-ZE-3 W/EX HEAD	17		51		(1)			
1638	GM. TERRIER RIM-ZE-5 W/WARHEAD	11		51		(1)			
1646	GM. TERRIER RIM-2F-4 W/WARHEAD	1/		51		(1)			
1647	GM. TERRIER RIM-2F-4 W/EX HEAD	11		51		(1)			
1650	MISSILE. TARTAR RIM-248-1 IN CNTR MK 372 MODS 1.3.4.566	19							
1660	MISSILE, TARTAR RIM-24C-2 IN CNTR MC 372 MODS 1.3.4.566	19							
1661	GM. TARTAR RIM-24C2 IMPROVED-R W/EX HE	19		52		(1)			
1674	GM+ TALDS RIM-8G-2 W/WARHEAD			54					

^{* (1)} NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP KEFER TO OD 44617.

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER
LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

					PALI	ETIZED LO	ADS	CONTAINER LOADING		
	. "7" "	TRUCKLO	ADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
DIC OR ALC	DESCRIPTION OF AMMUNITION	MIL-STE OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	
676	GM+ TALOS-ARM RGM-8H-1 W/WARHEAD	21		5 3						
678	GM+ TALOS-ARM RGM-8H-2 W/WARHEAD	21		53						
827	GM+ STANDARD-ARM AGM-78C31 TACTICAL	110		146		(1)				
832	GUIDED MISSILE, STANDARD ARM, TACTICAL AGM-78D-1	110		146		(1)				
910	GM. STANDARD-MR.RIM-66A-5 W/WARHEAD. VI NOOLB CHU	156 205		134		(1)				
911	OMO STANDARD-MIRONIRO WIE A MEAU. VI NOCLU V	156		134		(1)				
1914	GM. STANDARD-MR.RIM-66A-5 W/WARHEAD. AND UHF DTLM. BLOCK IV IN VLS CONTAINER	156		134		(1)			-	
1922	GUIDED MISSILL, RIM-67A-4, STANDARD-EN HE, W/O DORSAL TM	1/		132		(1)	b	17.8		
1926	GM. STANDARD-ER. RIM-67A-5 W/WARHEAD.	1/		132		(1)				
1927	GM. STANDARD-ER.RIM-67A-5 W/EX HEAD. BLOCK IV	11		132		(1)				
193	GM. STANDARD-ER.RIM-67A-6 W/#ARHEAD. W/O DTLM. BLOCK V	11		132		(1)				
193	GM. STANDARD-ER.RIM-67A-6 W/EX HEAD. BLOCK V	1/		132		(1)		-		
193	GM. STANDARD-MR. RIM-66A-6 W/WARHEAD W/O DTLM. BLOCK V	156		134		(1)				
194	2 GM. STANDARD-MR.RIM-668-2 W/WARHEAD. W/O DTLM. BLOCK V	156		134		(1)				
	GM. STANDARD-MR.RIM-668-2 W/EX MEAD BLOCK V	156	>	134	-	(1)				
	GM. STANDARD-MR.RIM-668-2 W/WARHEAD. AND UMF DTLM. BLOCK V	150	>	134		(1)				
	GM. STANDARD-MR.RIM-66A-7 W/WARHEAD. BLOCK V	15	6	134		(1)				
	49 GM • STANDARD-MR • RIM-66A-7 W/EX HEAD • BLOCK V	15	6	134		(1)				
19	50 GM STANDARD-MK RIM-66A-7 W/WARHEAD AND UHF DTLM SLOCK V	15	6	134		(1)				

^{* (1)} NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP KEFER TO OD 44617.

* (2) NO WR-54 OR MIL-SID-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

		111				ETIZED LO	ADS	CONTAINE	RLOADING
		TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
ODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	/R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
1954	GM. STANDARD-MR.RIM-66A-6 W/WARHEAD AND UHF DTLM. BLOCK V	156		134		(1)			
1956	GM. STANDARD-ER, RIM-67A-5 W/WARHEAD AND UHF DTLM. BLOCK IV	1/	5	132		(1)			
1958	GM. STANDARD-ER.RIM-67A-6 W/WARHEAD AND UHF DTLM. BLOCK V	1/		132		(1)			
1960	GM. STANDARD-ER.RIM-67A-7 W/WARHEAD W/W STANDARD BLUCK V	1/		132		(1)			
1961	GM. STANDARD-ER.RIM-67A-7 W/EX HEAD. BLOCK V	11		132		(1)			
1962	GH. STANDARD-ER.RIM-67A-7 W/WARHEAD W/JHF DTLM. BLOCK V	1/		132		(1)			
1968	GM. STANDARD-MR.RIM-56A-9 W/WARHEAD W/O DTLM. BLOCK V	156		134		(1)			
1969	GM. STANDARD-MR.RIM-06A-9 W/EX HEAD BLOCK V	156		134		(1)			
1970	GM. STANDARD-MR.RIM-D6A-9 W/WARHEAD AND UHF DTLM. BLOCK V	156		134		(1)			
1972	GM. STANDARD-MR.RIM-668-3 W/WARHEAD W/O DTLM . BLOCY V	156		134		(1)		A-	
1973	GM. STANDARD-MR.RIM-668-3 W/EX HEAD BLOCK V	156		134		(1)			
1974	GM. STANDARD-MR.RIM-668-3 W/WARHEAD W/JHF DTLM. BLOCK V	156		134		(1)			
1976	GM. STANDARD-ER.HE.RIM-67A-8	17		132		(1)			
1978	GM. STANDARD-ER.HE.RIM-67A-8 W/JHF DTLM BLK 5	17		132	2	(1)			
198	GM . STANDARD-MR . HE . RIM-66A-4	156		134		(1)			
198	GM. STANDARD-MK.RIM-668-4 W/WARHEAD W/JHF DTLM. BLOCK V	156		134		(1)			
198	4 GM . STANDARD-MR . HE . RIM-66A-11	156		134		(1)			
198	6 GM. STANDARD-MR. HE. RIM-66A-11 W/JHF DTLM	150		134		(1)			
199	1 GUIDED MISSILE, RTM-66D-2A SID SSM AR INCLUDES UMP TLM ANTENNAS	156		134		(1)			
199	Z GUIDED MISSILE, RSM-66D-2 STD ARM	150	>	134		(1)			

^{* (1)} NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

* (2) NO WR-54 OK MIL-SID-1323 PREPARED FOR CONREP VERTREP

LOOSE CARGO CITED IN OD 44617.

DETAILED DOCUMENT NUMBER

		70.00	0400:-			LETIZED LO	ADS	CONTAINER	LOADING
			OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION		D-1320 VR-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
1994	GUIDED MISSILE, RGM-66D-2 STD ARM W/DTLM AND CD SYS INCLUDES JHF TLM ANTENNAS	150		134		(1)			
1996	GUIDED MISSILE, RGM-660-24 STD ARM	156		134		(1)			
8W31	SONOBUOY, MOD 36, SHORT, ROTOCHUTE					98			
8W02	SONOBJOY, MOD 36-LS/SLC, LONG, LCH-ENB					98			
8WU3	SONOBJOY, MOD 36-SS/SLC, LONG					98			
8w04	SONOBUOY, MOD 41, SHORT					98			
8w05	SONOBJOY, MOD 41A, SMORT					98			
8₩06	SONOBUOY, MOD 41A-LS/SLC, LONG					98			
8w07	SONOBUOY, MOD 41A-SS/SLC, LONG					98			5
8008	SONOBUOY, MOD 418-SS/SLC, LONG					98			
8wu9	SONUBUOY, MOD 478, SMOKT					98			
BWID	SONOBUOY, MOD 50, SHURT					98			
8w12	SONOBUOY, MOD 50A, SHORT					98			
8w13	SONOBUOY, MOD 53, SHORT					98			
8#14	SONOBUOY, MOD 53-LS/SLC. LONG					98			
8w15	SONOBUOY. MOD 53-SS/SLC. LONG					98			
8#16	SONOBUOY, MOD 53A, SHORT					98			
8w17	SONOBUOY , MOD 53A-LS/5LC , LONG					98			
8w18	SONOBUOY, MOD 57, SHURT					98			
8w19	SONOBUOY, MOD 57A/57NX3, SHORT					98			
8420	SONOBUOY, MOD 57(XN5), SHORT					98			
8W21	SONOBUOY, MOD 41A-SS/SLC, LONG, KOTO.			-		98			
8w23	SONOBUOY, MOD 57A, SHORT					98			
	SONOBUOY, MOD 83, SHURT					98			
1	SONOBUOY, MOD 418, SMORT					98			
	SONOBJOY, MOD 418-LS/SLC, LONG					98			
1	SPACER ASSY. STYROFOAM. F/USE W/MC 25 MARINE LOCATION MAKER & MK 84 JNDER WATER SOUND SIGNAL. IN SONDBOUY LCHR CONTAINER		~			219			

^{* (1)} NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP REFER TO OD 44617.

* (2) NO WR-54 OR MIL-STD-1323 PREPARED FOR CONREP VERTREP HANDLE AS PER

LOOSE CARGO CITED IN OD 44617.

ITEMS LISTED BY DODIC/NALC SEQUENCE

DETAILED DOCUMENT NUMBER

						LETIZED LO		CONTAINE	PLOADING
		TRUCKL	DADING	CARLOADING			AMPHIBIOUS	MILVAN	COML
DODIC OR NALC	DESCRIPTION OF AMMUNITION	MIL-ST OR V HIGHWAY ONLY		MIL-STD-1325 OR WR-52				MIL-STD-1386	MIL-STD-1663
8w29	SONOBJOY, MOD 36-LS/SLC, LONG, LCH-ENE					98			
8#30	SUNUBUCY. MOD 574-LS/SLC. LONG					98		27	
8w31	SONOBJOY, MOD 83-LS/SLC, LONG					98			
8 w 3 2	SUNDBUDY, MOD 478-LS/SLC. LONG					98			
8W34	SUNOBUDY, MOD 71-LS/SLC. LONG					98			
8 w 35	SUNOBUOY. MOD 62-LS/SLC. LONS					98			
8w36	SONOBUOY, MOD 418(400)-L5/SLC. LONG					98			In
8w37	SONOBJOY , MOD 36 . SHURT . PARACHUTE					98			47 - 1
8 w 3 8	SUNDBUOY. MOD 418-LS/SLC. LONG. LO MSE					98			12.00
8w4C	SUNDBUOY, MOD 53B-LS/SLC, LONG					98			-51
8#41	SUNOBUOY - MOD 418 (400) - SHUR!		. 77			98			
	SONOBUOY. MOD 57A.W/SLC-LS. LONG					98		777	
	SONOBUOY - MOD 62A-LS/SLC - LONG		- Fax 2		+	98			
	SONOBUDY - MOD 53A - SHURT	1				98			
	SUNDENCE - ASS DOM - YOURDING					98			
	SONOBJOY, MOD 62B, SHORT					98			
8455	SONOBUOY , MOD 55 , SHORT					98			
									Na Carlo

SECTION TWO ALPHABETICAL INDEX

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SECTION TWO ALPHABETICAL INDEX

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DETAILED DOCUMENT NUMBER

Design Company of the	TRUCKLOADING		CARL CARING	PALLETIZED LOADS			CONTAINER LOADING		
AME TO THE PARTY OF THE PARTY O	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML	
	MIL-ST	D-1320 R-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324	MIL-STD-1386	· · · · · · · · · · · · · · · · · · ·	
DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-51D-1386	MIL-510-1003	
AIRBURST KIT FOR T-66	2		101	36					
ACID. CRESYLIC. XYLENOL	1		71		100				
ADAPTER . BOMB CLUSTER M16 + 1641	2		100	11		1000			
ADAPTER-BOOSTER, BOMB M115A1 (TAIL) T45/M148 TYPE (NOSE) T46E4/M147 (TAIL) T46E4/M147/M150	143		100 100 100	127	66 70 190		5		
ADAPTER KIT MK34-0 F/MARINE MARKER MK25-0	3				202				
AIRFOIL GROUP MXU-600/8, F/MK 84 BOMB MXU-602/8, F/MK 82 BOMB MXU-641/8, F/MK 83 BOMB	2 3 2		163 162 183		236 235 291		36 38		
AMMONIUM PERCHLORATE IN 30 GAL. DRUMS	2		100	20			33		
ARMING ASSEMBLY, BOMB FUZE MK3-1,4-1 OR 5-1	2		100		177				
ARMING DEVICE MK5-0:1 F/UMN MK10 OR MK11	3	-	100	826 742	237 163				
ARMING WIRE ASSEMBLY AN-M6A2 M13	2	=	100		84 68				
MK3 IN CONTAINER MK2 MK9-O IN CNTR MK 2 MOD 2	2		100		220				
ASROC ADAPTION KIT - CNTR MK 182 AIN STABILIZER	16		55		143				
MK 27-D IN CNTR MK 316-D MK 27-D TRNG TYPE IN CNTR MK 316-D AIKFRAME IN CONTAINER MK177 AIKFRAMES, MK4,5 DR 8 IN CNTR MK321			61 185	878 878 873					
CABLE ASSEMBLIES MK 10-0, 21-0,5 29-0 CAP, NOSE, TORPEDO				879					
MK 7-2 MK 8-1 5 2 MK 7-2 TRNG TYPE MK 8-1 TRNG TYPE COMPONENT PARTS F/ROCKET MOTOR MK37 MOD (COUNTERWEIGHT, LD624589 IN CNTR.LD269791) DL1984610 IN CNTR.LD269791 DL1984612 IN CNTR.DL198461 EXERCISE HEAD FOR TORPEDO MK44-LNTR MK18	2		100 100 57	879 879 879 754 722 722 867 38					
FIN ASSEMBLY MK4-0: IN CNTR: LD 269770 (2 FINS/CNTR) IN CNTR: DL 5166175 (4 FINS/CNTR FIN SET: FOLDING: USED W/GMLS M<26 (2 MK 34-0 AND 2 MK 35-0))	>		871 886					
IN CRITE, DL 5166176 IGNITION & SEPERATION ASSEMBLY MK 3-0.1. MISSILE IN CRITE MK183	2 14		60	886 779					

DETAILED DOCUMENT NUMBER

						LETIZED LO	CONTAINE	RLOADING	
	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COMT	
DESCRIPTION OF AMMUNITION	MIL-STI OR W HIGHWAY ONLY	7-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	
ASROC									
ROCKET MOTOR IN CONTAINER MK178 ROCKET MOTOR 11.65 INCH	15		59						
TORPEDO MK44 IN CONTAINER MK187-1 TORPEDO MK44.46+ MODS IN CNTR MK197+ MODS WARHEAD FOR TORPEDO MK44 IN CNTR MK188	12		56 193 57	38	241			THAOA I	
BATTERY									
BA - 310/U - FIUL	4		100		164				
BA - 310/U - DUL	2		100	745				nunga F	
BA - 326/U - FIUL	2		100	744	165				
BA - 326/U - DUL	2		100	744	166		1 1000 1	PERM	
BA -1359/U - FIUL BA -1359/U - DUL	2		100	743				100	
PROPULSION MK41 MOD1	2		100	16					
MK95 TYPE IN S/A AMMO BOX MK1-0 MERCURY MK 131 TYPE				-	267 299			-gross	
BEAKER EXPLOSIVE LOADED	161		100	863	-		A PLA	ATTENDA !	
SUBCHARGE (EXPL LDD) F/HI-FRAG PROJECTILE				864		1		ARMINA.	
A NAMCE	29								
вомв							4 10	della Marilla	
CHEMICAL CONTRACTOR AND CONTRACTOR A	31		69				10.76		
MK94 IN CONTAINER 410 MOU O MK116 -WETEYE- IN CONTAINER MK398 MOU O	2		14		1			794	
							- 100	200	
750 LB M117 - TPO 1325-232-6331 REV F	120		171						
750 LB M117A1 - DUL	39	46	1	705					
750 LB M117A1 - FIJL	1		100		141		17.2		
BLU-318 AIR FORCE JNIT LOAD	87		117						
DEPTH 350 LB. AN-MK54	3		100	173					
FRAGMENTATION									
100LB CLUSTER M28 + M28A2	2		100	185				1	
220LB AN-M88 -DOMESTIC UNIT LOAD- 260LB AN-81 -DOMESTIC UNIT LOAD-	2		100	42					
SOUR AN-81 - LIVE	24		21						
GENERAL PURPOSE						1		10	
IDOLB AN-M30	2		101	172				1 21	
250LB AN-57 + 57A1	23		20				5 (10)	1	
250LB AN-57 + 57A1 -DOMESTIC JNIT LOAD	- 2		100	40		N	1 - 150	11	
SUOLB AN-M64 OK M43			100	175					
500LB AN-M64A1 1000LB AN SERIES	33		25						
2000LB AN SERIES			26						
3000LB M-118	91								
LOW DRAG			10					4 Harris	
250LB MK81 + MODS - LOOSE + LIVE			18				45		
250LB MK81 MOD 1 - LUDSE + EMPTY			1 29						

DETAILED DOCUMENT NUMBER

	-	TRUCKLOADING CARLOADING PALLETIZED LOAD		ADS	CONTAINE	RLOADING		
	1 1 1 1 1 1 1 1 1 1		CARLUADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
ЭМВ								
250LB MK81 A/F TPD 1325-092-9848. REV H	38		75					
250LB MK81 -FLEET ISSUE UNIT LOAD- 500LB MK82 -LOOSE + LIVE-	5		9 22		15		1	
500LB MK82 -LOOSE + EMPTY-	26	36	23	700			44	
500LB MK82 -DOMESTIC UNIT LOAD- 500LB MK82 -FIUL- ON BOMB PALLET MK9 500LB MK82 ON PALLET MHU-149/E	36	35 34	76	702	31		4	
A/F TPO 01-006-5657 500LB MK82-2 FIUL DN BOMB PALLET MK9	170		178					
W/SADDLES 500 LB MK82-2 (TP) 6 BDU-45/B (INERT	104		10		225		14	
LOADED) ON PALLET MHU-122/E 500 LB MK 82 6 MODS AND BDU-45/B INERT	112		157		239		21	
LOADED (UNCOATED) ON PALLET MHU-122/E					205		100	
500LB MK82 + MODS AIR FORCE U/L TPO 1325-294-4152 REVISION G OR H	81	85	74			1 1000	The state of	
REVISION R THRU AA	100	107	150				3	
WITH METAL NOSE PLUGS		43	98	703	74.40	D' grade		
WITH PLASTIC NOSE PLUGS 1000LB MK83. FIUL	7	43	79 11	703	35		2	
1000LB MK83-5 (THERMALLY PROTECTED)	7 42		11		243	er weels		
2000LB MK84 -LOOSE + LIVE- 2000LB MK84 -LOOSE + EMPTY-	45		73		177	1	A MARIE	
2000LB MK84, FIUL 2000 LB MK 84 MODS 3.4.65 (THERMALLY	53		85		127	1 1 1 1 1 1		
PROTECTED)	53		175		253			
HE MK115 MOD O IN CNTR MK482	82		100			134		
PRACTICE	2			100	49 81	DISS BUILDING		
3LB. MINITURE. AN-MK23 5LB. MINITURE. MK106 MOD5	2		100	186	182			
25LB. MK76 MOD4	2		101	34				
25 LB, MK76 MODS 4, 5,67, DUL 25 LB, MK76 MODS 4, 5,67, ULUR	109		143	809	217	1200	22	
25 LB. MK76-5.7; BULK PACK, DULYULUR	2		100	45	300	1188-1		
BDU=48/8				51	221			
BOOSTER DEPTH CHARGE MK6	1		100	231		100		
UNDERWATER MINE MK18	2		100	732	989			
BRITEYE AIRCRAFT FLARE MLU 32/899	1	3	100		94		23	
BURSTERS. BOMB MK5-0 IN CNTR MK417. FIUL	79		113		173			
CANISTER F/CBU-CLUSTER BOMB -EMPTY-				804				
CARTRIDGE					0.1	1	60.2	
12-GAGE PAPER- M19- 480 RDS PER CNTR	3		100			1	LES SHE	
BRASS- 675 RDS PER CNTR-10 CNTRS TO U/L PAPER- 500 RDS PER CNTR PAPER- 675 RDS PER CNTR	2 3		100 100 100		1.180	2 3		

DETAILED DOCUMENT NUMBER

		PALLETIZED LOADS			PALLETIZED LOA		CONTAINE	RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC		AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	D-1320 IR-51 TOFC & COFC	MIL-STD-1325 OR WR-52		MIL-STD-1323 OR WR-54		MIL-STD-1386	
CARTRIDGE	OHE							eeca!
CALIBER .223 CENTER FIRE	2		100	21				
CALIBER .30 IN SMALL ARMS CNTR MK 1-0	94		100	26				
CLIPPED								
384 ROUNDS PER CONTAINER 480 ROUNDS PER CONTAINER API-M14 480 ROUNDS PER CONTAINER	2 2 2		100 100 100			19 20 20	100	
BALL BELTED CLIPPED	2		. 100			16	10 ga 048	
768 OR 1000 ROUNDS PER CONTAINER 1344 OR 1500 ROUNDS PER CONTAINER LINKED	2		100			16 17		
IN SMALL ARMS BOX MK1 MODO 768 OR 1000 ROUNDS PER CONTAINER 1000 OR 1040 ROUNDS PER CONTAINER 1500 RDS CONTAINER IN CNTR - DWG 7690572	2 3 2 3		100 100 100 100			16 15 140 17		
CARBINE 1200 ROUNDS PER CONTAINER 1600 ROUNDS PER CONTAINER 2400 ROUNDS PER CONTAINER 2500 ROUNDS PER CONTAINER 3450 ROUNDS PER CONTAINER	2 3 3 3 2		100 100 100 100 100			12 10 14 11 13		
TRACER 800 ROUNDS PER CONTAINER 1000 OR 1040 ROUNDS PER CONTAINER 1344 OR 1500 ROUNDS PER CONTAINER	3 3		100 100 100			18 15 17		(A)
CALIBER .38 BALL: SPECIAL M41 1200 ROUNDS PER CONTAINER 2400 ROUNDS PER CONTAINER	2 2		100			22 21		
CALIBER .45 BALL, M 1911								
IN CONTAINER 7553347 - 2000 RDS/CNTR IN CONTAINER 7553056 OR 7691562 IN CONTAINER 7690850 IN CONTAINER 439182 -3600 RDS/CNTR	2 2 3 62		100 100 100 100	27		23 24 25		158
IN 12 50-ROUND CARTONS 20 CHTRS PER UNIT LOAD ON MK12 PALLET BLANK-M9, DUMMY-M1921 OR TRACER-M26	62		100	27 27			1	Hos
CALIBER .50 IN S/A AMMO BOX MK 1-0 BALL LINKED	127		100	28			40	880 860
110 ROUNDS PER CONTAINER -3 API- 200 TO 220 ROUNDS PER CONTAINER 210 ROUNDS PER CONTAINER 426 ROUNDS PER CNTR -5/A AMMO BOX MKI-	3 2 2 141		100 100 100 100		285	28 26 29 154	43	2
TRACER M47 -240 ROUNDS PER CONTAINER-	3		100		Y P	27		

DETAILED DOCUMENT NUMBER

				PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
ARTRIDGE				-				18 115
200 TO 220 ROUNDS PER CONTAINER	2		100			26		in selling
7.62 MILLIMETER BALL. NATO 768 RDS/CTN.CLIPS IN BANDOLEERS	3		100			5	42	
800 RDS / CNTR+ LINKED 840 RDS/CTN+CLIPS IN BND W/MAG FILLER 880 OR 960 RDS/CARTON 1200 ROUNDS PER CARTON HPT+ M60 TRACER + LINKED	2 2 3 2 2		100 100 100 100	54	193	6 8 7 9 8	42	
9 MM BALL, PARABELLUM 20 MILLIMETER ANTIAIRCRAFT IN 20MM AMMO BOX MK3 ON PALLET MK 3 (40 X 48) ON PALLET MK12 (35 X 45.5)	2 2		8 7	30 31				
AIRCRAFT / NOT LINKED M50 SERIES IN CNTR M548			100	870	294		1.4713	
M90 SERIES IN S/A AMMO BOX MK1	126		100	29 846	11		33	
IN WOOD BOX. DWG 76-1-358 MK100 SERIES IN S/A AMMO BOX MK1 (DUL) MK100 SERIES IN S/A AMMO BOX MK1 (FIUL)	180 179		100 100	874	9		33	
AIRCRAFT / LINKED M50 SERIES IN CNTR M548	2		100	872	187	156	30	
M90 SERIES IN S/A AMMO BOX MK1 150 ROUNDS / BOX 120 ROUNDS / BOX IN 20MM AMMO BOX MK3	126		100	29	11 92		33	
MK100 SERIES IN S/A AMMO BOX MK1	3		100	875	137		33	Gills -
30 MILLIMETER HEI.F/ADEN GUN.IN 60RD CNTR TP. F/ADEN GUN.IN 30RD CNTR			100		289 290	167 168		
40 MILLIMETER BLANK SALUTING, IN CNTR MK 229-0 HE, IN AMMO BOX MK1-0 HE-M406 IN CONTAINER M548	3 3		101		264	144	35	
60 MILLIMETER, HE M49A4	136		100			151		
76 MILLIMETER/62 CAL IN ADAPTER MK. 121-0	164		177		263		55	
81 MILLIMETER HE 362 HE 374 WITH FUZE PD M54A5 HE M43A1 ILLUMINATING M301A1 SMOKE WP M57 SMOKE, WP 375 WITH FUZE PD M52	2 3 2 3 3 3		100 100 100 100 100			30 129 31 32 33 130	MC 12-	7

DETAILED DOCUMENT NUMBER

	PALLETIZED					LOADS CONTAINER LOADING				
	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE		MILVAIN	COML		
	MIL-ST	D-1320 IR-51								
DESCRIPTION OF AMMUNITION	OR W HIGHWAY ONLY		OR WR-52	OR WR-53	MIL-STD-1323 OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166		
CARTRIDGE										
90 MILLIMETER SMOKE, WP	2		100			34 147				
105 MILLIMETER HE,ILLUM,OR SMOKE IN CNTR 754072 HE OR SMOKE IN 36.75 INCH LONG CNTR HE OR SMOKE IN 37.25 INCH LONG CNTR WP	3 2 2 3		100 100 100 100			35 36 36 135				
106 MILLIMETER M344 M346	3 2		100 100			37 38				
3/50 (SERVICE & TRAINING) DUL 3/50 (SERVICE & TRAINING) FIUL 3/50 (BLANK, SALUTING) FIUL 3/50 (SHORT, FLASHLESS) FIUL	2 3		152 147	774	1 265 265		27			
4.2 MORTAR HE. ILLUMINATING + SMOKE. 7549248 HE. ILLUMINATING + SMOKE. CNTR 76-1-1188	97		100			39 40		Ų.		
4.4 CHAFF (RBOC)	3		188		296					
5.125 INCH MK 182 (SUPER RBOC) MK 186 (TORCH) MK 193 (PRACTICE)	177				298 201 298					
IMPULSE MK131-0 PHOTOFLASH MK54 SIGNAL MK4-3,4 F/PRACTISE BOMBS, M2A1 CNTR MK4-3 IN WOOD BOX CXU-3A/B, IN M2A1 CNTR SIGNAL MK4-3,4 OR CXU-3A/B F/PRACTICE BOMB IN M2A1 BOX			100	740 896 885 806	183 155 159 261 159					
CATALYST GENERATOR. WMJ-1/B WMJ-2/B WMJ-6/B	3 3 3		100 100 100	803 803 803	207 207 207			-		
CHAFFROC WARHEAD MK76 & MODS IN CNTR MK497-0 WARHEAD MK84 & MODS IN CNTR MK 521 & MODS	3		100		147 260					
CHARGE CLEARING, 76MM/62CAL IN ADAPTER MK 121-0 DEMOLITION ASSEMBLY	164		177		263		55			
MK 37 MK133 MK135	2		100	801 802		90				
DEMOLITION: BLOCK AMMONIUM NITRATE 1/4 LB 1/2 LB M3 M5A1	2 3 3 3 2		100 100 100 100			87 85 86 83 84				

DETAILED DOCUMENT NUMBER

				DETAILED DOCUMENT NUMBER				
	TRUCKL	OADING	CARLOADING		LETIZED LO	ADS	CONTAINE	
		-		DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	OR V	TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1660
CHARGE								
DEMOLITION. SHAPED	3		100			88		
40 LB M3	2		100			89	7.18	
M8-3	2		100	734		146		
MK45 MK45 IN M2A1 CNTR	-		100	812				
MK47	138		100			153		
DEPTH	2		100	755				
HIGH EXPLOSIVE, MK 40-1 HIGH EXPLOSIVE, MK 40-1 (EUROPEAN VERSION)	3		100	795				
HIGH EXPLOSIVE. 7.2 ASSEMBLED (BULK PACK)			1	788	197			
HIGH EXPLOSIVE, 7.2 ASSEMBLED (BOXED)	3		100		26			
PROPELLING 5/38 FIUL (STEEL ADAPTERS)	84		12		3		26	
5/38 ALT FIUL (WOOD ADAPTERS)	0.		•••		278			
5/38 DUL (WOOD ADAPTERS)	56		118	757				49 87 80
5/54 FIUL (STEEL ADAPTERS)	75		164		5		10	1
5/54 ALT FIUL (WOOD ADAPTERS) 5/54 DUL (WOOD ADAPTERS)	106		123	753	277			
6/47 FIUL (STEEL ADAPTERS)	154		165		7		24	
6/47 ALT FIUL (WOOD FRAMES)					276		1	
6/47 DUL (WOOD ADAPTERS) 8/55 (CASE) FULL OR REDUCED, FIUL	157		83	842	126			
B/35 (CASE) FULL OR REDUCED, PIOL.	96		126	763	120		The Page	
8/55 (BAGGED) FULL FIUL	2		82		125			
(ST PLT) DUL	2		96	750				
(WD PLT) DUL 8/55 (BAGGED) REDUCED FIUL	3		100	751	146	17 7 1-1		
DUL.			100	752	170.18	111		THE WAR
SINCH MI IN CONTAINER MISAL	89		119			143		
8INCH M2 IN CONTAINER M19 16/50 FULL. IN TANK MK 4 - FIUL.	2		93		150	145		
16/50 REDUCED. IN TANK MK 8 - FIUL	2		94		151			
16/50 FULL. IN TANK MK 4 - LOOSE	57		88					
16/50 REDUCED. IN TANK MK 8 - LOOSE	59		89		1 3	112		
155MM M3 155MM M72 IN CNTR M16, A.U.L.	88		115			141		
M67. D.U.L.	61		100	766				
REDUCED FLASH M1 FOR 155 MM GUNS IN CONTAINER: 76-4-56	2		100			43		
MI FOR 155 MM GUNS IN CONTAINER 76-1-650			100			44		
M3 -50 ROUNDS PER CONTAINER-	2.		100	1-2 2 2 2 2 3 3		45		
M3 -100 ROUNDS PER CONTAINER-	2 2		100			46		
120 MM - PROJECTILE + CHARGE HE-AT-T - PROJECTILE + CHARGE	2		100		144,73	42		
SPOTTING. CXU-4/B	3		100		96			
CI DEV								
CLOCK DELAY MK22 TYPE	2		100	758	PI		LATTER	
DELAY MECHANISM MK14 MODS D-7				772	711,11 201			
					Girt - A			
				a of Luc	ang ja		7.5 TES	
						1 - 1		

DETAILED DOCUMENT NUMBER

				PAL	LETIZED LO	LETIZED LOADS		RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC		AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	D-1320 R-51 TOFC & COFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
CLOTHING. IMPERMEABLE PROTDIVING SUIT-				791				
COMPUTER CONTROL GROUP; MAU-169/B IN CNTR CNU-288/E					89		277	
CONTROL BOX. UMN MK42-0	2		1	777				
CONTROL UNIT. PARACHUTE MK 66 IN WOOD BOX IN CNTR MK135	2		100	14 869				The state of the s
COUNTERWEIGHTS LD 624589 IN CNTR, MODIFIED, LD 269791 DL 1984610 IN CNTR, LD 269791 DL 1984612 IN CNTR, DL 1984615	2 2		100 100	722 722 867				
CRADLE, STORAGE MK 8 MOD 0 (EMPTY) MK 20 MODS 0,1 (EMPTY)	163 163			856 856				
CRESYLIC ACID, XYLENOL	1		71		100			8
CUTTERS, BALLISTIC DISC/EX-23 OR Ex-24				797				
DEEP SUBMERGENCE VEHICLES (DSV) LIQUID SUPPORT MATERIALS				882				
DEMOLITION KIT BANGALORE, TORPEDO MIA BANGALORE, TORPEDO MIAI IN WOOD BOX IN BOX 76-1-485	1 1 2		100 100 100	246 247		132		
DEPTH CHARGE HE. 7.2 ASSEMBLED BULK PACK IN 7.2 P/C CNTR MK1 MK9 CASE	3		100	788	197 26			
CRATED UNCRATED	5		100		32 34			
DESTROYER CRYPTOGRAPHIC EQUIPMENT. INCENDIARY M1A2 W/TH4 M2A1 W/TH4 FILE. INCENDIARY. ABC-M4 W/MDP CONNECTOR	3			848 850 849				
DESTRUCTOR 115A MODIFICATION KIT MK75 TAIL SECTION MK 11-0 F/DESTRUCTOR MK: 41	1 3		87 100	721 197	210 229			
DETECTING DEVICE TARGET MK15 OR MK24 + MODS TARGET MK43 MOD 0 TARGET MK 57 TYPE IN CNTR DWG 3268751	3 3		100		156 120 301			

DETAILED DOCUMENT NUMBER

				PAL	LETIZED LO	ADS	CONTAINE	RLOADING
177	TRUCKLO	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
	MIL-ST	D-1320	MIL-STD-1325	MIL CTD 1222	MII -STD-1323	MIL-STD-1324	1/2	
DESCRIPTION OF AMMUNITION	OR W	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-1003
DISPENSER & BOMB+ AIRCRAFT						158		
BILLOSIR (FAE) IN CRIR CRU-231/E	80		114		181			
CBU-55/B (FAE) IN CNTR CNU-120/E IN CNTR.CNU-238/E	171		179		269			
CBU-59/B (APAM) IN CNTR MK 427-0	144		144		215			
IN CNTR MK 427-1	172		180		286			
IN CNTR MK 427-1	172		180		286			
IN CNTR.CNU-238/E	171		179		215	S 25		7.5
CBU-59(T-1)/B. TNG IN CNTR MK 427-0	144		179		269	10,750		
CBU-72/B (FAE) IN CNTR CNU-238/E	171		713			Γ		
CBU-MK 20 (ROCKEYE 11) IN CRADLE MK: 18-0	124	1			168			
IN CNTR MK 427-0	65		72		140			
IN CNTR MK 427-1	162		174		266			
IN CNTR CNU-238/E	171		179		268			
IN CNTR CNU-319/E	202		196		97			
CBU-78/B (GATOR)					168		1-1-16	
IN CRADLE MK: 18-0	124		72		140			
IN CNTR MK 427-0	65		174		266			
IN CNTR MK 427-1 IN CNTR CNU-238/E	162		179		268			
IN CNTR CNU-319/E	202		196		97			
	67			737	8	-	1 3 1	
DISPENSER, FLARE, PARACHUTE SUU-44/A. SUU-25C/A (EMPTY)	173			,,,,	274			
DOLLY								
BOOSTER TRANSFER. MK 8 6 MODS ON PLATFORM. TRANSPORT. MK: 10-6	182			814				
MICETIE TRANCEED	1					ĺ		
MY 4-MODS ON DI ATFORM. TRANSPORT. MK. B-	76			805				
MK7-MODS ON PLATFORM, TRANSPORT, MK. 9-4	181			820				
DRIFT SIGNAL MK5 MOD4	3		100	32				
EXERCISE SECTION. AN/DTK-46 (HARPOON). IN								
CNTR MK 592-0	176							
EXPLOSIVE SECTION ASSEMBLY	-		100	236			0.79	
DRAWING NUMBERS 620984 + 1273588	3		100	237				
DRAWING NUMBER 1440249	3		100	231				
EXTENDER. BOOSTER. DEPTH MK6	1		100	231				
EXTENDER MECHANISM MK14	2		100	15		1 1/2		
						- P 71	- 15	
FAIRING UNDERWATER MINE MK10-1 NOSE, F/UMN MK25 + MODS				769			1 7 8	
MK19 TYPE, W/FINS & HARDWARE F/UMN MK 52				865	225		54	
MK20 TYPE. F/UMN MK 55	1		100	833	227			
MK21 TYPE. F/UMN MK 56				854				
FIN ASSEMBLY. BOMB							754	
AN-M103A1	1 3	3	100	116				
AN-M113A1		3	100	150	73		1.0	
SAP 500 LB AN-M110A1			100		85			
SAP 1000 LB AN-M114A1		2	100		47		19	Real start
100 LB M-135 250 LB LOW DRAG IN CRATE MK12-0		2	100		16			
I SED IN LOW DONG IN LEGALE METERS								

DETAILED DOCUMENT NUMBER

				PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY		MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
FIN ASSEMBLY, BOMB								- 62/01/5/4/5
500 LB LOW DRAG IN CRATE MK17-3 500 LB LOW DRAG, UNCRATED (WOOD ADPTR) 500 LB LOW DRAG, UNCRATED, ADPT ADU-426/E	2 148		101 148 100		48 218 282		19 7	
500 LB, MAU/93B, UNCRATED, A/F UNIT LOAD 1000 LB LOW DRAG 1000 LB LOW DRAG, UNCRATED (WODD ADPTR) 1000 LB LOW DRAG UNCRATED, ADPT ADU-425/E 2000 LB LOW DRAG, IN CRATE 13-0 2000 LB LOW DRAG UNCRATED, ADPT ADU-415/E IN CRATE 13-1	3 2 2 3		100 156 100 100 100		49 222 283 50 281 240		17	
MK 14 MK 15 IN STEEL CRATE MK 26-0 MK 15 IN STEEL CRATE MK 28-0 MK 15 IN STEEL PALLET ADAPTER MK 15 ALTERNATE M131A1 MAU-91A/B (SNAKEYE)	2 2 3 3 3 3 3		33 35 101 166 101 100	706	55 56 119 242 90 117 262		16 34	3183
FIN ASSEMBLY MK4-0 (ASROC) IN CNTR, LD 269770 (2 FINS/CNTR) IN CNTR, DL 5166175 (4 FINS/CNTR)				871 886				1
FIN. MINE MK8-0				780				
FIN SET. FOLDING. USED W/GMLS MK 26 (2 MK 34-0 AND 2 MK 35-0) IN CNTR, DL 5166176				886			May an	112
FIN. TAIL. UNDERWATER WINE MK6-0 MK18 TYPE MK20 TYPE	3 2		100	829 831 832	231 233 234		53	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
FIN. UNDERWATER MINE MC19 TYPE				770				MALC YS
FIRE BOMB CASE MK20 IN CRATE MK106 500 LB, MK77 & MODS	2		68 28	741	116 162		49	100,030
FIRE EYE BOMB FUZE M173A1 IN CONTAINER D4-2-81 FUZE M918 IN CONTAINER D4-2-81 IGNITER MK273 IN CONTAINER MK442 SOLUTION A - 4. 55 GAL DRUMS SOLUTION B - 4. 30 GAL DRUMS	2 2 2 1 3		66 66 67 100	738 739	75 75 114 143 144			
FIRING & ARMING MECHANISM - FOR PRACTICE DEPTH CHARGE MK15	3		100	239				
FIRING DEVICE DEMOLITION MIA1 MK1 MOD 1 M5 PULL RELEASE M1 SET. DEMOLITION M1	2 3 3 3 2		100 100 100 100			92 131 93 91 94		-

DETAILED DOCUMENT NUMBER

al read in				PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
	MIL-ST OR W	D-1320 R-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324	MIL-STD-1386	MIL-STD-1663
DESCRIPTION OF AMMUNITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-SID-IOCO	
LARE			100		94		23	
AIRCRAFT, MLU-32/B99 (BRITEYE)	1 2		100		154		28	
AIRCRAFT PARACHUTE MK24 AIRCRAFT PARACHUTE MK45. IN PLASTIC CNTR	2		100	762	170		29	
ATRCRAFT PARACHUTE LUU-28/8 IN PLSI CHIK					252 175		1 4418	
DECOY MY 29 IN AMMO BOX MK 1 MOV U	74		100	868	292			
DECOY.MK46=0.1.1A.1C OR MJU=8/B. M2A1 BOX DECOY. MJU=2/B IN CNTR DL 2816244					284			
SURFACE TRIP						70		
PARACHUTE M48	2		100			70		
M49	3		100			71	1 348	
IN CONTAINER 20-4-373 IN CONTAINER 8830880	2		100			72		
IN CONTAINER 76-16-349	2		130	1		73	1 7 7 7	
IN CONTAINED 21 1/2 X 9 3/4 X 15 1/8	2		100		185	14	1	
TARGET MK43-0 IN AMMO COMPONENT BOX MK2-0					.00		1 1 235	
LIGHT GEAR KIT F/UMN MK56 IN CNTR. MK494					104			
IN PALLET ADAPTER MK103-0	1 1		136	800	186			14
DOMESTIC UNIT LOAD	1			300				
FUZE MODE	,		100	711				
BASE -FOR FUZING SYSTEM. BOMB MK1 MOD: 0-	3		100	1				
BOMB			101	216			- 2	
AN-M100A2 -TAIL-	3 2		100	12				
AN-MIOZAZ -TAIL-	2		100		58			
AN-M103A1 -NOSE- AN-M139A1 -NOSE-	2		100		59			
AN-M140A1 -NOSE-	2		100		59 62			
AN-M146A1 -NOSE-	3		100	210	0.0			
AN-M158 -NOSE- AN-M166E1 -NOSE+ VT-	3		100					
AN-M168 -NOSE VT-	3		100	190	60			
AN-M168E1	3 2		100	190	75			
AN-M173A1	2	1	100		77			
AN-M177 -TAIL- AN-M185 -TAIL-	2		100		77			
AN-MK230 -TAIL-	3		101	200	94			
M112 -TAIL-	3 2		100	208	86			
M115 -TAIL-	2		100	146				
M117 -TAIL- M124A1 -TAIL-	2		100	195				
M125A1 -TAIL-	2		100	196			1,730	
M128	3		100	174			MIL TH	
M145	3		100	174				
M146E1 M147A1	3	1	100	174			1.33991	
M147F3	3		100	174 213			110	N N S
M151 -TAIL- IN WOOD BOX 76-7-697	3		100	214				
M151 -TAIL- IN WOOD BOX 76-1-859 M152A1 -TAIL-	3		100	212				
M164 -NOSE- IN WOOD BOX 20-4-613	2		100	199	7 11 11			
M164 _NOSE_ IN WOOD BOX 20-4-186	2		100	218			AND CHE	
M165 -NOSE- IN WOOD BOX 20-4-613			100	218	Vis.			A PARTY
M165 -NOSE- IN WOOD BOX 20-4-186	3	3	101		79		× I i i i i	
M172 -TAIL-			100		61			
M177	1 .			193			1	

DETAILED DOCUMENT NUMBER

		0.000		PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
	MIL-ST	D-1320 R-51	MIL CTD 1225	AMI CTD 1222	MIL-STD-1323	···· c=p 1204	-9-24-3	
DESCRIPTION OF AMMUNITION	HIGHWAY ONLY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
FUZE								
M185 IN CONTAINER 76-1-1304	2		100		61			10.00
M185 IN CONTAINER 8797102	2		100		77			
M194 -TAIL- IN CONTAINER 76-1-1304	3		100		65			
M194 IN CONTAINER 8797101	2		100		76			
M195 IN CONTAINER 76-1-1304	3		100		64			
M195 IN CONTAINER 8797104	2		100		78			
M904	2		100		122		8	10000
M907E1 OR M907E2 W/ARMING VANE	3		100		178			
M918 MK243	2 2		66		75			
MK244	2		100		52			
MK339 IN CNTR 2432676	2		100	715	52	-		
MK339 IN CNTR M548	99		100	712				F 191
MK343 TYPE, IN CNTR M548	3,		100	813				- N
MK344 TYPE, IN AMMO COMPONENT BOX MK2	2		100	013	88			
MK344 IN CNTR DL67A226F1	3		100		156		15	
MK346-0 IN CNTR M2A1			1		189			
MK374 MOD 0	3		100		,	136		
MK376-0 IN AMMO COMPONENT BOX MK2	2		100		88	230	1 1 1 1 1 1	
MK376 IN CNTR DL67A226F1	3		100		156		15	
T50E1	3		100	190				1 3-3-1
T50E4	3		100	190				
T70 -NOSE-	3		100	210				
179E1 IN WOOD BOX 76-7-697	3		100	213				
779E1 IN WOOD BOX 76-1-859	3		100	214				
T89	3		100	190				
T91	3		100	190				
792	3		100	190				
793	3		100	190			100	100
T152E3	3		100	212				
T740	2	7 19	100	193				
T791 -TAIL-	3		100	223				200 7 10
ELECTRIC								
M990 -TAIL- IN CONTAINER 76-1-1614	3		100		67			
M990 LTAIL IN CONTAINER 2428843	2		100		87			
MK257	3		100		63			
FUZE, DEMOLITION								
TIME BLASTING. M700	2		100			133		2.11
						. 33		
FUZE + PROJECTILE								1 - 1 - 12
MECHANICAL TIME	2							1 2 1 1 1 1
MK25	3		100	191		98		1 2 2
MK349 & MODS	,		100	171 857				1 2
MECHANICAL TIME & POINT DETONATING				931				10,185
MK403-0				857			1 - 32	
MECHANICAL TIME + SUPERQUICK				001				
M500 -15 ROUNDS PER CONTAINER-	3		100			99		
M500 -16 ROUNDS PER CONTAINER-	2		100			137		
MSDOAL -15 ROUNDS PER CONTAINER-	2		100			99		
M501A1 -40 ROUNDS PER CONTAINER-	2		100		1	100		
M501A IN CONTAINER 76-1-752	2		100			101		
MSDIA IN CONTAINER 7549150	2		100			102		100
M520	2		100			137		Visit III
POINT DETONATING		1						1

DETAILED DOCUMENT NUMBER

	700 1000	OADING.	CARLOADING	PAL	LETIZED LO	ADS	CONTAINE	LOADING
Entrance to the second of the	TRUCKLO	JADING	CARLUADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COMIL
	MIL-ST	D-1320	MIL-CTD-1326	MII -STD-1322	MIL-STD-1323	MIL-STD-1324	1	
DESCRIPTION OF AMMUNITION	OR W		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
UZE. PROJECTILE				7				
M48A3	2		100			103		
M51	2		100			137		
M51A4	3		100			104		
MS1A5 -15 ROUNDS PER CONTAINER-	3		100			99		
M51A5 -30 ROUNDS PER CONTAINER-	2		100			105		
CONCRETE PIERCING M78	3		100			106		
CONCRETE PIERCING T105	2		100			107		
SELF-DESTROYING T234E2	2		100			101		
PROXIMITY	2		100			108		
M504A1	2		100			109		
M513 -12 ROUNDS PER CONTAINER-	2		100			110		
M513 -25 ROUNDS PER CONTAINER-	2		100			109		
M514 -12 ROUNDS PER CONTAINER-	2		100			137		
M514 -16 ROUNDS PER CONTAINER- M514 -25 ROUNDS PER CONTAINER-	2		100			110		
	2		100	723				
M514A1 CVT	2		100	163		109		
M515	2		100			109		
M516	2		100			111		
M517 M532	137		100			152		
FUZE. ROCKET POINT DETONATING								
M48A2	3		100			59		
MB1A1	3		100			60		
FUZE MECHANISM FOR FUZE, GUIDED MISSILE MK328	2		100	717	100			
PLUG.BASE FOR LOW DRAG-GP-BOMB								
MK81.82.83.84	54		100		128			
PLUG.NOSE + SUPPORT CAP FOR LOW DRAG-							The state of the	
GP-BOMB MK81.82			100		129			
GENERATOR CLUSTER ASSEMBLY MK54 DR. MK55 IN PALLET ADAPTER MK24	70		100		121			
COCHADES								
GRENADES HAND				1 180				
FRAGMENTATION								
MK2	2		100		100	48		
M26 IN CONTAINER 7549150	2		100	. 0		49	A Transport	1111111
M26 IN CONTAINER 8796522	2		100			50		
ILLUMINATING								
MK1 MODO	3		100	33		47		
MK1 MOD2	2		100			138		
INCENDIARY . TH-3 . ELECTRO-MOD . AN-M14	-			847				
HIGH INTENSITY MK1	2		100	719	1	1744	H H M I	1 1 1 1 1 1 1
RIFLE			114,14			A CALL	1 10	
HE-AT	3		100			58		1 1 1 1 1 1
M28	3		100			58		
M31	3		100			30		
SMOKE DER LINIT LOAD-	3		100			51		
M19 -30 CONTAINERS PER UNIT LOAD-	2		100			52		
M19 -28 CONTAINERS PER UNIT LOAD- M19 -24 CONTAINERS PER UNIT LOAD-	3		100			54		
M19 IN CONTAINER 20-4-502 OR 14-1/2WIDE			100			53		
M22A IN CONTAINER 20-4-502	3	-	100			53		
I MAZA IN CUNIALNER ZUGTSOUS	-		1 200			-	1	1

DETAILED DOCUMENT NUMBER

	TRUCK	OADING	CARLOADING	PAL	LETIZED LO	ADS	CONTAINE	RLOADING
			- TILONDING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF ANNUALTION	MIL-ST OR V	D-1320 VR-51	MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324		and the same
DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
GRENADES							The state of	up .la
M23 IN CONTAINER 7 X 12 7/8 X 18 7/8	2		100			55		1 2 4 7 1
M23 IN CONTAINER 7 X 13 1/4 X 18 7/8 M23 IN CONTAINER 6 1/2 X 14 5/8 X 19	2		100			55		
M23 IN CONTAINER 76-1-802	2 2		100			56 57		40.91
SUN BARREL								Same?
ZOMM	2		100		153			
LINER					133			
5/54	48							
175MM. SKIDDED	78						- 155 214	THE STATE OF
TUBE 5/54-MK18 MOD 3	4.7						4,940,0	1000
5/54-MK19	47	1134						5- 1- L.M
175MM. SKIDDED	77							1-5 206
MARM								-164
MISSILE, AGM-88A IN CNTR CNU-295/E	208							1116
ROCKET MOTOR IN CNTR CNU-354/E	212							1 2 3 4
WARHEADS IN CNTR CNU-353/E	211							SINA
ARPOON								
BATTERY . WET . PRIMARY BA-596/D								1 4 1 2 4
IN CNTR MK 622-0				894				
CONTROL SECTION. BOATTAIL. WCU-1/B IN CNTR MK 620-0								1,04
EXERCISE SECTION AN/DTK-46				895				
IN CNTR. MK 592-0	176					F1 50 - 5		A. Maria
GUIDANCE SECTION. AN/DSQ-28 IN CNTR MK 619-0	102				1 10	Total Bank	300 0	1282.18
MISSILE. AGM-84A W/WINGS & FINS	192							178 114
IN CHTR: MK 607-0	188							
MISSILE. RGM_84A-1 (ASROC) IN CNTR MK. 608-0	169							
MISSILE RGM-84A-2 (CAP/CAN)	107							127 1197
IN CHTR. MK 632-0	197							
MISSILE, RGM_84A-2 (TARTAR) IN CNTR MK 632-0	197					7		
MISSILE, RGM-84A-3 (ENCAPSULATED)	271						2	
MISSILE. RGM-84A-3A OR B. CANISTERED	196							
IN CNTR. MK 631-0	189						7 61	
ROCKET MOTOR SECTION, BOOSTER								
SUSTAINER SECTION A/844G-1	191							
IN CNTR MK 621-0	190						200	
WARHEAD, TACTICAL WAJ-3(V)/B	174						1000	
IN CNTR MK 592-0	176							
AZARDOUS MATERIALS IN 55 GAL. STEEL DRUM				55				
GNITER					15			
FZU-108 (FIREBRAND)	2				259		100	
GAS GENERATOR MK244	3		100	19	637	18		
MK173 MODS F/JATO UNITS				807				
MK173 MODS W/JATO RKT MOTOR MK23							1 1 1 1 1 1 1	
COMBINED DUL 807 + 808 MK273-1 IN CNTR CNU-156/E	139		100	790		- 100	C. Thurson	
	-		100	790	14. TO	Tools	4 1 1 1 1 1 1	

DETAILED DOCUMENT NUMBER

					TAILED DOC			
	TRUCKLO	DADING	CARLOADING	PAL	LETIZED LO	ADS	CONTAINE	
				DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	ra-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
GNITER								
MK286-0 IN CNTR CNU-291/E TIME BLASTING FUZE M2 -150 ROUNDS PER CONTAINER- M2 -250 ROUNDS PER CONTAINER- M60 WP. AN-M23	3 3 2 1		100 100 100 100	890	74	95 96 97		
IGNITION & SEPARATION ASSEMBLY MK 3-0-1-2				779				
INITIATOR, MK13(FIRE BOMB) IN CNTR CNU-157/E	2		100		203		37	
ROCKET MOTOR, JATO MK 6 MOD 0 ROCKET MOTOR, JATO MK23 W/IGNITER MK173 COMBINED DUL 807 + 808 ROCKET MOTOR, JATO MK23 MOD 0.1 ROCKET MOTOR, JATO MK23 MOD 1 W/O IGNITER ROCKET MOTOR, JATO MK91 MOD 0 UNIT. MK 6-0.1	139		100	883 808 866 888	93			
REFURBISHING, MINE, MK132-0 CONVERSION, BOMB/MINE, MK 131 TYPE, E/T CONVERSION, BOMB/MINE, MK 130-0					302 303 304			
KLYSTRON. TYPE 8046 IN CNTR MK 580-0				887				
LAUNCHER. RKT. AIRCRAFT AERO 7D OR LAU 3A/3 OR 60A LAU 10/A, 10A/A. 10B/A. 10C/A OR: 100/A LAU 32A/A LAU 61/A. 68/A OR 69/A IN PALLET MHU-108E LAU 69/A	140 3 72 115		39 100 112 158	839	37 115 57 174		31 20	
MARKER, MARINE LOCATION MK21,22,23,24 + 27 MK25 MOD 3 IN CNTR LD 615124 MK25 6 MODS IN CNTR DL 1019AS1005 MK28 6 MK80 MK58 WITH OR W/O SUSPENSION BAND, ASSY	2 2 2		100 100 100	48	135 54 219 130 142			
MECHANISM. COUNTER SE-3 MOD 4	-			778				
MINES LAND AP+ M2A1 AP+ M2A4 AP+ M16 AP+ M18 AP+ M18A1 W/ACCESSORIES AT+ HE M 15 AT+ HE M 21 W/BOOSTER + FUZE HE+ NM M19	2 3 3 3 3 2 3 3 2 3		100 100 100 100 100 100 100			63 64 65 66 127 67 128 68		

DETAILED DOCUMENT NUMBER

	-	048	CARLOADING	PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
	MIL-ST	D-1320 /R-51	MIL-STD-1325	MII -STD-1322	MIL-STD-1323	MIL-STD-1324		
DESCRIPTION OF AMMUNITION	HIGHWAY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-166
MINES								INT LEGS
UNDERWATER MK25	4		29					
CASE, IN CRATE MK25	198		192		204			
CASEEMPTY- IN CRATE MK25				767				100
FAIRING, MK 10-1. NOSE			30	769				to the
CASE			30		194			
CASE, -EMPTY- IN CRATE MK36				787			Will a "	-ITING!
MK52 AND MODS. CONFIGS B. C.6D IN CRATE							6 1 4 1 1	ALC: NO
CONFIGURATION -8- SUB ASSY FOR FLT/GEAR	187	55	86	715	208		47	2
FAIRING. MK 19 TYPE, W/FINS & HARDWARE	168			865				
FLIGHT GEAR IN CNTR MK585-0			100		246		64	CTAL
FLIGHT GEAR & SHIELD SUBASSEMBLY					251		-	18908
PACK ASSEMBLY, PARACHUTE, MK35 TYPE				824	228		50	E PLANE
RACK, INSTRUMENT MK3 IN CNTR MK520-0 MK53, CONFIGURATION -B-			101	858 823	279	A Total	materia. 1	12200
ANCHOR			101	844	219	151.1	La die 1	DULUJA.
MK55 AND MODS, IN CRATE MK55-1 %LOADED>	49	50	84	714			POLDE T	Jacob Park
CONFIGURATION -8- SUB ASSEMBLY (MK55-1)	167							A THE
CONFIGURATIONS B. C.6D IN CRATE MK: 55-1 W/MK: 112 PALLET ADAPTERS	206		189		209		48	
FAIRING. NK 20 TYPE	1		207	833	227		54	3.13
FLIGHT GEAR IN CHTR MK586-0					245		63	No.
PARAPAC KIT F/PARAPAC MK36-0, UMN MK55	3			825			1000100	1919
RACK. INSTRUMENT MK3 IN CNTR MK520-0				858			1 1000	
MK56 ARMING DEVICE MK10 OR MK11	3		100	742	163		A POUR OF	MY & V. Da
EXPLOSIVE SECTION MK1-1	66		97	1	161		56	1
EMPTY	1			775				BOSCALI
FAIRING, MK 21 TYPE FLIGHT GEAR IN CNTR MK 587			100	854	244			DAJ
FLIGHT GEAR & SHIELD SUBASSEMBLY			100		244			VILL
MINE IN CRATE MK56 -CONFIGURATION B	166					1 - An	PONDET N	The same
MINE CASE + ANCHOR, IN CRATE MK56	68		99		- N3.15			WAY.
PARAPAC KIT F/PARAPAC MK28-1, UMN MK56				822	100			25-2-10
RACK, INSTRUMENT MK2-2 -CONFIGURATION D SUB-ASSEMBLY.DUMMY.CONFIGURATION J OR K	1		100		188		1 5 75 6 1	
MK57	***		134			3,147	A HODEA	ES-JIM
ANCHOR . UMN MK57 TYPE -FIUL					198	1 1996		
ANCHOR . UMN MK57 TYPE -DUL	129		138	793	Part Pour		58	1000
CONFIGURATION "A" IN CRATE MK 109 MOD OF DRILL SECTION, UMN MK2-0 EMPTY IN	186							
CRATE MK103 F/DRILL MINE MK57				821			Agentarit	SAND RM
EXPLOSIVE SECTION MK2-2.IN CRATE MK103	128		137		200		57	
EXPLOSIVE SECTION MK2-2 -EMPTY-	2		139	789			59	0.3/1.3/1
MECHANISM COMPARTMENT MK2-3 - FIUL: MECHANISM COMPARTMENT MK2-3 - DUL:	120		140	201	199		40	100
MK60	130	1000	140	794			60	
MINE IN SKID MK24-0	160		186			- 12	10.00	
MK61 ACTUATION MINE SIMULATOR		137			1 74.4	1		
ALL UP IN CHTR: 628-0	195		1115	000		7.50		
FLOAT. RECOVERY MK 25-0 HOUSING. INSTRUMENT				893 892	1	1-190/	1	174
NOSE			124 (1)	891		1	1734 188	1-18
MK65								
MINE IN SKID MK25-2	183		191					

DETAILED DOCUMENT NUMBER

THUCHCADING CARLADING CA	TRUCKLOADING CARLOADING DOMESTIC FLETT ISSUE AMPHIBIOUS MILVAN COM						LETIZED LO	ADS	CONTAINE	LOADING
DESCRIPTION OF AMMUNITION	DESCRIPTION OF AMMUNITION HIGHESTONIA TOPE OR WR-52 OR WR-52 OR WR-55 OR WR	Ref Square and the second of t	TRUCKLO	DADING	CARLOADING				MILVAIN	COML
SAFETY DEVICE, ARMING GROUP MK45 TYPE	SAFETY DEVICE, ARMING GROUP MKAS TYPE NK82 CONVERSION KIT, UMN MK82 TYPE MITROGUANIDINE, MIGH BULK. PACK ASSEMBLY, PARACHUTE, UMN NK35 NK36 NK37 PHOENIX CONTROL SECTION, IN CNTR CNU=163/E CONTROL SECTION IN CNTR CNU=162/E GUIDANCE SECTION IN CNTR CNU=162/E MISSILE W/MINGS 6 FINS IN CNU=293/E PROPULSION SECTION, CNU=159/E PROPULSION SECTION, CNU=159/E WINGS 6 FINS IN CNU=24/E WINGS 6 FINS IN CNU=24/E WINGS 6 FINS IN CNU=24/E WINGS 6 FINS IN CNU=25/E WINGS 6 FINS IN CNU=25/E WINGS 6 FINS IN CNTR CNU=365/E PISTOL, DEPTH CHARGE NK6 MK12 PLUG BASE F/LD,GP BOMB MK81,82,83 6 84 NG5E 6 SUPPORT CUP F/LD,GP BOMB MK81 6 82 POMDER, CASTING C=3 F/POSEIDON IN LEVERPAK DRUMS SMOKELESS, F/CANNON, IN MK7 POWDER TANK: DRIMER LECTRIC, MK38,39,40,42,48=2,MK45,153=1 IN CNTR MK7-O MK37-2+42-2+48-2,153=1 IN CNTR MK7-O MK37-2+42-	DESCRIPTION OF AMMUNITION	OR WI	TOFC				The state of the s	MIL-STD-1386	MIL-STD-1663
SAFETY DEVICE, ARMING GROUP MKAS TYPE MK82 CONVERSION KIT, UMM MK82 TYPE AITROGUANIDINE, HIGH BULK. PACK ASSEMBLY, PARACHUTE, UMN MK35 NK35 NK35 1 100 824 228 50 1 100 841 238 62 PACK ASSEMBLY, PARACHUTE, UMN MK35 NK35 NK35 1 100 836 771 771 AAMAMENT SECTION, IN CNTR CNU-163/E AMAMAENT SECTION IN CNTR CNU-163/E AMAMAENT SECTION IN CNTR CNU-162/E IN CNTR CNU-233/E GUIDANCE SECTION IN CNTR CNU-161/E IN CNTR CNU-161/E IN CNTR CNU-242/E PROPULSION SECTION, CNU-159/E WARMEAD, MK22 IN CNTR CNU-242/E NK32 IN CNTR CNU-265/E PISTOL, DEPTH CHARGE MK6 MK12 PISTOL, DEPTH CHARGE MK6 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PLUG BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PRIMER BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 PRIMER BASE F/LD, GP BOMB MK81,82,83 6 84 MK12 100 128 129 PROPUSION MK27-2-42-2-48-2-5153-1 IN CNTR MK7-0 MK37-2-42-2-48-2-2-153-1 IN CNTR MK7-1 IN CNTR MK7-2 IN CNTR MK7-2 IN CNTR MK7-1 IN C	SAFETY DEVICE, ARMING GROUP MKA5 TYPE NK82 CONVERSION KIT, UMN MK82 TYPE ATTROGUANIDINE, HIGH BULK PACK ASSEMBLY, PARACHUTE, UMN MK35 NK36 NK36 NK37 PHOENIX ARMAMENT SECTION, IN CNTR CNU-163/E CONTROL SECTION IN CNTR CNU-162/E IN CNTR, CNU-262/E IN CNTR, CNU-233/E GUIDANCE SECTION IN CNTR CNU-361/E IN CNTR CNU-364/E MISSILE M/MINGS & FINS IN CNU-262/E WARHEAD, MK82 IN CNTR CNU-264/E WIRGS & FINS IN CNTR CNU-261/E WIRGS & SUPPORT CUP F/LD,GP BOMB MK81 & 82 POWDER, CASTING C-3 F/POSEIDON IN LEVERPAK DRUMS SNOKELESS, F/CANNON, IN MK7 POWDER TANK: PRIMER ELECTRIC, MK38,39,40,42,48-2,MK45,153-1 IN CNTR MK7-0 MK37-2,42-2,48-2,153-1 IN CNTR MK7-0 MK37-2,42-2,48-2,153-1 IN CNTR MK7-0 MK37-2,42-2,48-2,153-1 IN CNTR MK7-1 100 824 100 825 100 836 837 100 837 101 13 102 128 129 128 129 100 819		ONLY	& COFC						
### SAFETY DEVICES ARRING GROUP PART 1	100 100								1.0	dande
### CONVERSION KITS UNTW MAS2 TIPE #### CONVERSION KITS UNTW MAS2 TIPE #### CONTROL SECTION. IN CNTR CNU-163/E #### CONTROL SECTION. IN CNTR CNU-163/E #### CONTROL SECTION IN CNTR CNU-163/E #### CONTROL SECTION IN CNTR CNU-233/E #### CONTROL SECTION IN CNTR CNU-233/E #### CONTROL SECTION IN CNTR CNU-234/E #### CONTROL SECTION IN CNTR CNU-234/E #### MISSILE #/#INGS 6 FINS IN CNU-234/E #### MISSILE #/#INGS 6 FINS IN CNU-244/E #### WAS2 IN CNTR CNU-241/E #### WAS2 IN CNTR CNU-65/E #### PISTOL. DEPTH CHARGE #### MAS6 #### MAS6 #### MAS6 ### MAS	AITROGUANIDINE, HIGH BULK. PACK ASSEMBLY, PARACHUTE, UMN MK35 MK36 MK37 PHODENIX ARMAMENT SECTION, IN CNTR CNU-163/E CONTROL SECTION, CNU-163/E GUIDANCE SECTION IN CNTR CNU-164/E MISSILE W/MINGS 6 FINS IN CNU-242/E PROPULSION SECTION, CNU-159/E MK21 IN CNTR CNU-165/E MK22 IN CNTR CNU-165/E MK36 MK37 PISTOL, DEPTH CHARGE MK42 IN CNTR CNU-165/E PLIG MK36 FINS IN CNTR CNU-165/E PLIG MK37 PLUG BASE F/LD, GP BOMB MK81, 82, 83 6 84 NOSE 6 SUPPORT CUP F/LD, GP BOMB MK81 6 82 PODDER, CASTING C-3 F/POSEIDON IN LEVERPAK DRUMS SNICKELESS, F/CANNON, IN MK7 POWDER TANK. PRIMER ELECTRIC, MK38, 39, 40, 42, 48 = 2, MK45, 153 = 1 IN CNTR MK.7 = 1 IN CNTR MK.7 = 1 IN CNTR MK.7 = 1	MK82								1000
	ACK ASSEMBLY, PARACHUTE, UMN MK35		116							133
NK35	MK35 MK36 MK37 PHOENIX ARRAMENT SECTION, IN CNTR CNU=163/E CONTROL SECTION IN CNTR, CNU=162/E IN CNTR, CNU=233/E GUIDANCE SECTION IN CNTR CNU=161/E IN CNTR CNU=234/E MISSILE W/MINGS 6 FINS IN CNU=242/E PROPULSION SECTION, CNU=159/E WARNEAD, MK82 IN CNTR CNU=160/E MK82 IN CNTR CNU=241/E WINGS 6 FINS IN CNTR CNU=165/E PISTOL, DEPTH CHARGE MK66 MK12 PLUG BASE F/LD, GP BOMB MK81, 82,83 6 84 NOSE 6 SUPPORT CUP F/LD, GP BOMB MK81 6 82 PONDER, CASTING C=3 F/POSEIDON IN LEVERPAK DRUMS SMOKELESS, F/CANNON, IN MK7 POWDER TANK PRIMER ELECTRIC, MK38,39,40,42,48=2,MK45,153=1 IN CNTR MK7=1 IN CNTR MK7=1	A STATE OF THE STA	124							17 7
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IN CNTR CNU-234/E 159 15	IN CNTR CNU=234/E MISSILE W/WINGS & FINS IN CNU=242/E PROPULSION SECTION. CNU=159/E WARHEAD, MK82 IN CNTR: CNU=160/E MK82 IN CNTR: CNU=241/E WINGS & FINS IN CNTR: CNU=165/E PISTOL. DEPTH CHARGE MK6 MK12 PLUG BASE F/LD,GP BOMB MK81,82,83 & 84 NOSE & SUPPORT CUP F/LD,GP BOMB MK81 & 82 POWDER. CASTING C=3 F/POSEIDON IN LEVERPAK: DRUMS SMOKELESS, F/CANNON, IN MK7 POWDER TANK: PRIMER ELECTRIC, MK38,39,40,42,48=2,MK45,153=1 IN CNTR MK.7=0 MK37-2,42=2,48=2,153=1 IN CNTR MK.7=1	CONTROL SECTION IN CNTR: CNU-164/E IN CNTR: CNU-233/E GUIDANCE SECTION IN CNTR CNU-161/E	1			877			100	1913
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## BASE F/LD.GP BOMS MK81.82.83 & 84 NOSE & SUPPORT CUP F/LD.GP BOMB MK81 & 82 POWDER. CASTING C-3 F/POSEIDON IN LEVERPAK: DRUMS SMOKELESS, F/CANNON, IN MK7 POWDER TANK: PRIMER ELECTRIC, MK38.39,40.42.48-2,MK45.153-1 IN CNTR. MK7-0 MK37-2.42-2.48-2.153-1 IN CNTR. MK7-1 MK38-4 IN CNTR MK7-2 PRECUSSION MK48-4 IN CNTR MK7-2 PRECUSSION MK22-0.1 & 2 F/40MM CARTRIDGE MK41-0 IN CNTR MK7-0 MK41-0 IN CNTR MK7-1 PRIMER DETONATOR M14 PRIMER DETONATOR M14 2 100 72	BASE F/LD, GP BOMB MK81,82,83 & 84 100 129 PONDER. CASTING C-3 F/POSEIDON IN LEVERPAK: DRUMS SMOKELESS, F/CANNON, IN MK7 POWDER TANK: 102 184 724 PRIMER ELECTRIC, MK38,39,40,42,48-2,MK45,153-1 IN CNTR MK7-0 MK37-2,42-2,48-2,153-1 IN CNTR MK7-1 100 851	MK6							Tank all	Mag.
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ELECTRIC. MK38.39.40.42.48=2.4K+5.153=1 IN CNTR MK.7-0 MK37=2.42=2.48=2.153=1 IN CNTR MK.7-1 IN CNTR MK.7-1 IN CNTR MK.7-1 MK48=4 IN CNTR MK.7-1 PRECUSSION MK22=0.1 & 2 F/40MM CARTRIDGE MK41=0 IN CNTR MK.7-0 MK41=0 IN CNTR MK.7-1 PRIMER DETONATOR M14 2 100 72 72	ELECTRIC. MK38.39.40.42.48-2.MK45.133-1 IN CNTR. MK.7-0 MK37-2.42-2.48-2.153-1 IN CNTR. MK.7-1 851	CASTIMG C_2 FIDOSFIDON IN LEVERPAK DRUMS	149		184	724			- 10 x 10	
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	MIL-S OR HIGHWAY ONLY 151 152 152 152 152 121 121 121 122 44 44 63 60 64 58 2 142 2 123	152 152 152 121 121 121 122 2 44 52 44 52 63 60 64-58 2 142 2 123	MIL-STD-1320 MIL-STD-1325 MIL-STD-1325 OR WR-52 OR WR-52	TRUCKLOADING	TRUCKLOADING	DOMESTIC FLEET ISSUE AMPHIBIOUS MIL-STD-1322 MIL-STD-1323 MIL-STD-1323 MIL-STD-1324 OR WR-65 OR WR-65	TRUCH_CADING

DETAILED DOCUMENT NUMBER

				DE	AILED DOC	UMENT NUM	BER	
	TRUCKL	QADING	CARLOADING	PAL	LETIZED LO	DADS	CONTAINE	RLOADING
			37.01.10	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML
DECORPTION OF ANNUAL CO.	MIL-ST	D-1320 VR-51	MIL-STD-1325	MII -STD-1322	MIL-STD-1323	MII -CTD 1224		
DESCRIPTION OF AMMUNITION		TOFC & COFC		OR WR-53	OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-16
ROCKET								
AERO LAUNCHER 6A (EMPTY)	,							
2.75INCH IN AERO LAUNCHER 7D OR LAU 3A/A	. 2		40					339
3.50 INCH ROCKET	2		100		37			
3.50 INCH ROCKET ASSEMBLY, HEAT	2		100			62		
5.0 INCH ROCKET IN CONTAINER MK15	2		100			150	17 52	12-124
5.0 INCH ROCKET SS IN CNTR MK10	2		100		12		G Table	737.30
66MM HE. AT, HEAD MIR, MOTOR M54 W/LAU M72	3		100		••	113		
FUZE						***		14498
MK352-2 IN CNTR CNU-172/E PD: M48A2	2				206			
PD. M81A1	3		100			59		TO MAN
PROXIMITY M402	3		100			60		O. DEVA
ZUNI	2		100			61	107	corrust.
HEAD	3		100		27			
2.75 INCH- FFAR	3		101					
5.0 INCH- MK6	2		101 31		14			
5.0 INCH- MK25	2		32		18			330
5.0 INCH- MK29			36		18		-	ATHOR
12.75 INCH- MK1. 2. 3	2		36	37	10	2	2-13	The state of
ZUNI 5.0 INCH- MK24, 32 6 34	2		38	•	33		32	
MOTOR					-		32	L VATER
2.75 INCH- MK1 + 2 IN CONTAINER: MK15 2.75 INCH- IN CNTR 8883479	2		100	24				
5.0 INCH- MK24 IN CONTAINER MK6	145		145		212			V 1 10 10 10 10 10 10 10 10 10 10 10 10 1
5.0 INCH- MK36 IN CONTAINER MK287	2		100		17			- 1 1 /10/1
5.0 INCH- MK61 IN CONTAINER MK10-3			34		148			0.0000
5.25 INCH- WEAPON A IN CONTAINER 655987	1		127	756				T Their
GBU-16/B (SKIPPER) IN CNTR CNU-248/E	1		1	10				71302
8.0 INCH MK38 (SPARROW)	2		100		306			43.24
8.0 INCH MK39 (SHRICE)	2		100		108			1 C. Jan. 1
8.0 INCH MK52 + MODS (SPARROW)	108		182		108 287			73468
8.0 INCH MK53-1 (SHRIKE)	108		182		287			
8.0 INCH MK78-0 (SHRIKE)	108		182		287			
MOTOR FIN 5.0 INCH, IN CONTAINER MK 6 WARHEAD	1		100		51			
2.75 INCH								
M151 HIGH EXPLOSIVE								
M156 SMOKE (WP)			100	- 10-	226			
M230 PRACTICE	147		100	1	213	THE SAME		
WTU-1/B PRACTICE			100		226			
WTU-14/B PRACTICE			100		226	1		
	.	1	100		226	1	Trans.	
SAFETY DEVICE MK26 -FOR VT FUZE-	2		100		82	1		
CHE THE C. C. C.					02	1	10127	
SENSING ELEMENT						1		
PROXIMITY FUZE M20/M20A1	3		100	710				
THOME HED/HEDAL	3		101		80			
ET. TEST. ACCESSORY MK24 + MK25 TYPE							1.00	
- 1 - 1 Cappagni uvez A uvez ilig				784				
SHRIKE							441.03	
CONTROL SECTION MK1 IN CONTAINER MK394	3		101		103		116.0	
EXERCISE HEAD MK18 IN CONTAINER MK396	3	1	101		105	ĺ	099	
FIN ASSEMBLY, TAIL IN CONTAINER MK393	3	-	100		102		911 114	
GUIDANCE SECTION MK21, 22 IN CNTR MK395	2		100		104		Test AT	
MISSILE							The state	
AGM-45A IN CRADIE MY14-D. SINGLE	93		130		179		. 101 110	
AGM-45A IN CRADLE MK14-0. SINGLE	98							
					1		1111	
							100	

DETAILED DOCUMENT NUMBER

				PAL	LETIZED LO	ADS	CONTAINE	RLOADING
	TRUCKL	OADING	CARLOADING	DOMESTIC		AMPHIBIOUS	MILVAIN	COML
	MIL-ST	D-1320					MICVAN	00
DESCRIPTION OF AMMUNITION	HIGHWAY ONLY		OR WR-52	OR WR-53	MIL-STD-1323 OR WR-54	OR WR-55	MIL-STD-1386	MIL-STD-16
SHRIKE							- 112 2 2	
STACKED (TWO)	1.0				170			
AGM-45A, 45B IN CNTR CNU-167/E	165				172 280			
ROCKET MOTOR MK39 ROCKET MOTOR MK53-1	2		100		108			1 5 1 1
ROCKET MOTOR MK78-0	108		182		287			
WARHEAD MK52	3		182		287 105			
WING ASSEMBLIES IN CONTAINER MK392	3		100		101			
WING ASSY 6 FINS IN CNTR CNU-171/E	119		100		248			
DIDEWINDER								
FLARE, TRACKING MK21	3		100	17		V		
FIN. GUIDED MISSILE; BSU-14/B. F/AIM-9D. 9G. 9H. IN CNTR MK 430-0	2							
FUZE	-		100		38			
CONTACT IN FUZE CONTAINER MK131	3		100		21			
INFLUENCE IN FUZE CONTAINER MK129	3		101		22			
GENERATOR, GAS MK1 GUIDANCE & CONTROL SECTION	3			18				No. 19
IN GUIDED MISSILE CONTAINER MK33	3		101		24			
MK18, F/AIM-9D, 9G, 9H, IN CNTR MK 241-1			100		42			
IGNITER, GAS GENERATOR IN CNTR 1331122	3		100	19				100
MISSILE, AIM-9G, 9H, IN CRADLE MK16-0 OR AIM-9G, 9H, 9L IN CNTR CNU-287/E					169			
ROCKET MOTOR	83				169			
MK17 IN 5.0 INCH- ROCKET CONTAINER MK37	2		46		19			
MK24 IN 5.0 INCH- ROCKET CONTAINER MK255	2		45		41			
MK36 IN 5.0 INCH- ROCKET CONTAINER MK287	1		34		148			The second
SAFETY + ARMING DEVICE MK13 IN CNTR CNU-189/E	2							
WARHEAD	6		100		158		39	
MK8 IN GUIDED MISSILE CONTAINER MK34	2		43		20			Thur
MK 48. F/AIM 9D. 9G. 9H.69L IN CNTR.								114
WING ASSEMBLIES	3		44		39			
MK1-D F/AIM 9D.9G.9H IN CNTR MK418-D	1		100		1.53			
WING & FIN ASSEMBLIES	•		100		157			
MK1-0 WING & BSU-148 FIN F/AIM-90.9G.9H								
IN CNTR ME418-1	1		100		157			Carlotte and the
WING & ROLLERON 1C IN CONTAINER 1331114	2							
IN CONTAINER 1516459	3 2		101		23 40			
			100		40		1 10 10	
SIGNAL CHES MAD A IN SECURIO CHES MAD AND AND AND AND AND AND AND AND AND A								
DRIFT MK5 MOD 4 IN SIGNAL CNTR MK7 MOD D ILLUMINATION	3		100	32				
AIRCRAFT			277 - 77			0.1		
IN CONTAINER 8836950	3		100			75		100
IN CONTAINER 20-4-315 + 20-4-397	2		100			76		P. R. L.
IN CONTAINER 76-1-1298	3		100			77	45	
GROUND CLUSTER M18A1, M20A1, M22A1, M52A1 IN	35		1 10					Section 1
CNTR 76-16-232 (6)	2		100					
M18A1, M2OA1, M22A1, M52A1 IN	-		100			78	10 10 10 11	
CNTR 76-16-232 (2)	2		100			79	- Williams	
M125, M125A IN CNTR DWG7548415	2		100			80	100	
GROUND PARA MIZAL, MITAL, MITAL, MSIAL IN					5 7 m - 6 3			
MAGNIO MITAIO MIYAIO MDIAI IN	1							

DETAILED DOCUMENT NUMBER

			04864000		LETIZED LO	CONTAINER LOADING		
	TRUCKL	OADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPH181OUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	HIGHWAY	TD-1320 WR-51 TOFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-16
September 1991	ONLY	& COFC						
IGNAL								
CNTR 76-16-232 (6) M19A1, M51A1 IN CNTR 76-16-232 (2)	2		100			78 79	1.674.88	
M126. M127. M128A1. M129M1 IR CNTR DWG7548415 SMOKE + ILLUMINATION MARINE	2		100			80	1200	
MK 13-0 IN CNTR M2A1 MK 66,67,68,117 OR 118	2		100		130	159	LUTERIO DE	715403
MK 120 OR 121 96 ROUNDS PER CONTAINER 100 ROUNDS PER CONTAINER UNDERWATER SOUND	3 2		100		91	81 82		
MK59-0A,MK61,MK64-0,MK82-0 6 1, MK83,MK84,MK123,MK128-0 IN SMALL ARMS AMMO BOK MK1 MK59 MOD 1 IN 2.25 ROCKET CNTR MK2-0 MK59-0A AND 5, MK61,MK64-0,MK82-0 6 1,	3 2		100		131 132			
MK83,MK84,MK123,MK128-0- IN 20MM AMMO BOX MK; 3-3 MK84 & MODS IN CNTR. DL 1019AS1005	3		101		167 219			
IMULATOR, ARTILLERY AIR BURST, MK18-0	3		100	740	155			
MOKE POT HC M4A2	3		100			69	1	
OLUTION A - 4. 55 GAL DRUMS	1		100	738	143			
SOLUTION B = 4, 30 GAL DRUMS	3		100	739	144			
SOMOBUOYS IN PALLET CRATE, CNU-313/E					98			
SPARROW AMTENNA ASSEMBLY FOR III. AAM-N 6 + 6A. GUIDANCE + CONTROL GROUP FOR III IGNITER MK172 FOR III. AAM-N 6 + 6A MISSILE, AIM-7E OR 7F IN CNTR CNU-166/E MISSILE. AIM-7D OR 7E IN CRADLE MK12-0 ROCKET MOTOR MK38 MK52 6 MODS MK58	1 86 3 155 90 2 108		116 100 100 182	2 41	107 256 171 108 287			
TRANSMITTER GROUP AN/DKT-30 IN MS27684-8 DRUM AN/DKT-38 IN MS27684-8 DRUM WARHEAD				897 897				
MK18-0 OR MK38-0 IN CNTR MK224-0 MK71-0 IN CNTR CNU-125/E WINGS + FINS FOR III. AAM-N 6 + 6A WINGS + FINS FOR III. AIM-7D OR 7E WINGS & FINS FOR III. AIM-7C.7D.7E OR 7F	3 3 2 2		101 101 100 100	776 776 9	109 109 176			
IN CNTR CNU-199/E SDARROW-RASIC DOINT DEFENSE	1		100		247		7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	
MISSILE F/III AIM-70.7E.7F IN CNTR 470-0	73		131					
*								

DETAILED DOCUMENT NUMBER

	TRUCKLOADING CARLOADING		PAL	LETIZED LO	CONTAINE	ONTAINER LOADING			
	INUCKL	JADING	CARLUADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML	
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	R-51	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-1663	
TAND. DOLLY LOADING MK. 8-1				896					
TANDARD ARM MISSILE AGM-78 IN CNTR CNU-183/E AGM-788 OR 78C IN CNTR MK372-4 OR MK372-6	110 110		160 146						
TANDARD MISSILE ER AUTOPILOT BATTERY UNIT IN CNTR MK460m3 ER BOOSTER MK12, IN CNTR MK 200 IN CNTR MK 578	3 18 103		100- 133	729					
ER MISSILE, IN CNTR MK 199 ER STEERING CONTROL + MOTOR SPACER EXERCISE HEAD MK5-2 IN CNTR MK 211 MR AUTOPILOT BATTERY UNIT IN CNTR MK460-2 MR MISSILE, IN CNTR MK 372-2,3,5 (VAN) MR MISSILE, IN CNTR MK 372-2,3,5 (FLATBD) IN VLS CONTAINER	17 3 3 3 156 209 205	lo lo	132 100 100 100 134 134	726 843 728					
MR ROCKET MOTOR MK 27 OR MK 56 MR STEERING CONTROL + MOTOR SPACER CONTROL SURFACES MK26-0 6 MK36-0 IN CNTR	175		100	727					
MR/ER FUZE SHROUD ASSEMBLY, CNTR MK492-1 MR/ER GUIDANCE SECTION WARHEAD MK5-6 IN CNTR MK211	3 3 3		100 100 100	730 731 843					
UBROC ROCKET MOTOR MK 45-0	204								
WITCH ARMING, SAFETY MK 122 TYPE IN WOOD BOX IN S/A AMMO BOX MK 1-0 HYDROSTATIC MK41.MK42 OR MK43-0 WAFER MK93	3		100	810 768	214 288 83				
BOOSTER IN CONTAINER MK262 MK 11-2.5 IN CNTR MK 576-0	101		54						
FINS GUIDED MISSILE BOOSTER GUIDED MISSILE IN CONTAINER MK264 WARHEAD ASSEMBLIES IN CNTR MK 286-0 WINGS	1 2 21 8 1		100 100 53		223 224				
TARGET MISSILE, ADM-37A COMPONENTS, IN CNTR MK309 MOD 0	1		100		110				
TARTAR EXERCISE HEAD IN CNTR MK211 MISSILE IN CNTR MK 372 MODS 0, 1, 2, 3 65 SAFE + ARMING DEVICE IN CONTAINER MK209 WARHEAD IN CNTR MK211	3 19 3 3		100 52 100 100	843	45 46 45				

DETAILED DOCUMENT NUMBER

			CAR CADING		LETIZED LO	ADS	DS CONTAINER		
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAN	COML	
	MIL-ST	D-1320	ANI -CTD 1205		MIL-STD-1323	MIL-STD-1324		100	
DESCRIPTION OF AMMUNITION	HIGHWAY ONLY	TOFC & COFC	OR WR-52	OR WR-53	OR WR-54	OR WR-65	MIL-STD-1386	MIL-STD-166	
ERRIER									
BOOSTER	18		133						
MK 12-0+1 IN CNTR MK 200 IN CNTR MK 578	103		100					400	
BOOSTER FIN IN CONTAINER MK31 OR MK205	3		100	748	29				
EXERCISE HEAD IN CONTAINER MK265	3	1	100		112				
IN CONTAINER MK211	3		100	843	45				
MISSILE	17		51				100		
IN CONTAINER MK199 SAFE + ARMING DEVICE								1	
IN CONTAINER MK209	3		100		46				
IN CONTAINER MK260 TARGET DETECTING DEVICE IN CNTR MK259	3 2		100		44			- 485.3	
WARHEAD IN CONTAINER MK211	3		100	843	45		131	- 177	
WARHEAD IN CONTAINER MK266	3		100		112				
WING + FIN IN CONTAINER MK32	1		100		30				
THICKENER INCENDIARY OIL M2	3		70		99				
NAPALM IN METAL DRUMS	1		42	35					
TOMAHAWK	207								
GUIDED MISSILE (BGM-109) IN CNTR CNU-308/E	207			700					
TORCH. INCEDIARY				799					
TORPEDO	199								
MK14.DUMMY (BARE) EJECTION TYPE MK16.DUMMY (BARE) EJECTION TYPE	199								
DUMMY (BARE) FITMENT TYPE	199								
MK16-6 WARHEAD	40		176	852					
MK16-7 WARHEAD MK37, WARHEAD IN CNTR MK257-0				840		7.5			
MK37-2.3 DUMMY & EXERCISE IN 5/5 SKID OR	200								
(BARE) MAIN ASSEMBLY (37-2) IN CNTR MK 318-0							1		
(BARE)	203						May 15 F		
(37-3) IN CNTR MK 258-0 (BARE)						10.0			
MK44. WARHEAD OR EXERCISE HEAD	203		57	38					
DUMMY IN CNTR. MK197-1	12		193		241				
MAIN ASSEMBLY IN CNTR MK197-1 WARSHOT ASSEMBLY IN CNTR MK197-1	12		193		241		1 10 3		
WARSHOT ASSEMBLY IN CNTR MK197-1 MK46. WARHEAD MK103 IN CNTR MK301	132		153	792	1	P . 1917)	Lung H		
ASSEMBLIES IN CONTAINER 535-					273	our opt a			
AIR STABILIZER							8.00		
MK28-2 OR 3 IN CNTR MK 316-0 SUSPENSION BAND SET, MK 78-0	2		100	878			- makeria		
MK31=0	-		100	880					
MK31-1 IN CNTR MK636-0				43			40.50		
DUMMY IN CNTR 4K197-1			193		241			3364	
MAIN ASSEMBLY (46-1) IN CNTR MK197-1 WARSHOT IN CNTR MK197-1	12		193		241	2434	Those	1 1100	
MK48-1. IN CNTR MK481	113								
AFTBDY . TAILCONE GROUPS, MK531-1 CNTR	146		155						
DISPENSER. TORPEDO MOUNTED MK 10-0 AND: ADAPTER, BELLMOUTH IN CNTR MK 594-0				884					

DETAILED DOCUMENT NUMBER

					LETIZED LO	ADS	CONTAINER LOADING	
	TRUCKL	DADING	CARLOADING	DOMESTIC	FLEET ISSUE	AMPHIBIOUS	MILVAIN	COML
	MIL-STD-1320 OR WR-51		MIL-STD-1325	MIL-STD-1322	MIL-STD-1323	MIL-STD-1324		
DESCRIPTION OF AMMUNITION	HIGHWAY		OR WR-52	OR WR-53	OR WR-54 *	OR WR-55	MIL-STD-1386	MIL-STD-166
TORPEDO								123
EXERCISE SHAPES IN CNTR MK 481-0.1 EXERCISE GROUP, MK536-0 CNTR FUEL TANK GROUP (DRY), MK530-1 CNTR NOSE + CONTROL GROUPS, MK529-1 CNTR WARMEAD MK107, MK532-1 CNTR NAVAL TANK (LDD) F/MK 16-8	184 146 146 146 146		155 155 155 155 155		275			
GUIDED MISSILE BGM-71A-1 BTM-71C (INERT) IN ADU-486/E			197		297 297			
TRIGGERING DEVICE, FUZE MK10	1	(A) → ®)	100	718				
UNIT. COLOR BURST MK1, LD 165989 MK2, LD 265990	3		101 101	22 23				
WALLEYE CONTROL SECTION IN CONTAINER MK423 GUIDANCE SECTION IN CONTAINER MK424 GUIDED WEAPON MK1 IN CRADLE MK13 GUIDED WEAPON MK1 IN CONTAINER MK426 AND WEAPON MK1 IN CONTAINER MK426 AND WING + FIN SECTIONS IN CNTR MK425	1 1 131 25 92		65 65 62	503 504				
WALLEYE I GUIDED WEAPON IN CNTR CNU-356/E GUIDED WEAPON MKS IN CONTAINER CNU/154/E WARHEAD MK58 IN CONTAINER MK435 WING + FIN SECTIONS	210 150 27		149			200 P		
IN CNTR DL 68A35F1 IN CNTR MK 425 IN CNTR MK 617-0 IN CNTR CNU-150/E	1 2 1		100 64 172	5 Y	138 113 295 255			
IN CNTR CNU-306/E	2				95			
MARHEAD 5.0 INCH ROCKET MK25 + MODS OR MK32-0, CNTR MK27-0 MK25-1 OR MK32-0, CNTR MK31-0	2 2		100	433 720				
TACTICAL. WAU-3 (V)/B (HARPOON). IN CNTR MK 592-0 GUIDED MISSILE, MK 40-0 MK 118 MOD 0	176 174			46 56				
WIRE DISPENSER.SUBMARINE-TORPEDO MK37 6.45	~ 2		100	733				
ZUNI FLARE HEADS MK33 FUZE IN FUZE CONTAINER MK156 FUZE, M414A1, MK93_0 IGNITER, MK130 MOD 0 OR 1 NOZZLE AND FIN ASSEMBLIES ROCKET MOTOR 5_0 INCH_ MK16 6 MODS OR	2 3		100 100 100	450 634	139 27 184			
ROCKET MOTOR 5.0 INCH- MK16 IN CNTR MK254 ROCKET MOTOR MK 71-1 IN CNTR MK 38	1		100	-	28 160 257		41	

DETAILED DOCUMENT NUMBER

	TRUCKLO	ADING	CARLOADING	PAL	LETIZED LO	-	CONTAINE	
- 1- 1	of are			DOMESTIC		AMPHIBIOUS	MILVAIN	COML
DESCRIPTION OF AMMUNITION	MIL-ST OR W HIGHWAY ONLY	TOFC	MIL-STD-1325 OR WR-52	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-166
MI								
ROCKET MOTOR CLUSTER, LAU-10/A, 10A/A,			20		115			
IN UL ADAPTER MK 58-1	140		39		115			
WARHEAD EXPLOSIVE, MK 24 OR MK 32	2 2		38 38		33		32 32	
SMOKE, PWP, MK34 ILLUMINATING MK41 ROCKET, HE MK63 IN CNTR CNU-137E	105		100		139 211			
ROCKET, PWP, MK4-1 W/BURSTER TUBE			100		180			
							, la	
							L.	
			=					
							in this	

DETAILED DOCUMENT NUMBER

		PALLETIZED LOADS							
	TRUCKL	DADING	CARLOADING		LETIZED LOADS		CONTAINER LOADING		
	AAII -CO	D-1320		DOMESTIC	FLEET ISSUE	AMPHI8IOUS	MILVAIN	COML	
DESCRIPTION OF AMMUNITION	OR W HIGHWAY ONLY	D-1320 IR-51 TOFC & COFC	MIL-STD-1325 OR WR-62	MIL-STD-1322 OR WR-53	MIL-STD-1323 OR WR-54	MIL-STD-1324 OR WR-55	MIL-STD-1386	MIL-STD-160	
		4.7	1 7						
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					2 1				
					4.1				
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	0 10 20								

SECTION THREE NUMERICAL INDEX

GENERAL NOTE

The majority of these listings cite both Military Standards (MIL-STD) and Weapon Requirement (WR) numbers with no distinction as to which is in the column heading.

The user can differentiate between the two since all MIL-STDs listed have dash (-) numbers and all WRs have slash (/) numbers.

STATUS OF BASIC WEAPON REQUIREMENTS AND MILITARY STANDARDS

MIL-STD-1320 C I	Revision; no Change Notice
MIL-STD-1325 A I	Revision; no Change Notice
MIL-STD-1322 A 1	Revision; Change Notice #1
MIL-STD-1323 No	Revision; no Change Notice
WR-55 No	Revision; Change Notice #4
MIL-STD-1386 No	Revision; no Change Notice
MIL-STD-1663 No	Revision; no Change Notice

MIL-STD-1324 has not been prepared to date.

SECTION THREE NUMERICAL INDEX

GENERAL NOTE

The majority of these listings cite both Military Standards (MIL-STD) and Weapon Requirement (WR) numbers with no distinction as to which is in the column heading.

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STATUS OF BASIC WEAPON REQUIREMENTS AND MILITARY STANDARDS

MIL-STD-1320	C Revision; no Change Notice
MIL-STD-1325	A Revision; no Change Notice
MIL-STD-1322	A Revision; Change Notice #1
MIL-STD-1323	No Revision; no Change Notice
WR-55	No Revision; Change Notice #4
MIL-STD-1386	No Revision; no Change Notice
MIL-STD-1663	No Revision; no Change Notice

MIL-STD-1324 has not been prepared to date.

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION LETTER	CHANGE	TITLE
MIL-STD-1320 OR WR-51			
/19			TARTAR MISSILE IN CONTAINER MK 372 MDDS 0, 1, 2, 3 6 5
/25		2	GUIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 0
-49	A		MINE, UNDERWATER MK 55 6 MODS IN CRATE MK 55 MOD 1
-55			(TOFC) OR (COFC) MINE. UNDERWATER MK 52 6 MODS IN CRATE MK 52 MOD 0. DUL
-65		1	DISPENSER AND BOMB. AIRCRAFT. CBU-MK 20 (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER MK 427-0
-109	A	1	BOMB, PRACTICE MK 76 MODS 4 6 5
/124		4	DISPENSER AND BOMB. AIRCRAFT CBU-MK 20-2.3 (ROCKEYE) AND CBU-78/8 (GATOR) IN CRADLE MK 18-0
-153		1	(CANCELLED) BOMB. CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/E
-158			(CANCELLED) BOMB, CLUSTER MK20-MODS (ROCKEYE 11) & CBU-78/B (GATOR), IN CNTR CNU-208/E, ULUR (CANCELLED)
-160	В		MINE, UNDERWATER MK 60 MOD 0 IN SKID MK 24 MOD 0
-162		2	DISPENSER AND BOMB. AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-78/8 (GATOR) IN CONTAINER MK 427 MOD 1
-171		2	DISPENSER AND BOMB. AIRCRAFT CBU_MK 20 6 MODS (ROCKEYE); CBU_ 55/B. CBU_55/A 6 CBU_72/B (FAE); CBU_59/B (APAM); OR CBU_78/B (GATOR) IN CONTAINER CNU-238/E. ULUR
-183	A		MINE - UNDERWATER MK 65 6 MODS IN SKID MK 25 MOD 2
-186	A		MINE - UNDERWATER MK 57 MOD 0 "CONFIG A" IN CRATE MK 109 MOD 0
-187	В		MINE. UNDERWATER MK 52 6 MODS. CONFIGS C & D IN CRATE. MK 52 6 MODS. DUL & ULUR
-191			ROCKET MOTOR SECTION. BOOSTER A/B44G MODS 2 & 3 (HARPOON GM) IN CONTAINER MK 618 MOD 0
-202		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 (ROCKEYE) IN CONTAINER CNU-319/E, ULUR
-205	A		STANDARD MISSILE (MR) IN VLS CONTAINER
-206	. A		MINE. UNDERWATER MK 55 6 MODS (CONFIGS B & C) IN CRATE MK 55 MOD 1 W/ADAPTERS MK 112 MOD 0
-207	A		GUIDED MISSILE BGM-109 (TOMAHAWK) IN CONTAINER CNU-308/E
-209			STANDARD MISSILE (MR) IN CONTAINER MK 372 MODS 2. 3 OR 5
-210			GUIDED WEAPON (WALLEYE) IN CONTAINER CNU-356/E
-211			GUIDED MISSILE. AGM-88/A (HARM) WARHEADS IN CONTAINER CNU-353E

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1320 OR WR-51			
-212			GUIDED MISSILE, AGM-88/A (HARM) ROCKET MOTORS IN CONTAINER CNU-354/E
		1-1-	
		20	

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1325 OR WR-52			
/72		2	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER MK 427 MOD 0
-84			MINE, UNDERWATER MK 55 6 MODS IN CRATE MK 55 MOD 1
/143		1	BOMB. PRACTICE MK 76 MODS 4 6 5. DUL
-168			(CANCELLED) BOMB. CLUSTER MK20-MODS (ROCKEYE 11) & CBU-78/B (GATOR). IN CNTR CNU-208/E. ULUR (CANCELLED)
-169			(CANCELLED) BOMB. CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/EULUR (CANCELLED)
-174		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CE-78/B (GATOR) IN CONTAINER MK 427 MOD 1
-179		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE); CBU-55/B, CBU-55A/B OR CBU-72/B (FAE); CBU-59/B (APAM) OR CBU-78/B (GATOR) IN CONTAINER CNU-238/E
-191		. 1	MINE. UNDERWATER MK 65 6 MODS IN SKID MK 25 MOD 2
-196		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CE-78/B (GATOR) IN CONTAINER CNU- 319/E
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TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1322 OR WR-53			
-48			MARKER. LOCATION. MARINE MK 25 MOD 3 IN CONTAINER LD 615124
-49			CABLE ASSEMBLIES. ASROC- MK 10 MOD 0. MK 21 MOD 0. AND MK 29 MOD DE IN CONTAINER DWG. 1806337
-53			PROPELLANT GRAIN MK. 90 MOD O IN CONTAINER DWG. 233AS171 PACKE
-50			STANDARD MISSILE CONTROL SURFACES MK 26 MOD 0 6 MK 36 MOD 0 1 CONTAINER MK 492 MOD 1
-51			BOMB. PRACTICE BDU-48/B
-52			5/54 PROJECTILES WITH WATERPROOF PROTECTING CAPS, MK 4 MOD 0 OR: MK 10 MOD 1
-53			IN PALLET CRATE MK 2 MOD 0
-54			CARTRIDGE, CALIBER 9MM : BALL, PARABELLUM IN AMMUNITION BOX M2A1 OVERPACKED IN WIREBOUND WOODEN BOX.
-55			HAZARDOUS MATERIALS IN 55 GALLON STEEL DRUM PPP-D-729 TYPE I
-56			WARMEAD. MK 118 MOD O IN AMMO COMPONENT BOX MK 2 MOD O
-57			ON HOLD
-58			ON HOLD
-714			MINE. UNDERWATER MK 55 6 MODS IN CRATE MK 55 MOD 1 (LD 53804 (LOADED)
-715			MINE, UNDERWATER MK 52 6 MODS IN CRATE MK 52 6 MODS (LOADED)
-806		1	CARTRIDGE: SIGNAL: PRACTICE BOMB MK 4 MOD 3 OR CXU-3A/B IN AMMO BOX M2A1
/809		2	BOMB. PRACTICE. MK 76 MOD 5
	1		

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION LETTER	NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/39	A	1	WARMEAD. GUIDED MISSILE. HE; MK 48 & MODS. F/AIM-9D. 9G. 9H 6 9L. (SIDEWINDER) IN CONTAINER MK 386 MOD 0
-54			MARKER. LOCATION. MARINE MK 25 MOD 3 IN CONTAINER LD 615124
-9 7		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER CNU-319/E
-9 8			SONOBUOYS IN PALLET CRATE CNU-313/E
/140	В	1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU -78/8 (GATOR) IN CONTAINER MK 427 MOD 0
-149			16=-50 H.C. PROJECTILE MK 13 6 MK 14 IN PALLET ADAPTER MK 88-0
/151		1	CHARGE PROPELLING 16/50 REDUCED IN POWDER TANK
/168		2	DISPENSER & BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CRADLE, WEAPON MK 18 MOD 0
-205		1	BOMB, G/P, 500 LB MK 82 & MODS, INERT LOADED (UNCOATED) AND BOU-45/B ON PALLET MHU-122/E
-208	A		MINE, UNDERWATER MK 52 6 MODS IN CRATE MK 52 6 MODS
-209			MINE, UNDERWATER MK 55 & MODS, CONFIGS "B", "C" AND "D" IN CRATE MK 55 MOD 1 W/CRATE ADAPTER MK 112 MOD 0 (LOADED)
-217		1	BOMB. PRACTICE MK 76 MODS 5 6 7
-221			BOMB, PRACTICE BDU-48/B
/239	С	1	BOMB. GP. 500 LB. MK 82 MOD 2 (THERMALLY PROTECTED) AND BOME BDU-45/B, INERT LOADED. (THERMALLY PROTECTED) ON PALLET. MHI -122/E. DL 623AS100
-249	A.		(CANCELLED) BOMB. CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/E (CANCELLED)
-250			(CANCELLED) BOMB. CLUSTER MK20-MODS (ROCKEYE 11) & CBU-78/B (GATOR). IN CMTR CMU-208/E (CANCELLED)
/253	Α.	1	BOMB. GP. 2000 LB. MK 84 MODS 3. 4 6 5 (THERMALLY PROTECTED IN U/L ADAPTER MK 79 MOD O W/SADDLES
/256		1	GUIDED MISSILE, AIM-7E OR 7F (SPARROW), (LESS WINGS & FINS IN CONTAINER CNU-166/E
/266		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CB -78/B (GATOR) IN CONTAINER MK 427 MOD 1
/268		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER CNU-238/E
/275		1	DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU- 238/E

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1323 OR WR-54			
-281			ON HOLD
-283			ON HOLD
-284			DECOY FLARE, MJU-2/B IN CONTAINER DL 2816244
-285			CARTRIDGE, .50 CAL, LINKED, IN AMMO BOX M2A1 IN WIREBOUND CONTAINER DWG 10001-2127731
-299			BATTERY. MERCURY MK 131 TYPE IN CONTAINER DWG 3268751
-300		1	BOMB. PRACTICE MK 76 MODS 5 6 7 BULK PACK IN WIREBOUND PALLET BOX ON METAL PALLET MK 3 MOD 0
-301			DETECTING DEVICE, TARGET MK 57 TYPE IN CONTAINER DWG 3268751
-302			KIT. REFURBISHING, MINE MK 132 MOD O IN CONTAINER PL 5479210
-303			KIT. CONVERSION BOMB/MINE. EXERCISE & TRAINING MK 131 TYPE I
-304			KIT. CONVERSION BOMB/MINE, MK 130 MOD 0 IN SMALL ARMS AMMO BOMK 1 MOD 0
-305			OM HOLD
-306			ROCKET MOTOR. GBU-16/B (SKIPPER) IN CONTAINER CNU-248/E
-815			DI HOLD

TRANSACTIONS TO SECTION THREE SINCE LAST REVISION

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1386			
-22		1	BOMB. PRACTICE MK 76 MODS 4 6 5 PER ULUR MIL-STD-1323-217
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DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
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			122
			122

TALOS MISSILE WARHEAD ASSEMBLIES IN CNTR MK 286 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1 FIUL 1 CANCELLED - CONTAINER SHIPPING + STORAGE, MK25 MOD O FOR TERRIER BOOSTER - CANCELLED 1 ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD O 1 BOOSTER, MK12-0-1 IN CNTR MK200-0-1 1 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD O FOR TALOS MISSIL 1 CANCELLED - CNTR S/S MK 262 MOD O F/TALOS BOOSTER -CANCELL 1 BOMB, GP, 290 LB, AN-M57 BOMB, FRAGMENTATION, 260LB, AN-M81 2 GJIDED WEAPON MK 1 MOD O (WALLEYE) IN CONTAINER MK 426 MOD	DOCUMENT	REVISION	CHANGE NOTICE	TITLE
PALLETIZED UNIT LOADS DOUBLE ROW LOAD PATTERN PALLETIZED UNIT LOADS CHIMNEY PATTERN WINE, MK25, MOD 0,1 + 2 (CRATED) BOMB, GP MKB1 6 MODS (W/PLASTIC NOSE PLUGS) IN PALLET, BUMB MK 8-0 (WR-54/15) 1 FLEET ISSUE UNIT LOAD, MK36 MOD 0 FOR 500 LB, L.D. BOMB BOMB, GP MKB3 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/3) 1 FLEET ISSUE UNIT LOAD, MK36 MOD 0 FOR 500 LB, L.D. BOMB BOMB, GP MKB3 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/3) 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK26-0 F/TALOS INNERBODY 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDU MK 44 6 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 1 CANCELLED - CONTAINER SHIPPING + STORAGE, MK25 MOD 0 FON TERRIER BOOSTER - CANCELLED 1 CANCELLED - CONTAINER SHIPPING + STORAGE, MK25 MOD 0 CONTAINEN, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE IN CNTR MK183 + MODS CONTAINEN, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE IN CONTAINER MK 372 MODS 0, 1, 2, 3 6 5 1 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALDS MISSIL 1 CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB, FRAGMENTATION, 260LB, AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-				
PALLETIZED UNIT LOADS CHIMNEY PATTERN MINE, MK25, MOD 0,1 + 2 (CRATED) BOMB, GP MKB1 6 MODS (W/PLASTIC NOSE PLUGS) IN PALLET, BUMB MK 8-0 (WR-54/15) 1 FLEET ISSUE UNIT LOAD, MK36 MOD 0 FOR SOO LB, L,D, BOMB BOMB, GP MK83 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/3) TALOS MISSILE WARMEAD ASSEMBLIES IN CNTR MK 286 /9 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER /10 1 CANCELLED - CONTAINER S/S, MK26-0 F/TALOS INNERBODY /11 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TOMPEDO MK 44 6 46 ASSEMBLIES IN CNTR MK 197-1, FIUL /13 1 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED /14 A ASMOC MISSILE IN CNTR MK183 + MODS CONTAINEN, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TEMPLEM MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 TEMPLEM MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 22 BOUSTEN, MK12-0-1 IN CNTR MK200-0-1 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0, 1, 2, 3 6 5 1 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB, GP, 200 LB-, AN-M57 BOMB, FRAGMENTATION; 260LB-, AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-1			PALLETIZED UNIT LOADS SINGLE ROW LOAD PATTERN
MINE, MK25, MOD 0,1 + 2 (CRATED) BOMB, GP MKB1 6 MODS (W/PLASTIC NOSE PLUGS) IN PALLET, BOMB MK 8-0 (WR-54/15) FLEET ISSUE UNIT LOAD, MK36 MOD 0 FOR 500 LB, L.D. BOMB BOMB, GP MK83 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/35) TALOS MISSILE WARMEAD ASSEMBLIES IN CNTR MK 286 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE TOMPEDO MK 44 6 46 ASSEMBLIES IN CNTR MK 197-1 FIUL CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED ASMOC MISSILE IN CNTR MK183 + MODS CONTAINEN, SHIPPING AND STORAGE, MK182 MOD 1 TERRIER MISSILE IS STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 TERRIER MISSILE IN CONTAINER MK32 MOD 5 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSILE CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSILE CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSILE CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELLED BOMB, GP, 250 LB+, AN-M57 BOMB, FRAGMENTATION+ 260LB+ AN-M81 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CONTAINER MK 426 MOD	-2			PALLETIZED UNIT LOADS DOUBLE ROW LOAD PATTERN
BOMB. GP MKB1 6 MODS (W/PLASTIC NOSE PLUGS) IN PALLET. BUMB MK 8-0 (WR-54/15) 1 FLEET ISSUE UNIT LOAD. MK36 MOD 0 FOR 500 LB. L.D. BOMB BOMB.GP MK83 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/35) 1 TALOS MISSILE WARMEAD ASSEMBLIES IN CNTR MK 286 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 11 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 12 TOMPEDU MK 44 6 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 13 CANCELLED - CONTAINER. SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED 14 A ASACC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 15 CONTAINER, SHIPPING AND STORAGE, MK182 MOD 1 16 BOOSTER, MK12-0-1 IN CNTR MK200-0-1 17 C TERRIER MISSILE IN CONTAINER MK 372 MODS 0, 1, 2, 3 6 5 1 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 23 BOMB, FRAGMENTATION, 260LB, AN-M81 24 BOMB, FRAGMENTATION, 260LB, AN-M81 25 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	- 3			PALLETIZED UNIT LOADS CHIMNEY PATTERN
PALLET, BOMB MK 8-0 (WR-54/15) 1 FLEET ISSUE UNIT LOAD, MK36 MOD 0 FOR 500 LB, L,D, BOMB BOMB,GP MK83 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/3) TALOS MISSILE WARHEAD ASSEMBLIES IN CNTR MK 286 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 10 CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 11 CANCELLED - CONTAINER S/S, MK30-0 F/TALOS INNERBODY 12 TOMPEDO MK 44 6 46 ASSEMBLIES IN CNTR MK 197-1 FIUL 13 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED 14 A ASROC MISSILE IN CNTR MK183 + MODS 15 CONTAINER, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET 16 ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 17 TERRIEM MISSILE 6 STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 18 BOOSTEN, MK12-0+1 IN CNTR MK200-0+1 19 A 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0+ 1+ 2+ 3 6 5 10 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 10 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 11 CANCELLED - CNTR+ S/S+ MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 12 BOMB, GP, 250 LB+ AN-M57 12 BOMB, FRAGMENTATION 260LB+ AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (MALLEYE) IN CNTR MK 398-	/4			MINE MK25 MOD 0 1 + 2 (CRATED)
BOMB.GP MK83 6 MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/3) TALOS MISSILE WARMEAD ASSEMBLIES IN CNTR MK 286 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDO MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 1 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED 1 ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 2 BOOSTER, MK12-0-1 IN CNTR MK200-0-1 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED - CHURN S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 2 BOMB. FRAGMENTATION: 260LB. AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-5			
TALOS MISSILE WARHEAD ASSEMBLIES IN CNTR MK 286 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 1 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD O FOR TERRIER BOOSTER - CANCELLED 4 ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SMIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE 6 STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 10 BOOSTER, MK12-0.1 IN CNTR MK200-0.1 11 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 11 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 12 CONTAINER, SMIPPING AND STORAGE, MK264 MOD O FOR TALOS MISSIL 12 CANCELLED - CNTR. S/S, MK 262 MOD O F/TALOS BOOSTER -CANCELL 12 BOMB. GP. 250 LB., AN-M57 13 BOMB. FRAGMENTATION. 260LB. AN-M81 2 GJIDED WEAPON MK 1 MOD O (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED - CHEMICAL BOMB MK 116-0 (MALLEYE) IN CNTR MK 398-	/6		1	FLEET ISSUE UNIT LOAD. MK36 MOD 0 FOR 500 LB. L.D. BOMB
1 CANCELLED - CONTAINER S/S, MK26-1 F/TERRIER SUSTAINER 1 CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1 FIUL 1 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD O 14 A ASROC MISSILE IN CNTR MK183 + MODS 15 CONTAINER, SMIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET 16 ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 17 C TERRIER MISSILE 6 STANDARD (ER) MISSILE IN CNTR MK 199 MOD 18 BODSTEM, MK12-0-1 IN CNTR MK200-0-1 19 A 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0, 1, 2, 3 6 5 10 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 11 CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 12 CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 10 BOMB, GP, 2>0 LB, AN-M57 11 BOMB, FRAGMENTATION, 260LB, AN-M81 22 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 13 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	- 7	A		BOMB, GP MK83 & MODS (1000 LB) IN BOMB PALLET MK11-0 (WR-54/35
CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY 1 CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE 2 TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 1 CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER - CANCELLED 14 A ASACC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK25 MOD 0 FOR ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK25 MOD 0 FOR ASROC ROCKET ADAPTION KI1 MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 15 BOOSTER, MK12-0.1 IN CNTR MK200-0.1 16 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 17 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 18 CANCELLED - CNTR. S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 19 BOMB. GP, 250 LB., AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 20 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 10 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-8			TALOS MISSILE WARHEAD ASSEMBLIES IN CNTR MK 286
CANCELLED - CONTAINER S/S, MK30-0 F/TERRIER MISSILE TORPEDO MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1, FIUL CANCELLED - CONTAINER, SHIPPING + STORAGE, MK25 MOD O FOR TERRIER BOOSTER - CANCELLED ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD BOOSTER, MK12-0,1 IN CNTR MK200-0,1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0, 1, 2, 3 & 5 CANCELLED - FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL CANCELLED - CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB, FRAGMENTATION, 260LB, AN-M81 CANCELLED - CHEMICAL BOMB MK 116-0 (WALLEYE) IN CONTAINER MK 398-	/9		1	CANCELLED - CONTAINER S/S. MK26-1 F/TERRIER SUSTAINER
TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL 1 CANCELLED- CONTAINER, SHIPPING + STORAGE, MK25 MOD 0 FOR TERRIER BOOSTER- CANCELLED ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 BOOSTER, MK12-0.1 IN CNTR MK200-0.1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL CANCELLED- CNTR. S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB. GP. 250 LB. AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/10		1	CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY
1 CANCELLED— CONTAINER, SHIPPING + STORAGE, MK25 MOD O FOR TERRIER BOOSTER— CANCELLED ASROC MISSILE IN CNTR MK183 + MODS CONTAINER, SMIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE 6 STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 2 BOOSTER, MK12-0.1 IN CNTR MK200-0.1 10 A 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 1 CANCELLED— FIUL MK 42-0 LAU/10A LAUNCHER—CANCELLED 1 CONTAINER, SMIPPING AND STORAGE, MK264 MOD O FOR TALOS MISSIL 1 CANCELLED— CNTR. S/S, MK 262 MOD O F/TALOS BOOSTER—CANCELL 23 BOMB. GP. 250 LB. AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 2 GJIDED WEAPON MK 1 MOD O (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED— CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/11		1	CANCELLED - CONTAINER S/S. MK30-0 F/TERRIER MISSILE
FOR TERRIER BOOSTER- CANCELLED /14 A SHOC MISSILE IN CNTR MK183 + MODS CONTAINER, SHIPPING AND STORAGE, MK178 MOD 0 FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 /17 C TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 /18 2 BOOSTER, MK12-0-1 IN CNTR MK200-0-1 /19 A 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0-1-2-3 & 5 /20 1 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED /21 1 CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL /22 1 CANCELLED- CNTR- S/S- MK 262 MOD 0 F/TALOS BOOSTER -CANCELL /23 BOMB- GP- 250 LB- AN-M57 BOMB- FRAGMENTATION- 260LB- AN-M81 /25 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-12		2	TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL
CONTAINER, SHIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD BODSTER, MK12-0.1 IN CNTR MK200-0.1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL CANCELLED- CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB, GP, 250 LB., AN-M57 BOMB, FRAGMENTATION, 260LB. AN-M81 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/13		1	
ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1 TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 1 BDJSTER, MK12-0.1 IN CNTR MK200-0.1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL CANCELLED- CNTR. S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BDMB. GP. 250 LB. AN-M57 BDMB. FRAGMENTATION. 260LB. AN-M81 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-126 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-126	/14	A		ASROC MISSILE IN CNTR MK183 + MODS
TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD BODSTER, MK12-0.1 IN CNTR MK200-0.1 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL CANCELLED- CNTR. S/S. MK 262 MOD 0 F/TALOS BODSTER -CANCELL BOMB. GP. 250 LB. AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-15		4	CONTAINER, SMIPPING AND STORAGE, MK178 MOD O FOR ASROC ROCKET
2 BOOSTER, MK12-0.1 IN CNTR MK200-0.1 /19 A 1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 /20 1 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED /21 1 CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL /22 1 CANCELLED- CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL /23 BOMB, GP, 250 LB., AN-M57 /24 BOMB, FRAGMENTATION, 260LB, AN-M81 /25 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD /26 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-16			ADAPTION KIT MK28 MOD 1 IN CONTAINER MK182 MOD 1
1 TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5 1 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER. SMIPPING AND STORAGE. MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED- CNTR. S/S. MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 1 BOMB. GP. 250 LB. AN-M57 1 BOMB. FRAGMENTATION. 260LB. AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/17	c	· 1925	TERRIER MISSILE & STANDARD (ER) MISSILE IN CHTR MK 199 MOD C
1 CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED 1 CONTAINER, SMIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSIL 1 CANCELLED- CNTR, S/S, MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 1 BOMB, GP, 250 LB, AN-M57 1 BOMB, FRAGMENTATION, 260LB, AN-M81 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	-18		2	BOOSTER. MK12-0.1 IN CNTR MK200-0.1
CONTAINER.SMIPPING AND STORAGE.MK264 MOD 0 FOR TALOS MISSIL CANCELLED- CNTR. S/S. MK 262 MOD 0 F/TALOS BOOSTER -CANCELL BOMB. GP. 20 LB. AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 CONTAINER.MK 426 MOD CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/19	A	1	TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5
1 CANCELLED- CNTR • S/S • MK 262 MOD 0 F/TALOS BOOSTER -CANCELL 123 BOMB • GP • 200 LB • • AN-M57 124 BOMB • FRAGMENTATION • 260LB • AN-M81 125 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 126 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/20		1	CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED
BOMB. GP. 250 LB. AN-M57 BOMB. FRAGMENTATION. 260LB. AN-M81 Z GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/21		1	CONTAINER, SHIPPING AND STORAGE, MK264 MOD O FOR TALOS MISSILE
/24 BDMB+ FRAGMENTATION+ 260LB+ AN=M81 /25 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD /26 1 CANCELLED= CHEMICAL BOMB MK 116=0 (WALLEYE) IN CNTR MK 398=	/22		1	CANCELLED- CNTR. S/S. MK 262 MOD 0 F/TALOS BOOSTER -CANCELLE
/25 2 GJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD /26 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/23	b.:		BOMB+ GP+ 250 LB++ AN-M57
/26 1 CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-	/24			BOMB + FRAGMENTATION + 260LB . AN-M81
	/25		2	GJIDED WEAPON MK 1 MOD D (WALLEYE) IN CONTAINER MK 426 MOD
	/26		1	CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-(CANCELLED

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1320 OR WR-51			
/27			WARHEAD MK58 MOD O IN WARHEAD SECTION CONTAINER MK435 MOD O
/28			BULLPUP AGM-12C AFT SECTION - LIQUID PROPELLANT MOTOR
/29	A		BONARC (A) MISSILE
/30		1	(CANCELLED) FIRE BOMB CASE MK 20-0 (F/FIRE BOMB MK 122-0) IN CONTAINER MK106 MOD 0 PALLETIZED PER WR-54/116 (CANCELLED)
/31			CHEMICAL BOMB. MK410 MOD 0
/32		2	(CANCELLED) DISPENSER & BOMB, A/C. CBU-1A/A.CBU-2A/A.CBU-2B/ACBU-3/A. CBU-8/A. IN CONTAINER M468 (CANCELLED)
/33			BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE
/34			(TOFC) OR (COFC) 500 LB. L.D. BOMB, MK82 + MODS, PALLETIZED FLEET ISSUE LOAD WR-54/31
/35			(TOFC) OR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS)
/36		1	500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS)
/37			(TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/38		1	250 LB LD BUMB MK81 & MODS. A/F TPO 1325-092-9848
/39			BOMB. DEMOLITION. 750 LB., MIITAI
/40			WARHEAD, TORPEDO, MK16 MOD 7 (UNBOXED).
/41		1	CANCELLED 250 LB. L.D. BOMB MK81 AND MODS PALLETIZED DOMESTIC UNIT LOAD WR-53/704 (WITH PLASTIC NOSE PLUGS)
/42	A		2000 LB L.D.BOMB MK84 + MODS, (LOOSE WITH PLASTIC NOSE PLUGS)
/43			(TOFC) OR (COFC) 1000 LB. L.D. BOMB MK83 MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/703 (WITH PLASTIC NOSE PLUGS)
-44			PROJECTILE. 8"/55 AP MK 21 6 MODS. HC MK 24 OR 25 6 MODS. FI
/45	. A		2000 LB. L.D. BOMB MK84 + MODS, (EMPTY WITH PLASTIC NOSE PLUG
146	7		(TOFC) OR (COFC) BOMB, DEMOLITION, 750 LB., MILTAL. PALLETIZE
/47			5/54 GUN BARREL TUBE MK18 MOD 3 + MK19 MOD 0. SKIDDED
/48			5/54 GUN BARREL LINER MK18 MOD 3 + MK19 MOD 0, SKIDDED
-49	A		MINE. UNDERWATER MK 55 & MODS IN CRATE MK 55 MOD 1

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1320 OR WR-51			
-1			PALLETIZED UNIT LOADS SINGLE ROW LOAD PATTERN
-2			
-3			PALLETIZED UNIT LOADS DOUBLE ROW LOAD PATTERN
14			PALLETIZED UNIT LOADS CHIMNEY PATTERN
-5			MINE, MK25, MOD 0.1 + 2 (CRATED)
			PALLET. BUMB MK 8-0 (WR-54/15)
/6		1	FLEET ISSUE UNIT LOAD, MK36 MOD O FOR 500 LB. L.D. BOMB
-7	A		BOMB.GP MK83 & MODS (1000 LB) IN BOMB PALLET MK11-0(WR-54/35
-8			TALOS MISSILE WARHEAD ASSEMBLIES IN CHTR MK 286
/9		1	CANCELLED - CONTAINER S/S. MK26-1 F/TERRIER SUSTAINER
./10	.	1	CANCELLED - CONTAINER S/S, MK265-0 F/TALOS INNERBODY
/11		1	CANCELLED - CONTAINER S/S. MK30-0 F/TERRIER MISSILE
-12		2	TORPEDU MK 44 & 46 ASSEMBLIES IN CNTR MK 197-1. FIUL
/13		1	CANCELLED- CONTAINER, SHIPPING + STORAGE, MK25 MOD O FOR TERRIER BOOSTER- CANCELLED
/14	A		ASROC MISSILE IN CNTR MK183 + MODS
-15		i i	
-16			CONTAINER, SHIPPING AND STORAGE . MK178 MOD O FOR ASROC ROCKET
/17	c		ADAPTION KII MK28 MOD 1 IN CONTAINER MK182 MOD 1
-18		2	TERRIER MISSILE & STANDARD (ER) MISSILE IN CNTR MK 199 MOD 0.
/19	A		BOOSTER, MKIZ-0.1 IN CNTR MK200-0.1
/20		1	TARTAR MISSILE IN CONTAINER MK 372 MODS 0. 1. 2. 3 6 5
/21		1	CANCELLED- FIUL MK 42-0 LAU/10A LAUNCHER -CANCELLED
/22			CONTAINER, SHIPPING AND STORAGE, MK264 MOD 0 FOR TALOS MISSILE
/23			CANCELLED- CNTR+ S/S+ MK 262 MOD 0 F/TALOS BOOSTER -CANCELLED
/24		1	3048. GP. 250 LB., AN-M57
/25		1	18M-NA . GLOOS . NOITATHAMPARA . & MCE
		2	SJIDED WEAPON MK 1 MOD 0 (WALLEYE) IN CONTAINER MK 426 MOD 0
/26		1	CANCELLED- CHEMICAL BOMB MK 116-0 (WALLEYE) IN CNTR MK 398-0

MIL-STD-1320 OR WR-51 /27 /28 /29 /30 /31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41 /42 A	1 2	WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MC10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/27 /28 /29 /30 /31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41	2	BULLPUP AGM-12C AFT SECTION - LIQUID PROPELLANT MOTOR BOMARC (A) MISSILE (CANCELLED) FIRE BOMB CASE MK 20-0 (F/FIRE BOMB MK 122-0) IN CONTAINER MK106 MOD 0 PALLETIZED PER WR-54/116 (CANCELLED) CHEMICAL BOMB. MK410 MOD 0 (CANCELLED) DISPENSER 6 BOMB. A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A C9J-3/A. CBJ-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED FLEET 1SSUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/28 /29 /30 /31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41	2	BULLPUP AGM-12C AFT SECTION - LIQUID PROPELLANT MOTOR BOMARC (A) MISSILE (CANCELLED) FIRE BOMB CASE MK 20-0 (F/FIRE BOMB MK 122-0) IN CONTAINER MK106 MOD 0 PALLETIZED PER WR-54/116 (CANCELLED) CHEMICAL BOMB. MK410 MOD 0 (CANCELLED) DISPENSER 6 BOMB. A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A C9J-3/A. CBJ-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED FLEET 1SSUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/29 A /30 /31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41	2	BOMARC (A) MISSILE (CANCELLED) FIRE BOMB CASE MK 20-0 (F/FIRE BOMB MK 122-0) IN CONTAINER MK106 MOD 0 PALLETIZED PER WR-54/116 (CANCELLED) CHEMICAL BOMB. MK410 MOD 0 (CANCELLED) DISPENSER 6 BOMB. A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A C9J-3/A. CBJ-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED FLEET 1SSUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/30 /31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41	2	(CANCELLED) FIRE BOMB CASE MK 20-0 (F/FIRE BOMB MK 122-0) IN CONTAINER MK106 MOD 0 PALLETIZED PER WR-54/116 (CANCELLED) CHEMICAL BOMB. MK410 MOD 0 (CANCELLED) DISPENSER 6 BOMB. A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A.C9J-3/A. CBJ-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED FLEET 15SUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/31 /32 /33 /34 /35 /36 /37 /38 /39 /40 /41	2	CONTAINER MK106 MOD O PALLETIZED PER WR-54/116 (CANCELLED) CHEMICAL BOMB. MK410 MOD O (CANCELLED) DISPENSER & BOMB. A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A CBJ-3/A. CBJ-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TDFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED FLEET ISSUE LOAD WR-54/31 (TDFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DDMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TDFC) DR (COFC) PROPELLANT GRAIN MK43 MOD O (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD O
/32 /33 /34 /35 /36 /37 /38 /39 /40 /41	1	(CANCELLED) DISPENSER & BOMB, A/C. CBU-1A/A.CBU-2A/A.CBU-2B/A.CBU-3/A. CBU-8/A. IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB. GENERAL PURPOSE. LIVE (TOFC) DR (COFC) 500 LB. L.D. BOMB, MK82 + MODS, PALLETIZED FLEET 15SUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB. MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/33 /34 /35 /36 /37 /38 /39 /40 /41	1	C9J-3/A, CBJ-8/A, IN CONTAINER M468 (CANCELLED) BOMB AN SERIES 1000 LB, GENERAL PURPOSE, LIVE (TOFC) OR (COFC) 500 LB, L.D. BOMB, MK82 + MODS, PALLETIZED FLEET ISSUE LOAD WR-54/31 (TOFC) OR (COFC) 500 LB, L.D. BOMB, MK82 + MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB, L.D. BOMB MK82 + MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER M<10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/34 /35 /36 /37 /38 /39 /40 /41		(TOFC) DR (COFC) 500 LB. L.D. BOMB, MK82 + MODS, PALLETIZED FLEET ISSUE LOAD WR-54/31 (TOFC) DR (COFC) 500 LB. L.D. BOMB, MK82 + MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/35 /36 /37 /38 /39 /40 /41		FLEET ISSUE LOAD WR-54/31 (TDFC) DR (COFC) 500 LB. L.D. BOMB, MK82 + MODS. PALLETIZED DDMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TDFC) DR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/36 /37 /38 /39 /40 /41		DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) 500 LB. L.D. BOMB MK82 + MODS. PALLETIZED DOMESTIC UNIT LOAD WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER M<10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/37 /38 /39 /40 /41		WR-53/702 (WITH PLASTIC NOSE PLUGS) (TOFC) OR (COFC) PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/38 /39 /40 /41	1	MC10 AND MODS) PACKED IN PALLET CRATE MK2 MOD 0
/39 /40 /41	1	250 LB LD BUMB MK81 & MODS. A/F TPO 1325-092-9848
/40		
/41	The last	BAMB. DEMOLITION. 750 LB., MIITAI
		WARHEAD. TORPEDO. MK16 MOD 7 (UNBOXED).
/42 A	1	CANCELLED 250 LB. L.D. BOMB MK81 AND MODS PALLETIZED DOMESTIC UNIT LOAD WR-53/704 (WITH PLASTIC NOSE PLUGS)
		2000 LB L.D.BOMB MK84 + MODS, (LOOSE WITH PLASTIC NOSE PLUGS)
/43		(TOFC) OR (COFC) 1000 LB. L.D. BOMB MK83 MODS, PALLETIZED DOMESTIC UNIT LOAD WR-53/703 (WITH PLASTIC NOSE PLUGS)
-44		PROJECTILE. 8"/55 AP MK 21 6 MODS. HC MK 24 OR 25 6 MODS. FI
/45 A		2000 LB. L.D. BOMB MK84 + MODS, (EMPTY WITH PLASTIC NOSE PLUG
/46		(TOFC) OR (COFC) BOMB, DEMOLITION, 750 LB. MILTAL PALLETIZE
/47		5/54 GUN BARREL TUBE MK18 MOD 3 + MK19 MOD 0. SKIDDED
/48		5/54 GUN BARREL LINER MK18 MOD 3 + MK19 MOD 0, SKIDDED
-49 A		MINE. UNDERWATER MK 55 & MODS IN CRATE MK 55 MOD 1

DOCUMENT	REVISION LETTER	NOTICE	TITLE
MIL-STD-1320 OR WR-51		.50	
/50			(TOFC) OR (COFC) MINE, UNDERWATER, MK55 AND MODS IN CRATE, UNDERWATER MINE MK55 MOD 1 DOMESTIC UNIT LOAD WR-53/714
/51		1	(TOFC) OR (LOFC) PROPELLANT GRAIN MK49 MOD O DOMESTIC UNIT LOAD WR 53/505
/52			(TDFC) OR (COFC) 8/55 PROJECTILES MKS21, 24, AND 25 AND MODS IN ADAPTER MK74 MOD 0
-53	3		BOMB. GENERAL PURPOSE MK84 + MODS -2000-LB F.1.U.L. WITH PLASTIC NOSE PLUGS-
/54			BASE FUZE PLUG FOR BOMBS MK81.82,83, + 84
-55			(TOFC) OR (COFC) MINE, UNDERWATER MK 52 & MODS IN CRATE MK 52 MOD 0. DUL
-56			5/38 CARTRIDGE IN TANK MK9-1 OR MK15-1 D.U.L.
/57			CHARGE. PROPELLING. 16/50. FULL IN 16 POWDER TANK MK4 MOD 0.
/58			16 INCH H.C. PROJECTILE MK13 + MK14
/59	-5		CHARGE PROPELLING 16/50 REDUCED IN 16 POWDER TANK MK8-0
/60			16 INCH AP PROJECTILE MK8
/61			CHARGE PROPELLING M67 D.U.L.
/62			CARTRIDGE 45 CALIBER IN AMMO BOX MK 1-0 / DUL
/63			16 INCH AP PROJECTILE MK8 + MODS. IN HANDLING BAND MK85 MOD
/64			16 HC PROJECTILE MK13 AND MK14 IN ADAPTER. PALLET MK88 MOD C
-65		1	DISPENSER AND BOMB. AIRCRAFT.CBU-MK 20 (ROCKEYE) AND CBU-78/ (SATOR) IN CONTAINER MK 427-0
/66	i i	5	EXPLUSIVE SECTION MK1 MOD 1. IN CRATE MK101 MOD 0. F.I.U.L.
/67		1	DISPENSER. FLARE . PARACHUTE SUU-44/A, D.U.L.
/68			MINE CASE + ANCHOR FOR UNDERWATER MINE MK56 MOD O IN CRATE MK56 MOD O
/69		1	CANCELLED - BULLPUP B AGM-12C-2 WEAPON IN CNTR MK443
/70			GENERATOR CLUSTER AEROSOL -PADEYE-MK54 OR MK55 MOD O F.I.U.
/71			5/54 WARHEAD MK78 MOD O.IN PALLET ADAPTER MK11 MOD O D.U.L.
/72			LAJNCHER.ROCKET.LAU-61/A.LAU-68/A.OR LAU-69/A IN PALLET LOUNG + STORAGE MHU-108/E. F.I.U.L.

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1320 OR WR-51			
/73			SPARROW III MISSILE, AIM-70.7E.7F IN CONTAINER MK470 MOD 0
/74			FLARE, DECOY . MK42 MOD O. IN AMMUNITION BOX . MK1 MOD O. F. I. U.L.
-75	A		CHARGE. PROPELLING 5-/54. FIUL
/76		2	DOLLY, TRANSFER, MK6 + MODS, ON TRANSPORT PLATFORM
/77			175MM GUN BARREL TUBE. SKIDDED
/78			175M4 GUN BARREL LINER, SKIDDED
/79		1	BURSTER, BOMB MK5 MODO IN CONTAINER MK417 MODO, FIUL
/8C		1	BOMB. CLUSTER CBU-55/B (FUEL AIR EXPLOSIVE) IN CONTAINER CNJ-120/E, FIUL
/81		2	BOMB -SP- MK82 MODS. 500 LB. AIR FORCE U/L TPO 1325-294-4152
/82			BOMB. ME MK115 MODO (HELICOPTER TRAP WEAPON) IN CONTAINER MK482 MODO. AUL
-83	P		GUIDED MISSILE, AIM-9G OR 9H IN CRADLE MK 16-0 /R AIM-9G, 9H OR 9L UN CNTR CNU-287/E W/O WINGS & FINS (SIDEWINDER)
-84	A		CARTRIDGE 5"/38 F.I.U.L.
/85	Filts of	2	(TOFC) OR (COFC) BOMB GP MK82 + MODS (500LB) AIR FORCE UL
/86		1	GUIDANCE AND CONTROL GROUPS. SPARROW III FIUL
/87			BOMB. DEMOLITION. BLU-31/B AIR FORCE UNIT LOAD
/88	1	1	CHARGE. PROPELLING 155MM M72 IN CONTAINER M16. AUL
/89	7	1	CHARGE. PROPELLING 8 INCH MI IN CHTR MIS AT AUL
/90		3	SPARROW III MISSILE (AIM-7E OR AIM-7F) IN CRADLE MK 12-0
/91			BOMB. GP. M-118 (3000 LB) AIR FORCE UNIT LOAD
/92		1	GUIDED WEAPON MK1 + MODS (WALLEYE) IN CHTR MK426-0 AND WING AND FIN SECTIONS (WALLEYE) IN CHTR MK425
/93		3	SHRIKE MISSILE, AGM-45A IN CHTR MK399-0 FIUL
194			CARTRIDGE30 CAL IN S/A BOX MK 1-0 DUL
/95		1	MOTOR, ROCKET 5/54 MK64-0 (F/ROCKET ASSISTED PROJECTILES) DL
/96		1	CARTRIDGE, (CHARGE, PROPELLING) 8/55 IN TANK MK 11-0 (F/REDUCED CHARGE) DUL
		100	

CARTHIUGE, %,2 MORTAR, SMOKE WP AUL	DOCUMENT	REVISION	CHANGE NOTICE	TITLE
1 CARTRIDGE, 4,2 MORTAR, SMOKE MP AUL 2 SHRIKE MISSILE, AGM-45A IN CRADLE MK 14-0 FUZE, MECHANICAL TIME, MK,399 TYPE IN CNTR M548 / DUL 8 JMB, 6P MK82 + MODS, 500 LB, A/F UL,TPO 1325-294-6152 REV R THROUGH REV AA 1 BJOSTEN, MK 11 6 MODS 2 6 5 (TALOS), IN CONTR MK,576 MOD 0 5 MJKELESS POWDER FOR CANNON IN PACKING BOX MK 7 6 MODS, D,U,L 103 BJOSTEN, MK 12 MOD 0 6 1 IN CNTR MK, 578 MOD 0 8 JMB, 500 LB MK82-2 (THERMALLY PROTECTED) ON MK9 PALLET 8 JACKET WR-54/225 MARHEAD, ROCKET, HE, MK,63-0 (ZUNI) IN CNTR CNJ-137/E, FIUL 1 (TJFC) OR (COFC) BOMB,6P MK82, 500LB, AIR FORCE U/L 1 (TJFC) OR (COFC) BOMB,6P MK82, 500LB, AIR FORCE U/L 1 ROCKET MOTON MK,52 6 MODS (SPARROM) OR ROCKET MOTORS MK,53-1 OF 1 MINE, JMDERWATER MK,56-0, CONFUGURATION J OR K,	MIL-STD-1320	8		
2 SHRIKE MISSILE, AGM-45A IN CRADLE MK 14-0 FUZE, MECHANICAL TIME, MK399 TYPE IN CNTR M548 / DUL BOMB, GP MK82 + MODS, 500 LB, A/F UL, TPO 1325-294-4152 REV R THROUGH REV AA 1 BOOSTEN, MK 11 6 MODS 2 6 5 (TALOS), IN CONTR MK576 MOD 0 SMOKELESS POMDER FOR CANNON IN PACKING BOX MK 7 6 MODS, D.U., L 103 1 BOOSTEN, MK 12 MOD 0 6 1 IN CNTR MK 578 MOD 0 BOMS, 500 LB MK82-2 (THERMALLY PROTECTED) ON MK9 PALLET M/SADDLES PER WR-54/225 MARHEAD, ROCKET, HE, MK63-0 (ZUNI) IN CNTR CNU-137/E, FIUL (TOFC) OR (COFC) BOMB, GP MK82, SOOLB, AIR FORCE U/L TPO 1325-294-4152, REV R ROCKET MOTON MK52 6 MODS (SPARROM) OR ROCKET MOTORS MK53-1 OI MINE, UNDERWATER MK56-0, CONFUGURATION J OR K. IN CRATE MK 36 MOD 0 BOMB, SOO LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 113 8 1 TOMPEDO MK48-1 IN CNTR MK4816 MODS 1 NITROGUANIDINE, MIGH BULK, DUL ROCKET LAUNCHER, LAU-69/A PER WR-53/839 2 GRAIN, PROPELLANT MK88-0 PER WR-53/845 1 PHOPENIX MISSILE IN CNTR CNU-124/E (CANCELLED) PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83. 1 NING ASSY 6 TAIL FINS F/GM AGM-65A (SHRIKE) PER WR-54/248 BOMB, GP M117 (750 LB) TPO 1325-232-6331 BOMB, GP M117 (750 LB) TPO 1325-232-6331			1	CARTRIDGE, 4.2 MORTAR, SMOKE WP AUL
FUZE. WECHANICAL TIME, MK399 TYPE IN CNTR M548 / DUL 80MB, GP MK82 + MODS, 500 LB, A/F UL. TPO 1325_294-4152 REV R THROUGH REV AA 1 BOOSTEN, MK 11 6 MODS 2 6 5 (TALOS), IN CONTR MK576 MOD 0 SMOKELESS PUMDER FOR CANNON IN PACKING BOX MK 7 6 MODS, D.U.L 103 -104 -103 -104 -105 -106 -107 -108 -108 -109 -109 -109 -109 -109 -110 -110 -110				
BOMB, GP MK82 + MODS, 500 LB, A/F UL, TPO 1325_294_4152 REV R THROUGH REV AA	/98	,	-	
SHOKELESS PUMBER FOR CANNON IN PACKING BOX MK 7 6 MODS, D.U.L.				10 MR 60 MK 82 + MODS 500 LB A/F UL TPO 1325-294-4152 REV R
SHOKELESS POWDER FOR CANNON IN PACKING BOX MK 7 & MODS, D.U.L.	-101		1	BOOSTER. MK 11 6 MODS 2 6 5 (TALOS). IN CONTR MK576 MOD 0
1 BODSTEN. MK 12 MOD 0 6 1 IN CNTR MK \$78 MOD 0 BOMB. DOD LB MK82=2 (THERMALLY PROTECTED) ON MK9 PALLET M/SADDLES PER WR-54/225 WARMEAD. ROCKET, HE. MK63=0 (ZUNI) IN CNTR CNU-137/E. FIUL CHARGE. PROPELLING. 5"/54; DUL (TOFC) OR (COFC) BOMB.GP MK82. 500LB. AIR FORCE U/L TPO 1325-294-4152. REV R ROCKET MOTON MK52 & MODS (SPARROW) OR ROCKET MOTORS MK53=1 OM MK78=0 (SMRIKE) 1 BOMB. PRACTICE MK 76 MODS 4 6 5 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E MINE. JUNDERWATER MK56=0. CONFUGURATION J OR K. IN CRATE MK 56 MOD OM MK82=2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 113 B 1 TOMPEDO MK48=1 IN CNTR MK481 6 MODS 1 NITROGUANIDINE. HIGH BULK. DUL ROCKET LAUNCHER. LAU-69/A PER WR-53/839 2 GRAIN. PROPELLANT MK88=0 PER WR-53/845 1 PODENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB. GP M117 (750 LB) TPO 1325-232-6331				SMOKELESS POWDER FOR CANNON IN PACKING BOX MK 7 & MODS, D.U.L
BOMB. DOO LE MK82-2 (THERMALLY PROTECTED) ON MK9 PALLET			1	
######################################			•	ROMBO 500 LB MK82-2 (THERMALLY PROTECTED) ON MK9 PALLET
1 (TOFC) OR (COFC) BOMB GP MK82 500L8. AIR FORCE U/L TPO 1325-294-4152. REV R ROCKET MOTOM MK52 6 MODS (SPARROW) OR ROCKET MOTORS MK53-1 0 MK78-0 (SHRIKE) 1 BOMB. PRACTICE MK 76 MODS 4 6 5 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E 1 MINE, UNDERWATER MK56-0. CONFUGURATION J OR K. IN CRATE MK 56 MOD 0 1 BOMB. 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 113 B 1 TOMPEDO MK48-1 IN CNTR MK481 6 MODS 1 NITROGUANIDINE, HIGH BULK, DUL ROCKET LAUNCHER, LAU-69/A PER WR-53/839 2 GRAIN. PROPELLANT MK88-0 PER WR-53/845 1 PMOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB. GP M117 (750 LB) TPO 1325-232-6331	/105			
1 (TOFC) OR (COFC) BOMB-GP MK82. 500LB. AIR FORCE U/L TPO 1325-294-4152. REV R ROCKET MOTOR MK52 & MODS (SPARROW) OR ROCKET MOTORS MK53=1 O MK78-0 (SMRIKE) 1 BOMB. PRACTICE MK 76 MODS 4 & 5 1 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E 1 MINE. UNDERWATER MK56-0. CONFUGURATION J OR K. IN CRATE MK 56 MOD O 1 BOMB. 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLS 1 TOMPEDO MK48-1 IN CNTR MK481 & MODS 1 NITROGUANIDINE. HIGH BULK. DUL 1 ROCKET LAUNCHER. LAU-69/A PER WR-53/839 2 GRAIN. PROPELLANT MK88-0 PER WR-53/845 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB. GP M117 (750 LB) TPO 1325-232-6331 PRO SECULTE A INCH AAC AP OR HC. FIUL	-106	A		CHARGE PROPELLING 5"/54; DUL
1 BOMB. PRACTICE MK 76 MODS 4 6 5 1 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E 1 MINE. UNDERWATER MK56-0. CONFUGURATION J OR K. 1 IN CRATE MK 56 MOD 0 1 BOMB. 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 1 BOMB. 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 1 TOMPEDO MK48-1 IN CNTR MK481 6 MODS 1 NITROGUANIDINE. HIGH BULK. DUL 1 ROCKET LAUNCHER. LAU-69/A PER WR-53/839 2 GRAIN. PROPELLANT MK88-0 PER WR-53/845 1 PHOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB. GP M117 (750 LB) TPO 1325-232-6331	- 2		1	(TOFC) OR (COFC) BOMB.GP MK82. 500LB AIR FORCE U/L TPO 1325-294-4152. REV R
1 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4,6 OR CNU-183/E 1 MINE, UNDERWATER MK56-0. CONFUGURATION J OR K.	-108	-		ROCKET MOTOR MK52 & MODS (SPARROW) OR ROCKET MOTORS MK53-1 O MK78-0 (SMRIKE)
1 STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E 1 MINE, UNDERWATER MK56-0. CONFUGURATION J OR K. 1 IN CRATE MK 56 MOD 0 1 BOMB, 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE 113 B 1 TOMPEDO MK48-1 IN CNTR MK481 6 MODS 1 NITROGUANIDINE, HIGH BULK, DUL 115 A ROCKET LAUNCHER, LAU-69/A PER WR-53/839 2 GRAIN, PROPELLANT MK88-0 PER WR-53/845 1 PHOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULDION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB, GP M117 (750 LB) TPO 1325-232-6331 PROJECTIVE, 6 INCH AAC AP OR HC, FIUL	-109	A	1	BOMB. PRACTICE MK 76 MODS 4 6 5
MINE, JNDERWATER MK56-0. CONFUGURATION J OR K. IN CRATE MK 56 MOD 0 1 BDMB, 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE -113 B 1 TOMPEDO MK48-1 IN CNTR MK481 & MODS -114 1 NITROGUANIDINE, HIGH BULK, DUL ROCKET LAUNCHER, LAU-69/A PER WR-53/839 -116 2 GRAIN, PROPELLANT MK88-0 PER WR-53/845 -117 1 PHOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) -118 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 -119 1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB, GP M117 (750 LB) TPO 1325-232-6331			1	STANDARD ARM MISSILE AGM-78 IN CNTR MK372-4.6 OR CNU-183/E
1 TORPEDO MK48-1 IN CNTR MK481 6 MODS 1 NITROGUANIDINE, HIGH BULK, DUL 1 ROCKET LAUNCHER, LAU-69/A PER WR-53/839 2 GRAIN, PROPELLANT MK88-0 PER WR-53/845 1 PHOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY 6 TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB, GP M117 (750 LB) TPO 1325-232-6331	- 1		1	MINE, UNDERWATER MK56-0. CONFUGURATION J OR K. IN CRATE MK 56 MOD 0
1 NITROGUANIDINE, HIGH BULK, DUL ROCKET LAUNCHER, LAU-69/A PER WR-53/839 2 GRAIN, PROPELLANT MK88-0 PER WR-53/845 1 PHOENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB, GP M117 (750 LB) TPO 1325-232-6331 PROJECTILE, 6 INCH AAC AP OR HC, FIUL	-112	A	1	BOMB, 500 LB MK82-2 (THERMALLY PROTECTED) ON MHU-122/E PALLE
-115 -116 -116 -117 -118 -119 -120 -120 -130 -140 -151 -151 -151 -152 -153 -153 -153 -153 -154 -155 -155 -155 -155 -155 -155 -155	-113	В	1	TORPEDO MK48-1 IN CNTR MK481 & MODS
-115 -116 -117 -118 -119 -120 ROCKET LAUNCHER. LAU-69/A PER WR-53/839 ROCKET LAUNCHER. LAU-69/A PER WR-53/845 ROCKET LAUNCHER.			1	NITROGUANIDINE. HIGH BULK. DUL
-116 -117 -118 -119 -120 GRAIN. PROPELLANT MK88-0 PER WR-53/845 1 PROPULSION MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 BOMB. GP M117 (750 LB) TPO 1325-232-6331 PROJECTILES & INCH AAC .AP OR HC. FIUL		A		ROCKET LAUNCHER LAU-69/A PER WR-53/839
1 PMDENIX MISSILE IN CNTR CNU-124/E (CANCELLED) 1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 1 BOMB. GP M117 (750 LB) TPO 1325-232-6331 PROJECTION OF THE ACTION OF THE PROPERTY OF THE PROPULSION OF THE PROJECTION OF THE	And the second		2	GRAIN. PROPELLANT MK88-0 PER WR-53/845
1 PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 1 BOMB. GP M117 (750 LB) TPO 1325-232-6331 PROJECTION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83 1 PROJECTION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83			1	
1 WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248 -120 BOMB. GP M117 (750 LB) TPO 1325-232-6331 BOUND JECTILE. 6 INCH AAC .AP OR HC. FIUL			1	PROPULSION SECTION (PHOENIX) IN CNTR CNU-154/E PER WR-53/83
-120 BOMB. GP M117 (750 LB) TPO 1325-232-6331			1	WING ASSY & TAIL FINS F/GM AGM-45A (SHRIKE) PER WR-54/248
DESTRUCTUES A INCH AAC SAP OR HCS FIUL				
				The transfer of the second of
	-121			
SECTION THREE				

MIL-STD-1320 OK #R-51 /122			
/122	1111		
	The state of		PROJECTILE. 6 INCH AAC.AP.OR HC IN PALLET ADPT. MK4 - FIUL
/123		1	PROJECTILE. 175MM.HE.M437A2 - AUL
/124		4	DISPENSER AND BUMB, AIRCRAFT CBU-MK 20-2,3 (ROCKEYE) AND CBU-78/B (GATOR) IN CRADLE MK 18-0
/125		1	(CANCELLED) TE BOOSTER MK 7-BW1 IN CNTR MK 25 (CANCELLED)
/126			CARTRIDGE 20MM IN SMALL ARMS BOX MK 1-0 / DUL
/127			CARTRIDGE SO CALIBER IN SMALL ARMS BOX MK 1-0 / DUL
/128		1	EXPLOSIVE SECTION MK 2-2 IN CRATE MK 103-0 / FIUL
/129			ANCHOR. UNDERWATER MINE MK 57 TYPE / DUL
/130			MECHANISM CUMPARTMENT MK 2-3 F/UMN MK 57 IN CRATE MK 104. DU
/131		1	GUIDED WEAPON MK 1 MODS -WALLEYE- IN CRADLE MK 13-0
/132	436	1	WARHEAD MK 103-0 -MK 46 TORPEDO- IN CNTR MK 301-0 / DUL
/133		1	CANCELLED -GP BOMB MK82. 500 LB AIR FORCE U/L TPO 1325-460-1305
/134		1	CANCELLED - FOFC- OR -COFC- BOMB MK82. 500 LB AIR FORCE U/L TPO 1325-460-1305
/135		1	(CANCELLED) PROJECTILE, 175MM IN PLT ADPT MK 95-0 (CANCELLED
/136	A	1	CARTRIDGE, SOMM HE. M494A, AUL
/137		1	FUSE . PROXIMITY . M532 IN AMMO BOX MZAL . AUL
/138		1	CHARGE, DEMULITION. MK47-0. SHAPED, IN AMMO BOX M2A1. AUL
/139		1	ROCKET MOTON, JATO MK23-0.1 + IGNITER MK173 MODS. D.U.L.
-140	A	2	LAUNCHER. LAU-10/A. LAU-10A/A OR LAU-10B/A PER WR-54/115
/141		1	CARTRIDGE50 CAL -LINKED- IN SMALL ARMS AMMO BOX MK1-0. AU
/142			120 MM PROJECTILE. SMOKE. WP + PROPELLING CHARGE. A.U.L.
/143			ADAPTER. BOUSTER. BOMB. NOSE T45 TYPE. F.I.U.L.
/144		2	BOMB. CLUSTER. CBU-59/B -APAM- IN CNTR MK427-0. F.I.U.L.
/145		1	ROCKET MOTOR, 2.75 IN ARMY CNTR 8883479. F.I.U.L.
/146		1	TORPEDO MK48-1 MAJOR COMPONENTS IN CNTR MK529.530.531.532. MK536 + MODS

MIL-STD-1320 OR WR-51 /147 /148 /149 /150 -151 -152 -153	A	1 1 1	WARMEAD. ROCKET. 2.75 SMOKE. M156. F.I.U.L. FIN.BOMB FOR 500 LB LOW DRAG BOMB MKB2 (UNCRATED) FIUL POWDER. CASTING C-3 F/POSEIDON. IN LEVERPAK DRUMS GUIDED WEAPON MK5-MODS (WALLEYE) IN CNTR CNU-154A/E OR 154B/E PROJECTILE 5*/38 F.I.U.L. PROJECTILE.5*/54 IN PALLET ADAPTER MK11 AND MODS FIUL
/148 /149 /150 -151 -152		1 1 1	FIN.BOMB FOR 500 LB LOW DRAG BOMB MK82 (UNCRATED) FIUL POWDER: CASTING C-3 F/POSEIDON. IN LEVERPAK DRUMS GUIDED WEAPON MK5-MODS (WALLEYE) IN CNTR CNU-154A/E OR 154B/E PROJECTILE 5*/38 F.I.U.L.
/149 /150 -151 -152		1	POWDER: CASTING C-3 F/POSEIDON: IN LEVERPAK DRUMS GUIDED WEAPON MK5-MODS (WALLEYE) IN CNTR CNU-154A/E OR 154B/E PROJECTILE 5*/38 F.I.U.L.
/150 -151 -152		1	GUIDED WEAPON MK5-MODS (WALLEYE) IN CNTR CNU-154A/E OR 154B/E PROJECTILE 5"/38 F.I.U.L.
-151 -152			PROJECTILE 5#/38 F.I.U.L.
-152			
6. ()	A		PROJECTILE+5"/54 IN PALLET ADAPTER MK11 AND MODS FIUL
-153			
		o 1	(CANCELLED) BOMB. CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/
-154		1	CHARGE, PROPELLING. 64/47 IN CARTRIDGE TANK MK. 4. FIUL.
-155		1	GUIDED MISSILE AIM-TE OR TF (SPARROW) IN CHTR CHU-166/E
-156		1	STANDARD MISSILE RIM-66A. TYPE I; RIM-66C; RGM-66D-1.2 OR ROCKET MOTOR MK 56-MODS (DTRM) IN CNTR MK 372-3.4.5 OR 6
-157		1	CHARGE. PROPELLING. 6"/47. DUL
-158			(CANCELLED) BOMB. CLUSTER MK20-MODS (ROCKEYE 11) 6 CBU-78/B (GATOR). IN CNTR CNU-208/E. ULUR (CANCELLED)
-159	A		PHOENIX MISSILE AIM-54 (W/WINGS & FINS) . IN CNTR CNU-242/E
-160	В		MINE. UNDERWATER MK 60 MOD 0 IN SKID MK 24 MOD 0
-161		1	BEAKER. EXPLOSIVE.5"/54 PROJECTILE
-162		2	DISPENSER AND BOMB. AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER MK 427 MOD 1
-163		1	CRADLE. STORAGE. MK 20-0.1 OR MK 8-0; DUL
-164			CARTRIDGE, 76MM/62 CAL; CHARGE CLEARING, 76MM/62 CAL IN PALLET ADAPTER MK 121-0, FIUL
-165		1	GUIDED MISSILE AGM 45. IN CNTR CNU-165/E
-166	is .	1	MINE, UNDERWATER MK56-0 IN CRATE MK 56 "CONFIGURATION B" SU ASSEMBLY WITH ASSOCIATED FLIGHT GEAR
-167		2	MINE . UNDERWATER: MK55 IN CRATE MK55-1 "CONFIGURATION B" SUBASSEMBLY WITH ASSOCIATED FLIGHT GEAR
-168		2	MINE.UNDERWATER MK52 IN CRATE MK52-0 "CONFIGURATION B" SUB ASSEMBLY WITH ASSOCIATED FLIGHT GEAR
-169		2	HARPOON MISSILE RGM-84A-1 (ASROC) IN CONTAINER MK 608 MOD 0
The same of			

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1320 OR WR-51			
-170		1	BOMB. GENERAL PURPOSE MK82 ON PALLET MHU-149/E. AFUL TPO 01-006-5657
-171		2	DISPENSER AND BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE); CBU-55/B CBU-55/A & CBU-72/B (FAE); CBU-59/B (APAM); OR CBU-78/B (GATOR) IN CONTAINER CNU-238/E, ULUR
-172		1	DISPENSER AND BOMB.AIRCRAFT.CBU-59/B.COMPLETE (APM) DISPENSER AND BOMB.AIRCRAFT.CBU-59(T-1)B.TRAINING IN CONTAINER MK 427 MOD 1 FLEET ISSUE UNIT LOAD
-173		1	DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING & STORAG MHJ-146/E
-174			WARHEAD, GUIDED MISSILE MK 40-0, DUL
-175	A	1	ROCKET MOTOR MK27 OR MK56, MODS (DTRM) IN CONTAINER MK593-0
-176		1	WARHEAD. TACTICAL. WAU-3(V)/B (HARPOON); EXERCISE SECTION. AN/DTK-46(HARPOON) IN CNTR MK 592-0
-177			CARTRIDGE, 5.125 CHAFF MK 182-0 (SUPER RBOC) IN PLT ADPT MK 133-0
-178			CARTRIDGE, 20MM, M50 SERIES (LOOSE) IN CNTR M548; DUL & FIUL
-179			CARTRIDGE, 20MM, MK 100 SERIES, BULK PACK F/MK 11 OR MK 12 GUN (NOT LINKED) F/WR-54/9
-180			CARTRIDGE, 20MM, MK 100 SERIES, (NOT LINKED) F/MK 11 OR MK 12 GUN F/WR->3/874
-181		1	DOLLY TRANSFER MK 7-0 ON PLATFORM TRANSPORT MK 9-0, WR-53/82
-182		1	DOLLY TRANSPER MK 8-0 ON PLATFORM TRANSPORT MK 10-0 WR-53/81
-193	A		MINE, UNDERWATER MK 65 & MODS IN SKID MK 25 MOD 2
-184	A		TORPEDO MK 48 (EXERCISE SHAPES) IN CNTR MK 481 6 MODS
-185			PHOENIX GUIDANCE SECTION IN CONTAINER CNU-234/E
-186	A		MINE, UNDERWATER MK 57 MOD 0 "CONFIG A" IN CRATE MC 109 MOD
-137	В		MINE . UNDERWATER MK 52 & MODS . CONFIGS C & D IN CRATE . MK 52
-188			HARPOON MISSILE AGM-84A (WITH WING & FINS) IN CONTAINER MK 607 MOU 0
-189	3		HARPOON CANISTER LOADED WITH GUIDED MISSILE RGM-844-3 IN CONTAINER MK 631 MOD 0
-190			SUSTAINER SECTION A/844G-1 HARPOON GM. IN CNTR MK 621 MOD 0

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1320 OR WR-51			
-191			ROCKET MOTOR SECTION. BOOSTER A/B44G MODS 2 & 3 (HARPOON GM) IN CONTAINER MK 618 MOD 0
-192			GJIDANCE SECTION + HARPOON GM AN/DSQ-28 + IN CNTR MK 619 MOD 0
-193			TORPEDO MAIN ASSEMBLY. MK 37-3 IN CNTR MK 258-0
-194			TORPEDO MAIN ASSEMBLY. MK 37-2 IN CNTR MK 318-0
-195			SIMULATOR ACTUATION, UMN MK 61-MODS IN PLANTING RACK MK 62-0. IN CONTAINER MK 628 MOD 0
-196	A		ENCAPSULATED HARPOON MISSILE RGM-84A-3 IN CONTAINER MK 630-0
-197		1	HARPUON MISSILE RGM-84A-2 (TARTAR) OR RGM-84A-2 (CAP/CAN) IN CONTAINER MK 632 MOD 0
-198			CASE, UNDERWATER MINE MK 25-MODS IN CRATE MK 25 FIUL
-199		1	TORPEDO, DUMMY (BARE) MK 14/16 EJECT AND MK 16 FITMENT
-200	A		TORPEDO. DUMMY & EXERCISE MK 37-2.3 IN S/S SKID OR BARE
-201			TORPEDU MK 46 ASSEMBLIES IN CNTR MK 535-0
-202		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 (ROCKEYE) IN CONTAINER CN-319/E+ ULUK
-203	' '		TORPEDO. MAIN ASSEMBLY MK 37 MOD 2 & MOD 3
-204			ROCKET MOTOR MK 45 IN CONTAINER OS 11130
-205	A		STANDARD MISSILE (MR) IN VLS CONTAINER
-206	A		MINE . UNDERWATER MK 55 & MODS (CONFIGS B & C) IN CRATE MK 55 MOD 1 W/ADAPTERS MK 112 MOD 0
-207	A		GUIDED MISSILE BGM-109 (TOMAHAWK) IN CONTAINER CNU-308/E
-208			HARM MISSILE (AGM-88A) IN CNTR CNU-295/E
-209			STANDARD MISSILE (MR) IN CONTAINER MK 372 MODS 2. 3 OR 5
-210			GUIDED WEAPON (WALLEYE) IN CONTAINER CNU-356/E
-211			GUIDED MISSILE . AGM-88/A (HARM) WARHEADS IN CONTAINER CNU-35
-212			GJIDED MISSILE. AGM-88/A (HARM) ROCKET MOTORS IN CONTAINER CNJ-354/E
0			

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1325 OR WR-52	7		
/1		, it is a great	(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 35 X 45 1/2 PALLET (CANCELLED)
/2			(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 35 X 45 1/2 PALLET (CANCELLED)
/3		10	(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 35 X 45 1/2 PALLET (CANCELLED)
14			(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 40 X 48 PALLET - (CANCELLED)
/5			(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 40 X 48 PALLET (CANCELLED)
/6			(CANCELLED) SMALL ARMS AMMUNITION IN AMMUNITION BOX MK 1-0 ON 40 X 48 PALLET (CANCELLED)
/7			20 MM AMMUNITION IN AMMUNITION BOX MK3 + MODS ON 35 X 45 1/2 PALLET
/8			204M AMMUNITION IN AMMUNITION BOX MK3 + MODS ON 40 X48 PALLE
-9			BOMB. GENERAL PURPOSE. MK81 + MODS-250LB- IN PALLET BOMB. MK8 MOD 0. FLEET ISSUE UNIT LOAD
/10	õ	2	500 LB. L.D. BOMB MK82 + MODS. PALLETIZED FLEET ISSUE UNIT
/11	Α .	1	BOMB. GENERAL PURPOSE. MK83 . MODS-1000LB- IN PALLET. BOMB. MK11 MUD 0.FLEET ISSUE UNIT LOAD
/12			5/38 CARTRIDGE FLEET ISSUE UNIT LOAD MK3 MOD 0 ON 35 X 45 1/
-13			5/38 PROJECTILE MK35, 49 + MODS IN ADAPTER MK11 + MODS ON 40 X 48 PALLET
/14			CHEMICAL BOMB. MK116 MOD O. (WETEYE) IN CONTAINER MK398 MOD O
-15			5/54 PROJECTILE MK41, 48 + MODS IN ADAPTER MK11 + MODS ON 40 X 48 PALLET
/16			PROPELLANT GRAIN MK58 IN PALLET CRATE MK5 MOD O
/17			PROPELLANT GRAIN MK59 IN PALLET CRATE MK6 MOD O
/18			BOMB MK81 + MODS. 250 LB. GENERAL PURPOSE. LIVE
/19			BOMB MK81 MOD 1. 250 LB. GENERAL PURPOSE. EMPTY
/20			BOMB AN-M57 + AN-M57A1, 250 LB. GENERAL PURPOSE, LIVE
/21			BOMB AN-M81, 260 LB. FRAGMENTATION, LIVE

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1325			
OR WR-52			BOMB MK82 MUD 1. 500 LB. GENERAL PURPOSE. LIVE
/23	A		BOMB MK82 MUD 1. 500 LB. GENERAL PURPOSE, EMPTY
724			BOMB AN-M64 AND AN-M43, 500 LB. GENERAL PURPOSE, LIVE
/25			BOMB. AN SERIES. 1000 LB. GENERAL PURPOSE, LIVE
/26			BOMB. AN SERIES. 2000 LB. GENERAL PURPOSE, LIVE
/27			DEPTH CHARGE CASE MK9 AND MODS, UNCRATED, IN ADAPTER
,			DN 40 X 48 PALLET
/28		1	BDMB.FIRE.MK77 MOD2+4 -EMPTY- IN CRATE.WIREBOUND
/29			MINE MK25 MODS 0+ 1 + 2
/30			MINE MK36 MODS 1. 2 + 3
/31			5.0 ROCKET HEADS MK2. 6 + MODS IN ADAPTER MK11 + MODS ON 40 X 48 PALLET
/32			5.0 ROCKET HEAD MK25 + MODS IN ADAPTER MK11 + MODS ON 40 X 48 PALLET
/33			BOMB FINS MK14 MOD 1 IN CRATE MK12 MOD 2 (FLEET ISSUE UNIT
/34			5.0 ROCKET MK36 MOD 0 IN CONTAINER MK287 MOD 0 ON 35 X 45 1/3
/35			BOMB FINS MK15 MOD O IN CRATE MK26 MOD O (FLEET ISSUE UNIT
/36			12.75 KOCKET HEAD MK1. 2. 3. AND MODS
-37			ZUNI RUCKET MOTOR 5.0 MK16 MOD 1 (F.I.U.L. MK28 MOD 1)
/38			ZJNI RUCKET HEADS, 5.0. MK24. 32 + MODS (F.I.U.L. MK38 MOD O
-39	A		LAJNCHER, LAU-10A.LAU-10A/A OR LAU-10B/A IN UL ADAPTER MK58-
/40			AERO LAUNCHER 6A FOR 2.75 ROCKET MOTORS (EMPTY) ON 40 X 48 PALLET
/41			BULLPUP AGM - 12C AFT SECTION - LIQUID PROPELLANT MOTOR
/42			NAPALM THICKENER IN METAL DRUMS ON 40 X 48 PALLET
/43			SIDEWINDER WARHEADS MKS IN GUIDED MISSILE CONTAINER MK34
144			SIDEWINDER WARHEADS MK23 IN CONTAINER MK386 ON 35 X 45 1/2 PALLET

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1325			
OR WR-52			SIDEWINDER HOCKET MOTOR IN CONTAINER MK225 MOD 0 ON 35 X 45 1/2 PALLET
/46			SIDEWINDER 5.0 ROCKET MOTOR MK15 MOD O IN CONTAINER MK37 ON 35 X 45 1/2 PALLET
/47			BULLPUP AGM-128. AFT SECTION LIQUID PROPELLANT MOTOR
/48			UNASSIGNED
/49	10,773		UNASSIGNED
/50	3	1	(CANCELLED) TERRIER BOOSTER IN CHTR MK 200-0 (CANCELLED)
/51	3		TERRIER MISSILE IN CONTAINER MK199 MOD 0
/52	3	la la	TARTAR MISSILE IN CONTAINER MK372 MOD 1
/53			TALOS MISSILE IN CONTAINER MK264 MOD 0
/54			TALOS BOOSTER IN CONTAINER MK262 MOD 0
-55		1	ADAPTION KIT MK28 MOD 1 IN CNTR MK182 MOD 1
-56			TORPEDU MK44 MOD 0+ASROC IN CONTAINER MK187 MOD1
/57			ASROC WARHEAD OR EXERCISE HEAD FOR TORPEDO MK44 IN CONTAINE
/58			ASTOC WARSHUT ASSEMBLY FOR TORPEDO MK44 IN CNTR. MK197 + MO
-59	A Topical		ROCKET MOTOR MK1 MOD 0 OR MK37 MOD 0 (ASROC) IN CONTAINER MK178 MOD 0
/60	В		ASROC MISSILE IN CNTR MK183-1
/61			ASROC AIRFRAME IN CONTAINER MK177 MOD 0
/62	Port la		GJIDED WEAPON MK1 MOD O (WALLEYE) IN CONTAINER MK426 MOD O
/63			WARHEAD MK58 MOD O IN WARHEAD SECTION CONTAINER MK435 MOD C
/64			WALLEYE WINGS + FINS IN CONTAINER MK425 MOD 0
/65			WALLEYE GUIDANCE SECTION IN CONTAINER MK424 MOD 0 + WALLEYE CONTROL SECTION IN CONTAINER MK423 MOD 0
/66			FUZE, BOMB, M173A1 OR M918 IN WOOD CONTAINER, DWG D4-2-81 (FLEET ISSUE UNIT LOAD)
/67		1	IGNITER . BOMB . MK273 MOD O IN CONTAINER MK442 MOD 0
/68			FIRE BOMB CASE MK20 MOD 0 (FOR FIRE BOMB MK122 MOD 0) IN CRATE MK106 MOD 0

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1325 OR WR-52			
/22			BOMB MK82 MUD 1. 500 LB. GENERAL PURPOSE. LIVE
/23	A		BOMB MK82 MUD 1. 500 LB. GENERAL PURPOSE, EMPTY
1/24		7	BOMB AN-M64 AND AN-M43. 500 LB. GENERAL PURPOSE. LIVE
/25			BOMB, AN SERIES, 1000 LB. GENERAL PURPOSE, LIVE
/26			BOMB, AN SERIES, 2000 LB. GENERAL PURPOSE, LIVE
/27			DEPTH CHARGE CASE MK9 AND MODS, UNCRATED, IN ADAPTER ON 40 X 48 PALLET
/28		1	BDMB.FIRE.MK77 MOD2+4 -EMPTY- IN CRATE.WIREBOUND
/29			MINE MK25 MODS 0 . 1 + 2
/30			MINE MK36 MODS 1. 2 + 3
/31			5.0 ROCKET HEADS MK2. 6 + MODS IN ADAPTER MK11 + MODS ON 40 X 48 PALLET
/32			5.0 ROCKET HEAD MK25 + MODS IN ADAPTER MK11 + MODS ON 40 X 48
/33			BOMB FINS MK14 MOD 1 IN CRATE MK12 MOD 2 (FLEET ISSUE UNIT
/34			5.0 ROCKET MK36 MOD 0 IN CONTAINER MK287 MOD 0 ON 35 X 45 1/2
/35			BUMB FINS MK15 MOD O IN CRATE MK26 MOD O (FLEET ISSUE UNIT
/36			12.75 KOCKET HEAD MK1. 2. 3. AND MODS
-37			ZUNI ROCKET MOTOR 5.0 MK16 MOD 1 (F.I.U.L. MK28 MOD 1)
/38			ZJNI RUCKET HEADS, 5.0. MK24, 32 + MODS (F.I.U.L. MK38 MOD O
-39	A		LAJNCHER. LAU-10A.LAU-10A/A OR LAU-10B/A IN UL ADAPTER MK58-
/40			AERO LAUNCHER 6A FOR 2.75 ROCKET MOTORS (EMPTY) ON 40 X 48 PALLET
/41			BULLPUP AGM - 12C AFT SECTION - LIQUID PROPELLANT MOTOR
/42			NAPALM THICKENER IN METAL DRUMS ON 40 X 48 PALLET
/43			SIDEWINDER WARHEADS MK8 IN GUIDED MISSILE CONTAINER MK34 MOD O UN 35 X 45 1/2 PALLET
144			SIDEWINDER WARHEADS MK23 IN CONTAINER MK386 ON 35 X 45 1/2 PALLET

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1325			
OR WR-52			
/45			SIDEWINDER ROCKET MOTOR IN CONTAINER MK225 MOD 0 ON 35 X 45 1/2 PALLET
/46			SIDEWINDER 5.0 ROCKET MOTOR MK15 MOD 0 IN CONTAINER MK37 ON 35 X 45 1/2 PALLET
147			BULLPUP AGM-128. AFT SECTION LIQUID PROPELLANT MOTOR
/48			UNASSIGNED
/49		- 1	UNASSIGNED
/50	3	1	(CANCELLED) TERRIER BOOSTER IN CHTR MK 200-0 (CANCELLED)
/51	3		TERRIER MISSILE IN CONTAINER MK199 MOD 0
/52	в		TARTAR MISSILE IN CONTAINER MK372 MOD 1
/53			TALDS MISSILE IN CONTAINER MK264 MOD 0
/54			TALOS BOOSTER IN CONTAINER MK262 MOD 0
-55		1	ADAPTION KIT MK28 MOD 1 IN CNTR MK182 MOD 1
-56			TORPEDU MK44 MOD O.ASROC IN CONTAINER MK187 MOD1
/57			ASROC WARHEAD OR EXERCISE HEAD FOR TORPEDO MK44 IN CONTAINER
/58			ASTOC WARSHUT ASSEMBLY FOR TORPEDO MK44 IN CNTR. MK197 + MOD
-59			ROCKET MOTOR MK1 MOD 0 OR MK37 MOD 0 (ASROC) IN CONTAINER MK178 MOD 0
/60	3		ASROC MISSILE IN CNTR MK183-1
/61			ASROC AIRFRAME IN CONTAINER MK177 MOD 0
/62			GUIDED WEAPON MK1 MOD 0 (WALLEYE) IN CONTAINER MK426 MOD 0
/63			WARHEAD MK58 MOD O IN WARHEAD SECTION CONTAINER MK435 MOD O
/64			WALLEYE WINGS + FINS IN CONTAINER MK425 MOD 0
/65			WALLEYE GUIDANCE SECTION IN CONTAINER MK424 MOD 0 + WALLEYE CONTROL SECTION IN CONTAINER MK423 MOD 0
/66			FUZE, BOMB, MITTAL OR M918 IN WOOD CONTAINER, DWG D4-2-81 (FLEET ISSUE UNIT LOAD)
/67		1	IGNITER, BOMB, MK273 MOD O IN CONTAINER MK442 MOD O
/68			FIRE BOMB CASE MK20 MOD 0 (FOR FIRE BOMB MK122 MOD 0) IN CRATE MK106 MOD 0

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD+1325 OR WR-52			
/69			CHEMICAL BOMB MK94 IN CONTAINER MK410 MOD 0
/70			THICKENER. INCENDIARY OIL. M2
/71			CRESYLIC ACID. XYLENOL
/72	1	2	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/8 (GATOK) IN CONTAINER MK 427 MOD 0
172	1=	1	ZDOOLB. L.D. BOMB MK84 + MODS.LOOSE (WITH PLASTIC NOSE PLUGS)
. /73	A		BOMB, G.P. MK82 + MODS (500 LB) W/PLASTIC NOSE PLUG A/F U.L.
/74 /75		1	BOMB. GP. MK81 & MODS (250LB) A/F UNIT LOAD TPO 1325-092-9848 REVISION H
/76	A	1	500 LB LOW DRAG BOMB MKB2 + MODS, PALLETIZED DOMESTIC UNIT
177			BOMB DEMOLITION. 750 LB. M117A1
/78			PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 + MODS) PACKED IN PALLET CHATE MK2 MOD 0
470			BOMB. G.P MK83 + MODS (1000 LB) W/PLASTIC NOSE PLUG D.U.L.
/79 -80			PROJECTILE. 8 INCH MKS 24.25 & MODS IN ADAPTER MK74-0
-81			PROJECTILE. 8 INCH MK 21 6 MODS IN ADAPTER MK74-0
/82			8/55 PUWDER TANK MK10 MOD 1 IN ADAPTER MK75 MOD 0
-83			8/55 CARTRIUGE TANK . MK76 MOD 0
-84			MINE. UNDERWATER MK 55 & MODS IN CRATE MK 55 MOD 1
-85		1	BOMB GENERAL PURPOSE MK84 MODS 0.1 & 2 (2000) IN UNIT LOAD ADAPIER MK79 MOD 0
-86			MINE. UNDERWATER. MK52 + MODS IN CRATE. UNDERWATER MINE MK52 MDD 0
/87			DESTRUCTOR 115A DOMESTIC UNIT LOAD WR-53/721
/88			CHARGE. PROPELLING. 16/50. FULL IN POWDER TANK MK4 MOD 0.1
/89			CHARGE . PROPELLING . 16/50 . REDUCED IN POWDER TANK MK8 MOD 0 - LOOSE
/90			16 INCH H.C. PROJECTILES MK13. 14 + MODS
/91			16 INCH A.P. PROJECTILES MK8 + MODS

MIL-STD-1325 UR WR-52 -92 /93			
/93			PROJECTILE. 16 INCH AP MK 8 6 MODS IN HOLG BAND MK85-0
			CHARGE . PROPELLING . 16/50 . FULL IN 16 INCH POWDER TANK
/94			CHARGE PROPELLING 16/50 REDUCED IN 16 INCH POWDER TANK
/95		1	(CANCELLED) 500 LB LD BOMB MK82-MODS W/PLASTIC NOSE PLUG. IN PALLET ADAPTER MK78-0 (CANCELLED)
/96			CHARGE . PROPELLING . 8/55 . FULL . BAGGED IN POWDER TANK MK-1 DUL
-97			EXPLOSIVE SECTION MK1 MODI IN CRATE MK101 MODI FIUL
/98			1000 LB LD BOMB MK83 + MODS WITH METAL NOSE PLUG
/99			MINE CASE + ANCHOR FOR UNDERWATER MINE MK56 MOD O
-100	1 3		TYPICAL PALLETIZED UNIT LOADS
-101			TYPICAL PALLETIZED UNIT LOADS (3 ROWS ACROSS CAR)
-102	A		TYPICAL PARIIAL UPPER BRACING OF UNIT LOADS IN ALL METAL BOXCARS
/103 THRU /110			THESE NUMBERS HELD IN RESERVE FOR TYPICAL TYPE DOCUMENTS
/111			16 INCH H.C. PROJECTILE MK13 + 14 IN PALLET ADAPTER MK88-0
/112			LAJNCHER . ROCKET . LAU-61/A . LAU-68/A . OR LAU-69-A IN PALLET . LJADING AND STORAGE . MHU-108/E . FIUL
/113			BURSTERS. BUMB MK5 MOD O IN CONTAINER MK417 MODO F.I.U.L.
/114		1	SOMB. CLUSTER CBU-55/B (FUEL AIR EXPLOSIVE) IN CONTAINER CNJ-120/E F.I. U.L.
/115			CHARGE . PROPELLING 155MM MTZ IN CONTAINER M16 A.U.L.
/116			SPARROW III GUIDANCE + CONTROL GROUPS
/117			BOMB. DEMOLITION. BLU-31/B AIR FORCE U.L.
/118			5/38 CARTRIUGE IN TANK MK9-1 OR MK15-1 D.U.L.
/119			CHARGE PROPELLING 8 IN.MI IN CNTR MISAL A.U.L.
/120			ON HOLD
/121			PROPELLANT GRAIN MK49 MODS IN PALLET CRATE MK4-0 D.U.L.

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1325 OR WR-52 /122 /123			ON HOLD 5/54 CARTRIDGE IN TANK MK14 D.U.L. ON HOLD
/124			PROJECTILE. 6 INCH AAC OR HC. IN ADAPTER MK 20-0. FIUL
/126			8/55 CARTRIDGE IN TANK MK11 OR MK13 MOD 0 -FULL OR REDUCED CHARGE- DUL
		1	SAD ROCKET MOTOR MK61 MOD O IN ROCKET CHTR MK10-3. DUL
/127			5/54 ROCKET MOTOR MK64-0 F/ROCKET ASSISTED PROJECTILES, DUL
/128			6 INCH AAC. AP OR HC PROJECTILE-PALLET ADAPTER MK4-MODS. FIUL
/129			SHRICE MISSILE. AGM-45A IN CNTR MK 399-0. FIUL
/130 /131			SPARROW III MISSILE -AIM-7D.AIM-7E OR AIM-7F- IN CNTR MK470-0
/131			STANDARD ER MISSILE IN CNTR MK 199-0-1
/132		1	BODSTEM MK 12 MODS 0 & 1 (TERRIER/STANDARD ER) IN CONTAINER MK 200 MODS 0 & 1
			STANDARD MR MISSILE IN CNTR MK 372-3
/134			PROJECTILE. 175MM. HE. M437A2 / AUL
/135			FLIGHT GEAR KIT IN CNTR MK 494-PALLET ADAPTER MK 103-0 / FIUL
/136 /137			EXPLOSIVE SECTION MK 2-2 F/UMN MK 57 IN CRATE MK 103-0 / FILL
			ANCHOR . UMN MK 57 TYPE / FIUL
/138			EXPLUSIVE SECTION MK 2-2 -EMPTY- F/UMN MK 57 IN CRATE MK 103 / FIU
/140			MECHANISM COMPARTMENT MK 2-3 F/UMN MK 57 IN CRATE MK 104 / FIU
/141		1	CANCELLED- BOMB 500 LB MK82 AIR FORCE U/L TPO 1325-460-1305
/142			PROJECTILE. 175MM IN PALLET ADAPTER, MK95-0. A.U.L.
/143		1	BOMB. PRACTICE MK 76 MODS 4 6 5. DUL
-144			DISPENSER AND BOMB.AIRCRAFT CBU-59/B.COMPLETE (APAM) OR JISPENSER AND BOMB. AIRCRAFT CBU-59(T-1)/B TRAINING IN CONTAINER MK427 MOD O FIUL
/145			ROCKET MOTOR. 2.75 INCH. F.I.U.L.

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1325 OR WR-52			
/146			STANDARD ARM MISSILE AGM-788 + 78C, IN CNTR MK372 MOD 4 OR 6
/147			CARTRIDGE, 3/50, F.I.U.L.
/148			FIN. BOMB FOR 500 LB LOW DRAG (UNCRATED) FIUL
-149			GUIDED WEAPON MK5 + MODS (WALLEYE) IN CNTR CNU-1544/E
-150			BOMB. 500 LB GP MK82 + MODS. AIR FORCE U/L TPO 1325-294-4152 REV R THRU REV AA
/151			DICH NO
-152			CARTRIDGE, 3/50 IN TANK MK5 & MODS
/153			WARMEAD MK103-0 F/MK46 TORPEDO IN CNTR MK301-0 DUL
/154			MINE. UNDERWATER MK56-0.SUB-ASSEMBLY.DUMMY.CONFIGURATION J OR K IN UMN CRATE MK56-0
/155			TORPEDO MK48-1, MAJOR COMPONENTS IN CONTAINERS MK529,530,531 532 OR 536 6 MODS
-156			FIN ASSEMBLY. BOMB F/1000 LB MK83 BOMB (UNCRATED) FIUL
-157	A		8348. 500 LB MK82-2 (THERMALLY PROTECTED) ON PALLET MHU-122/
-158			LAUNCHER. ROCKET. LAU-69/A. DUL
-159	W 1	77 - 100	ON HOLD
-160			STANDARD ARM MISSILE, AGM-78 IN CNTR CNU-183/E
-161	58 (PROPULSION SECTION. (PHDENIX) IN CNTR CNU-159/E
-162			BOMB GUIDANCE KIT KMU-388/B (LESS SEEKER ASSY)
-163	i de		BOMB GUIDANCE KIT KMU-351A/B (LESS SEEKER ASSY)
-164		1	CARTRIDGE 5/54 IN TANK MK14-0+1 MK21 OR REDUCED MK14
-165			CARTRIDGE 6/47 IN TANK MK4
-166		76 76 116	FIN ASSY. BOMB MK15.MODS (SNAKEYE) IN PALLET ADPTR ADU-383/E
-167	Lance of the second		FIN ASSY. BOMB F/2000 LB GP BOMB M484 IN CRATE MK13-1
-168			(CANCELLED) BOMB. CLUSTER MK20-MODS (ROCKEYE 11) 6 CBU-78/B (GATOR). IN CNTR CNU-208/E. ULUR (CANCELLED)
-169			(CANCELLED) BOMB, CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1325 OR WR-52			
-170			PROPELLANT GRAIN. MK 88-0 IN PALLET CRATE MK 107-0. D.U.L.
-171			BOMB. GENERAL PURPOSE, MILT (750 LB) A/F U.L.
-172			WING ASSEMBLY MK7-2 & FIN ASSEMBLY MK 32-2 F/GUIDED WEAPON MK 5-4 (WALLEYE) IN CNTR CNU-150/E; F.I.U.L.
-173			טא אסבט
-174		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/8 (GATOR) IN CONTAINER MK 427 MOD 1
-175		1	BOMB. 2000 LB MK 84-3 (THERMALLY PROTECTED) IN UNIT LOAD ADPIER MK 79-0 W/SADDLES; F.I.U.L.
-176			WARHEAD. TORPEDO MK 16-6; D.U.L.
-177			CARTRIDGE, 16MM/62 CAL OR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0; F.I.U.L.
-178			BOMB MK 82 AND MODS (500 LB) ON BOMB PALLET MHU-149/E
-179		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE); CBU-55/B. CBU-55/A/B OR CBU-72/B (FAE); CBU-59/B (APAM) OR CBU-78/B (GATOR) IN CONTAINER CNU-238/E
-180			DISPENSER AND BOMB, AIRCRAFT CBU-59/B, COMPLETE (APAM) OR JISPENSER AND BOMB, AIRCRAFT CBU-59(T-1)/B TRAINING IN CONTAINER MK427 MOD 1 FIUL
-181			טא אטנט
-182			MOCKET MOTOR MK52 AND MODS (SPARROW) OR ROCKET MOTOR MK53 MOD 1 OR MK78 WOD 0 SHRIKE) FIUL
-183			AIRFOIL GROUP.MXU-641/8.F/MK83 BOMB FIUL
-134			SMOKELESS POWDER FOR CANNON IN PACKING BOX MK 7 & MODS
-185			AIR FRAME MK 4-0+ MK 5-0 OR MK 8-081 IN CNTR MK 321-0 OR 1
-186			MINE, UNDERWATER MK 60 MOD 0 IN SKID MK 24 MOD 0
-187			משכח אכ
-188			CARTRIDGE: 4.4 INCH. CHAFF. MK 171 TUPE MK 173, MK 178, MK 179 (RBOCK) IN PALLET ADAPTER MK 132 MOD 0. F I U L
-189			MINE, JNDERWATER, MK 55 & MODS, CONFIGURATION C & D IN CRATE MK 55 MOD 1 WITH CRATE ADAPTERS MK 112 MOD 0
-190			טא אסרף
	3.62		

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1325 OR WR-52			
-191		1	MINE, UNDERWATER MK 65 & MODS IN SKID MK 25 MOD 2
-192			CASE . JNDERWATER . MINE MK 25 AND MODS IN CRATE MK 25
-193			TORPEDO MK 44 AND MK 46 ASSEMBLIES IN CONTAINER MK 197 MOD 1
-194			טא אטבט
-195			מא אטבט
-196		i	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CB-78/B (GATUR) IN CONTAINER CNU- 319/E
-197			GJIDED MISSILE BGM-71A-1 (TOW) IN ADAPTER ADU-486/E. ULUR

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1322 OR WR-53	-		
/1			SPARROW III MAM-N-6-6A ANTENNA ASSEMBLY) REAR) IN NAILED WOOD SX
/2			SPARKOW III AAM-N-6-6A IGNITER MK172 MOD O IN WOODEN BOX
/3			BULLPUP 7-BOMB FUZE WITH TWO BOOSTERS
14		1	BULLPUP TA TRANSMITTER CRYSTAL IN FIBERBOARD BOX
/5		1	BULLPUP IGNITER IN ROCKET CONTAINER
16		1	HANK-INITIATOR, ROCKET MOTOR
/7		1	HAWK-BUOSTER CHARGE , ROCKET MUTOR
/8		1	BULLPUP. 7. 7A. TRACKING OR PARASITIC FLARES
/9		1	SPARROW 111 AAM-N-6. 6A WINGS AND FINS
/10			WEAPON A ROCKET MOTOR 5.25
/11		1	ADAPTER + CLUSTER + BOMB M16 + 16A1
/12		1	FUZE. BOMB. TAIL. AN-M-102A2
/13		1	PISTOL+ DEPTH CHARGE MK6 MOD U-W/O DETONATOR
/14	A		CONTROL UNITO PARACHUTE MK66 + MODS IN CHTR LD 296032
/15	L. Pringe	1	EXTENDER MECHANISM. UNDERWATER MINE, MK14 MOD 2
/16	A		BATTERY . PROPULSION . MK41 MOD 1
/17		1	FLARE + TRACKING + GUIDED MISSILE + MK21 MOD O F/SIDE HINDER
/18		1	GENERATOR. GAS. MK1 MOD 1 F/SIDEWINDER
/19		1	ISNITER. GAS GENERATOR MK244 MOD O F/SIDEWINDER
/20		2	AMMONIUM PERCHLORATE
/21		1	CALIBER .223 CENTER FIRE CARTRIDGES
/22		2	COLOR BURST UNIT MK1 MOD 0
/23		2	COLOR BURST UNIT MK2 MOD 0
/24		2	2 .75 KOCKET MOTOR MK1, 2 AND MODS
/25		1	SMALL ARMS AMMUNITION -CANCELLED- SEE WR-53/26+/27 + /29
/26	4	1	CARTRIDGE, -30 CALIBER IN 5/A BOX MK1-0
/27	A	1	CARTRIDGE, .45 CALIBER IN S/A BOX MK1-0

MIL-HDBK-236 T (NAVY)

NUMERICAL INDEX PALLETIZED LOADS - DOMESTIC

MIL-STD-1322 OR wR-53			
/28	A	1	CARTRIDGE50 CALIBER IN S/A BOX MK1-0
/29	A	1	CARTRIDGE. 20MM IN SMALL ARMS BOX MK1-0
/30		1	20 MM AMMUNITION. IN MK 3 MOD BOX ON 35 X 45 1/2 PALLET
/31		1	20 MM AMMUNITION. IN MK 3 MOD BOX ON 40 X 48 PALLET
/32		1	DRIFT SIGNAL MK5 MOD 4
/33	A	1	GRENADE, HAND ILLUMINATING, MK1-0
/34			PRACTICE BOMB MK76 MOD 4
/35			NAPALM THICKENER IN METAL DRUMS
/36			AIR BURST KIT FOR T-66 PRACTICE UNIT
/37			12 .75 ROCKET HEAD MK1. 2. 3 AND MODS
/38			TORPEDO MK44 WARHEAD OR EXERCISE HEAD
/39		1	(CANCELLED) SMALL ARMS AMMUNITION (CANCELLED) SEE WR-53/26, /27 AND /29
/40		1	250 LB. GP BOMB AN-M57Al
/41			ROCKET MOTOR MK 58 IN PLYWOOD CONTAINER
/42		1	220 LB. FRAG BOMB AN-M88 OR 260 LB. FRAG BOMB AN-M81 WITH + WITHOUT RETMOFIT
/43			AIR STABILIZER, MK 31 MOD<1 (TORPEDO) IN CNTR MK 636 MOD 0
-44			SAFETY DEVICE ARMING GROUP. MK 45 TYPE IN S/A AMMO BOX MK 1-0
/45			BOMB PRACTICE MK 76 MOD 0. BULK PACK IN WIREBOUND PALLET BO
146			WARHEAD, GUIDED MISSILE, MK 40 MOD 0
147			UNASSIGNED
-48			MARKER. LOCATION. MARINE MK 25 MOD 3 IN CONTAINER LD 615124
-49			CABLE ASSEMBLIES. ASROC- MK 10 MOD 0. MK 21 MOD 0. AND MK 29 MOD 0 IN CONTAINER DWG. 1806337
-50			STANDARD MISSILE CONTROL SURFACES MK 26 MOD 0 & MK 36 MOD 0 CONTAINER MK 492 MOD 1
-51			BUMB. PRACTICE BDU-48/B
-52			5/54 PROJECTILES WITH WATERPROOF PROTECTING CAPS, MK 4 MOD 0 DR MK 10 MOD 1

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1322			
OR WR-53			SPARROW III AAM-N-6-6A ANTENNA ASSEMBLY) REAR) IN NAILED WOOD BOX
/2		-	SPARROW III AAM-N-6-6A IGNITER MK172 MOD O IN WOODEN BOX
/3			BULLPUP 7-BOMB FUZE WITH TWO BOOSTERS
/4		1	BULLPUP TA TRANSMITTER CRYSTAL IN FIBERBOARD BOX
/5		1	BULLPUP IGNITER IN ROCKET CONTAINER
/6		1	HANK-INITIATOR. ROCKET MOTOR
/7		1	HANK-BUOSTEK CHARGE. ROCKET MUTOR
/8		1	BULLPUP. 7. 7A. TRACKING OR PARASITIC FLARES
/9		1	SPARROW 111 AAM-N-6. 6A WINGS AND FINS
/10			WEAPON A ROCKET MOTOR 5.25
/11		1	ADAPTER - CLUSTER - BOMB M16 + 16A1
/12		1	FUZE. BOMB. TAIL. AN-M-102A2
/13		1	PISTOL DEPTH CHARGE MK6 MOD U-W/O DETONATOR
/14	A		CONTROL UNII . PARACHUTE . MK66 + MODS IN CNTR LD 296032
/15		1	EXTENDER MECHANISMO UNDERWATER MINE & MK14 MOD 2
/16	A		BATTERY + PROPULSION + MK41 MOD 1
/17		1	FLARE. TRACKING. GUIDED MISSILE. MK21 MOD O F/SIDEWINDER
/18		1	GENERATOR. GAS. MK1 MOD 1 F/SIDEWINDER
/19		1	IGNITER. GAS GENERATOR MK244 MOD O F/SIDEWINDER
/20		2	AMMONIUM PERCHLORATE
/21		1	CALIBER .223 CENTER FIRE CARTRIDGES
/22		2	COLOR BURST UNIT MK1 MOD 0
/23		2	COLOR BURST UNIT MK2 MOD 0
/24		2	2 .75 KOCKEI MOTOR MK1, 2 AND MODS
/25		1	SMALL ARMS AMMUNITION -CANCELLED- SEE WR-53/26+/27 + /29
/26	4	1	CARTRIDGE, .30 CALIBER IN S/A BOX MK1-0
/27	A	1	CARTRIDGE, .45 CALIBER IN S/A BOX MK1-0

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR wR-53			
/28	A	1	CARTRIDGE50 CALIBER IN S/A BOX MK1-0
/29	A	1	CARTRIDGE, ZOMM IN SMALL ARMS BOX MK1-0
/30		1	20 MM AMMUNITION. IN MK 3 MOD BOX ON 35 X 45 1/2 PALLET
/31		1.	20 MM AMMUNITION. IN MK 3 MOD BOX ON 40 X 48 PALLET
/32		1	DRIFT SIGNAL MK5 MOD 4
/33	A	1	GRENADE. HAND ILLUMINATING. MK1-0
/34			PRACTICE BOMB MK76 MOD 4
/35			NAPALM THICKENER IN METAL DRUMS
/36			ALT BUKST KIT FOR T-66 PRACTICE UNIT
/37			12 .75 ROCKET HEAD MK1. 2. 3 AND MODS
/38			TORPEDU MK44 WARHEAD OR EXERCISE HEAD
/39		1	(CANCELLED) SMALL ARMS AMMUNITION (CANCELLED) SEE #R-53/26, /27 AND /29
/40		1	250 LB. GP BOMB AN-M57A1
/41	V Section 1		ROCKET MOTOR MK 58 IN PLYWOOD CONTAINER
/42		1	229 LB. FRAG BOMB AN-M88 OR 260 LB. FRAG BOMB AN-M81 WITH + WITHOUT RETROFIT
/43			AIR STABILIZER, MK 31 MOD<1 (TORPEDO) IN CNTR MK 636 MOD 0
-44	5-1		SAFETY DEVICE ARMING GROUP. MK 45 TYPE IN S/A AMMO BOX MK 1-0
/45			BOMB. PRACTICE MK 76 MOD O. BULK PACK IN WIREBOUND PALLET BOX
146			WARHEAD, GUIDED MISSILE, MK 40 MOD 0
147		1	UNASSIGNED
-48			MA-KER. LOCATION. MARINE MK 25 MOD 3 IN CONTAINER LD 615124
-49			CABLE ASSEMBLIES. ASROC- MK 10 MOD 0. MK 21 MOD 0. AND MK 29 MOD 0 IN CONTAINER DWG. 1806337
-50			STANDARD MISSILE CONTROL SURFACES MK 26 MOD 0 & MK 36 MOD 0 I CONTAINER MK 492 MOD 1
-51			BOMB. PRACTICE BDU-48/B
-52			5/54 PROJECTILES WITH WATERPROOF PROTECTING CAPS, MK 4 MOD 0 DR MK 10 MOD 1

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1322			
OR WR-53			PROPELLANT GRAIN MK 90 MOD 0 IN CONTAINER DWG. 233AS171 PACKE IN PALLET CRATE MK 2 MOD 0
- 54			CARTRIDGE, CALIBER 9MM : BALL, PARABELLUM IN AMMUNITION BOX MZA1 OVERPACKED IN WIREBOUND WOODEN BOX
- 55			HAZARDOUS MATERIALS IN 55 GALLON STEEL DRUM PPP-D-729 TYPE IV
- 56			WARHEAD, MK 118 MOD O IN AMMO COMPONENT BOX MK 2 MOD O
-57			מא אטבט
-58			טע אטרט
/59 THRU /114			UNASSIGNED
/115			MARKER. LOCATION. MARINE MK 58 MOD 0 OR 1 WITH OR WITHOUT SUSPENSION BAND ASSEMBLIES
/116		1	FIN ASSEMBLY. BOMB. AN-MIOSAL
/117 THRU /126			UNASSIGNED
/127		1	ADAPTER-BOOSTER. BOMB. M115A1. TAIL TYPE
/128			FIN ASSEMBLY. BOMB. AN-M113A1. F/1000# BOMB
/129 THRU /145			UNASSIGNED
/146		1	FUZE. BOMB. TAIL. M117
/147 THRU /170			UNASSIGNED
/171		1	FUZE MT MK25 MOD 1
/172		1	100 LB. GP BOMB AN- M30
/173		1	350 LB. AD BOMB AN MK54 MOD O OR 1
/174		1	FUZE: BOMB: AN-M146E1: M147A1: M147E3: M128: + M145
/175			500 L8 GP BUMB AN-M64A1
/176 THRU /184			UNASSIGNED

MIL-HDBK-236 T (NAVY) NUMERICAL INDEX PALLETIZED LOADS - DOMESTIC

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1322			
OR WR-53			
/176			I BA A C & T TO A C C
1-RU /184			UNASSIGNED
/185		1	CLUSTER . FRAG. BOMB. 100 LB. M28 + M28A2
/186		1	O DOM ESAME MINIATURE MESAME
/187			
THRU /189			UNASSIGNED
/190		1	FUZE. BOMB. NOSE. PROXIMITY TYPE. AN-M168E1. AN-M168. T50E1. T50E4. T89. T90. T91. T92. OR T93
/191			UNASSIGNED
/192			UNASSIGNED
/193		1	FUZE. BOMB. TAIL M185. T740
/194			UNASSIGNED
/195		1	FUZE. BOMB. TAIL. M124A1
/196		1	FUZE + BOMB + TAIL + M125A1
/197	A		DESTRUCTOR MODIFICATION KIT MK75 MODS 1+2+3 + 5 IN S/A AMMO BOX MK 1-0
/198			UNASSIGNED
/199		1	FUZE. BOMB. M 164 AND 165. NOSE
/200	Α .		FUZE. BOMB. AN-MK 230 MODS. TAIL. HYDROSTSTIC TYPE
/201			UNASSIGNED
/207	1 2		JAN JOINES
/208		1	FUZE. BOMB. M115. TAIL
/209			UNASSIGNED
/210		1	FUZE+ BOMB+ AN-M158+ T70 NOSE
/211			UNASSIGNED
/212		1	FUZE. BOMB, M15ZA1(T15ZE3), TAIL
/213		1	FUZE. BOMB. M151(T79E1) TAIL
/214		1	FUZE, BOMB, M151(T79E1) TAIL

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR WR-53			
/215			UNASSIGNED
/216		1	FUZE. BOMB. AN-M100A2 TAIL
/217			UNASSIGNED
/218		1	FUZE. BOMB. M164 + M165. NOSE
/219			UNASSIGNED
/220			UNASSIGNED
/221			UNASSIGNED
/222			UNASSIGNED
/223			FUZE. BOMB. TAIL. T791
/224 THRU /227			UNASSIGNED
/228			JNASSIGNED
/229			UNASSIGNED
/230			UNASSIGNED
/231			BODSTEKS, DEPTH CHARGE MK6 MODS 0.2. + 4. AND/OR EXTENDER. BODSTEK. DEPTH CHARGE MK6 MODS
/232 THRU /234			UNASSIGNED
/235		1	PISTOL. DEPTH CHARGE MK12-0 W/DETONATOR
/236		1	EXPLUSIVE SECTION ASSEMBLY. PRACTICE DEPTH CHARGE. EXPL. LJADED. DWG. 602984 + 1273588. F/PRACTICE DEPTH CHARGE MK15-1
/237		1	EXPLOSIVE SECTION ASSEMBLY. PRACTICE DEPTH CHARGE. EXPL. LJADED. DWG. 1440249. F/PRACTICE DEPTH CHARGE MK15-5
/238			UNASSIGNED
/239		1	FIRING + ARMING MECHANISM, PRACTICE DEPTH CHARGE F/PRACTICE DEPTH CHARGE MK15 MODS
/240 THRU /245			UNASSIGNED
/246	A		DEMOLITION KIT. BANGALORE TORPEDO. MIAI

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1322 UR WR-53			
/247	4	11.0	DEMOLITION KIT, BANGALORE TORPEDO, MIAI BOX, 76-1-485
/248 THRU /432			UNASSIGNED
/433		1	WARHEAD 5.0 ROCKET. MK25 + MODS IN CNTR MK27 MOD 0
/434 THRU /449			UNASSIGNED
/450			IGNITER - MK130 MOD O OR 1 - FOR ZUNI
/451 THRU /502			UNASSIGNED
/503			WALLEYE CONTROL SECTION IN CONTAINER MK423 MOD 0
/504			WALLEYE GUIDANCE SECTION IN CONTAINER MK424 MOD 0
/505	A	1	PROPELLANT GRAIN MK49 + MODS IN PALLET CRATE MK4 MOD 0
/506 THRU /633			UNASSIGNED
/534			NOZZLE AND FIN ASSEMBLIES FOR ZUNI
/635 THRU /701			UNASSIGNED
/702		1	500 LB. LOW DRAG BOMB (G.P.) MK 82 + MODS WITH METAL OR PLASTIC NOSE PLUGS
/703		1	1000LB. LOW DRAG BOMB (G.P.) MK83.MODS WITH METAL OR PLASTIC
/704	- 1	2	250 LB. LOW DRAG BOMB (G.P.) MK81 + MODS WITH METAL OR PLASTIC NOSE PLUGS -CANCELLED-
/705	A	1	750 LB. DEMOLITION BOMB M117A1
/706			FINS. BOMB MISIAI FOR 750 LB. DEMOLITION BOMB MI17A1
/707			UNASSIGNED
/708			PROJECTILE. 6 INCH AP MK35 IN WOOD ADAPTER
/709	A		PROPELLANT GRAIN MK43 MOD 0 (IN CONTAINER MK10 + MODS) PACKED IN PALLET CRATE MK2 MOD 0

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR WR-53			
/710			SENSING ELEMENT. IMPACT (FOR FUZING SYSTEM. BOMB. MK1 MOD 0)
/711			FUZE. BASE (FOR FUZING SYSTEM. BOMB, MK1 MOD 0)
/712	A		FUZE , MECHANICAL TIME MK339 TYPE
/713		1	COUNTER WEIGHTS (UPPER AND LOWER) LD 624589 IN CONTAINER LD 269/90-CANCELLED
-714			MINE . UNDERWATER MK 55 & MODS IN CRATE MK 55 MOD 1 (LD 538045)
-715		-	MINE, UNDERWATER MK 52 & MODS IN CRATE MK 52 & MODS (LOADED)
/716			PROBL. PRESSURE MK1 MOD 0
/717			FUZE MECHANISM (FOR FUZE. GUIDED MISSILE MK328 MOD 0)
/718			TRIGGERING DEVICE, FUZE MK10 MOD 0
/719			GRENADE. H.I. MKI MOD O IN FLARE CONTAINER MK4 MOD O
/720		1	WARHEAU 5.0 ROCKET MK25-1 OR MK32-0 IN CONTAINER MK31-0
/721			DESTRUCTOR 115A
/722	A		COUNTERWEIGHT , LD624589 OR DL1984610 IN CONTAINER, LD269791
/723			FJZE M514 AL CVT
/724	3		SMOKELESS POWDER FOR CANNON IN PACKING BOX MK7 AND MODS
/725			IGNITER MK178 FOR BULLPUP A ROCKET MOTOR MK8
/726			STANDARD ER STEERING CONTROL UNIT AND ROCKET MOTOR SPACER IN CONTAINER MK460 MOD 0
/727			STANDARD MR STEERING CONTROL UNIT AND ROCKET MOTOR SPACER IN CONTAINER MK460 MOD 1
/728			STANDARD MR AUTOPILOT BATTERY UNIT IN CHTR MK460-2
/729			STANDARD ER AUTOPILOT BATTERY UNIT IN CNTR MK460-3
/730			STANDARD MR OR ER FUZE SHROUD ASSEMBLY IN CNTR MK460-4
/731			STANDARD MR OR ER GUIDANCE SECTION IN CONTAINER MK461 MOD O
/732			BOOSTER , UNDERWATER MINE MK18 MOD 2
/733			SUBMARINE WIRE DISPENSER, LD162459 FOR TORPEDOES MK37 + MK45
/734			CHARGE, DEMULITION, SHAPED, MK45 MOD 0

MIL-HDBK-236 T (NAVY) NUMERICAL INDEX PALLETIZED LOADS - DOMESTIC

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MA-MEAN, 5/38 MK74 MODQ (FOR ROCKET ASSISTED PROJECTILE) IN PALLET ADAPIER MK11 MOD1 DISPENSER, FLARE, PARACHUTE SUU-44/A -EMPTY- SOLUTION A FOR FIREBOMB MIX SOLUTION B FOR MIX SOLUTION B FOR MIX SOLUTION B MIX				
PALLET ADAPIER MK11 MOD1 DISPENSER, FLARE, PARACHUTE SUU-44/A -EMPTY- SOLUTION A FOR FIREBOMB MIX SOLUTION B FOR FIREBOMB MIX SOLUTION B FOR FIREBOMB MIX CARTRIDGE, PHOTOFLASH MK54 MOD 0 OR SIMULATOR, ARTILLERY-ALFBURGHT MK18 MOD 0 IN CONTAINER LD 615231 7741 A SOO LB FIREBOMB MK77 MOD 2 -EMPTY- IN MIREBOUND CRATE ANNING DEVICE MK10 MOD 0 OR MK11 MOD 0 BAITERY, DRY, BA-1359/U BAITERY, DRY, BA-326/U BAITERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK23 MOD 0 7746 7748 7749 A BAITERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 MARHEAD,5/54 MK78 MOD0 (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPIEN MK11 MOD1 8/55 PUMDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 PUMDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 PUMDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 PUMDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 PUMDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 PUMDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 PUMDER TANK MK14 MOD 1 ON MOD PALLET 8/55 PUMDER TANK MK18 MOD 1 ON MOD PALLET 8/55 PUMDER TANK MK19 MOD 1 ON MOD PALLET 8/56 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR, MK37 MOD 0 -ASROC- CHARGE, DEPTH, HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR, MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK, DELAY, MK22 TYPE MOTOR, NOCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/735	A		MOTOR NOCKE 1 5/38 MK62 MODO (FOR ROCKET ASSISTED PROJECTILES)
SOLUTION A FOR FIREBOMB MIX 7739 7740 A CARTRIDGE, PHOTOFLASH MK54 MOD 0 OR SIMULATOR, ARTILLERY— ALRBURST MK18 MOD 0 IN CONTAINER LD 615231 7741 A 500 LB FIREBOMB MK77 MOD 2 -EMPTY— IN WIREBOUND CRATE 7742 A MAMING DEVICE MK10 MOD 0 OR MK11 MOD 0 BATTERY, DRY, BA-1359/U BATTERY, DRY, BA-326/U BATTERY, DRY, BA-310/U RELEASE MECMANISM, PARACHUTE MK23 MOD 0 7747 1 RELEASE MECMANISM, PARACHUTE MK20 MOD 0 — CANCELLED — FINS FOR MK12 MOD 0 * 1 BOOSTER IN CONTAINER MK205 MOD 0 4 ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR, MK37 MOD 0 —ASROC— CMARGE-DEPTM-HIGH EXPLOSIVE MK 40—1 IN CNTR M548 5-0 ROCKET MOTOR MK 61—0 IN CNTR, MK 10—3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLDCK-DELAY-MK22 TYPE MOTOR+ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/736	A		
SOLUTION B FOR FIREBOMB MIX CARTRIDGE, PHOTOFLASH MESA MOD O OR SIMULATOR, ARTILLERY— AIRBURST MKIS MOD O IN CONTAINER LD 615231 500 LB FIREBOMB MK77 MOD 2 -EMPTY— IN WIREBOUND CRATE AMMING DEVICE MK10 MOD 0 OR MK11 MOD 0 BAITERY, DRY, BA-1359/U BAITERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK20 MOD 0 RELEASE MECHANISM, PARACHUTE MK20 MOD 0 FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 AAAHEAD,5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTEM MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR, MK37 MOD 0 -ASROC— CHARGE, DEPTH, HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR, MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK, DELAY, MK22 TYPE MOTOR, NOCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/737			DISPENSER, FLARE, PARACHUTE SUU-44/A -EMPTY-
CARTRIDGE, PHOTOFLASH MK54 MOD 0 OR SIMULATOR, ARTILLERY— ALRBURST MK18 MOD 0 IN CONTAINER LD 615231 500 LB FIREMOMB MK77 MOD 2 -EMPTY— IN WIREBOUND CRATE ARMING DEVICE MK10 MOD 0 OR MK11 MOD 0 BAITERY, DRY, BA-1359/U BAITERY, DRY, BA-326/U BAITERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK23 MOD 0 1 RELEASE MECHANISM, PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 AAHEAD, 5/54 MK78 MODDO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR, MK37 MOD 0 -ASROC- CHARGE, DEPTH, HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR, MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK, PELAY, MK22 TYPE MOTOR, ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/738			SOLUTION A FOR FIREBOMB MIX
AIRBURST MK18 MOD 0 IN CONTAINER LD 615231 7741 A 500 LB FIREBOMB MK77 MOD 2 -EMPTY- IN WIREBOUND CRATE 7742 ARMING DEVICE MK10 MOD 0 OR MK11 MOD 0 BATTERY, DRY, BA-1359/U BATTERY, DRY, BA-326/U BATTERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK23 MOD 0 RELEASE MECHANISM, PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 MACHARAD, 5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI 7750 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR, MK37 MOD 0 -ASROC- CHARGE, DEPTH, MIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR, MK 10-3 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK, DELAY, MK22 TYPE MOTOR, NOCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/739			SOLUTION B FOR FIREBOMB MIX
AMMING DEVICE MK10 MOD 0 OR MK11 MOD 0	/740	A		
BATTERY DRY, BA-1359/U BATTERY DRY, BA-326/U BATTERY DRY, BA-310/U RELEASE MECHANISM PARACHUTE MK23 MOD 0 1 RELEASE MECHANISM PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 A MACHEAD 5/54 MK78 MODD (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTEM MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR MK37 MOD 0 -ASROC- CMARGE DEPTM HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR, MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK DELAY MK22 TYPE MOTOR ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/741	A		500 LB FIREBOMB MK77 MOD 2 -EMPTY- IN WIREBOUND CRATE
BATTERY. DRY. BA-326/U BATTERY. DRY. BA-310/U RELEASE MECHANISM. PARACHUTE MK23 MOD 0 1 RELEASE MECHANISM. PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 A MARMEAU.5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR.MK37 MOD 0 -ASROC- CHARGE.DEPTM.HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK.DELAY.MK22 TYPE MOTOR.ROCKEI 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/742	A		ARMING DEVICE MK10 MOD 0 OR MK11 MOD 0
BATTERY, DRY, BA-310/U RELEASE MECHANISM, PARACHUTE MK23 MOD 0 1 RELEASE MECHANISM, PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 MACHEAD.5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR.MK37 MOD 0 -ASROC- CHARGE.DEPTM.HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK.DELAY.MK22 TYPE MOTOR.ROCKEI 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILE)	/743			BATTERY. DRY, BA-1359/U
RELEASE MECHANISM. PARACHUTE MK23 MOD 0 RELEASE MECHANISM. PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 MACHEAD.5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR.MK37 MOD 0 -ASROC- CHARGE.DEPTM.HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK.DELAY.MK22 TYPE MOTOR.ROCKET 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILE)	1744			BATTERY. DRY. BA-326/U
1 RELEASE MECHANISM. PARACHUTE MK20 MOD 0 - CANCELLED - FINS FOR MK12 MOD 0 • 1 BOOSTER IN CONTAINER MK205 MOD 0 /749 A WARHEAD.5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR.MK37 MOD 0 -ASROC- CHARGE.DEPTH.HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 7/57 A S/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK.DELAY.MK22 TYPE MOTOR.KOCKET 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILE)	/745			BATTERY. DRY. BA-310/U
FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0 MARHEAD+5/54 MK78 MODD (ROCKET ASSISTED PROJECTILE) IN PALLI ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR+0MK37 MOD 0 -ASROC- CHARGE+DEPTM+MIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5-0 ROCKET MOTOR MK 61-0 IN CNTR-0 MK 10-3 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK+DELAY+0MK22 TYPE MOTOR+NOCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/746			RELEASE MECHANISM. PARACHUTE MK23 MOD 0
######################################	/747		1	RELEASE MECHANISM. PARACHUTE MK20 MOD 0 - CANCELLED -
A ADAPTER MK11 MOD1 8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET 8/55 POWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR MK37 MOD 0 -ASROC- CHARGE DEPTH, HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK DELAY MK22 TYPE MOTOR ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE	/748			FINS FOR MK12 MOD 0 + 1 BOOSTER IN CONTAINER MK205 MOD 0
8/55 PUWDER TANK MK10 MOD 1 ON WOOD PALLET 8/55 PUWDER TANK MK13 MOD 1 ON WOOD PALLET 8/55 PUWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR. MK37 MOD 0 -ASROC- CHARGE. DEPTH. HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK. DELAY. MK22 TYPE MOTOR. ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/749			WARHEAD.5/54 MK78 MODO (ROCKET ASSISTED PROJECTILE) IN PALLE ADAPTER MK11 MOD1
8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET 5/54 CARTRIDGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR MK37 MOD 0 -ASROC- CHARGE DEPTH HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 7/57 A 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK DELAY MK22 TYPE MOTOR ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/750		185 -	8/55 POWDER TANK MK10 MOD 1 ON STEEL PALLET
753 A 5/54 CARTRIUGE IN TANK MK14 COMPONENT PARTS FOR ROCKET MOTOR • MK37 MOD 0 - ASROC- CHARGE • DEPTH • HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR • MK 10-3 757 A 5/38 CARTRIUGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK • DELAY • MK22 TYPE MOTOR • ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE	/751			8/55 PUWDER TANK MK10 MOD 1 ON WOOD PALLET
COMPONENT PARTS FOR ROCKET MOTOR.MK37 MOD 0 -ASROC- CHARGE.DEPTH.HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 757 A 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 CLOCK.DELAY.MK22 TYPE MOTOR.ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE	/752			8/55 POWDER TANK MK13 MOD 1 ON WOOD PALLET
CHARGE DEPTH, HIGH EXPLOSIVE MK 40-1 IN CNTR M548 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 757 A 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 758 CLOCK DELAY MK22 TYPE MOTOR ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/753	A		5/54 CARTRIDGE IN TANK MK14
756 1 5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3 757 A 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 758 CLOCK.DELAY.MK22 TYPE MOTOR.ROCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/754	ㅂ		COMPONENT PARTS FOR ROCKET MOTOR . MK37 MOD 0 -ASROC-
/757 A 5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1 /758 CLOCK DELAY MK22 TYPE MOTOR NOCKET 5/54 MK64 MOD0 (FOR ROCKET ASSISTED PROJECTILE)	/755			CHARGE DEPTH HIGH EXPLOSIVE MK 40-1 IN CNTR M548
/758 CLOCK * DELAY * MK22 TYPE /759 MOTOR * ROCKET 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILE)	/756		1	5.0 ROCKET MOTOR MK 61-0 IN CNTR. MK 10-3
/759 MOTOR . NOCKET 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILE	/757	A		5/38 CARTRIDGE IN TANK MK9 MOD1 OR MK15 MOD1
	/758			CLOCK . DELAY . MK22 TYPE
1760 UNASSIGNED	/759		10 12 3	MOTOR . NOCKET 5/54 MK64 MODO (FOR ROCKET ASSISTED PROJECTILES
	/760			UNASSIGNED

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR WR-53			
/761			UNASSIGNED
/762		1	FLARE. AIRCHAFT PARACHUTE. MK45 MODO (IN PLASTIC CONTAINER)
/763			CARTRIDGE, 8/55 IN TANK MK11 OR MK13-0. FULL OR REDUCED CHARGE
/764			PROJECTILE . B INCH HIGH CAPACITY MK24 OR MK25 AND MODS
/765			PROJECTILE. 8 IN. AP MK 21
/766	æ		CHARGE PROPELLING M67
/767			MINE CASE, UNDERWATER MK 25 MODS -EMPTY- IN CRATE MK25
/768			SWITCH+ HYDROSTATIC MK 41. MK 42. OR MK 43-0
/769			FAIRING. NOSE UMN MK10-1 F/UNDERWATER MINE MK25 + MODS
/770	200		FIN. UNDERWATER MINE MK 19 TYPE
/771	A		RELEASE. PARACHUTE MK 31-0 LD496866
/772			CLOCK DELAY MECHANISM MK 14 MOD 0-7
/773			PACK · ASSEMBLY · PARACHUTE MK 37
/774			CARTRIDGE. 3/50 IN TANK MK 5 + MODS
/775		1	EXPLOSIVE SECTION. MK 1-0 F/MINE MK 56-0 IN CRATE MK 101-0
/776	A		SPARROW III WARHEAD
/777			CONTROL BOX+ UMN MK 42-0
/778			MECHANISM. SE-3 MOD4
/779	A		IGNITION + SEPARATION ASSEMBLY MK 3-0-1-2
/780			FIN. MINE MK8-0
/781		1	FIN. TAIL UMN MK6-0 -CANCELLED-
/782			RELEASE. PARACHUTE UMN MK22-0
/783		1	RELEASE. PARACHUTE UMN MK20-0 -CANCELLED"
/784			ACCESSORY TEST SET. UMN MK 24 AND MK 25 TYPE
/785			FUZE - MECHANICAL TIME MK 339 TYPE IN CNTR M548
/786			סא אטבט
/787			CASE. UNDERWATER MINE MK 36 + MODS -EMPTY IN CRATE MK 36-0

MIL-HDBK-236 T (NAVY) NUMERICAL INDEX PALLETIZED LOADS - DOMESTIC

DOCUMENT	REVISION LETTER	CHANGE	TITLE
MIL-STD-1322 OR WR-53			
/788		1	DEPTH CHARGE, HE. 7.2 ASSEMBLED
/789			EXPLOSIVE SECTION MK 2 MOD 2 -EMPTY- F/MK 57 UNDERWATER MINE
/790			IGNITER - MK 273-1 IN CNTR CNU156/E
/791			CLOTHING. IMPERMEABLE PROTECTIVE -DIVING SUIT-
/792		1	WARHEAD MK 103-0 F/TORPEDO MK 46 IN CNTR MK 301-0
/793			ANCHOR . UNDERWATER MINE MK 57 TYPE
/794			MECHANISM CUMPARTMENT MK 2-3 IN CRATE MK 104
/795			CHARGE DEPTH HIGH EXPLOSIVE MK 40-1 IN CNTR M548 EUROPEAN VERSION
/796			CONVERSION KIT, UNDERWATER MINE MK 82 TYPE
/797			CUTTERS, BALLISTIC DISC EX 23-0 OR EX 24-0 IN SMALL ARMS AMM BOX MK 1 MOD 0
/798			IN PROCESS
/799			TORCH. INCENDIARY
/800			FLIGHT GEAR KIT IN CNTR MK 494 FOR UNDERWATER MINE MK 56
/801		1	CHARGE ASSEMBLY. DEMOLITION MK 133-0
/802		1	CHARGE ASSEMBLY. DEMOLITION MK 135-0
/803	3		GENERATOR. CATALYST WMU-1/8.2/8 OR6/8 IN CNTR DL 2816244
/894			CANISTER FOR CBU-55/B CLUSTER BOMB -EMPTY-
/805	В		DOLLY. MISSILE TRANSFER. MK 6 & MODS ON PLATFORM. TRANSPORT.
-806		1	CARTRIDGE, SIGNAL, PRACTICE BOMB MK 4 MOD 3 OR CXU-3A/B IN AMMO BUX M2A1
/807	A		IGNITER, MK 173 MODS FOR JATO UNITS
/808			ROCKET MOTONS. JATO. MK23 MOD 0 + 1
/809		2	BOMB. PRACTICE. MK 76 MOD 5
/810			SWITCH . ARMING SAFETY . MK122 TYPE
-511			BOMB. PRACTICE. MK 106 MOD 5
/812			CHARGE DEMULITION SHAPED MK45-0 IN M2A1 CNTR

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR WR-53			
/813			FUZE, BOMB, MK343 TYPE IN CNTR M548
/814	Д		DOLLY, BOOSIER TRANSFER, MK 8 & MODS ON PLATFORM, TRANSPORT, MK 10 MOD 0
-815			חשבט אכון אכ
/816 THRU /818			UNASSIGNED
/819	A		PRIMER. ELEC MK38.39.40.42.48 MOD2; MK45.153 MOD1 PRIMER. PRECUSSION MK41-0 IN CNTR MK7-0 OR PRIMER. ELEC MK48-4 IN CNTR MK7-2
/820	A	1	DOLLY, MISSILE TRANSFER. MK 7 & MODS ON PLATFORM, TRANSPORT, MK 9 MOD 0
/821			DRILL SECTION. UMN MK2-0 EMPTY IN CRATE MK103 F/DRILL MINE MK57-0
/822			PARAPAC KIT. SPECIAL F/PARAPAC MK28-1 F/UMN MK56
/823	A		MINE, UNDERWATER MK53-0, CONFIGURATION -B-
/824			PACK ASSEMBLY PARACHUTE UMN MK35 TYPE
/825			PARAPAC KIT. SPECIAL F/PARAPAC MK36-0 F/UMN MK55
/826			ARMING DEVICE. UNDERWATER MINE. MK5-0-1
/827			NITROGUANIDINE + HIGH BULK
/828	A		RELEASE, PANACHUTE, UMN MK20 TYPE
/829			FIN ASSEMBLY. TAIL. UMN. MK6-0
/830			RELEASE, PANACHUTE, UMN, MK33 TYPE
/831	1		FIN. TAIL. UMN. MK18 TYPE
/832			FIN. TAIL. UMN. MK20 TYPE
/833			FAIRING. UMN. MKZO TYPE
/834			WARHEAD+ CNU-160/+ (PHOENIX)
/835			CONTROL SECTION. CNU-162/E (PHOENIX)
/836			ARMAMENT SECTION. FZU-27A/B OR B/B. TACTICAL; ARMAMENT SECTION. FZU-27B. INERT LOADED; ARMAMENT SECTION. EMPTY (W/O MARHEAD. FUZE & TDD) (PHOENIX) IN CNTR. CNU-163/E

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PALLETIZED LOADS - DOMESTIC

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1322 OR WR-53			
/837		1	GUIDANCE SECTION. AN/DSQ-26. F/AIM54A %PHOENIX" IN CONTAINER. CNU-161/E
/838			PROPULSION SECTION. CNU-159/E (PHOENIX)
/839	A		ROCKET LAUNCHER+ LAU-69/A
/840		2	WARHEAD MK37-0 IN CNTR MK257-0
/841			PACK ASSEMBLY. PARACHUTE. MK36 F/UMN MK55
/842			CARTRIDGE. 6/47 IN TANK.MK4
/843			WARHEAU MK5-6, MK10-0 OR MK51-0.1 OR EXERCISE HEAD MK5-2, MK6-U OR MK7-0.1 (TERRIER, TARTAR, STANDARD) IN CNTR MK 211
/844			ANCHOR . UMN MK53
/845	7		GRAIN PROPELLANT. MK88-0 IN PALLET CRATE MK107-0
/846			CARTRIDGE, ZOMM. 120 ROUNDS IN WOOD BOX
/847			GRENADE. HAND. INCENDIARY, TH-3. ELECTRO-MOD. AN-M14 IN AMMO BOX W2A1
/848			CRYPTOGRAPHIC EQUIPMENT DESTRUYERS, INCENDIARY, M1A2 W/TH 4
/849		2	FILE DESTROYER, INCENDIARY, ABC-M4 W/MDP CONNECTOR
/850		-	CRYPTOGRAPHIC EQUIPMENT DESTROYERS, INCENDIARY, M2A1 W/TH 4
/851			PRIMER. ELEC MK37-2.MK42-2.MK48-2.MK153-1 OR PRIMER. PRECUSSION MK41-0 IN CNTR MK7-1
/852			WARHEAD, TORPEDO, MK 16 MOD 6
/853		1	PRIMER MK22-0-1-2 - PRECUSSION. F/40MM CARTRIDGE
/854			FAIRING. UMN. MK 21 TYPE. F/MINE MK 56
/855			מא אטבט
/856	A		CRADLE. STOKAGE. MK 20-0.1 (EMPTY) OR CRADLE. STOKAGE. MK 8-0 (EMPTY)
/857		1	POINT DETONATING MK403-0 IN AMMO COMPONENT BOX MK1-0 OR 2-0 FUZE, MECHANICAL TIME MK349 & MODS OR FUZE, MECHANICAL TIME/
/858			RACK, INSTRUMENT, MK3 TYPE F/MINES MK52,55 & MODS IN CNTR MK520-0
/859			PROJECTILE, 5/38, MK50,51,52,56,66 & MODS (EMPTY) IN PALLET ADAPTER MK11-0 OR 1

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1322 OR WR-53			
/860	A	1	BODY. FORWARD. PROJECTILE. 5"/54 IN PALLET ADAPTER. MK 11-0 OR 1
/861	A	1	BODY, AFT, PROJECTILE, 5"/54 IN PALLET ADAPTER MK 11-2 (BOTTOM) AND MK 11-1 (TOP)
/862			PROJECTILE 5"/54. MK41.48.55.61.64.65 & MODS (EMPTY) IN PALLET ADAPTER MK11-0 OR 1
/863	8	2	BEAKER. EXPLOSIVE LOADED
/864			BEAKER. SUBCHARGE (EXPLOSIVE LOADED) F/HI-FRAGPROJECTILE IN SMALL ARMS AMMO BOX MK 1-0
/865			FAIRING, UMN, MK 19 TYPE, W/FINS & HARDWARE F/MINE MK 52
/866			ROCKET MOTOR, JATO MK 23 & MODS IN 16" POWDER TANK MK4-0 OR -
/867		ii ii	COJNTERWEIGHT DL1984612 (FOR DC MK17/GMLS MK26) IN CONTAINER DL1984615
/868		1	FLARE . DECOY MK46 MODS 0 . 1 . 1A . 1C OR MJU-8/B IN AMMO BOX M2A1
/869			CONTROL UNIT, PARACHUTE, MK66-2, IN CHTR. COMPONENT, MK135-0
/870			CARTRIDGE. 20MM. M50 SERIES (LOOSE) IN CONTAINER M548
/871			FIN ASSEMBLY MK4-0 (ASROC) IN CONTAINER LD269770
/872			CARTRIDGE, 20MM . M50 SERIES . BELTED WITH MK7 OR M-14 LINKS . IN CONTAINER M548
/873			AIRFRAME . MK4-0 . MK5-0 . OR MK8-0 . 1 (ASROC) IN CONTAINER . MK321-0
/874			CARTRIDGE. ZOMM. MK100 SERIES (NOT LINKED) FOR MK11 OR MK12 SUN. IN S/A AMMO BOX MK1-0
/875			CARTRIDGE, 20MM, MK100 SERIES (LINKED) FOR MK11 OR MK12 GUN IN 5/A AMMO BOX MK 1-0
/876			WARHEAD, GUIDED MISSILE, HE; MK 82-0, F/AIM-54A (PHOENIX), IN CNTR CNU-241/E
/877			CONTROL SECTION. DCU-190/B. F/AIM-54/A (PHOENIX) IN CNTR. CNU-233/E
/678			AIR STABILIZER MK 27-0 OR MK 27-0 TRAINING TYPE (ASROC) JR AIR STABILIZER MK 28 MODS 2 OR 3 (TORPEDD) IN CNTR MK 316 MOD 0
/879		1	CAP, NUSE, TORPEDO, MK 7-2 AND MK 8-1 AND 2 OR MK 7-2 AND MK 8-1 TRAINING TYPES (ASROC) IN FIBERBOARD CONTAINER, DL 19846G2

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1322			
OR WR-53			
/880			AIR STABILIZER, MK 31-0 (TORPEDO) IN CNTR LD 620103
/881			SUSPENSION BAND SET, MK 78 MOD 0, F/TORPEDO MK 46 MODS 0.1 6
/882			DEEP SUBMERGENCE VEHICLES (DSV) LIQUID SUPPORT MATERIALS IN 55 GALLON DRUMS
/883			ROCKET MOTOR, JATO, MK 6-1 IN CNTR CNU-284/E
/884			DISPENSER, FORPEDO MOUNTED MK 10-0, F/TORPEDO MK 48-1 AND ADAPTER BELLMOUTH F/DISPENSER, TORPEDO MOUNTED MK 10 IN CN. MK 594-0
/885			CARTRIDGE, SIGNAL MK 4 MOD 3 FOR PRACTICE BOMBS (IN WOOD BOX)
/886			FIN ASSEMBLY MK 4 MOD D. F/ASROC. DNE SET (4 FINS) IN CNTR. DL 5166175 OR FIN SET. FOLDING, F/ASROC. USED WITH GMLS MK26 (2 MK 34 MOD 0 AND 2 MK 35 MOD 0) IN CNTR, DL 5166176
/887			KLYSTRUN. TYPE 8406 IN CNTR MK 580-0
/888			ROCKET MOTOR, JATO, MK 91-0 IN CNTR CNU-290/E
/889			PROPELLANT GRAIN. MK 89-0 IN CNTR CNU-292/E
/890			IGNITER. MK 286-0 IN CNTR CNU-291/E
/891			NOSE FACTUATION MINE SIMULATOR MK 61
/892			HOUSING. INSTRUMENT.F/ACTUATION MINE SIMULATOR MK 61
/893			FLOAT . MECOVERY MK25-0. F/ACTUATION MINE SIMULATOR MK61
/894			BATTERY WET PRIMARY BA-596/D (HARPOON) IN CNTR MK 622-0
/895			CONTROL SECTION. BOATTAIL, GUIDED MISSILE WCU-1/B (HARPOON) IN CNTR MK 620 MOD 0
/896			STAND, DOLLY LOADING, MK 8 MOD1
/897			TRANSMITTER GROUP, TELEMETRIC DATA AN/DKT-30 OR AN/DKT-38, (SPARROW) IN DRUM MS27684-8
1000			TYPICAL LOADS
		70	
	7 25		

NUMERICAL INDEX PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/1		3	3/50 CARTRIDGE
/2		3	(CANCELLED) 3/70 CARTRIDGE (CANCELLED)
/3	A		CHARGE, PROPELLING, 5/38 CALIBER IN PALLET ADAPTER MK 13-0
-4			PROJECTILE: 5"/38 IN PALLET ADAPTER MK 11-MODS
/5	С		CHARGE PROPELLING 5/54 IN MK14-0-1 OR MK21-0 TANKS
-6			PROJECTILE, 5/54, W/METAL ROTATING BAND IN PLT ADPT MK 11 MOD
/7	A		CARTRIUGE 6/47 IN CARTRIDGE TANK MK4 IN PALLET ADAPTER MK18
/8	A	1	PROJECTILE. 6 INCH AAC OR HC IN PALLET ADAPTER MK 20-0
/9	3		CARTRIDGE 20MM, MK 100 SERIES, BULK PACK, F/MK 11 OR MK 12 GU
/10	A		CARTRIDGE 40MM.HE
/11	A		CARTRIDGE 20MM IN S/A AMMO BOX MK1-0
/12	A	1	5.0 ROCKET SPIN STABILIZED
/13		2	(CANCELLED) AERO 6A LAUNCHER (CANCELLED)
/14		2	2.75 RUCKET HEAD. FFAR
/15	A	1	250 LB. L.D. BOMB
/16	A	1	FIN. BUMB FOR 250 LB L.D. BOMB IN CRATE MK 12-0
/17	A	1	5.0 ROCKET MOTOR
-18			WARHEAD. ROCKET. 5.0. MK6. MK25. MK29. & MODS IN PLT ADPT MK 11 & MODS
/19		N	SIDEWINDER 14 ROCKET MOTOR MK17
/20		1	SIDEWINDER WARHEAD
/21		2	SIDEWINDER CONTACT FUZE
/22		1	SIDEWINDER INFLUENCE FUZE
/23		2	SIDEWINDER WING AND ROLLERON
/24		1	SIDEWINDER GUIDANCE AND CONTROL UNIT
/25		2	(CANCELLED) 5.0 ROCKET HEAD (BOXED) (CANCELLED)
/26		2	7.2 PRUJECTUR CHARGE -OBSOLESCENT-

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PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1323 UR WR-54			
/27		2	ZJNI FUZE
/28	3		ROCKET MOTOR, MK 16 MODS OR MK 71-0 (ZUNI) IN CNTR MK 38-0
/29	A	1	TERRIER BOOSTER FIN
/30	6	1	TERRIER WING AND FIN
/31	3		BOMB.GP. 500 LB.MK82-1 W/NOSE PLUGS ON BOMB PALLET MK 9-0
/34		1	DEPTH CHARGE CASE MK9 AND MODS CRATED
-33			WARHEAD, ROCKET, 5", MK 24, 32, 34 & MODS (ZUNI) IN PALLET ADAPTER MK 11-MODS
/34		1	DEPTH CHARGE CASE MK9 UNCRATED
/35	8	1	BOMB . GP . 1000 LB . MK83 W/NOSE PLUG ON BOMB PALLET MK11
/36		1	(CANCELLED) LAU/10A LAUNCHER) (CANCELLED) SEE WR-54/115
/37	A	1	AERO 70 LAUNCHERS
/38	3		FIN. GUIDED MISSILE; BSU-14/B.F/AIM-9D. 9G & 9H (SIDEWINDER) IN CNTR MK 430-0
/39	A	1	WARHEAD, GUIDED MISSILE, HE; MK 48 & MODS, F/AIM-9D, 9G, 9H 9L (SIDEWINDER) IN CONTAINER MK 386 MOD 0
/40		2	SIDEWINDER IC WING AND ROLLERON ASSEMBLIES
/41			ROCKET MOTOR MK24
/42	A		GJIDANCE AND CONTROL SECTION, GUIDED MISSILE; MK 18 AND MODS F/AIM-9D, 9G, 6 9H (SIDEWINDER) IN CNTR, MK 241-1
/43		1	TERRIER (BT-3, BT-3A) TARGET DETECT DEVICE
144		1	TERRIER (BT-3. BT-3A) SAFE AND ARM DEVICE
/45	A		TERRIER AND TARTAR WARHEAD AND/OR EXERCISE HEAD
146		1	TERRIER HT-3 AND TARTAR SAFE AND ARM DEVICE
/47		2	100 LB. BOMB FIN M/135
/48	A		FIN. BUMB FUR 500 LB L.D. BOMB IN CRATE MK 17-0
/49		1	1000 LB. L.D. FIN
/50		1	2000 LB. L.D. BOMB FIN
/51		1	5.0 ROCKET MOTOR FIN

NUMERICAL INDEX PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/1		3	3/50 CARTRIUGE
/2		3	(CANCELLED) 3/70 CARTRIDGE (CANCELLED)
/3	A		CHARGE, PROPELLING, 5/38 CALIBER IN PALLET ADAPTER MK 13-0
-4			PROJECTILE: 5"/38 IN PALLET ADAPTER MK 11-MODS
/5	c		CHARGE, PROPELLING, 5/54 IN MK14-0.1 OR MK21-0 TANKS
- 6			PROJECTILE. 5/54. W/METAL ROTATING BAND IN PLT ADPT MK 11 MODS
/7	A		CARTRIUGE 6/47 IN CARTRIDGE TANK MK4 IN PALLET ADAPTER MK18
/8	A	1	PROJECTILE. 6 INCH AAC OR HC IN PALLET ADAPTER MK 20-0
/9	3		CARTRIDGE 20MM. MK 100 SERIES. BULK PACK. F/MK 11 OR MK 12 GUN
/10	A		CARTRIDGE 40MM.HE
/11	A		CARTRIDGE 20MM IN S/A AMMO BOX MK1-0
/12	A	1	5.0 ROCKET SPIN STABILIZED
/13		2	(CANCELLED) AERO 6A LAUNCHER (CANCELLED)
/14		2	2.75 RUCKET HEAD. FFAR
/15	A	1	250 L8. L.D. BOMB
/16	A	1	FIN. BOMB FOR 250 LB L.D. BOMB IN CRATE MK 12-0
717	A	1	5.0 ROCKET MOTOR
-18			WARHEAD. ROCKET. 5.0. MK6. MK25. MK29. & MODS IN PLT ADPT MK 11 & MODS
/19			SIDEWINDER 14 ROCKET MOTOR MK17
/20		1	SIDEWINDER WARHEAD
/21		2	SIDEWINDER CONTACT FUZE
/22		1	SIDEWINDER INFLUENCE FUZE
/23		2	SIDEWINDER WING AND ROLLERON
/24		1	SIDEWINDER GUIDANCE AND CONTROL UNIT
/25		2	(CANCELLED) 5.0 ROCKET HEAD (BOXED) (CANCELLED)
/26		2	7.2 PRUJECTUR CHARGE -OBSOLESCENT-

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PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION	CHANGE	TITLE
MIL-STD-1323 UR WR-54			
/27		2	ZUNI FUZE
/28	3		RUCKET MOTOR, MK 16 MODS OR MK 71-0 (ZUNI) IN CNTR MK 38-0
/29	A	1	TERRIER BOOSTER FIN
/30		1	TERRIER WING AND FIN
/31	3		BOMB.GP, 500 LB.MK82-1 W/NOSE PLUGS ON BOMB PALLET MK 9-0
132		1	DEPTH CHARGE CASE MK9 AND MODS CRATED
-33			WARHEAD, ROCKET, 5%, MK 24, 32, 34 & MODS (ZUNI) IN PALLET ADAPTER MK 11-MODS
/34		1	DEPTH CHARGE CASE MK9 UNCRATED
/35	8	1	BOMB.GP. 1000 LB. MK83 W/NOSE PLUG ON BOMB PALLET MK11
/36		1	(CANCELLED) LAU/10A LAUNCHER) (CANCELLED) SEE WR-54/115
/37	A	1	AERO 70 LAUNCHERS
/38	3	=	FIN. GUIDED MISSILE; 850-14/8.F/AIM-9D. 9G & 9H (SIDEWINDER) IN CNTR MK 430-0
/39	A	1	WARHEAD, GUIDED MISSILE, HE; MK 48 & MODS, F/AIM-9D, 9G, 9H 9L (SIDEWINDER) IN CONTAINER MK 386 MOD 0
/40		2	SIDEWINDER IC WING AND ROLLERON ASSEMBLIES
/41			ROCKET MOTOM MK24
142	A		GJIDANCE AND CONTROL SECTION, GUIDED MISSILE; MK 18 AND MODS F/AIM-90.9G. 6 9H (SIDEWINDER) IN CNTR. MK 241-1
/43		1	TERRIER (BT-3. BT-3A) TARGET DETECT DEVICE
144		1	TERRIEM (BT-3. BT-3A) SAFE AND ARM DEVICE
/45	A		TERRIER AND TARTAR WARHEAD AND/OR EXERCISE HEAD
146		1	TERRIER HT-3 AND TARTAR SAFE AND ARM DEVICE
147		2	100 LB. BOMB FIN M/135
/48	A		FIN. BUMB FUR 500 LB L.D. BOMB IN CRATE MK 17-0
/49		1	1000 LB. L.D. FIN
/50		1	2000 LB. L.D. BOMB FIN
/51		1	5.0 ROCKET MOTOR FIN

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-5TD-1323 OR WR-54			
/52		1	FUZE. BOMB. NOSE. MK243 AND MK244
/53		1	(CANCELLED) LAU/10A LAUNCHER (CANCELLED) SEE WR-54/115
-54	4	-	MARKER. LOCATION. MARINE MK 25 MOD 3 IN CONTAINER LD 615124
/55		2	BOMB FINS MK14 MOD 1 IN CRATE MK12 MOD 2
/56			BOMB FINS MK15 MOD O IN CRATE MK26 MOD O
/57		1	LAJ-32A/A LAUNCHERS
/58			FUZE. BOMB. NOSE. AN-M103A1
/59		1	FUZE , BOMB , NOSE , AN-M139A1 AND AN-M140A1
/60		1	FJZE. BOMB. NOSE. VT. AN-M168
/61		1	FUZE. BOMB. TAIL. AN-M177 AND M185 IN CONTAINER 76-1-1304
/62		1	FUZE. BOMB. NOSE. MTF. AN-M146Al
/63		1	FJZE, BOMB, ELECTRIC, MK257
164		2	FUZE + BOMB + TAIL + M195 IN CONTAINER 76-1-1304
/65		2	FUZE BOMB TAIL M194 IN CONTAINER 76-1-1304
/66	В		ADAPTER BOUSTER NOSE T45 TYPE
/67	A	2	FUZE . BOMB . TAIL . ELECTRIC . M990 TYPE
/68		1	ARMING WIRE ASSEMBLY. M13
/69		2	BOMB. PHOTO FLASH. 100 LB. M122 (OBSOLETE)
/70		1	ADAPTER BOOSTER. TAIL. T46E4
/71		1	BULLPUP AGM-12C. WING + CANARDS IN CONTAINER MK406 MOD C
/72		1	PRIMER. DETUNATOR, M14. NON-DELAY
/73		2	FIN ASSEMBLY, BOMB, SAP. 500 LBS., AN-M 110A1
/74		2	IGNITER, WP. AN-M23
/75	A	1	FUZE, BOMB, M173 TYPE OR M918 TYPE
/76		1	FUZE. SOMB. TAIL, M194 IN CONTAINER 8797101
/77		1	FUZE, BOMB, TAIL, AN-M177 AND M185, IN CONTAINER 8797102
/78		1	FUZE, BOMB, TAIL, M195 IN CONTAINER 8797104

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323			
OR #R-54			
/79		1	FUZE, BOMB, TAIL, M172
/80		1	SENSING ELEMENT, PROXIMITY FUZE, M20
/81		1	ARMING WIRE ASSEMBLY, MK3 IN CONTAINER MK2 MOD 1
/82		2	SAFETY DEVICE. MK26 MOD O FOR VT FUSE
/83		1	SWITCH WAFER MARK 93 MOD 0
/84		2	ARMING WIRE ASSY. AN-M6A2
/85		1	FIN ASSY, BUMB. SAP. 1000 LB. AN-M114A1
/86		2	FUZE. BOMB. TAIL. M112
/87		1	FJZE BOMB ELECT M990 TYPE IN AMMO COMPONENT BOX MK2
/88	A		FJZE.BUMB. MK344 MOD 0 OR 1. OR MK376 MOD 0 1N AMMO CUMPONENT BOX MK 2
/89			COMPUTER CONTROL GROUP, MAU-169/B. F/LASER GUIDED BOMBS IN CNTR. CNU-288/E
/90			FIN ASSEMBLY, BOMB, MK 15 & MODS (SNAKEYE) ALTERNATE UNIT LOAD (WOOD FRAMES)
/91			SIGNAL. SMOKE & ILLUMINATION. MARINE MK 120 & MK 121 (IN PLASTIC CONTAINER)
-92	7,4-1		CARTRIDGE 20MM, M90 SERIES BELTED W/M8 OR M10 LINKS IN 20MM AMMO BOX MK 3 MODS
/93		1	JATO JNIT MK6 MOD 0 + 1
/94	A	3	AIRCHAFT FLARE M LU 32/899 (BRITEYE)
-95			WING ASSEMBLY MK 9 MOD 0 AND FIN ASSEMBLY MK 23 MOD 1 (WALLEYE 1 ERDL) IN CNTR CNU-306/E
-96			CHARGE, SPOITING, CXU-4/B, IN SMALL ARMS AMMO BOX MK 1-0
-97		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CB-78/B (GATOR) IN CONTAINER CNU-319/E
-98			SONOBJUYS IN PALLET CRATE CNU-313/E
/99			THICKENER, INCENDIARY DIL. M2
/100		2	CRESTLIC ACID. XYLENOL
/101	192	1	SHRIKE WING ASSEMBLIES (DL 1556535) IN CONTAINER MK392 MOD O

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/102		1	SHRIKE TAIL FIN ASSEMBLIES (DL 1568570) IN CONTAINER MK393 MOD 0
/103		1	SHRICE CONTROL SECTION MK1 MOD O IN
/104		1	SHRICE GUIDANCE SECTION MK-21, 22 AND MODS IN CONTAINER MK395 MOD 0
/105		2	SHRIKE WARHEAD MK52 MOD 0 OR EXERCISE HEAD MK18 MUD 0 IN CONTAINER MK396 MOD 0
/106	Α	1	(CANCELLED) SIDEWINDER IC FINS (CANCELLED)
/107	O		GUIDENCE & CONTROL GROUPS, GM F/AIM-7D, TE OR TF (SPARROW III)
/108	В		SPARKOW III ROCKET MOTOR MK38 OR SHRIKE ROCKET MOTOR MK39
/109	8		WARHEAU SECTION GUIDED MISSILE, HE (SPARROW) MK 18-0 OR MK 38-0 IN CNTR MK 224-0 OR MK 71-0 IN CNTR CNU-125/E
/110			AQM-37A MISSILE TARGET COMPONENTS IN CNTR MK309-0
/111	A		PROJECTILE, 6" AAC, AP OR HC IN PALLET ADAPTER MK4-MODS
/112		1	TERRIER G.M. WARHEAD MK5 MOD 6 + 7, MK 6 MOD 0 + 1, WARHEAD SECTION MK22 MOD 0 AND EXERCISE HEAD MK5 MOD 2 + 3 IN CONTAINER MK266 MOD 1
/113		2	WALLEYE WING + FIN SECTIONS IN CONTAINER MK425 MOD O
/114		1	IGNITER, BOMB MK273 MOD 0 IN CONTAINER MK442 MOD 0
/115	С	1	ROCKET MOTOR CLUSTER, LAU-10/A,10A/A,10B/A, 10C/A OR 10D/A LAJNCHER (ZUNI) IN UNIT LOAD ADAPTER MK 58 MOD 1
/116	A	1	FIRE BUMB CASE MK20 MOD C (FOR FIRE BOMB MK122 MOD 0) IN CONTAINER MK106 MOD 0
/117		2	FINS, BOMB M131A1 FOR 750 LB. DEMOLITION BOMB M117A1
/118		1	6 INCH AP PROJECTILE MK35
/119		1	FINS. BOMB TAIL MK15 MOD O AND 1 IN CRATE MK28 MOD O
/120		1	DETECTING DEVICE. TARGET. MK43 TYPE
/121			GENERATOR CLUSTER ASSEMBLY MK54 OR 55 IN PALLET ADPT MK24-0
/122	А		FUZE, BOMB, NOSE, M904 TYPE
/123	3	1	PROJECTILE: 8"AP: MK 21 6 MODS, ALTERNATE UNIT LOAD IN DBSOLESCENT ADAPTER MK 74 MOD 0
			9 4 1

PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54		8	
/124	C	1	PROJECTILE. 8"HC, MK 24 OR MK 25 & MODS. ALTERNATE UNIT LOAD IN DESOLESCENT ADAPTER MK 74 MOD 0
/125		1	8/55 POWDER TANK + MK10 MOD 1 IN ADAPTER MK75 MOD 0
/126		1	CHARGE PROPELLING 8"/55 (CASE) IN TANK 8"/55 CARTRIDGE NK 11 OR MK 13 PALLETIZED IN ADAPTER MK 76 MOD 0
/127		1	BOMB. GENERAL PURPOSE. 2000 LB. MK 84 + MODS WITH METAL OR PLASTIC NOSE PLUGS IN U/L ADAPTER MK 79 MOD 0
/128			BASE FUZE PLUG (LOW DRAG) (GP) (BOMB MK81, 82, 83, + 84)
/129			NOSE FUZE PLUG (LOW DRAG) (GP) (BOMB MK81 + MK82)
/130	3		SIGNAL. SMOKE & ILLUMINATION, MARINE MK66.67.68.117 & 118 OR MARKER, LUCATION. MARINE MK28 & MK80
/131	3		SIGNAL. UNDERWATER SOUND, MK 59-0A, MK 61, MK 64-0, MK 82-0.1 MK 83, MK 84, MK 123, MK 128-0 IN S/A AMMO BOX MK 1-0
/132			SIGNAL. UNDERWATER SOUND MK59 MOD 1 IN 2.25 ROCKET CONTAINER MKZ MOD 0
/133		1	(CANCELLED) SIGNAL, UNDERWATER SOUND MK78, MODS IN S/A AMMO SOX MK 1 (CANCELLED) SEE WR-54/131
/134		1	(CANCELLED) SIGNAL. UNDERWATER SOUND MK84 MOD O IN S/A AMMO BOX MK 1 (CANCELLED) SEE WR-54/113
/135	A	1	MARKER. LOCATION. SUBMARINE MK21, 22. 23. 24 + 27
/136	c	2	PROJECTILE, 5/38, MK57-MODS (ROCKET ASSISTED) IN PLT ADAPTER MK11 MUD 1
/137		2	204M AMMO, BELTED WITH MK2 MOD O OR MK6 MOD 4 LINKS W/OR W/O RAD. HAZ. SHIELDS IN SMALL ARMS AMMO BOX MK 1-0
/138		1	WALLEYE WINGS AND FINS IN CONTAINER DL68A35F1
/139			5.0 ROCKET FLARE HEADS MK33 MOD O OR 5.0 ROCKET- ILLUMINATIN WARHEAD MK41 MOD O IN SHIPPING CONTAINER MK306 MOD O
/140	3	1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND C -78/8 (GATOR) IN CONTAINER MK 427 MOD 0
/141			750 LB. BOMB, DEMOLITION MILTAL ON PALLET ADAPTER MK80 MOD O
/142			MARINE LOCATION MARKER MK58 MOD O WITH SUSPENSION BAND ASSEMBLIES
/143			SOLUTION A
/144			SOLUTION B

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/145			16 INCH A.P. PROJECTILE. MK8 + MODS IN HANDLING BAND MK85-0
/146			CHARGE. PROPELLING 8/55 CALIBER. REDUCED IN 8 IN. POWDER TANK MK13 MOD 0 IN PALLET ADAPTER MK85 MOD 0
/147	A	2	WARHEAD 5.00" ROCKET. MK 76 6 MODS (CHAFFROC) IN CNTR MK 497-
/148	A		ROCKET MOTOR MK36 AND MODS F/AIM-90.9G.9H (FOR SIDEWINDER) IN CONTAINER MK287 MOD 0
-149			16"-50 H.C. PROJECTILE MK 13 6 MK 14 IN PALLET ADAPTER MK 88-
/150			CHARGE, PROPELLING, 16/50, FULL IN 16 IN. POWDER TANK
/151		1	CHARGE, PROPELLING, 16/50, REDUCED, IN POWDER TANK
/152		1	(CANCELLED) 500 LB LOW DRAG BOMB (GP) MK 82. MODS W/PLASTIC NOSE PLUG ON PALLET ADAPTER MK 78-0 (CANCELLED)
/153		1	20 MM GUN BARREL MK19 AND MK20 TYPE IN CONTAINER DL 2428866
/154	A	1	FLARE, AIRCRAFT PARACHUTE MK24 + MODS WITH SUSPENSION BAND ASSEMBLIES IN CONTAINER LD 615174
/155	A	2	CARTRIDGE, PHOTOFLASH MK54 MOD O OR SIMULATOR, ARTILLERY AIR BURST MK18 MOD O
/156	A		DETECTING DEVICE, TARGET MK15 OR24 AND MODS OR FUZE, BOMB MK344 OR MK376 MOD D
/157	В		WING ASSEMBLIES. GUIDED MISSILE: MK 1 MOD 0.F/AIM-9D, 9G. 6 9 (SIDEWINDER IN CONTAINER MK418 MOD 0 OR WING ASSEMBLIES. GUIDED MISSILE: MK 1 MOD 0 AND FINS. GUIDED MISSILE: BSU-14/B. F/AIM-9D.9G 6 9M (SIDEWINDER) IN CNTR MK 418-1
/158	A		SAFETY-ARMING DEVICE MK 13-0 F/AIM-90.9G & 9H (SIDEWINDER-1C) IN CNTR CNU-189/E
-159			CARTRIDGE. SIGNAL. PRACTICE BOMB MK 4 MOD 3 OR CXU-3A/B IN AMMO BOX M2A1
/160		1	5.0 ROCKET MOTOR MK16 + MODS IN CONTAINER MK254 MOD O
/161	8	1	EXPLOSIVE SECTION MK1 MOD 1 F/MINE MK56 IN CRATE MK101 MOD 0
/162	A		500 LB. FIRE BOMB MK77 MOD 2 IN WIREBOUND CRATE
/163	В		ARMING DEVICE MK10 MOD 0 + MK11 MOD 0
/164			BATTERY DRY BA-310/U
/165			BATTERY DRY BA-326/U

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PALLETIZED LOADS - FLEET ISSUE

DOCUMENT	REVISION	NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/166			BATTERY, DRY, BA-1359/U
/167	o		SIGNAL. UNDERWATER SOUND, MK 59-0A + 5. MK 61. MK 64-0. MK 82-0 + 1. MK 83. MK 84. MK 123. MK 128-0 IN 20MM AMMO BOX MK 3-3
/168		2	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CE-78/8 (GATUR) IN CRADLE, WEAPON MK 18 MOD 0
-169			GUIDED MISSILE, AIM-9G OR 9H IN CRADLE MK 16-0 /R AIM-9G, 9H OR 9L UN CNTR CNU-287/E W/O WINGS & FINS (SIDEWINDER)
/170	A		FLARE, AIRCHAFT, PARACHUTE, MK45 MOD O IN PLASTIC CONTAINER
/171			GUIDED MISSILE. AIM-7D OR 7E (SPARROW). (LESS WINGS & FINS) IN CHADLE MK 12-0
/172		1	SHRIKE MISSILE.AGM-45A (LESS WINGS + FINS) IN CRADLE MK14-0
/173		1	BURSTERS . BOMB . MK5 MOD O . IN CONTAINER MK417 MOD O
/174		1	ROCKET.LAUNCHER.LAU-61/A.LAU-68/A OR LAU-69/A.IN PALLET. LOADING AND STORAGE.MHU-108/E
/175			FLARE, DECOY . MK42 MOD O. IN SMALL ARMS AMMUNITION BOX . MK1
/176		2	SPARROW III AIM-7D OR AIM-7E- WINGS AND FINS
/177	4		ARMING ASSEMBLY. BOMB FUZE. MK3-1.4-1 OR MK5-1 TYPES
/178			FUZE. BOMB. M907E1 OR M907E2. WITH ARMING VANE T3.T4 OR T5E2
/179		1	SHRIKE MISSILE, AGM-45A (LESS WINGS + FINS) IN CNTR. MK399-0
/180	Park P		WARHEAD, ROCKET 5 INCH, PWP, MK4-1 W/BURSTER TUBE IN WOOD BOX
/181	С		DISPENSER & BOMB. A/C. CBU-55/B IN CNTR CNU-120/E (FAE)
-182			BOMB. PRACTICE MK 106 MOD 5
/193			CARTRIDGE, IMPULSE MK 131-0
/184			FUZE. KOCKET: M414A1. MK93-0. IN AMMO COMPONENT BOX MK1
/135			FLARE. TARGET MK43-0 IN AMMO COMPONENT BOX MK2-0
/186	A		FLIGHT GEAR KIT IN CNTR MK 494 IN PALLET ADAPTER MK 103 MOD FOR UNDERWATER MINE MK 56
/137	A	2	CARTRIDGE. 20MM. M50 SERIES-BELTED W/MK7 OR M14 LINKS, CNTR M54
/138			RACK . INSTRUMENT MK2-2 CONFIGURATION D FOR UMN MK 56

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1323			
OR WR-54			
/189		1	FJZE. MK346-0 IN CNTR. MZA1
/190			ADAPTER, BOOSTER T46E4/M150
/191			WINGS. TALOS MISSILE
-192			CARTRIDGE. 7.62MM. BALL. M80 (IN CLIPS) IN M2A1 BOXES W/WIREBOUND OVERPACK
-193			CARTRIDGE, 1.62MM, .LINKED) IN M19A1 BOXES
/194			CASE. UNDERWATER MINE MK36 + MODS IN CRATE MK36 MOD 0
/195		2	PROJECTILE. 8 INCH HC MK24 OR MK25 IN PALLET ADAPTER MK 98-0
/196		2	PROJECTILE. 8 INCH AP MK21 IN. PALLET ADAPTER MK 98-0
/197		1	DEPTH CHARGE. HE. 7.2 ASSEMBLED
/198			ANCHOR - UNDERWATER MINE MK57 TYPE FOR UMN MK57
/199	A		MECHANISM CUMPARTMENT MK2 MOD3 FOR UMN MK57
/200	В		EXPLOSIVE SECTION MK 2 MOD 2 F/UMN MK57 IN CRATE MK103-0
-201			CARTHIUGE, 5.125", MK 186 (TORCH) IN PALLET ADAPTER MK 144
/202	A		ADAPTER KIT MK34 MOD 0
/203	A		INITIATOR. MK13-0 -FIRE BOMB- IN CNTR CNU-157/E
/204	A		CASE UNDERWATER MINE MK25 AND MODS IN CRATE MK25
-205		1	BOMB. G/P. 500 LB MK 82 & MODS. INERT LOADED (UNCOATED) AN BOJ-45/B ON PALLET MHU-122/E
/206			FUZE MK352-2 IN CNTR CNU-172/E
/207	В	1	GENERATOR, CATALYST, WMU-1/B, 2/B OR 6/B IN CNTR DL 2816244
-208	A		MINE, UNDERWATER MK 52 & MODS IN CRATE MK 52 & MODS
-209			MINE . UNDERWATER MK 55 & MODS . CONFIGS "B" . "C" AND "D" IN CRATE MK 55 MOD 1 W/CRATE ADAPTER MK 112 MOD 0 (LOADED)
/210	A	1	DESTRUCTOR MODIFICATION KIT MK75 MODS 1,2,3 + 5 IN S/A AMMO BOX MK 1-0
/211			WARHEAD. ROCKET HE MK63-0 IN CNTR CNU-137E (ZUNI)
/212			2.75 RUCKET MOTOR
/213		1	WARHEAD, ROCKET 2.75, SMOKE, WP. M156
		-	

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/214			SWITCH, ARMING SAFETY, M122 TYPE
/215	3		DISPENSER AND BOMB, AIRCRAFT, CBU-59/B COMPLETE (APAM) OR DISPENSER AND BOMB, AIRCRAFT, CBU (T-1)/B, TRAINING IN CNTR, MK 427 MOD 0
/216		1	CANCELLED CHARGE KIT. TORPEDO EX 61-0 IN CNTR EX 514-0 IN P/A MK 103-0 CANCELLED
-217		1	BOMB. PRACTICE MK 76 MODS 5 & 7
/218	A	1	FIN ASSEMBLY, BOMB F/500 LD BOMB -UNCRATED-
-219			SPACER ASSEMBLY F/MARINE LOCATION MARKER MK 25 & MODS OR UNDERWATER SOUND SIGNAL MK 84 & MODS
-220			ARMING WIRE ASSEMBLY MK 9 MOD 0 IN CNTR MK 2 MOD 2
-221			BOMB. PRACTICE BUU-48/B
/222	В		FIN ASSEMBLY. BOMB. F/1000 LB GP BOMB MK83 (UNCRATED)
/223			FINS. TALOS MISSILE
/224			FINS. TALOS BOOSTER
/225		1	BJMB. GP. 500 LB MK82-2 (THERMALLY PROTECTED) ON BOMB PALLET MK9-0 W/SADDLES
/226	A		WARHEAD, 2.75" ROCKET, HIGH EXPLOSIVE M151, PRACTICE M230, PRACTICE WTU-1/B OR PRACTICE WTU-14/B
/227	A		FAIRING, UNDERWATER MINE, MK20 TYPE, F/MINE MK 55
/228	A		PACK ASSEMBLY PARACHUTE UMN MK35 TYPE F/MINE MK 52
-229			TAIL SECTION MK 11-0 F/DESTRUCTOR MK 41 IN CNTR DL 5177769 IN PALLET ADAPTER MK 154-0
/230			RELEASE, PARACHUTE, UNDERWATER MINE, MK20
/231			FIN ASSEMBLY, TAIL, UNDERWATER MINE, MK6-0
/232	71-1	1 1	RELEASE, PARACHUTE, UNDERWATER MINE, MK33 TYPE
/233		- 1-2	FIN. TAIL, UNDERWATER MINE, MK18 TYPE
/234			FIN. TAIL. UNDERWATER MINE, MK20 TYPE
/235			BOMB. GUIDANCE KIT. KMU-388/B (LESS SEEKER ASSEMBLY)
/236			BOMB. GUIDANCE KIT. KMU-351A/B (LESS SEEKER ASSEMBLY)
/237			ARMING DEVICE. UNDERWATER MINE. MK5-0 OR MK5-1

DOCUMENT	REVISION	NOTICE	TITLE
4IL-STD-1323 OR WR-54			
/238			PACK ASSEMBLY. PARACHUTE, UNDERWATER MINE, MK36 F/UMN MK55
/239	, c ,	1	BOMB, GP. 500 LB, MK 82 MOD 2 (THERMALLY PROTECTED) AND BOMB BDU-45/8, INERT LOADED, (THERMALLY PROTECTED) ON PALLET, MHL-122/E, DL 623A5100
/240			FIN ASSEMBLY, BOMB F/2000 LB GP BOMB MK84 IN CRATE MK13-1
/241	8	1	TORPEDO MK44 6 MK46 ASSEMBLIES IN CNTR MK197-1
/242	4		FIN ASSEMBLY, BOMB MK15 & MODS (SNAKEYE) ON PALLET ADAPTER
/243		2	BOMB. GENERAL PURPOSE: 1000 LB MK83-5 (THERMALLY PROTECTED) ON BOMB PALLET MK11-0 W/SADDLES
/244			FLIGHT GEAR. UMN MK56 IN CNTR MK587 AND CNTR MK 587-0 EMPTY (PACKING & PALLETIZING)
/245	Α.		FLIGHT GEAR, UMN MK55 IN CNTR MK586-D AND CNTR MK 586-O EMPTY (PACKING & PALLETIZING)
/246	A		FLIGHT GEAR OWN MK52 IN CNTR MK585-0 AND CNTR MK 585-0 EMPTY (PACKING & PALLETIZING)
/247		2	WINGS & FINS, GM F/AIM-7C.7D.7E OR 7F (SPARROW III) IN CNTR CNU-199/E
/248	P		WING ASSEMBLIES & TAIL FINS. SHRIKE GM.AGM-45A IN CNTR CNU-171/E
-249	A		(CANCELLED) BOMB. CLUSTER CBU-55 OR -72 FAE IN CNTR CNU-208/
-250			(CANCELLED) BOMB. CLUSTER MK20-MODS (ROCKEYE 11) & CBU-78/B (GATOR). IN CNTR CNU-208/E (CANCELLED)
-251			MK: 52/55 MINE ACTUATION DUMMY. FLIGHT GEAR SUB ASSEMBLY IN CNTR MK 662 MOD 0
-252			FLARE, AIRCRAFT, PARACHUTE, LUU-2B/B (IN PLASTIC CNTR)
/253	A.	1	BOMB. GP. 2000 LB. MK 84 MODS 3. 4 6 5 (THERMALLY PROTECTED IN U/L. ADAPTER MK 79 MOD 0 W/SADDLES
/254			WINGS & FINS F/GUIDED MISSILE AIM-54/A (PHONEIX) IN CNTR CNU-165/E
/255			WING ASSY MK7-2 (SET OF 4) FIN ASSY MK32-2 (SET OF 4) FOR GUIDED WEAPON MK5-4 (WALLEYE II) IN CNTR CNU-150/E
/256		1	GUIDED MISSILE. AIM-7E OR 7F (SPARROW). (LESS WINGS & FINITY CONTAINER CNU-166/E

MIL-HDBK-236 T (NAVY) NUMERICAL INDEX PALLETIZED LOADS - FLEET ISSUE

1 WARHEAD, 5.00 INCH ROCKET, MK 84 & MODS (CHAFFROC) IN CNTR MK 521 & MODS CARTRIDGE, SIGNAL MK 4 MOD 3 F/PRACTICE BOMBS (IN WOOD BOX) FIN ASSY, BOMB, MAU-91A/B (SNAKEYE) CARTRIDGE, 76MM/62 CAL DR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0 CARTRIDGE, 40MM BLANK SALUTING, IN CNTR MK229-0 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 1 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND 7267 BATTERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1-0 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBJ-78/B (GATOR) IN CONTAINER CNU-238/E DISPENSER AND BOMB-AIRCRAFT.CBU-S5/B.CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER, CNU-238/E	DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
IGNITER ASSEMBLY FZU-408 (FIREBRAND) IN AMMO CMPNT BOX MK 1- WARHEAD, 5.00 INCH ROCKET, MK 84 6 MODS (CMAFFROC) IN CHTR MK 521 6 MODS CARTRIDGE, SIGNAL MK 4 MOD 3 F/PRACTICE BOMBS (IN MODD BOX) FIN ASSY, BOMB, MAU-91A/B (SNAKEYE) CARTRIDGE, 76MM/62 CAL OR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0 CARTRIDGE, 40MM BLANK SALUTING, IN CHTR MK229-0 CARTRIDGE, 40MM BLANK SALUTING, IN CHTR MK229-0 CARTRIDGE, 3-750 CARTRIDGE TANK MK10 OR MK12 /266 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND 6-78/B (GATOR) IN CONTAINER MK 427 MOD 1 BAITERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1-0 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND 6-78/B (GATOR) IN CONTAINER CNU-238/E /269 DISPENSER AND BOMB, AIRCRAFT CBU-B5/B, CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER CNU-238/E DISPENSER AND BOMB, AIRCRAFT CBU-S5/B, CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER CNU-238/E PROJECTILE, 5-754 M/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MWU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CMARSE, PROPELLING, 6-747 CALIBER, ALTERNATE UNIT LOAD (MODD FRAMES) CMARSE, PROPELLING, 5-738 CAL, ALTERNATE U L (WOOD FRAMES)				
1 WARHEAD, 5.00 INCH ROCKET, MK 84 6 MODS (CHAFFROC) /261 /262 -263 CARTRIDGE, SIGNAL MK 4 MOD 3 F/PRACTICE BOMBS (IN MODD BOX) FIN ASSY, BOMB, MAU-91A/B (SNAKEYE) CARTRIDGE, 76MM/62 CAL DR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 /266 1 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 /267 268 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND /268 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 427 MOD 1 BATTERY, MK 95 TYPE, IN SHALL ARMS AMMO BOX MK 1-0 DISPENSER ABOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER CRU-238/E DISPENSER ABOMB AIRCRAFT CBU-55/B.CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER, CRU-238/E 1 DISPENSER 6 BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CN 238/E PROJECTILE, 5=/54 W/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STURAGE MWU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET NK 124-0 CHARGE, PROPELLING, 6=/67 CALIBER, ALTERNATE UNIT LOAD (MODD FRAMES) 1 CHARGE, PROPELLING, 5=/54 CAL, ALTERNATE U L (WOOD FRAMES) LAMBER AND ALTERNATE UNIT LOAD (MODD FRAMES)	/258			ON HOLD
IN CNTR MK 521 6 MODS CARTRIDGE, SIGNAL MK 4 MOD 3 F/PRACTICE BOMBS (IN MOOD BOX) FIN ASSY, BOMB, MAU-91A/B (SNAKEYE) CARTRIDGE, 76MM/62 CAL DR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0 CARTRIDGE, 40MM BLANK SALUTING, IN CNTR MK229-0 CARTRIDGE, 30-/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3"/50 CARTRIDGE TANK MK10 OR MK12 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CATABLESS IN 3"/50 CARTRIDGE TANK MK10 OR MK12 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-73/B (GATOR) IN CONTAINER MK 427 MOD 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND CBU-73/B (GATOR) IN CONTAINER CNU-238/E DISPENSER AND BOMB-AIRCRAFT CBU-55/B-CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER, CNU-238/E DISPENSER AND BOMB-AIRCRAFT CBU-55/B-CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER, CNU-238/E DISPENSER AND BOMB-AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU-238/E PROJECTILE. 5"/54 M/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MHU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (MODD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE UL (MOOD FRAMES)	-259			IGNITER ASSEMBLY FZU-408 (FIREBRAND) IN AMMO CMPNT BOX MK 1-0
FIN ASSY, BOMB, MAU-91A/B (SNAKEYE) CARTRIDGE, 76MM/62 CAL DR CHARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121-0 CARTRIDGE, 40MM BLANK SALUTING, IN CNTR MK229-0 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CHARGE, MK10 OR MK12 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER MK 427 MOD 1 BATTERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1-0 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER CNU-238/E DISPENSER AND BOMB-AIRCRAFT CBU-55/B CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER CNU-238/E DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU 238/E PROJECTILE 5=/54 M/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 & MODS ASSEMBLIES IN CNTR MK 535 MOD O DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MMU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6=/47 CALIBER, ALTERNATE U L (MOOD FRAMES) 1 CHARGE, PROPELLING, 5=/54 CAL, ALTERNATE U L (MOOD FRAMES) CHARGE, PROPELLING, 5=/58 CAL, ALTERNATE U L (MOOD FRAMES)	/260	A	1	
CARTRIDGE, 76MM/62 CAL DR CMARGE, CLEARING 76MM/62 CAL IN PALLET ADAPTER MK 121=0 CARTRIDGE, 40MM BLANK SALUTING, IN CMTR MK229=0 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 1 DISPENSER 6 BOMB AIRCRAFT CBU=MK 20 6 MODS (ROCKEYE) AND (178/8 (GATOR) IN CONTAINER MK 427 MOD 1 BAITERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1=0 1 DISPENSER 6 BOMB AIRCRAFT CBU=MK 20 6 MODS (ROCKEYE) AND CBU=78/8 (GATOR) IN CONTAINER CMU=238/E 1 DISPENSER AND BOMB-AIRCRAFT-CBU=55/B-CBU=55A/B OR CBU=72/B (FAE) IN CONTAINER, CMU=238/E 1 DISPENSER AND BOMB-AIRCRAFT-CBU=55/B-CBU=55A/B OR CBU=72/B (FAE) IN CONTAINER, CMU=238/E 270 1 DISPENSER 6 BOMB AIRCRAFT CBU=59/B (APAM) IN CONTAINER CMU=238/E PRJJECTILE-5=/54 M/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11=2 ON HOLD 1 DISPENSER, FLARE SUU=25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MMU=146/E NAYOL TANK (LOADED) F/TORPEDO MK 16=8 IN ADAPTER, PALLET MK 124=0 CHARGE, PROPELLING, 6=/47 CALIBER, ALTERNATE UNIT LOAD (MOOD FRAMES)) CHARGE, PROPELLING, 5=/38 CAL, ALTERNATE U L (MOOD FRAMES)	/261			CARTRIUGE, SIGNAL MK 4 MOD 3 F/PRACTICE BOMBS (IN WOOD BOX)
PALLET ADAPTER MK 121-0 CARTRIDGE, 40MM BLANK SALUTING, IN CNTR MK229-0 1 CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3*/50 CARTRIDGE TANK MK10 OR MK12 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND 6 1 PARS (GATOR) IN CONTAINER MK 427 MOD 1 BAITERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1-0 1 DISPENSER 6 BOMB AIRCRAFT CBU-MK 20 6 MODS (ROCKEYE) AND 6 1 CBU-78/B (GATOR) IN CONTAINER CNU-238/E 1 DISPENSER AND BOMB-AIRCRAFT CBU-MS 20 6 MODS (ROCKEYE) AND 6 1 CBU-78/B (GATOR) IN CONTAINER CNU-238/E 1 DISPENSER AND BOMB-AIRCRAFT CBU-55/B-CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER CNU-238/E 1 DISPENSER 6 BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU 238/E 238/E 270 1 DISPENSER 6 BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU 238/E 238/E 271 272 273 274 1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET LOADING 6 STORAGE MHU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6*/47 CALIBER-ALTERNATE UNIT LOAD (MODD FRAMES) 1 CHARGE, PROPELLING, 5*/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5*/38 CAL, ALTERNATE U L (WOOD FRAMES)	-262			FIN ASSY. BOMB. MAU-91A/B (SNAKEYE)
CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12 DISPENSER & BOMB AIRCRAFT CBU=MK 20 & MODS (ROCKEYE) AND GENERAL ARMS (GATOR) IN CONTAINER MK 427 MOD 1 BATTERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1=0 DISPENSER & BOMB AIRCRAFT CBU=MK 20 & MODS (ROCKEYE) AND CBU=78/B (GATOR) IN CONTAINER CNU=238/E DISPENSER AND BOMB.AIRCRAFT.CBU=55/B.CBU=55A/B OR CBU=72/B (FAE) IN CONTAINER.CNU=238/E 1 DISPENSER & BOMB AIRCRAFT.CBU=59/B (APAM) IN CONTAINER CNU 238/E PROJECTILE. 5=/54 M/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11=2 ON HOLD TORPEDO MK 46 & MODS ASSEMBLIES IN CNTR MK 535 MOD 0 DISPENSER, FLARE SUU=25C/A (EMPTY) ON PALLET. LOADING 6 STORAGE MMU=146/E NAVOL TANK (LOADED) F/TORPEDO MK 16=8 IN ADAPTER, PALLET MK 124=0 CHARGE. PROPELLING.6=/47 CALIBER.ALTERNATE UNIT LOAD (MODD FRAMES)) 1 CHARGE, PROPELLING. 5=/54 CAL. ALTERNATE U L (MOOD FRAMES) 1 CHARGE, PROPELLING. 5=/38 CAL. ALTERNATE U L (MOOD FRAMES)	-263	tar e		
IN 3"/50 CARTRIDGE TANK MK10 OR MK12 1	/264			CARTRIDGE, 40MM BLANK SALUTING, IN CHTR MK229-0
### ### ##############################	/265		1	CARTRIDGE, 3=/50 CALIBER BLANK SALUTING OR SHORT FLASHLESS IN 3=/50 CARTRIDGE TANK MK10 OR MK12
1 DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CBU-78/B (GATOR) IN CONTAINER CNU-238/E DISPENSER AND BOMB.AIRCRAFT.CBU-55/B.CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER.CNU-238/E 1 DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU 238/E PROJECTILE. 5"/54 W/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD 1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET. LOADING & STORAGE MMU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE.PROPELLING.6"/47 CALIBER.ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE.PROPELLING.5"/54 CAL. ALTERNATE U L (WOOD FRAMES) CHARGE.PROPELLING.5"/38 CAL. ALTERNATE U L (WOOD FRAMES)	/266		1	DISPENSER & BOMB AIRCRAFT CBU-MK 20 & MODS (ROCKEYE) AND CB -78/8 (GATOR) IN CONTAINER MK 427 MOD 1
CBJ-78/B (GATOR) IN CONTAINER CNU-238/E DISPENSER AND BOMB.AIRCRAFT.CBU-55/B.CBU-55A/B OR CBU-72/B (FAE) IN CONTAINER.CNU-238/E 1 DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNI 238/E PROJECTILE. 5"/54 W/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 & MODS ASSEMBLIES IN CNTR MK 535 MOD 0 DISPENSER. FLARE SUU-25C/A (EMPTY) ON PALLET. LOADING & STORAGE MMU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER. PALLET MK 124-0 CHARGE.PROPELLING.6"/47 CALIBER.ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE. PROPELLING. 5"/54 CAL. ALTERNATE U L (WOOD FRAMES) 1 CHARGE. PROPELLING. 5"/58 CAL. ALTERNATE U L (WOOD FRAMES)	/267	1000		BATTERY, MK 95 TYPE, IN SMALL ARMS AMMO BOX MK 1-0
(FAE) IN CONTAINER, CNU-238/E DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNI 238/E PROJECTILE, 5"/54 W/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 & MODS ASSEMBLIES IN CNTR MK 535 MOD 0 1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING & STORAGE MHU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	/268		1	
PROJECTILE. 5"/54 W/PLASTIC ROTATING BAND IN PALLET ADAPTER MK 11=2 ON HOLD TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0 1 DISPENSER, FLARE SUU=25C/A (EMPTY) ON PALLET. LOADING 6 STORAGE MHU=146/E NAVOL TANK (LOADED) F/TORPEDO MK 16=8 IN ADAPTER, PALLET MK 124=0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (MODD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	/269			
ADAPTER MK 11-2 ON HOLD TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0 1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MMU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	/270		1	DISPENSER & BOMB AIRCRAFT CBU-59/B (APAM) IN CONTAINER CNU- 238/E
TORPEDO MK 46 & MODS ASSEMBLIES IN CNTR MK 535 MOD 0 1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING & STORAGE MHU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	-271			
1 DISPENSER, FLARE SUU-25C/A (EMPTY) ON PALLET, LOADING 6 STORAGE MHU-146/E NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	-272	ha.		ON HOLD
STORAGE MHU-146/E /275 NAVOL TANK (LOADED) F/TORPEDO MK 16-8 IN ADAPTER, PALLET MK 124-0 CHARGE, PROPELLING, 6"/47 CALIBER, ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	-273			TORPEDO MK 46 6 MODS ASSEMBLIES IN CNTR MK 535 MOD 0
/276 CHARGE.PROPELLING.6"/47 CALIBER.ALTERNATE UNIT LOAD (WOOD FRAMES) 1 CHARGE.PROPELLING.5"/54 CAL. ALTERNATE U L (WOOD FRAMES) 1 CHARGE.PROPELLING.5"/38 CAL. ALTERNATE U L (WOOD FRAMES)	/274		1	
FRAMES) 1 CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES) 1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	/275			
1 CHARGE, PROPELLING, 5"/38 CAL, ALTERNATE U L (WOOD FRAMES)	/276			
MATHE MADERNATES MA ES A CONFICURATION FOR	/277		1	CHARGE, PROPELLING, 5"/54 CAL, ALTERNATE U L (WOOD FRAMES)
1 MINE. UNDERWATER MK 53-0. CONFIGURATION "B"	/278		1	CHARGE PROPELLING 5"/38 CAL ALTERNATE U L (WOOD FRAMES)
	/279		1	MINE, UNDERWATER MK 53-0, CONFIGURATION "B"

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
/280		1	GUIDED MISSILE, AGM-45A, 45B (SHRIKE) (LESS WINGS AND FINS) IN CNTR CNU-167/E
-281			ON HOLD
/282			FIN ASSEMBLY, BOMB, FOR 500 LB GP BOMB MK82 IN ADAPTER, PALLE
-283			משבע אכן
-284			DECDY FLARE, MJU-2/B IN CONTAINER DL 2816244
-285			CARTRIDGE50 CAL. LINKED, IN AMMO BOX M2A1 IN WIREBOUND CONTAINER DWG 10001-2127731
/286			DISPENSER AND BOMB, AIRCRAFT, CBU-59/B (APAM) OR DISPENSER AND BUMB, AIRCRAFT, CBU-59(T-I)/B, TRAINING IN CNTR MK 427 40D 1
/287			ROCKET MOTOR MK52 & MODS (SPARROW) OR ROCKET MOTOR MK53-1 OR 78-0 (SHR1KE
/288			SWITCH, ARMING, SAFETY, MK122 MOD 0. IN SMALL ARMS AMMO BOX, MK1 MOD 0
/289		1	CARTRIDGE, 30 MILLIMETER, HEI, F/ADEN GUN IN 60 ROUND METAL
/290			CARTRIDGE, 30 MILLIMETER, TP, F/ADEN GUN IN 30 ROUND METAL
/291			AIRFOIL GROUP+MXU-641/B+F/MK83 BOMB
-292			FLARE, DECOY MK 46 MODS 0,1,1A,1C OR MJU-8/B IN AMMO BOX MZA1
/293			מאסרה אם
/294	a		CARTRIDGE.20MM.M50 SERIES (LOOSE) IN CONTAINER M548
/295	*		WING ASSEMBLY MK 8-0 AND FIN ASSEMBLY MK 32-2 (WALLEYEII ERDLIN CNTR MK 617-0
/296		2	CARTRIDGE, 4.4 INCH. CHAFF. MK171 TYPE, MK173. MK178 (RBDC) IN PALLET ADAPTER MK132-0
-297			GJIDED MISSILE BGM-71A-1 (TOW) 3R BTM-71C (INERT) . IN ADU-486,
-298	В		CARTRIDGE, 5.125", MK182 (SUPER RBOC); CARTRIDGE, 5.125", PRACTICE, MK 193 IN PALLET ADAPTER MK 144
-299			BATTERY, MERCURY MK 131 TYPE IN CONTAINER DWG 3268751
	,		

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PALLETIZED LOADS - FLEET ISSUE

DOCUMENT '	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1323 OR WR-54			
-300		1	BOMB. PRACTICE MK 76 MODS 5 6 7 BULK PACK IN WIREBOUND PALLET BOX ON METAL PALLET MK 3 MOD 0
-301			DETECTING DEVICE. TARGET MK 57 TYPE IN CONTAINER DWG 3268751
-302			KIT. REFURBISHING.MINE MK 132 MOD 0 IN CONTAINER PL 5479210
-303			KIT. CONVERSION BOMB/MINE. EXERCISE & TRAINING MK 131 TYPE IN
-304			KIT, CONVERSION BOMB/MINE, MK 130 MOD 0 IN SMALL ARMS AMMO BOX MK 1 MOD 0
-305	The Contraction of the Contracti		מן אסרה
-306			ROCKET MOTOR. GBU-16/B (SKIPPER) IN CONTAINER CNU-248/E
	-l'é		
		u .	
	200		

DOCUMENT	REVISION	NOTICE	TITLE
NIL-STD-1324 OR WR-55			
/1	A		CARTRIDGE, 12 GA. SHOTGUN, PAPER M19 15-1/8 X 13-1/4 X 11-1/8
/2			CARTRIDGE, 12 GA. SHOTGUN 15-1/4 X 10-1/4 X 10-1/4
/3	A		CARTRIDGE, 12 GA. SHOTGUN, PAPER 18-7/16x 9-7/16x14-13/16
14	A		CARTRIDGE, 12 GA. SHOTGUN, BRASS M19 18-7/16x 9-7/16x14-13/16
/5	A		CARTRIDGE, 7.62MM, BALL, M80 14-7/16x12-17/16 X 8-1/8 CLIPS IN BANDOLIERS + M2A1 BOX
/6	A		CARTRIDGE, 7.62MM BALL, M80 CLIPS IN 14-7/16 X12-17/32 X8-1/8 BANDOLIERS W/MAGAZINE FILLER IN MZA1 BOX
/7			CARTRIUGE, 7.62 MM NATO BALL 15-1/4 x 13-1/4 x 11-1/
/8			CARTRIDGE, 7.62 MM NATO BALL 17-1/2 X 11-1/2 X 7-7/8 CARTRIDGE, 7.62 MM NATO TRACER 17-1/2 X 11-1/2 X 7-7/8 TRACER 17-1/2 X 11-1/2 X 7-7/8
/9			CARTRIDGE. 7.62 MM NATO. HPT 17-1/2 X 11-5/8 X 7-1/8
/10			CARTRIDGE30 CAL. CARBINE 11-7/8 X 9-3/4 X
/11			CARTRIDGE, .30 CAL. CARBINE 12-1/8 X 10-3/4 :
/12			CARTRIDGE30 CAL. CARBINE 14-3/4 X 10-3/8 :
/13			CARTRIDGE, .30 CAL. CARBINE 16-1/2 x 12-3/4
/14			CARTRIDGE30 CAL. CARBINE 17 X 9-3/4 X 9-5
/15			CARTRIDGE. •30 CAL. TRACER 15-1/8 X 13-1/4 CARTRIDGE. •30 CAL. BALL M2 15-1/8 X 13-1/4 CARTRIDGE. •30 CAL. LINKED. 4API. M14-1 15-1/8 X 13-1/4
/16			CARTRIDGE30 CAL. BALL M2 LINKED 17-3/8 X 11-1/2 CARTRIDGE30 CAL. AP. M2 CLIPPED 17-3/8 X 11-1/2 CARTRIDGE30 CAL. LINKED. 4AP. M2-117-3/8 X 11-1/2 X 8-1/2 X 8
			CARTRIDGE, •30 CAL. BELTED. 4API. M2-1 17-3/8 X 11-1/2 X 8-1/ CARTRIDGE, •30 CAL. LINKED. 4API. M14-1 17-3/8 X 11-1/2 X 8-1/
/17			CARTRIDGE30 CAL. BALL M2 LINKED 18-1/4 X 14-7/8 X 9-1/ CARTRIDGE30 CAL. TRACER 18-1/4 X 14-7/8 X 9-1/
	=		CARTRIDGE, .30 CAL. BALL M2 18-1/4 X 14-7/8 X 9-1/ CARTRIDGE, .30 CAL. AP. M2 CLIPPED 18-1/4 X 14-7/8 X 9-1/
/18			CARTRIDGE30 CAL. TRACER 14-1/2 x 12-3/8 x 8-3/
/19			CARTRIDGE, .30 CAL. AP. M2 CLIPPED 13-7/8 X 10-1/8 X 8-5. CARTRIDGE, .30 CAL. API, M14 CLIPPED 13-7/8 X 10-1/8 X 8-5.

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PALLETIZED LOADS - AMPHIBIOUS

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE	
MIL-STD-1324 OR WR-55				
/20				14-3/4 X 10-3/8 X 8-5/8 14-3/4 X 10-3/8 X 8-5/8
/21			CARTRIDGE, .38 CAL SPECIAL BALL M41	14-1/2 x 12-3/4 x 8-3/8
/22			CARTRIDGE, .38 CAL SPECIAL BALL M41	14-3/4 X 10-3/8 X 8-5/8
/23	A		CARTRIUGE, .45 CAL. BALL M1911 CARTONS IN M2A1 BOX	14-7/16 X12-17/32 X8-1/9
/24			CARTRIDGE, .45 CAL. BALL M1911 CARTRIDGE, .45 CAL. BALL M1911	14-1/4 X 10-1/8 X 8-7/8 14-3/4 X 10-3/8 X 8-5/8
/25			CARTRIDGE, .45 CAL. BALL M1911	15-1/2 x 9-3/4 x 7-1/2
/26			CARTRIDGE, .50 CAL. SPOTTER, TRACER CARTRIDGE, .50 CAL. LINKED	14-1/2 X 12-3/4 X 8-3/8 14-1/2 X 12-3/4 X 8-3/8
/27			CARTRIDGE, .50 CAL. TRACER, M47	15-1/8 x 13-1/4 x 11-1/
/28			CARTRIDGE, .50 CAL. LINKED	14-1/4 x 10-1/8 x 7-7/8
/29			CARTRIDGE50 CAL. LINKED	14-7/8 x 13 x 8-3/8
/30			CARTRIDGE, 81 MM HE M362	25-3/4 x 13-3/4 x 6-1/2
/31			CARTRIDGE, 81 MM HE M43A1	17-3/4 x 10-1/2 x 9-3/4
/32			CARTRIDGE. 81 MM ILLUM M301A1	28-1/4 X 13-3/8 X 6-1/4
/33		1	CARTRIDGE. 81 MM SMOKE. WP. M57	27-3/4 X 9-3/4 X 6-1/4
/34		1	CARTRIDGE. 90 MM (EXCLUDING WHITE PHOSPHORUS)	39 X 13 X 7-3/8
/35			CARTRIDGE. 105 MM ILLUM CARTRIDGE. 105 MM SMOKE CARTRIDGE. 105 MM HE	37-1/4 X 12-1/8 X 7-3/4 37-1/4 X 12-1/8 X 7-3/4 37-1/4 X 12-1/8 X 7-3/4
/36			CARTRIDGE, 105 MM SMOKE CARTRIDGE, 105 MM SMOKE CARTRIDGE, 105 MM HE CARTRIDGE, 105 MM HE	36-1/4 X 12-1/8 X 7 37-1/4 X 12-1/8 X 7 36-1/4 X 12-1/8 X 7 37-1/4 X 12-1/8 X 7
/37			CARTRIDGE, 106 MM HEAT M344	45-3/8 x 12-7/8 x 8-1/8
/38			CARTRIDGE, 106 MM HEAT M346	43-3/4 x 13-1/8 x 8-3/8
/39	В		CARTRIDGE, 4.2 INCH MOTAR. HE. ILLUM CARTRIDGE, 4.2 INCH MOTAR. HE. SMOKE	31-5/16x11-13/16 X 7-3 31-5/16X11-13/16 X 7-3
/40			CARTRIDGE, 4.2 MORTAR, SMOKE CARTRIDGE, 4.2 MORTAR, HE M329 CARTRIDGE, 4.2 MORTAR, ILLUM	32-1/8 X 11-1/4 X 7-1/4 32-1/8 X 11-1/4 X 7-1/4 32-1/4 X 11-1/4 X 7-1/4

DOCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1324 OR WR-55			
/1	A		CARTRIDGE, 12 GA. SHOTGUN, PAPER M19 15-1/8 X 13-1/4 X 11-1/8
/2			CARTRIDGE, 12 GA. SHOTGUN 15-1/4 X 10-1/4 X 10-1/4
/3	A		CARTRIDGE, 12 GA. SHOTGUN, PAPER 18-7/16x 9-7/16x14-13/1
14	A		CARTRIDGE, 12 GA. SHOTGUN, BRASS M19 18-7/16X 9-7/16X14-13/1
/5	A		CARTRIDGE, 7.62MM, BALL, M80 CLIPS IN BANDOLIERS + M2A1 BOX
/6	A		CARTRIDGE, 7.62MM BALL, M80 CLIPS IN 14-7/16 X12-17/32 X8-1/ BANDOLIERS W/MAGAZINE FILLER IN MZA1 BOX
/7			CARTRIDGE. 7.62 MM NATO BALL 15-1/4 X 13-1/4 X 11-1/
/8		Þ	CARTRIDGE, 7.62 MM NATO BALL CARTRIDGE, 7.62 MM NATO TRACER CARTRIDGE, 7.62 MM NATO LINKED 17-1/2 X 11-1/2 X 7-7/8 17-1/2 X 11-1/2 X 7-7/8
/9			CARTRIDGE, 7.62 MM NATO: HPT 17-1/2 X 11-5/8 X 7-1/9
/10			CARTRIDGE, .30 CAL. CARBINE 11-7/8 X 9-3/4 X 9-1/2
/11			CARTRIDGE, .30 CAL. CARBINE 12-1/8 X 10-3/4 X 9-1/
/12			CARTRIDGE, .30 CAL. CARBINE 14-3/4 X 10-3/8 X 8-5/
/13			CARTRIDGE30 CAL. CARBINE 16-1/2 x 12-3/4 x 7-5/
/14			CARTRIDGE30 CAL. CARBINE 17 X 9-3/4 X 9-5/8
/15			CARTRIDGE, .30 CAL. TRACER 15-1/8 X 13-1/4 X 11-1 CARTRIDGE, .30 CAL. BALL M2 15-1/8 X 13-1/4 X 11-1 CARTRIDGE, .30 CAL. LINKED, 4API, M14-1 15-1/8 X 13-1/4 X 11-1
/16			CARTRIDGE. •30 CAL. BALL M2 LINKED 17-3/8 X 11-1/2 X 8-1/ CARTRIDGE. •30 CAL. AP. M2 CLIPPED 17-3/8 X 11-1/2 X 8-1/ CARTRIDGE. •30 CAL. LINKED. 4AP. M2-1 17-3/8 X 11-1/2 X 8-1/ CARTRIDGE. •30 CAL. BELTED. 4AP. M2-1 17-3/8 X 11-1/2 X 8-1/ CARTRIDGE. •30 CAL. LINKED. 4API. M14-1 17-3/8 X 11-1/2 X 8-1/
/17			CARTRIDGE. • 30 CAL. BALL M2 LINKED CARTRIDGE. • 30 CAL. TRACER CARTRIDGE. • 30 CAL. BALL M2 CARTRIDGE. • 30 CAL. BALL M2 18-1/4 X 14-7/8 X 9-1 18-1/4 X 14-7/8 X 9-1
			CARTRIDGE, .30 CAL. AP. M2 CLIPPED 18-1/4 X 14-7/8 X 9-1
/18			CARTRIUGE30 CAL. TRACER 14-1/2 x 12-3/8 x 8-3
/19			CARTRIDGE, .30 CAL. AP. M2 CLIPPED 13-7/8 X 10-1/8 X 8-5 CARTRIDGE, .30 CAL. API, M14 CLIPPED 13-7/8 X 10-1/8 X 8-5

NUMERICAL INDEX
PALLETIZED LOADS - AMPHIBIOUS

DOCUMENT	REVISION	NOTICE	TITLE	
MIL-STD-1324 OR WR-55				
/20			CARTRIDGE, .30 CAL. AP, M2 CLIPPED CARTRIDGE, .30 CAL. API, M14	14-3/4 X 10-3/8 X 8-5/8 14-3/4 X 10-3/8 X 8-5/8
/21			CARTRIDGE, .38 CAL SPECIAL BALL M41	14-1/2 x 12-3/4 x 8-3/8
/22			CARTRIDGE, .38 CAL SPECIAL BALL M41	14-3/4 x 10-3/8 x 8-5/8
/23	A		CARTRIUGE, .45 CAL. BALL M1911 CARTONS IN MZA1 BOX	14-7/16 X12-17/32 X8-1/
/24			CARTRIDGE, .45 CAL. BALL M1911 CARTRIDGE, .45 CAL. BALL M1911	14-1/4 x 10-1/8 x 8-7/8 14-3/4 x 10-3/8 x 8-5/8
/25			CARTRIDGE, .45 CAL. BALL M1911	15-1/2 x 9-3/4 x 7-1/2
/26			CARTRIDGE, .50 CAL. SPOTTER, TRACER CARTRIDGE, .50 CAL. LINKED	14-1/2 X 12-3/4 X 8-3/8 14-1/2 X 12-3/4 X 8-3/8
/27			CARTRIDGE, .50 CAL. TRACER, M47	15-1/8 x 13-1/4 x 11-1
/28			CARTRIDGE, .50 CAL. LINKED	14-1/4 x 10-1/8 x 7-7/8
/29			CARTRIDGE50 CAL. LINKED	14-7/8 x 13 x 8-3/8
/30			CARTRIDGE, 81 MM HE M362	25-3/4 x 13-3/4 x 6-1/
/31			CARTRIDGE, 81 MM HE M43A1	17-3/4 x 10-1/2 x 9-3/4
/32			CARTRIDGE, 81 MM ILLUM M301A1	28-1/4 x 13-3/8 x 6-1/4
/33		1	CARTRIDGE. 81 MM SMOKE. WP. M57	27-3/4 X 9-3/4 X 6-1/4
/34		1	CARTRIDGE. 90 MM (EXCLUDING WHITE PHOSPHORUS)	39 X 13 X 7-3/8
/35			CARTRIDGE, 105 MM ILLUM CARTRIDGE, 105 MM SMOKE CARTRIDGE, 105 MM HE	37-1/4 x 12-1/8 x 7-3/4 37-1/4 x 12-1/8 x 7-3/4
/36			CARTRIDGE, 105 MM SMOKE CARTRIDGE, 105 MM SMOKE CARTRIDGE, 105 MM HE CARTRIDGE, 105 MM HE	37-1/4 X 12-1/8 X 7-3/4 36-1/4 X 12-1/8 X 7 37-1/4 X 12-1/8 X 7 36-1/4 X 12-1/8 X 7 37-1/4 X 12-1/8 X 7
/37			CARTRIDGE, 106 MM HEAT M344	45-3/8 x 12-7/8 x 8-1/8
/38			CARTRIDGE, 106 MM HEAT M346	43-3/4 x 13-1/8 x 8-3/8
/39	В		CARTRIDGE, 4.2 INCH MOTAR, HE, ILLUM CARTRIDGE, 4.2 INCH MOTAR, HE, SMOKE	31-5/16x11-13/16 x 7-3 31-5/16x11-13/16 x 7-3
/40			CARTRIDGE, 4.2 MORTAR, SMOKE CARTRIDGE, 4.2 MORTAR, HE M329 CARTRIDGE, 4.2 MORTAR, ILLUM	32-1/8 X 11-1/4 X 7-1/4 32-1/8 X 11-1/4 X 7-1/4 32-1/4 X 11-1/4 X 7-1/4

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE	
MIL-STD-1324 OR WR-55				
/41			PROJECTILE + CHARGE 120 MM	40-1/8 X 15-3/4 X 10-7/8
/42			PROJECTILE + CHARGE 120 MM HEAT-T	35-1/2 x 15-1/4 x 10-7/8
/43			REDUCER. FLASH M1	21-5/8 x 14-7/8 x 18
144			REDUCER. FLASH MI	23-5/8 x 17-3/4 x 12-5/8
/45			REDUCER. FLASH M3	13-5/8 x 13-5/8 x 13-5/8
/46			REDUCER. FLASH M3	16-3/8 x 16-3/8 x 23-3/8
147			GRENADE, HAND ILLUM MK-1	19-7/8 x 18-3/8 x 6-7/8
/48			GRENADE. HAND. MK-2	17-3/4 x 16-1/4 x 7-5/8
/49			GRENADE. HAND. FRAG M26	18-1/2 x 13-7/8 x 13
/50			GRENADE. HAND. FRAG M26	19-1/2 x 11-3/8 x 12-3/4
. /51			GRENADE . RIFLE . SMOKE M19	16-3/8 X 8-1/8 X 16-7/8
/52			GRENADE. RIFLE. SMOKE M19	18-3/4 x 7-3/8 x 16
/53			GRENADE, RIFLE, SMOKE M19 GRENADE, RIFLE, SMOKE M19 GRENADE, RIFLE, SMOKE M22A1	18-7/8 X 7 X 14 18-7/8 X 7 X 14-1/2 18-7/8 X 14 X 7
/54			GRENADE, RIFLE, SMOKE M19	19-3/4 x 7-7/8 x 16-3/4
/55			GRENADE. RIFLE. SMOKE M23 GRENADE. RIFLE. SMOKE M23	18-7/8 X 7 X 12-7/8 18-7/8 X 7 X 13-1/4
/56			GRENADE , RIFLE , SMOKE M23	19 X 6-1/2 X 14-5/8
/57	2		GRENADE. RIFLE. SMOKE M23	21-1/4 x 13 x 11
/58			GRENADE. RIFLE, HEAT. M28 GRENADE, RIFLE, HEAT. M31	24 X 21-3/4 X 10-1/2 24 X 21-3/4 X 10-1/2
/59			FUZE . ROCKET . PD . M48A2	18 x 15-7/8 x 9-3/8
/60			FUZE. ROCKET. PD. M81A1	16-3/4 x 9-3/4 x 8-7/8
/61			FUZE. ROCKET, PROXIMITY M402	15-3/8 x 14-1/2 x 12-3/8
/62	A		RDCKET+ 3.5	29-5/8 x 14-1/8 x 6-5/8
/63			MINE. AP. MZA1	32 x 13-1/4 x 9-1/2
/64			MINE . AP . MZA4	15 x 10-1/4 x 9-3/8
/65			MINE + AP + M16	15-5/8 x 10-1/8 x 8-1/2
				SECTION THREE

DOCUMENT	REVISION	CHANGE	TITLE	
MIL-STD-1324 OR WR-55				
/66			MINE. AP. MIS	23-3/4 X 10-1/8 X 9-3/8
/67		1	MINE. AT. HE. MIS	18 x 15-1/8 x 7-1/2
/68		1	MINE. HE. NM. M19	16-3/8 x 16 x 10-3/8
/69			SMOKE POT HC+ M4A2	15-7/8 x 15-1/8 x 13-7
/70			FLARE, SURFACE, TRIP, PARA. M48	14-5/8 x 13-1/8 x 11
/71			FLARE, SURFACE, TRIP, M49	18-1/4 x 12-5/8 x 9-3/
/72			FLARE. SURFACE. TRIP. M49	20-1/2 x 15-3/8 x 12-7
/73			FLARE. SURFACE. TRIP. M49	21-1/4 X 14-3/8 X 11
/74			FLARE. SURFACE. TRIP. M49	21-1/2 x 15-1/8 x 9-3/
/75	5		SIGNAL. III. AC	19-3/8 X 11-1/4 X 11-7
/76	2		SIGNAL. III. AC SIGNAL. III. AC	28-1/8 X 13-5/8 X 12-5 28-3/4 X 13-5/8 X 12-5
/77			SIGNAL. III AC AN-M-58	20 x 11-1/2 x 12-1/8
/78	À		SIGNAL* III.* GROUND CLUSTER* M18A1 SIGNAL* III.* GROUND CLUSTER* M20A1 SIGNAL* III.* GROUND CLUSTER* M22A1 SIGNAL* III.* GROUND CLUSTER* M52A1 SIGNAL* III.* GROUND PARA.* M12A1 SIGNAL* III.* GROUND PARA.* M17A1 SIGNAL* III.* GROUND PARA.* M19A1 SIGNAL* III.* GROUND PARA.* M19A1	18-1/4 X 12-1/2 X 13-3 18-1/4 X 12-1/2 X 13-3
/79			SIGNAL. III GROUND CLUSTER. MISAI SIGNAL. III GROUND CLUSTER. M20AI SIGNAL. III GROUND CLUSTER, M22AI SIGNAL. III GROUND CLUSTER, M52AI SIGNAL. III GROUND PARA M19AI SIGNAL. III GROUND PARA M51AI	25-3/8 X 12-5/8 X 13-3 25-3/8 X 12-5/8 X 13-3 25-3/8 X 12-5/8 X 13-3 25-3/8 X 12-5/8 X 13-3 25-3/8 X 12-5/8 X 13-3
/80			SIGNAL* II1. GROUND CLUSTER* M125 SIGNAL* II1. GROUND CLUSTER, M125A SIGNAL* II1. GROUND PARA. M126 SIGNAL* II1. GROUND PARA. M127 SIGNAL* II1. GROUND PARA. M128A1 SIGNAL* II1. GROUND PARA. M129A1	14-1/2 x 13-1/4 x 12-7 14-1/2 x 13-1/4 x 12-7 14-1/2 x 13-1/4 x 12-7 14-1/2 x 13-1/4 x 12-7
/81	17.6		SIGNAL, SMOKE. III, MARINE AN-MI3, MOD	0 0 20 x 15-1/2 x 14-1/2
/82			SIGNAL . SMOKE+ III . MARINE AN-MI3 . MOI	0 0 21-1/2 x 19-3/4 x 6-1
/83			CHARGE, DEMOLITION, BLOCK M3	13-1/2 x 10-1/4 x 10

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE	*
MIL-STD-1324 OR WR-55				
/84			CHARGE, DEMOLITION, BLOCK M5A1	17-3/8 X 13-3/4 X 12
/85			CHARGE, DEMOLITION, BLOCK, 1/4 LB.	18 X 16-1/8 X 10-1/2
786			CHARGE, DEMOLITION, BLOCK, 1/2 LB.	23-3/4 X 11 X 9-1/4
/87			CHARSE, DEMOL BLOCK, AMMONIUM NITRATE	27-1/2 X 9-3/4 X 8-7/8
/88			CHARGE DEMOLITION SHAPED 15 LB.	33-1/8 x 10-3/8 x 9-1/2
/89		1	CHARGE DEMOLITION SHAPED 40LB M3	20-1/2 x 13-3/8 x 11-3/4
/90			CHARGE ASSEMBLY, DEMOLITION, M37	17-1/8 x 12-1/2 x 11-1/2
/91			FIRING DEVICE. PULL RELEASE. M1	13-1/2 X 10 X 8-1/2
/92			FIRING DEVICE. DEMOLITION, MIAL	27-1/4 x 12-3/4 x 10-1/4
/93			FIRING DEVICE. MS	19-7/8 x 11-7/8 x 9-1/2
/94			FIRING DEVICE SET. DEMOLITION. MI	21-3/4 x 12-1/2 x 11
/95			IGNITER. TIME BLASTING FUZE. M2	17-1/2 x 9-1/8 x 7-1/4
/96			IGNITER. TIME BLASTING FUZE. M2	22-1/2 x 12-1/2 x 8
/97			IGNITER. TIME BLASTING FUZE. M60	21-5/8 x 13-1/8 x 11-7/8
/98			FUZE+ MECHANICAL TIME M67A3	18 x 15-7/8 x 9-1/8
/99			FUZE: MTSQ: M500 FUZE: MTSQ: M500A1 FUZE: PD: M51A5	16-3/4 X 9-3/4 X 8-7/8 16-3/4 X 9-3/4 X 8-7/8 16-3/4 X 9-3/4 X 8-7/8
/100			FUZE. MTSQ. M501A1	16-3/4 X 12-5/8 X 12-1/
/101			FUZE, MTSQ, M501A1	16-7/8 X 12-5/8 X 7-3/4
/102			FUZE. MTSQ. M501A1	18-1/2 x 13-7/8 x 13
/103			FJZE. PD. M48A3	18 x 15-7/8 x 13-1/8
/104			FJZE+ PD+ M51A4	18 x 15=7/8 x 9=1/8
/105			FJZE+ PD+ M51A5	18-1/2 x 10-7/8 x 15-3/
/106			FJZE+PD+CONCRETE PIERCING M78 + T105	15-7/8 x 13-1/2 x 8
/107			FUZE, PD. SELF DESTROYING, T234E2	16-7/8 x 12-1/2 x 9-1/8
/108			FUZE PROXIMITY M504A2	18-1/4 x 12-7/8 x 9-3/8
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DÓCUMENT	REVISION	CHANGE NOTICE	TITLE
MIL-STD-1324 OR WR-55			
/109		*	FUZE, PROXIMITY, M513 FUZE, PROXIMITY, M514 FUZE, PROXIMITY, M515 FUZE, PROXIMITY, M515 FUZE, PROXIMITY, M516 15-1/8 X 14-1/2 X 12 FUZE, PROXIMITY, M516
/110			FUZE. PROXIMITY. M513 15-1/2 X 14-5/8 X 12-3/ FUZE. PROXIMITY. M514 15-1/2 X 14-5/8 X 12-3/
/111			FUZE: PROXIMITY: M517 17-1/2 X 13-1/8 X 9-3/4
/112	A		115 MM PROPELLING CHARGE M3 6-3/8 DIAM. X 37-3/4
/113			ROCKET.HE_66MM.AT HEAD M18.MOTOR M54. 33-1/2 x 31-1/8 x 13-3 WITH LAUNCHER M72
/114 THRU /126			BEING PROCESSED -DISTRIBUTION AT A LATER DATE
/127		-	MINE ANTIPERSONNEL M18A1 15-3/16 X 10-9/16 X 14-13/WITH ACCESSORIES
/128		1	MINE.ANTITANK.M21.HE WITH BOOSTER. 29-3/16 X 12-1/2 X 13-7/M120 AND FUZE M607 OR XM609
/129			CARTRIDGE,81MM, HE374 W/FUZE PD M524A5 14 X 26 1/4 X 6 3/4
/130			CARTRIDGE.81MM.SMOKE WP375 W/FUZE 14 x 26 1/4 x 6 3/4 PD M52
/131			FIRING DEVICE DEMOLITION MK1 MOD 1. 25-1/2 X 6-1/2 X 14-7
/132		1	DEMOLITION KIT, BANGALORE TORPEDO MIA 65-5/8X 15-5/16 X 7-3/
/133			FJZE. TIME BLASTING M700 30-1/8 X 15-1/8 X 14-7
. /134		1	BJMB+HIGH EXPLOSIVE+MK115 MOD 0. 17-27/64 X17-1/4 X 34-3
/135		1	105MM CARTRIDGE-WP 37-1/4 X 12 X 7-5/8
/136			FUZE . BOMB . MK374 MOD 0 20-7/16 X 12 X 12-7/
/137			FUZES.M51.M500.M514 AND M520 TYPES 14-5/8 X 12-13/16 X 9-1
/138		1	GRENADE . HAND ILLUMINATING MK 1 MOD 2
/139		1	CHARGE PROPELLING M67 CANCELLED - REPLACE WITH DOMESTIC UNIL LOAD WR-53/766
/140	100		30 CALIBER LINKED AMMO IN S/A BOX MK1 18 1/2 X 9 1/2 X 15
/141	A		CHARGE PROPELLING 155MM M72/CNTR M16 42 3/4 X 8 13/32 DIA
/142			8 INCH PROJECTILE M106
		415	

DOCUMENT	REVISION	CHANGE NOTICE	TITLE	
MIL-STD-1324 OR WR-55				
/143	Ą		CHARGE PROPELLING 8 IN. MI/CNTR MISAL	26 9/32 X 8 13/32 DIA
/144	A		CARTRIDGE.40MM HE-M406 IN CNTR M548	18 1/2 x 8 1/4 x 14 1/2
/145	A		CHARGE PROPELLING 8 INCH M2/CNTR M19	29 9/32 X 9 13/32 DIA
/146			CHARGE: DEMOLITION MK 8-3	
/147		1	CARTRIDGE. 90MM. SMOKE. WP	
/148			PROJECTILE, 175MM HE, M437A2	
/149	A		PROJECTILE: 175MM IN PALLET ADAPTER MK 95 MOD 0	
/150			3.5 ROCKET ASSY, HEAT IN 2.25 ROCKET CONTAINER MK1 OR MK2	11.03 X 11.22 X 11.87
/151			CARTRIDGE, SOMM HE M49A4	16-3/8 x 13-3/4 x 11-1/
/152			FUZE. PROXIMITY M532 IN AMMO BOX M2A1	14-7/16 x 12-17/32X8-1/
/153			CHARGE: DEMO MK47-0; SHAPED IN AMMO BOX MZA1	14-7/16 X 12-17/32X8-1/
/154			.50 CAL LINKED AMMO IN S/A AMMO BOX	18-1/2 X 9-1/2 X 15
/155		1	120MM PROJECTILE. SMOKE-WP AND PROPELLING CHARGE	41 x 15-9/16 x 10-27/3
/156			CARTRIDGE. 20MM. M50 SERIES BELTED #ITH MK7 OR M-14 LINKS IN CNTR M548	18-1/2 x 8-1/4 x 14-1/
/157			טא אטבט	
/158			BOMB + FUEL AIR EXPLOSIVES + BLU-93/8 +	IN CNTR CNU-237/E
/159			SIGNAL. SMOKE & ILLUMINATION. MARINE	MK13-0 IN AMMO BOX M2A1
/160 THRU /166		*	טא אטבט	
/167		1	CARTRIDGE.30 MILLIMETER. HEI. F/ADEN CONTAINER	GUN IN 60 ROUND METAL
/168			CARTRIDGE, 30 MILLIMETER, TP, F/ADEN CONTAINER	GUN IN 30 ROUND METAL
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DOCUMENT	REVISION	NOTICE	TITLE
MIL-5TD-1386			
-1			9349- (50 MYN) (350 LD) 5 1 H L
			8348, GP MK81 (250 LB) F.I.U.L.
-2	A		BOMB GP MK83-MODS. IN MK11-0 PALLET. PER WR-54/35
-3			8048. GP MK82-0.1. 500LB. A/F UL TPO 1325-294-4152 REV R
-4		1	BOMB GP MK82-0+1. 500LB ON BOMB PALLET MK9 PER WR-54/31
-5			ADAPTER. BOUSTER. NOSE T45. FIUL
-6			FIN ASSEMBLY, BOMB, 500 LB, MAU/93B, UNCRATED, A/F UL
-7			FIN ASSEMBLY. BOMB. 500 LB. UNCRATED
-8			FUZE. BOMB. NOSE.M904. FIUL
-9	A		PROJECTILE. 5/54 IN PALLET ADAPTER MK11. FIUL
-10			CARTRIDGE. 5/54. FIUL
-11			PROJECTILE. 6 INCH AP IN PALLET ADAPTER MK20. FIUL
-12			PROJECTILE 6 INCH AAC OR HC W/PROTECTIVE CAP MK1 & 30 IN PALLET ADAPTER MK200 FIUL
-13			PROJECTILE. 6 INCH AAC OR HC W/PROTECTIVE CAP MK4. IN PALLET ADAPTER MK20. FIUL
-14			BOMB. 500 LB MK82 MOD 2 (TP) ON BOMB PALLET MK9-0 WITH SADDLES. FIUL
-15			FJZE+ BOMB MK344 OR MK376 MOD O+ FIUL
-16			FINS, BOMB TAIL MK15 MOD O & 1. IN CRATE MK28-0. FIUL
-17			FIN ASSEMBLY. BOMB F/1000 LB MK83 BOMB. IN CRATE MK10 & MODS
-18			FIN ASSEMBLY. BOMB F/1000 LB MK83 BOMB. UNCRATED. FIUL
-19			FIN ASSEMBLY. BOMB F/500 LB MK82 BOMB. IN CRATE MK17-0. FIU
-20			LAJNCHER. ROCKET. LAU-69/A. DUL
-21	A		8048, 500 LB MK82-2 (TP) ON PALLET MHU-122/E PER WR-54/239
-22		1	BOMB. PRACTICE MK 76 MODS 4 & 5 PER ULUR MIL-STD-1323-217
-23			FLARE. AIRCKAFT MLU-32/B99 (BRITEYE) PER WR-54/94
-24		WAR A	CARTRIDGE 6/47 IN MK 4 TANK PER WR-54/7
-25			PROJECTILE 5/38 PER WR-54/4

MIL-STD-1386 -26 -27 -28 -29		CHARGE PROPELLING 5/38 PER WR-54/3
-27		CHARGE PROPELLING 5/38 PER WR-54/3
-27 -28		
-28		CARTRIDGE 3/50 PER WR-54/1
		FLARE. AIRCRAFT. PARACHUTE. MK 24 PER WR-54/154
-29		FLARE. AIRCRAFT. PARACHUTE. MK 45 PER WR-54/170
		CARTRIDGE. ZOMM. BELTED W/MK 7 OR M14 LINKS PER WR-54/187
-30		
-31		ROCKET LAUNCHER . LAU-61/A . LAU-68/A OR LAU-69/A PER WR-54/174
-32		5" WARHEAD MK24+32 & MODS F-I-U-L-
-33		CARTRIDGE. 20MM IN S/A BOX MK 1-0; FIUL
-34		FIN ASSEMBLY. BOMB MK 15 & MODS (SNAKEYE) PER WR-54/242
-35		CARTRIDGE: 40MM PER WR-54/10
-36		GUIDANCE KIT. BOMB. KMU-351A/B PER WR-54/236
-37		INITIATOR . MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL
-38		BOMB. GUIDANCE KIT. KMU-388/B F.I.U.L.
-39		SAFETY & ARMING DEVICE MK13-0 F.I.U.L.
-40		CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U.L.
-41		ROCKET MOTOR, MK 16-MODS 6 MK 71-0,1 (ZUNI) IN CNTR MK 38-0; FIUL
-42		CARTRIDGE 7-62MM A-U-L-
-43		CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L-
		BOMB. GP. MK 82-MODS (500LB) EMPTY
-44		 BOMB. GP. MK 81-MODS (250LB) EMPTY
-45		PROJECTILE 6"AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS;
-46		MINE, UNDERWATER MK 52-MODS IN CRATE MK 52; FIUL
-47		MINE, UNDERWATER MK 55_MODS, CONFIGURATION "C"
-48	,	IN CRATE MK 55-1; FIUL
-49		FIRE BOMB. MK 77-2.4 (EMPTY); FIUL
-50		PACK ASSEMBLY. PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL
-51		RELEASE, PARACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL

DOCUMENT _	REVISION	CHANGE NOTICE	TITLE
IL-STD-1386			
-52			RELEASE, PARACHUTE, UNDERWATER MINE, MK 33 TYPE; FIUL
-53			FIN. TAIL, UNDERWATER MINE, MK 18 TYPE; FIUL
-54	A		FAIRING, UNDERWATER MINE, MK 20 TYPE; FIUL
-55			CARTRIDGE 76MM/62 CALIBER FIUL
-56			EXPLOSIVE SECTION MK 1-0 FOR MINE MK 56-0 IN CRATE MK 101-0
-57			EXPLOSIVE SECTION MK 2-2, F/MK 57 MINE IN CRATE MK 105-0 FIUL
-58			ANCHOR, UNDERWATER MINE MK 57 TYPE F/UMN MK 57; DUL
- 59			EXPLOSIVE SECTION MK 2-2 (EMPTY) F/UMN MK 57 IN CRATE MK 103-0, DUL
-60			MECHANISM COMPARTMENT MK 2-3 F/UMN MK 57 IN CRATE MK 104; DU
-61			UNASSIGNED
-62			PARAPAC ASSEMBLY MK 36-0 F/UMN MK 55 FIUL
-63			FLIGHT GEAR UMN MK 55 IN CNTR MK 586-0 FIUL
-64			FLIGHT GEAR UMN MK 52 IN CNTR MK 585-0 FIUL
- 1			

MIL-STD-1386 -26 -27 -28 -27 -28 -29 -30 -30 -31 -31 -32 -32 -33 -33 -34 -35 -36 -37 -38 -39 -40 -41 -42 -42 -43 -43 -44 -49 -50 -47 -48 -49 -49 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -40 -41 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -40 -41 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -40 -41 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -49 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -49 -40 -41 -41 -42 -43 -44 -45 -44 -45 -46 -47 -48 -49 -49 -49 -49 -40 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -49 -40 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -49 -40 -40 -41 -41 -42 -43 -44 -45 -46 -47 -48 -49 -49 -49 -49 -49 -49 -49 -49 -49 -49	DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
CARTRIDGE 3/50 PER WR-54/1 -28 -27 -28 -29 -29 -29 -20 -30 -31 -31 -32 -31 -32 -33 -32 -33 -34 -35 -36 -37 -38 -38 -39 -39 -30 -30 -30 -31 -32 -33 -34 -35 -36 -37 -38 -38 -39 -39 -30 -30 -30 -30 -30 -30	MIL-STD-1386			
FLARE. AIRCRAFT. PARACHUTE. MK 24 PER WR-54/154 FLARE. AIRCRAFT. PARACHUTE. MK 45 PER WR-54/170 CARTRIDGE. ZOMM. BELTED W/MK 7 OR M14 LINKS PER WR-54/187 ROCKET LAUNCHER. LAU-61/A. LAU-68/A OR LAU-69/A PER WR-54/174 32 S WARHEAD MK24+32 6 MODS F-1-U-L. CARTRIDGE. ZOMM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY. BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE. 40MM PER WR-54/10 GUIDANCE KIT. BOMB. KMU-351A/B PER WR-54/236 INITIATOR. MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BYB. GUIDANCE KIT. KMU-388/B F-1-U-L. SAFETY 6 ARMING DEVICE MK13-0 F-1-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. ROCKET MOTON. MK 16-MODS 6 MK 71-0,1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. UNDERWATER MK 55-MODS. (SOOLB) EMPTY POJECTILE 6-MAC. MC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 55-MODS. CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIR BOMB. MK 77-2-4 (EMPTY); FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL	-26			CHARGE + PROPELLING + 5/38 PER WR-54/3
FLARE, AIRCRAFT, PARACHUTE, MK 45 PER WR-54/170 CARTRIDGE, ZOMM, BELTED W/MK 7 OR M14 LINKS PER WR-54/187 ROCKET LAUNCHER, LAU-61/A, LAU-68/A OR LAU-69/A PER WR-54/174 S" WARHEAD MK24+32 6 MODS F-I-U-L- CARTRIDGE, ZOMM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY, BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT, BOMB, KMU-351A/B PER WR-54/236 INITIATOR, MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BYMB, GUIDANCE KIT, KMU-388/B F-I-U-L- SAFETY 6 ARMING DEVICE MK13-0 F-I-U-L- CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D-U-L- ROCKET MOTON, MK 16-MODS 6 MK 71-0+1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7-62MM A-U-L- CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L- BYMB, GP, MK 82-MODS (SOOLB) EMPTY BYMB, GP, MK 81-MODS (250LB) EMPTY PROJECTILE 6-AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 55-MODS, CONFIGURATION "C" IN CNATE MK 55-1; FIUL FIRE BYMB, MK 77-2+4 (EMPTY); FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 25 TYPE FIUL DELEASE, PARACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL	-27			CARTRIDGE 3/50 PER WR-54/1
FLARE, AIRCRAFT, PARACHUTE, MK 45 PER WR-54/170 CARTRIDGE, ZOMM, BELTED W/MK 7 OR M14 LINKS PER WR-54/187 ROCKET LAUNCHER, LAU-61/A, LAU-68/A OR LAU-69/A PER WR-54/174 5" WARHEAD MK24+32 6 MODS F-1*U*L* CARTRIDGE, ZOMM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY, BOMB MK 15 6 MoDS (SNAKEYE) PER WR-54/242 CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT, BOMB, KMU-351A/B PER WR-54/236 INITIATOR, MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB, GUIDANCE KIT, KMU-388/B F-1*U*L* SAFETY 6 ARMING DEVICE MK13-0 F-1*U*L* CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D*U*L* ROCKET MOTON, MK 16-MODS 6 MK 71-0*1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A*U*L* BOMB, GP, MK 82-MODS (SOOLB) EMPTY BOMB, GP, MK 82-MODS (SOOLB) EMPTY BOMB, GP, MK 81-MODS (250LB) EMPTY PROJECTILE 6*AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS, CONFIGURATION "C" IN CNATE MK 55-1; FIUL FIRE BOMB, MK 77-2*4 (EMPTY); FIUL PACK ADSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL DELEASE, PANACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL	-28	4		FLARE. AIRCRAFT. PARACHUTE. MK 24 PER WR-54/154
CARTRIDGE, ZOMM, BELTED W/MK 7 OR M14 LINKS PER WR-54/187 ROCKET LAUNCHER* LAU-61/A* LAU-68/A OR LAU-69/A PER WR-54/174 5" WARMEAD MK24*32 6 MODS F*1*U** CARTRIDGE, ZOMM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY* BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE, *OMM PER WR-54/10 GUIDANCE KIT* BOMB* KMU-351A/B PER WR-54/236 INITIATOR, MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB* GUIDANCE KIT* KMU-388/B F*1*U**L** SAFETY 6 ARMING DEVICE MK13-O F*1*U**L** CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D**U**L** CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D**U**L** CARTRIDGE 7*62MM A**U**L** CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A**U**L** BOMB* GP, MK 82-MODS (500LB) EMPTY BOMB* GP, MK 82-MODS (500LB) EMPTY PROJECTILE B**AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE* UNDERWATER MK 52-MODS, CONFIGURATION "C" IN CNATE MK 55-1; FIUL FIRE BOMB, MK 77-2**4 (EMPTY); FIUL PACK ADSEMBLY, PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL DEFLEASE** PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL				FLARE. AIRCRAFT. PARACHUTE. MK 45 PER WR-54/170
ROCKET LAUNCHER® LAU—61/A, LAU—68/A OR LAU—69/A PER WR—54/174 5° WARHEAD MK24*32 6 MODS F**** F*** F*** WR—54/174 5° WARHEAD MK24*32 6 MODS F*** OF F*** WR—54/174 CARTRIDGE*** ZOMM IN S/A BOX MK 1—0; FIUL FIN ASSEMBLY*** BOMB MK 15 6 MODS (SNAKEYE) PER WR—54/242 CARTRIDGE*** 40MM PER WR—54/10 GATRIDGE*** 40MM PER WR—54/10 GATRIDGE*** GOMB MK 15 6 MODS (SNAKEYE) PER WR—54/242 CARTRIDGE*** 40MM PER WR—54/10 GATRIDGE*** MODHS*** WAU—381/B PER WR—54/236 INITIATOR*** MK 13—0 (F**/FIRE BOMB) IN CNTR CNU—157/E; FIUL BOMB*** GUIDANCE KIT*** KMU—388/B F*** I*** U=0*** SAFETY & ARMING DEVICE MK13—0 F*** I*** U=0*** CARTRIDGE*** 50 CAL IN S/A AMMO BOX MK 1=0 D*** U=0*** CARTRIDGE*** TO CAL IN S/A AMMO BOX MK 1=0 D*** U=0*** CARTRIDGE*** TO CAL IN S/A AMMO BOX MK 1=0 A*** U=0*** CARTRIDGE*** 50 CAL IN S/A AMMO BOX MK 1=0 A*** U=0*** CARTRIDGE*** 50 CAL IN S/A AMMO BOX MK 1=0 A*** U=0*** CARTRIDGE**** 50 CAL IN S/A AMMO BOX MK 1=0 A*** U=0*** BOMB**** GP**** MK 82—MODS (500LB) EMPTY AND CARTRIDGE***** DAMACH MC SZ*** SOLB) EMPTY PROJECTILE 6***** ACC, HC OR AP IN PALLET ADAPTER MK 4—MODS; FIUL MINE**** UNDERWATER MK 52—MODS IN CRATE MK 52; FIUL MINE****** UNDERWATER MK 52—MODS, CONFIGURATION HC***** IN CRATE MK 55—1; FIUL FIRE BOMB****** MK 77-2***** (EMPTY); FIUL PACK ASSEMBLY**** PARACHUTE; UNDERWATER MINE**** MK 20 TYPE; FIUL PACK ASSEMBLY***** PARACHUTE; UNDERWATER MINE**** MK 20 TYPE; FIUL	-30			CARTRIDGE. ZOMM. BELTED W/MK 7 OR M14 LINKS PER WR-54/187
S= WARHEAD MK24+32 6 MODS F-1-U-L- CARTRIDGE, ZOMM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY+ BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT+ BOMB+ KMU-351A/B PER WR-54/236 INITIATOR+ MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BDMB+ GUIDANCE KIT+ KMU-388/B F-1-U-L- SAFETY 6 ARMING DEVICE MK13-0 F-1-U-L- CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D-U-L- ROCKET MOTON+ MK 16-MODS 6 MK 71-0+1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7+62MM A-U-L- CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L- BDMB+ GP+ MK 82-MODS (500LB) EMPTY BDMB+ GP+ MK 82-MODS (500LB) EMPTY PROJECTILE 6*AAC+ HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS IN CRATE MK 52; FIUL MINE, UNDERWATER MK 55-MODS, CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIRE BDMB+ MK 77-2+4 (EMPTY); FIUL PACK ASSEMBLY+ PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PELEASF- PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL				ROCKET LAUNCHER. LAU-61/A. LAU-68/A OR LAU-69/A PER WR-54/174
CARTRIDGE, 20MM IN S/A BOX MK 1-0; FIUL FIN ASSEMBLY, BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT, BOMB, KMU-351A/B PER WR-54/236 INITIATOR, MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB, GUIDANCE KIT, KMU-388/B F.I.U.L. SAFETY 6 ARMING DEVICE MK13-0 F.I.U.L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U.L. ROCKET MOTON, MK 16-MODS 6 MK 71-0,1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7.62MM A.U.L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A.U.L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A.U.L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A.U.L. BOMB, GP, MK 82-MODS (500LB) EMPTY BOMB, GP, MK 81-MODS (250LB) EMPTY PROJECTILE 6"AAC, MC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS, CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIRE BOMB, MK 77-2.4 (EMPTY); FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL				5" WARHEAD MK24+32 & MODS F-I-U-L-
FIN ASSEMBLY, BOMB MK 15 6 MODS (SNAKEYE) PER WR-54/242 CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT, BOMB, KMU-351A/B PER WR-54/236 INITIATOR, MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB, GUIDANCE KIT, KMU-388/B F-I-U-L. SAFETY 6 ARMING DEVICE MK13-0 F-I-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D-U-L. ROCKET MOTOR, MK 16-MODS 6 MK 71-0.1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7.62MM A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. BOMB, GP, MK 82-MODS (500LB) EMPTY BOMB, GP, MK 81-MODS (250LB) EMPTY PROJECTILE 6"AAC, MC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS, CONFIGURATION "C" IN CHATE MK 55-1; FIUL FIRE BOMB, MK 77-2.4 (EMPTY); FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE, MK 20 TYPE; FIUL				CARTRIDGE, ZOMM IN S/A BOX MK 1-0; FIUL
CARTRIDGE, 40MM PER WR-54/10 GUIDANCE KIT. BOMB. KMU-351A/B PER WR-54/236 INITIATOR. MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB. GUIDANCE KIT. KMU-388/B F-I-U-L. SAFETY 6 ARMING DEVICE MK13-0 F-I-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 D.U-L. ROCKET MOTON, MK 16-MODS 6 MK 71-0.1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7.62MM A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 A-U-L. BOMB. GP. MK 82-MODS (500LB) EMPTY BOMB. GP. MK 81-MODS (250LB) EMPTY PROJECTILE 6"AAC. HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE. UNDERWATER MK 52-MODS IN CRATE MK 52; FIUL MINE. UNDERWATER MK 55-MODS. CONFIGURATION HCH IN CRATE MK 55-1; FIUL FIRE BOMB. MK 77-2.4 (EMPTY); FIUL PACK ASSEMBLY. PARACHUTE; UNDERWATER MINE MK 20 TYPE; FIUL DELEASE. PANACHUTE, UNDERWATER MINE. MK 20 TYPE; FIUL				FIN ASSEMBLY. BOMB MK 15 & MODS (SNAKEYE) PER WR-54/242
GUIDANCE KIT. BOMB. KMU=351A/B PER WR-54/236 INITIATOR. MK 13-0 (F/FIRE BOMB) IN CNTR CNU=157/E; FIUL BOMB. GUIDANCE KIT. KMU=388/B Folouolo SAFETY & ARMING DEVICE MK13-0 Folouolo CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 Douolo ROCKET MOTOR. MK 16-MODS 6 MK 71-0.1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7.62MM AOUOlo CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 AOUOlo BOMB. GP. MK 82-MODS (500LB) EMPTY BOMB. GP. MK 81-MODS (250LB) EMPTY PROJECTILE 6"AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE. UNDERWATER MK 52-MODS. CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIRE BOMB. MK 77-2.4 (EMPTY); FIUL PACK ADSEMBLY. PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PELEASF. PARACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL				
INITIATOR MK 13-0 (F/FIRE BOMB) IN CNTR CNU-157/E; FIUL BOMB GUIDANCE KIT KMU-388/B FOI ULC SAFETY & ARMING DEVICE MK13-0 FOI ULC CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 DOUGLO ROCKET MOTON, MK 16-MODS 6 MK 71-0,1 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 7062MM ADULC CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 ACUCLO CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 ACUCLO BOMB GP, MK 82-MODS (500LB) EMPTY BOMB GP, MK 81-MODS (250LB) EMPTY PROJECTILE 6"AAC, HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS, CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIRE BOMB, MK 77-2 4 (EMPTY); FIUL PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PELEASE, PARACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL				GUIDANCE KIT. BOMB. KMU-351A/B PER WR-54/236
BOMBO GUIDANCE KITO KMU-388/B FOIOUOLO SAFETY 6 ARMING DEVICE MK13-0 FOIOUOLO CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 DOUOLO ROCKET MOTON, MK 16-MODS 6 MK 71-001 (ZUNI) IN CNTR MK 38-0; FIUL CARTRIDGE 706ZMM AOUOLO CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 AOUOLO CARTRIDGE 50 CAL IN S/A AMMO BOX MK 1-0 AOUOLO BOMBO GPO MK 82-MODS (500LB) EMPTY BOMBO GPO MK 81-MODS (250LB) EMPTY PROJECTILE 6-MACO HC OR AP IN PALLET ADAPTER MK 4-MODS; FIUL MINE, UNDERWATER MK 52-MODS IN CRATE MK 52; FIUL MINE, UNDERWATER MK 55-MODS, CONFIGURATION "C" IN CRATE MK 55-1; FIUL FIRE BOMBO MK 77-2-04 (EMPTY); FIUL PACK ADSEMBLYO PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL PACK ADSEMBLYO PARACHUTE, UNDERWATER MINE, MK 20 TYPE; FIUL				
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PACK ASSEMBLY, PARACHUTE; UNDERWATER MINE MK 35 TYPE FIUL	4.0			
RELEASE PARACHUTE UNDERWATER MINE, MK 20 TYPE; FIUL				

DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1386			
-52			RELEASE, PANACHUTE, UNDERWATER MINE, MK 33 TYPE; FIUL
-53			FIN. TAIL. UNDERWATER MINE, MK 18 TYPE; FIUL
-54	A		FAIRING, UNDERWATER MINE, MK 20 TYPE; FIUL
-55			CARTRIDGE 76MM/62 CALIBER FIUL
-56			EXPLOSIVE SECTION MK 1-0 FOR MINE MK 56-0 IN CRATE MK 101-0
-57			EXPLOSIVE SECTION MK 2-2, F/MK 57 MINE IN CRATE MK 105-0 FIU
-58			ANCHOR . UNDERWATER MINE MK 57 TYPE F/UMN MK 57; DUL
-59			EXPLOSIVE SECTION MK 2-2 (EMPTY) F/UMN MK 57 IN CRATE MK 103-0, DUL
-60			MECHANISM COMPARTMENT MK 2-3 F/UMN MK 57 IN CRATE MK 104; DU
-61			UNASSIGNED
-62	1.7		PARAPAC ASSEMBLY MK 36-0 F/UMN MK 55 FIUL
-63			FLIGHT GEAR UMN MK 55 IN CNTR MK 586-0 FIUL
-64		1 2 2	FLIGHT GEAR UMN MK 52 IN CNTR MK 585-0 FIUL
		7.	

NUMERICAL INDEX COMMERCIAL CONTAINER LOADING

DOCUMENT	REVISION LETTER	CHANGE	TITLE
MIL-STD-1663			
-1			EXPLOSIVE SECTION MK 1 MOD 0 F/MINE MK 56-0 IN CRATE MK 101-0. FIUL
-2			MINE. UNDERWATER MK 52 & MODS IN CRATE MK 52 & MODS. FIUL
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MIL-HDBK-236 T (NAVY)
4 APRIL 1983

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NUMERICAL INDEX COMMERCIAL CONTAINER LOADING

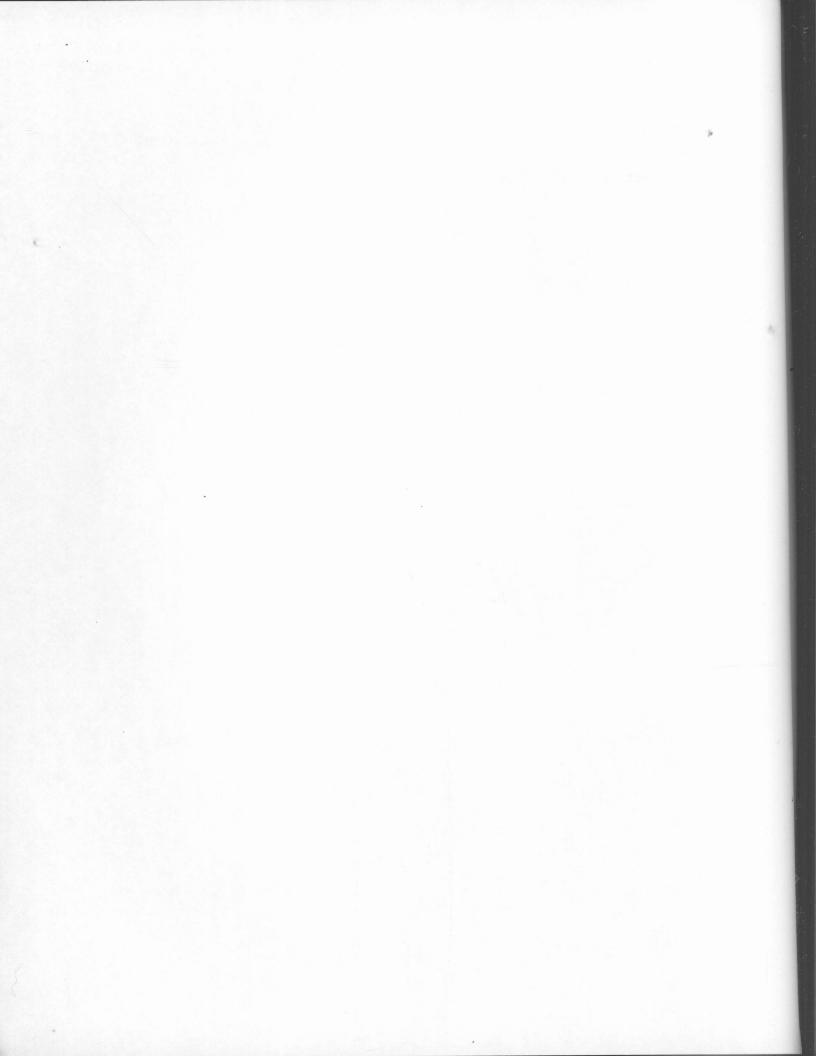
DOCUMENT	REVISION LETTER	CHANGE NOTICE	TITLE
MIL-STD-1663			
-1			EXPLOSIVE SECTION MK 1 MOD 0 F/MINE MK 56-0
-2			IN CRATE MK 101-0, FIU MINE, UNDERWATER MK 52 & MODS IN CRATE MK 52 & MODS, FIUL
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4 APRIL 1983

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Custodian: NAVY - OS

Review activities: NAVY - OS, AS, MC Preparing Activity
NAVY - OS
(Project Number 8140-N588)



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NOTE: This form may not be used to request copies of documents, nor to request waivers, deviations, or clarification of specification requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

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MIL-STD-1320C (NAVY) 30 AUGUST 1979

SUPERSEDING MIL-STD-1320B (NAVY) 22 JULY 1977 AND INTERIM NOTICE 1 (OS) 12 SEPTEMBER 1978

MILITARY STANDARD

TRUCKLOADING OF AMMUNITION AND EXPLOSIVES



DEPARTMENT OF THE NAVY Naval Sea Systems Command Washington, D.C. 20362

Truckloading of Ammunition and Explosives

MIL-STD-1320C (Navy)

- 1. This standard has been approved by the Department of the Navy and is published to establish requirements for truckloading of ammunition and explosives.
- 2. As of the promulgation date of this document, this standard is a mandatory requirement to be invoked in work orders, specifications, purchase descriptions, or military interdepartmental procurement requests (and contracts, when necessary) for the transportation of naval ammunition, explosives, and associated items to be transported by truck. It is mandatory for performance of truckloading operations by all elements of the Navy and Marine Corps.
- 3. Requests for technical interpretations, approval of deviations, or special assistance should be sent to Commanding Officer, Naval Weapons Station Earle, Naval Weapons Handling Center, Colts Neck, N. J. 07722, or call Autovon 449-7691, 7692, or 7693.
- 4. Copies of this complete standard and/or individual dash sheets alone may be obtained from the Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120. (When ordering, specify whether the complete document is required or specific dash sheet only are needed.)
- 5. Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Naval Weapons Station Earle, Naval Weapons Handling Center, Colts Neck, N. J. 07722 by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) attached at the back of this document or by letter.

FOREWORD

This standard describes general procedures and practices applicable to loading, blocking and bracing ammunition, explosives, and associated items for transportation by or to the Navy in trucks and trailers.

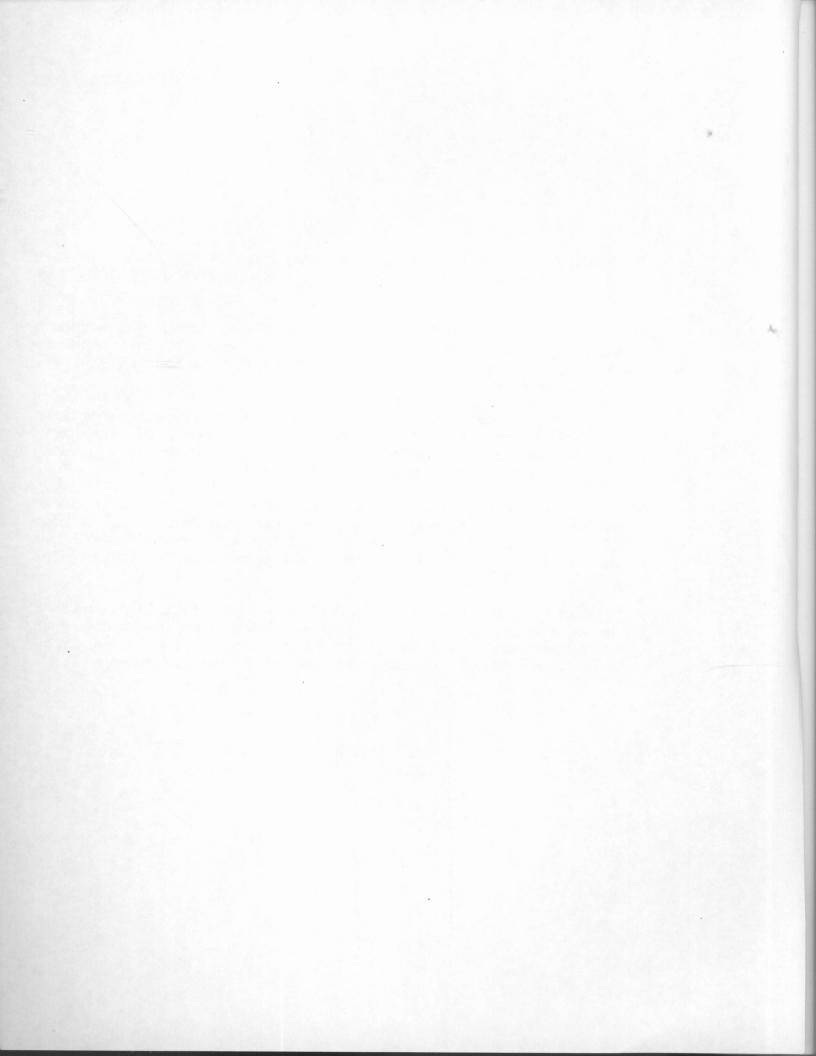
Different loads require different blocking and bracing applications. It is the intent of this military standard not only to describe the special applications but also to set up minimum acceptable standards for all truck and trailer loads. These procedures will help loading personnel prepare safe and economical loads.

Physical dimensions, weights, types of loads, and vehicles vary greatly, precluding the coverage of all combinations. The examples and procedures given in this basic standard should be considered as typical. Mandatory requirements for specific loads are given in a series of MIL-STD dash numbered sheets which form a part of this standard.

A motion picture, pertinent to this standard, entitled "Blocking and Bracing Ammunition for Semitrailer on Highway, Semitrailer on Flatcar, and Container on Flatcar," MA-10715B, is available for training purposes from local Naval Education and Training Support Centers by submitting requests on Training Aids Temporary Loan Request/Invoice (5NC GEN 1551/1 Rw 9-4).

Certain Weapon Requirements (WR's) referenced in this standard are in process of supersedure by proposed military standards. If an equivalent military standard dash number sheet has not been published, the applicable WR slash number sheet shall be used. The following cross-reference correlates the new designator with the previous designator:

New	Previous
MIL-STD-1320	WR-51
MIL-STD-1322	WR-53
MIL-STD-1323	WR-54
MIL-STD-1325	WR-52



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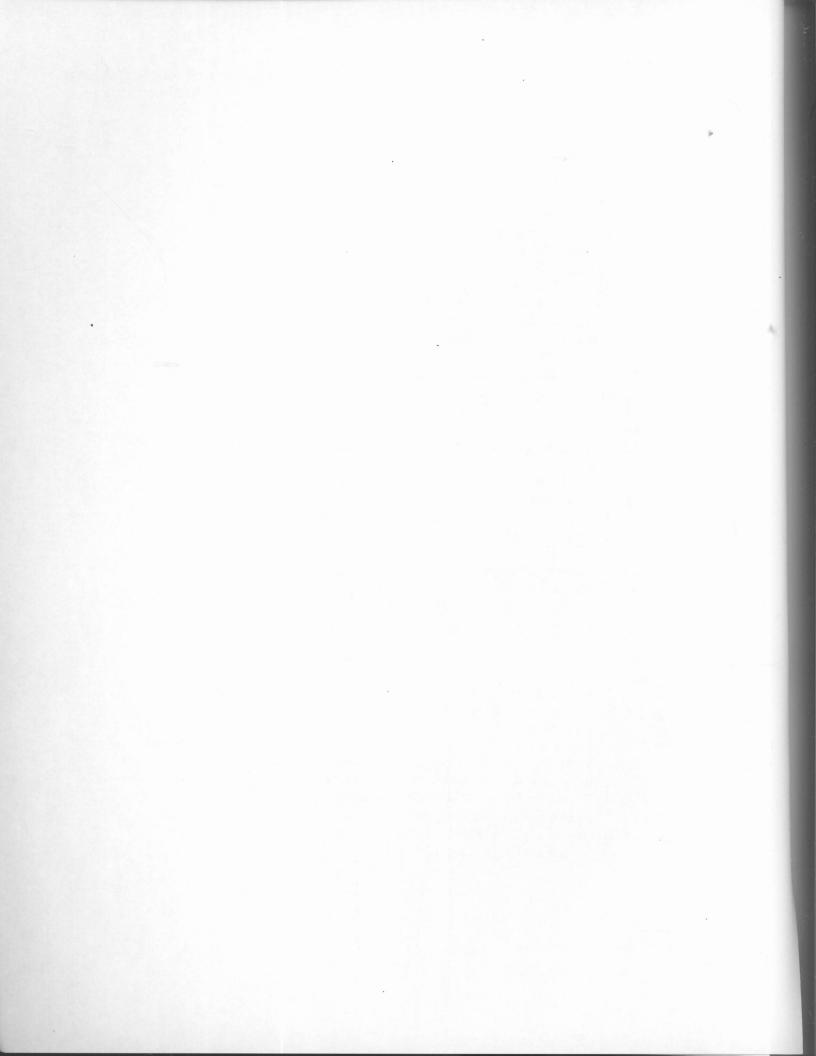
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MILITARY STANDARD

TRUCKLOADING OF AMMUNITION AND EXPLOSIVES

1. SCOPE

- 1.1 Scope. This standard, consisting of a general document and dash numbered sheet, establishes the approved methods for the preparation of full-truckload (FTL) and less-than-truckload (LTL) shipments of ammunition, explosives and associated items. It also contains guidance to be followed in all truckloading procedures when specific instructions in the form of MIL-STD dash number sheets do not exist.
- 1.2 Application. This standard is to be used by all personnel engaged in truckloading ammunition, explosives, and associated items for or to the Navy. MIL-STD-1320-1, MIL-STD-1320-2, and MIL-STD-1320-3 are typical specifications applicable to truckloading typical palletized unit loads of many different items which do not require the detail shown by specific truckloading plans (dash number sheets).

2. REFERENCED DOCUMENTS

2.1 Issues of documents. The following documents of the issue in effect on the date of invitation for bids or request for proposal form a part of this standard to the extent specified herein.

SPECIFICATIONS

FEDERAL

FF-N-105 Nails, Brads, Staples and Spikes: Wire Cut and

Wrought

MM-L-751 Lumber; Softwood

QQ-S-781 Strapping, Steel, Flat and Seals

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PUBLICATIONS

HANDBOOK

MIL-HDBK-236

Index to Standards for Palletizing, Truck Loading, Railcar Loading and Container Loading of Hazardous

Materials

NAVAL SEA SYSTEMS COMMAND (CODE IDENT 10001)

OP 5 Ammunition and Explosives Ashore

OP 2165 Navy Transportation Safety Handbook

OP 2239 Driver's Handbook, Ammunition, Explosives and

Dangerous Articles

OP 3681 Motor Vehicle and Railcar Shippings Inspector's

Manual for Ammunition, Explosives and Other

Hazardous Materials.

DEPARTMENT OF DEFENSE

DD Form 626 Inspection Report, Motor Vehicle Transporting

Class A or Class B Ammunition and Explosives

Over Public Highways

(Copies of specifications and publications required by contractors in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 Other documents. The following documents form a part of this standard to the extent specified herein. Unless otherwise indicated, the issue in effect on date of invitation for bids or request for proposal shall apply.

DEPARTMENT OF TRANSPORTATION

CODE OF FEDERAL REGULATIONS

49 CFR 100-199

Transportation

49 CFR 390-397

Federal Motor Carrier Safety Regulations

(Application for copies should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. Orders for the publication should cite "the latest issue and supplements thereto.")

AMERICAN TRUCKING ASSOCIATION

Tariff No. 111-C

ATA Hazardous Materials Tariff

(Application for copies should be addressed to the American Trucking Association, Inc., 1616 P Street N. W. Washington, D. C. 20036.)

NATIONAL ASSOCIATION OF CHAIN MANUFACTURERS

Welded and Weldless Chain Specification, adopted November 1975.

(Application for copies should be addressed to National Association of Chain Manufacturers, 111 West Washington Street, Chicago, Illinois 60602.)

3. **DEFINITIONS**

- 3.1 General. The following definitions cover terms as they are used in this standard and are not to be confused with definitions appearing elsewhere.
- 3.2 Ammunition. A contrivance charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in connection with defense or offense including demolition, training, ceremonial, signaling or nonoperational purposes.
- 3.3 Backup cleat. Short piece of wood used to prevent movement of other blocking or bracing.
- 3.4 Brace, sway. A piece or assembly used to prevent sideways motion of the lading resulting from lateral sway of the truck.
 - 3.5 Bracing. Struts and other dunnage used to retain lading.
- 3.6 Bulkhead, front. A dunnage assembly designed to square the front wall of a van to eliminate rounded corners, distribute the forward forces in the load over the frontal area of the van, and provide physical protection to the van's wall.

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- 3.7 Bureau of Explosives. The regulatory body of the Association of American Railroads responsible for the issuance and approval of appropriate rules for safety in the rail shipment of explosives and hazardous materials by the railroad.
- 3.8 Cleat. A member used to reinforce other members or to hold other members in position. Cleat is usually modified by a functional description.
- 3.9 Crossmember. A wood dunnage member or part of a dunnage assembly that is oriented across the width of a truck or trailer. Also a metal dunnage member which attaches to steel rails that are permanently fastened to the side walls of a vehicle.
 - 3.10 Diagonal. Wood bracing placed at an angle. (See 3.5.)
- 3.11 Dunnage. Lumber, strapping, nails, or other material used to secure and protect lading.
- 3.12 Eggcrating. A method of dunnaging so that each unit of lading is confined in its own cell.
- 3.13 Fillers or spacer frames. Structures, frames, or strips used to fill void spaces throughout the load to obtain a tight load.
- 3.14 Hazardous materials (HM). A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when transported in commerce and which has been so designated in 49 CFR 100-199.
- 3.15 Intermediate or separator gates. An assembly of dunnage placed crosswise between sections of the lading.
 - 3.16 Kicker. A strip of wood nailed to the floor to restrain other dunnage bracing.
 - 3.17 Lading. The load or cargo being shipped.

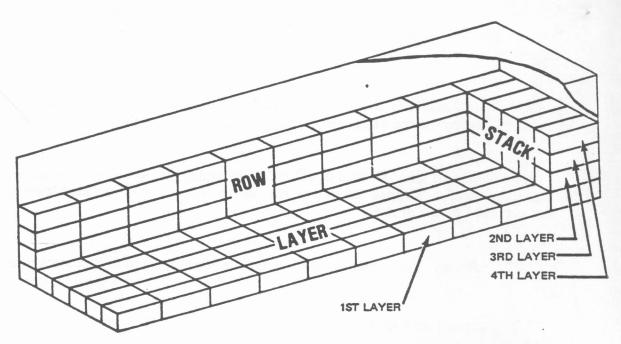


FIGURE 1. PARTIAL TRUCKLOAD SHOWING NOMENCLATURE

- 3.18 Layer. A course or stratum of the lading parallel to the floor of the vehicle and one container or unit load high. (See figure 1.)
 - 3.19 Load pattern. Placement pattern of the load on or in the vehicle.
- 3.20 Pallet. A platform or skid on which lading is placed and secured. It is used to facilitate handling with mechanical handling equipment.
- 3.21 Protector, stake pocket. A metal pad used in a stake pocket of a flatbed trailer to prevent tiedown strapping from wearing through.
- 3.22 Riser. A unit, usually made of wood, used to step down a load; in some cases, units of lading may be utilized as a riser.
- 3.23 Row. A pile of containers or articles extending lengthwise of the vehicle, parallel to the sides of the vehicle and one unit wide. (See figure 1.)

- 3.24 Sleeper. Wood member nailed to floor and butted against the lading to prevent lateral movement.
- 3.25 Stack. A pile of containers or articles extending from one side of the vehicle to the other, parallel to the end of the vehicle and one unit in length. (See figure 1.)
- 3.26 Stepdown load. Method of arranging the lading so that the bulk of the weight is on the axles and is stepped down to the center of the vehicle. Stepdown is usually accomplished by use of risers.
 - 3.27 Stiffener. Wood member used under the steel straps to unitize stacked unit loads.
- 3.28 Strapped unit load. Method of securing units together with straps to form a unit load.
 - 3.29 Strapping. Metal (steel) banding used for securing lading.
- 3.30 Stringer. Wood member, either secured to the deck or placed between tiers of lading, used to support or provide support for a load.
- 3.31 Strut. Wood member that spreads or separates the load bearing surfaces of a blocking assembly.
- 3.32 Technical directing activity (TDA). An activity designated by the cognizant systems command headquarters by contract, task assignment, or project order to assume responsibility for performing, directing, or monitoring the design and test of packaging, packing, shipping and handling, and transportation equipment for weapon system components.
- 3.33 Truckloading plan. A specific design concerning the physical arrangement of lading and dunnage materials to protect the lading from damage during transportation.

- 3.34 Truss. Wood member used to increase tension on strapping.
- 3.35 Unit load. Composed of two or more items banded together to make a single unit, generally supported on a pallet or base to facilitate handling with mechanical handling equipment.
- 3.36 Unitizing. Strapping together two or more containers or unit loads for restraint during shipment only.

4. GENERAL REQUIREMENTS

- 4.1 Danger in shipment. Military explosives and ammunition are produced for waging war and as such are manufactured primarily to kill and destroy. Such products have inherent hazards that affect all handling operations from time of manufacture until expended in service. With a knowledge of the hazards involved, the first and foremost principle that should be considered is that explosives and weapons must be handled and shipped in a manner that will afford optimum protection against accidental ignition or detonation. Danger is always present when explosives are being handled, and more care is required than for other items. An accident with a nonhazardous material may cause a short delay, while the same type of accident with an explosive may cause death and the destruction of equipment and material. Proper truckloading procedures will minimize the danger in shipment. Methods of loading and bracing that do not follow the precepts of this document may result in a catastrophy.
- 4.2 Load movement. Under normal transportation conditions, the lading is subjected to vertical, lateral and longitudinal forces that could cause a loosening of the load and may allow some movement of the lading. Blocking and bracing of the lading must be sufficient to control movement that could cause accidental damage to, or ignition or detonation of the lading.
- 4.2.1 The forward movement of loads not properly braced is primarily caused by braking of the vehicle on steep descents or by sudden stops. Rearward movement is primarily caused by ascension of steep hills, load rebounds after the sudden application of brakes, or sudden increase of speed. Lateral movement is the result of rounding corners or sharp curves, traveling on high crowned or banked roads, or by swerving. Vertical movement is caused by vibration or traveling over rough terrain.

- 4.3 Control of load movement. Load movement can be controlled by proper blocking and bracing. All loads shall be properly distributed in the vehicle lengthwise and crosswise and adequately blocked and braced before the vehicle is moved. Shipping Activities are reminded that failure to properly load, block, and brace hazardous materials shipments is in violation of 49 CFR 100-199 and may subject all personnel involved to civil or criminal penalties.
- 4.3.1 Forward movement in vans can be controlled by placing the lading against the front bulkhead. The front bulkhead serves to square the front wall of the van and to distribute load pressures over the frontal area of the vehicle.
- 4.3.2 Rearward movement can be controlled by use of a rear gate or rear blocking. The rear gate shall be braced, either with diagonal supports back to the floor of the vehicle or with side frames against the door or with a combination of both. The rear blocking is nailed to the trailer floor or designed to fill the void between the lading and the doors bearing against both.
- 4.3.3 Lateral movement can be controlled in vans by sleepers nailed to the floor, sway braces between rows, or filler assemblies between the rows or row and side wall of van.
- 4.3.4 Lateral, forward, and rearward movements on flatbed trailers or trucks can be controlled by blocking attached to the floor of the flatbed. Vertical movement is controlled by securing the lading to the flatbed with over-the-load strapping or chain.
- 4.4 MIL-STD dash number sheets. Specific instructions pertaining to the loading of specific ammunition and explosive items are contained on the MIL-STD dash number sheets. These sheets are identified by using a dash number following the basic MIL-STD-1320 designator. As they are published, the MIL-STD-1320 dash number sheets will supersede the WR-51 slash number sheets now in use. Until the superseding MIL-STD-1320 dash number sheet is published, the WR-51 slash number sheet forms a part of this standard.
- 4.4.1 Identification numbering of these MIL-STD sheets consists of the basic MIL-STD-1320 designator followed by a dash number for each group of sheets; or, in the case of WR sheets, the numbering identification will be the WR-51 designator followed by a slash number for each group of sheets.
- 4.4.2 Use of MIL-STD dash number sheets. Where a MIL-STD dash number sheet exists for a given item, the loading, blocking, and bracing procedures shown in the dash number

sheet shall be followed without exception for full truckloads and less-than-full truckloads. MIL-STD-1320-1, MIL-STD-1320-2 and MIL-STD-1320-3 are "Typical Truckloads for Palletized Unit Loads".

- 4.4.2.1 The laws governing the size and weight limitations of vehicles are constantly changing. Since the trend is toward longer trailers, greater gross axle weights, and greater gross vehicle weights, many published MIL-STD dash number sheets do not reflect these changes. Dash number sheets permitting a greater number of items to be shipped with the resultant heavier gross vehicle weights are being revised on an as needed basis. Newly produced documents permit loadings consistent with the law at the date of issue of the dash sheet.
- 4.4.2.2 Shipping activities desiring to ship a greater number of items, load vehicles to a heavier weight, or use equipment other than specified shall obtain authorization to deviate from existing requirements from the Naval Weapons Handling Center (NWHC) Naval Weapons Station Earle, Colts Neck, N. J. Autovon 449-7692, 7693, 7691.
- 4.4.3 If the MIL-STD dash number sheets contained in this standard do not apply to an item to be shipped, use of this standard will allow plans to be developed by the shipping activity. When requested, NWHC will provide technical assistance on a case by case basis. Repetitious requests for the same commodity will prompt development of a specific MIL-STD dash number sheet.
- 4.5 MIL-HDBK-236. This handbook titled "Index to Standards for Palletizing, Truckloading, Railcar Loading and Container Loading of Hazardous Materials" provides an index to MIL-STD-1320 dash documents (truckloading) in addition to the documents in the other areas listed in the title. The handbook includes three types of listings designated as Section 1, Section 2, and Section 3.

Section 1 lists, in alpha-numerical sequence, DODIC/NALC designated items that have "specific" or "typical" dash number documents authorized for truckloading of the items listed.

Section 2 lists, in alphabetical order, all the ammunition and weapon system component items that have "specific" or "typical" dash number sheets authorized for truckloading of the items listed.

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Section 3 lists all dash number documents numerically, giving the revision and change notice status of each document.

NOTE

Users of MIL-STD-1320 dash number sheets shall consult Section 3 of the latest revision of MIL-HDBK-236 to confirm that they are using up-to-date dash number sheets.

5. DETAILED REQUIREMENTS

5.1 General. Ammunition and explosive shipments shall be initiated in accordance with the procedures established by current area logistics plans, as approved by the Chief of Naval Operations. Shipments of explosives and other dangerous articles shall comply with all applicable requirements of special and general federal regulations controlling the shipping and transportation of these materials, including publications OP 5 Volume 1, OP 2165, OP 2239, and the Department of Transportation (DOT) regulations. In addition to the federal regulations governing interstate transportation, each state and nearly all municipalities have regulations or ordinances regulating such transportation within their jurisdiction. Shipments shall comply with all these requirements.

5.2 Preparation of shipment.

- 5.2.1 Using the correct dash number sheets. When planning to move ammunition and explosives by truck, MIL-HDBK-236 shall be consulted to determine the proper MIL-STD-1320 dash number sheet to use. This document should be studied so that all of its requirements can be met and the proper equipment ordered.
- 5.2.2 Type of vehicles. The dash number sheet specifies the type of vehicle required. It will specify:
 - (a) Type of vehicle required (usually a van or flatbed).
 - (b) The location of the trailer's tandem axles and whether a sliding tandem is required.
 - (c) The length of the trailer (40, 42, 44, or 45 feet).

- (d) The weight of equipment, if special weight equipment is required.
- (e) The type of trailer floor authorized (wood, metal, including nailable or non-nailable floors).
- 5.2.3 Special requirements. The truckloading requirements of a particular dash number sheet may have some special requirements that must be met. These may be:
 - (a) Chains and load binders. These are carrier supplied and must be ordered with the equipment.
- (b) Fire-resistant and waterproof tarpaulins. These are carrier supplied and must be ordered with the equipment.
 - (c) Antiskid plates between lading items. These are supplied by the shipper.
- 5.2.4 DOT regulations. DOT regulations for the transportation of hazardous materials on public highways by truck are contained in ATA Hazardous Materials Tariff (Tariff III-C or superseding issue) published by the American Trucking Association. This publication is normally on file in the office of the Transportation Officer.
- 5.2.4.1 DOT regulations require every vehicle containing any quantity of Ammunition or Explosives (Hazardous Materials) to be placarded consistent with the hazard classification of the load. These requirements are listed in OP 2165.
- 5.2.5 Maximum weights. The carrier is responsible for informing the shipper of the maximum gross vehicle weight and maximum gross axle weights permitted in the routing that the Military Traffic Management Command (MTMC) has assigned the shipment. It is the responsibility of the shipper to load the vehicle in such a manner that these maximum weights are not exceeded. Tables B-I, B-II, and B-III of appendix B list by State the permissable "vehicle size and weight limits".

NOTE

Users of these tables are cautioned that the various States are constantly changing their size and weight laws and that the table is only accurate as of the date of the table.

5.2.6 Motor vehicle inspection. All motor vehicles to be used for the transportation of ammunition or explosives over public highways must be inspected by the shipping activity, using DD Form 626, for compliance with safety regulations prescribed by transportation

regulatory bodies and the Department of Defense. Vehicles noted unsatisfactory on DD Form 626 shall not be accepted for loading. Vehicles will not be rejected, however, if deficiencies are corrected before loading. The inspector shall sign the DD Form 626 approving or rejecting the vehicle. Prior to the release of a loaded vehicle the inspector and the driver of the vehicle shall sign the DD Form 626 to certify that the vehicle is safely loaded and meets the requirements of items number 24 through 32 inclusive of the DD Form 626. Detail procedures for load and vehicle inspection, placarding, discrepency reporting, etc., are contained in OP 3681. Related information may be found in OP 2165 and OP 2239.

5.2.7 Weighing of vehicles (empty and loaded).

- 5.2.7.1 Every vehicle that is approved for loading (see 5.2.6) should be weighed when empty. This provides a tare weight so that it will be possible to determine how much has been loaded on the vehicle. Also, where the tare weight and the weight of the proposed load are added together, it can be determined if the vehicle will exceed the permissable gross vehicle weight. The dash number sheet also may require lightweight vehicles to accommodate heavier loads.
- 5.2.7.2 Every loaded vehicle shall be weighed prior to its release. This is necessary to verify that the gross vehicle weight and the gross axle weights do not exceed the legal limits imposed by its routing (see 5.2.5) and DD Form 626. Also the gross vehicle weight minus the tare vehicle weight (less dunnage) is the weight of the lading and provides a check against the given weight of the lading.
- 5.3 Preparing the vehicle. Prior to loading, the vehicle shall be swept clean. All protruding nails and obstructions to loading shall be removed. Minor repairs may be undertaken if considered desirable in the interest of permitting early shipment. Major repairs shall not be undertaken. Vehicles not meeting inspection requirements shall be rejected.
- 5.3.1 All vehicles presented for loading shall have been inspected and have a completed DD Form 626 as required by OP 2165.
- 5.4 Loading and unloading of long ordnance items. The MIL-STD-1320 dash number documents provide detailed instructions for specific items, including long ordnance items. In almost all cases, these documents specify that flatbed vehicles be used for long ordnance items. However, a few do authorize the use of closed equipment when flatbed equipment is not available and shipment is mandatory. The loading of long ordnance items in closed truck vans is authorized only when flatbed equipment is not available and shipment must be made because of military necessity. Blocking and bracing shall be as specified in the appropriate

military standard. All activities shall truckload long ordnance items as specified by the dash number document and as follows:

- (a) When loading long ordnance items into closed equipment, extreme care should be exercised in positioning the item into the vehicle. Approved end handling equipment should be used whenever available. Sliding by pushing or pulling the lading over the floor or deck should be held to a minimum.
- (b) When required to unload long items from a closed vehicle, it may be necessary to snake the item out. Particular care should be exercised to assure that the chain or cable being used has an adequate safe working load for the weight of the item being snaked out and the attachment is secure. Personnel should be cautioned to stand clear of the chain or cable during the snaking process. Do not use fiber or plastic rope for this procedure.

5.5 Lumber.

- 5.5.1 All lumber used shall be yard lumber conforming to MM-L-751. Unless otherwise specifically indicated, lumber used may be rough or dressed. Designs are based upon the dressed sizes indicated in table I. The species and grades of lumber most commonly used for truckloading are listed in table II.
- 5.5.2 Nominal strengths. Strength values for lumber used in dunnaging are based on past experience as to what values have successfully passed tests or trial shipments, rather than on strictly scientific calculations. Strength values for the various species of wood may be found in MM-L-751. In order to standardize drawings, however, permitting maximum interchangeability and ability to load trucks anywhere in the United States, strength values used in the design of truckloading, blocking, and bracing shall be conservative. When selecting the size of lumber for blocking and bracing, consideration should be given to the weight, size, and nature of the lading to be secured within the vehicle.

Table I
SIZES OF DRESSED LUMBER

Nominal dimensions	Actual dimensions (in.)
(in.)	Softwood
1	21/32
1-1/4	15/16
1-1/2	1-3/16
2	1-1/2
3	2-1/2
4	3-1/2
5	4-1/2
6	5-1/2

Table II
SPECIES AND GRADES OF LUMBER

Species	Grade	Association grading rules ¹
Softwoods:		
Cedar:		5 70
Western red	Standard dimension	WCLIB
Western red	No. 2 timbers	WPA
Cypress	No. 1 common	SCMA, NHLA
Douglas fir:		
Coast type	Standard	WCLIB
Mountain type	No. 2 dimension	WPA
Fir:		
Balsam	No. 1 dimension	NELMA, NPMA
White	No. 2 dimension	· WPA
White	Standard dimension	WCLIB
Hemlock:		
Eastern	No. 2 dimension	NHHMA
West Coast	Standard framing or standard studding	WCLIB
Larch, western	No. 2 dimension	WPA
Pine:		
Lodgepole	No. 2 dimension	WPA
Norway (red)	No. 1 dimension	NPMA
Ponderosa	No. 2 dimension	WPA
Southern yellow	No. 3	SPIB
Redwood	Snap common dimension	CRA
Spruce:		
Engelmann	No. 2 dimension	WPA
Eastern	No. 1 dimension	NELMA, NPMA
Sitka	Standard dimension	WCLIB

¹WCLIB - West Coast Bureau of Lumber Grades and Inspection; WPA - Wood Pine Association; SCMA - Southern Cypress Manufacturing Association; NHLA - National Hardwood Lumber Association; NELMA - Northeastern Lumber Manufacturing Association; NPMA - Northern Pine Manufacturing Association; NHHMA - Northern Hemlock and Hardwood Manufacturing Association; SPIB - Southern Pine Inspection Bureau; and CRA - California Redwood Association.

5.5.3 Selecting lumber. All blocking and bracing material should be selected from sound lumber, free from cross grain, dry rot, knots, knot holes, checks, or splits which will affect its strength or interfere with proper nailing. Knots, knot holes, checks, and splits or other defects are permitted in lumber as long as they do not impair the strength of the blocking and bracing. Blocking and bracing personnel shall take particular care in selecting lumber used in struts, gates, cross bracing, side and center bracing, diagonals, holddowns, and K-bracing by upgrading lumber as necessary. It is usually possible to upgrade any given piece of lumber by culling through lower grades and, unless the required length is too great, cutting out defects (see figure 2).



CUT OFF KNOTS THAT INTERFERE WITH NAILING.



CUT OUT LARGE KNOTS. USE SCRAP FOR SHORT PIECES.



REJECT WOOD WITH CROSS GRAIN FOR STRENGTH MEMBERS.



SMALL AMOUNT OF BARK ON PIECE IS PERMITTED.

FIGURE 2. LUMBER DEFECTS

5.5.3.1 The minimum grade requirement for dunnaging lumber is No. 2 dimension, rough or finished. Better grades of lumber will be used only when No. 2 dimension is not available or when used lumber of better grades are available for the same or lower cost.

5.6 Nails.

5.6.1 Unless otherwise specified, nails shall be common bright nails, conforming to FF-N-105, type II, style 10. Table III gives actual sizes of nails.

Table III
SIZES OF NAILS

Size (d = penny)	Nails		
	Length (in.)	Diameter (in.)	
2d	1	0.072	
3d	1-1/4	0.080	
4d	1-1/2	0.099	
5d	1-3/4	0.099	
6d	2	0.113	
7d	2-1/4	0.113	
8d	2-1/2	0.131	
9d	2-3/4	0.131	
10d	3	0.1483	
12d	3-1/4	0.1483	
16d	3-1/2	0.162	
20d	4	0.192	

- 5.6.2 The proper selection of nails will ensure the necessary holding power without the risk of splitting the lumber and affecting the strength of the dunnage structures. Some general rules for nail selection and application, which have gained general acceptance in blocking and bracing practice, are listed below.
- (a) All nailing shall be into the side grain of the lumber; end grain nailing should be avoided. Use plenty of nails. Balanced nailing is important. Stagger nails along the piece being nailed. Do not nail along one grain of wood. Whenever possible drive nails straight; do not toenail unless called for in the MIL-STD dash number sheet.
- (b) Nails shall be of such length as to give the necessary holding power and ample penetration into floors or bracing and blocking. To obtain the most holding power, nails shall be of such length that they nearly penetrate but do not protrude through the timber holding the point of the nail. Nails shall not be so large as to cause splitting. The general rule of thumb is that the nail should be three times as long as the thickness of the piece holding the head of the nail, but the nail point should not protrude beyond the second piece unless clinching is required.
- (c) Generally, no nail shall be driven closer to the end of a piece of lumber than the thickness of that piece, nor closer to the edge than half the thickness of the piece holding the nail head.
- (d) When pieces are of different thicknesses, the nailhead should be in the thinner piece.

- (e) When the density of the wood dunnage is such that diamond-point nails cause splitting that could weaken the dunnage structures, the nails should be blunted before use.
- (f) Ideally, nail heads should be set flush with the nailing surface, but if deeper penetration occurs it should not be more than one-eighth the thickness of the piece retaining the head.
- (g) When driving nails near hazardous materials, extreme care must be taken to ensure that the nails are not directed, or are likely to be deflected, toward or into the packaging or hazardous material.

WARNING

Never nail dunnage directly to the lading.

- (h) Pieces which are end nailed and which are used as a supporting structure should always be reinforced by cleats.
- 5.6.3 When nailing backup cleats, sleepers, and other laminated dunnage members to a vehicle floor, always nail as follows:
- (a) Nail first piece to vehicle floor with one nail every 6 to 8 inches, stagger nails to increase holding power of cleat and to help prevent splitting.
- (b) Nail second piece to third piece in like manner, staggering the nails to the opposite side of nails in the first piece.
- (c) If three high, nail third piece to second piece, staggering nails to the opposite side of the nails in the second piece.

5.7 Steel strapping.

5.7.1 Steel strapping used in truckloading shall be flat strapping conforming to QQ-S-781, type I, heavy duty, finish A, B, or C. Unless otherwise specified, all strapping shall be dry (unwaxed) strapping and all joints shall be crimped seal joints consisting of two seals (style II, thread on or closed), each double crimped. Heavy duty strapping sizes 1-1/4 inches and 2 inches shall be marked to indicate manufacturer's or supplier's name and the letters "AAR" to show compliance with the requirements of the American Association of Railroads (AAR) for strapping to be used in open-top railcar loading.

5.7.1.1 Unless otherwise specified, the maximum authorized weight of lading to be restrained per strap is shown in table IV. Only 2 X .050 strap shall be used as strapping.

Table IV

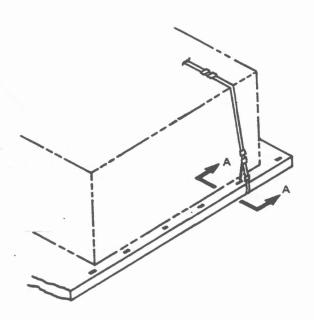
MAXIMUM LOAD PER STRAP

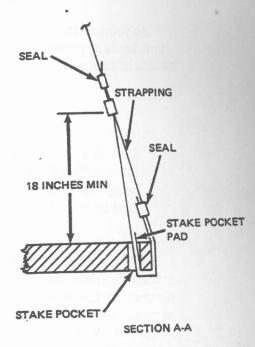
Strap size (inches)	Minimum strap breaking strength (lbs)	Maximum authorized lading weight per strap (lbs)
1-1/4 × 0.035	4,750	2,200
$1-1/4 \times 0.050$ 2 × 0.050	6,750 10,600	3,100 5,000

5.7.1.2 Crimping/notching strap seals. Strap seals shall be carefully crimped/notched to ensure that the joint develops at least 75 percent of the minimum breaking strength of the strap shown in Table IV. Methods and tools used should be frequently tested to prove this by pulling sample sealed joints.

5.7.2 Tiedown strapping on flatbed vehicles.

- 5.7.2.1 Determining number and size of straps. Determine the total weight of the stack to be strapped down to the vehicle. Divide this number by the maximum load per strap of the strap proposed to be used (see Table IV). The result will be the number of straps required. A minimum of two straps per stack shall be used.
- 5.7.2.2 The approved method of applying tiedown straps is illustrated in figure 3. It is preferred to position, tension, and double crimp the strap seals at the top of the load, if practicable.





THE STRAPPING IS SECURED TO THE STAKE POCKETS, ONE PIECE ON EACH SIDE OF THE TRAILER, AND IS BROUGHT UP OVER THE LOAD, TENSIONED, AND SEALED WITH TWO DOUBLE-CRIMPED SEALS ON THE TOP. METHOD OF SECURING STRAPPING TO STAKE POCKET IS SHOWN IN SECTION A-A. THE SHORT END IS ON THE OUTSIDE AND IS SECURED WITH TWO DOUBLE-CRIMPED SEALS AT A MINIMUM OF 18 INCHES ABOVE THE TRAILER BED. A STAKE POCKET PAD (A SHORT PIECE OF THE SAME STRAPPING 18 INCHES LONG) IS INSERTED BETWEEN THE MAIN STRAP AND THE STAKE POCKET AND IS SECURED TO THE MAIN STRAP WITH A SEAL AS SHOWN.

FIGURE 3. TIEDOWN STRAPPING

5.7.3 Unitizing containers.

5.7.3.1 When truckloading single containers or unit loads of containers that are stacked two or more high, they shall be strapped together to form a unit ensuring that the stacking features are in continuous engagement.

WARNING

When loading/unloading vehicles with unitized containers, extra caution should be taken to prevent toppling. Special attention should be given to appropriate backup of outboard containers. Containers shall be deunitized after unloading the vehicle.

As soon as the containers are off loaded, the straps unitizing the single containers or the unit loads of containers should be cut, stacks broken down, and the single containers or unit loads of containers handled in the authorized manner.

NOTE

Do not cut straps that form part of a unit load of two or more containers since the unit load must remain intact. The MIL-STD-1320 slash sheet for the item being truckloaded shows the correct basic configuration (single container or unit load of containers) in the bubble on page 1.

5.7.3.1.1 Stacked containers shall be unitized as shown in figure 4. The containers are stacked together using a fork lift truck or other suitable hoisting device. The top container is secured to the bottom container with two 1-1/4- × 0.035-inch steel straps, and the straps secured with two double-crimped 1-1/4-inch strap seals or one double notched 1-1/4-inch strap seal. A stack of containers three high are strapped together securing the bottom container to the center container and the center container to the top container.

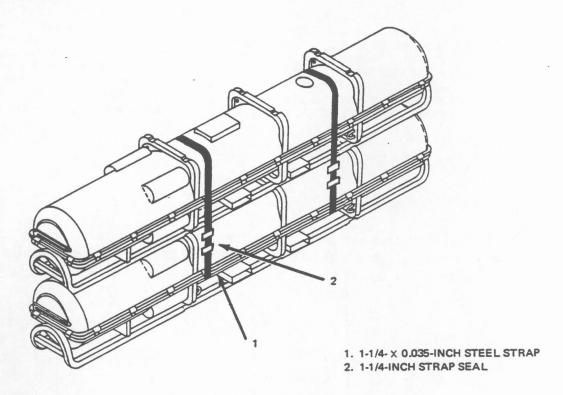
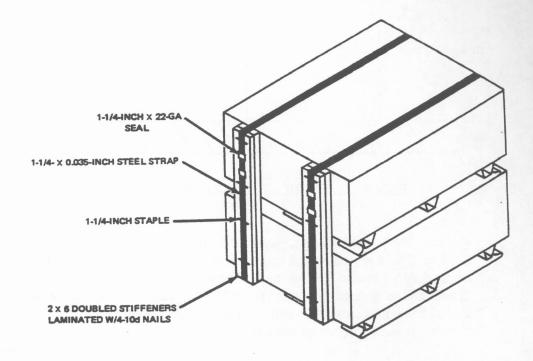


FIGURE 4. UNITIZING CONTAINERS

5.7.4 Unitizing unit loads.

- 5.7.4.1 When the unit loads in a truck or trailer are more than one layer high, it may be necessary to unitize certain unit loads to prevent longitudinal movement of the lading in the second (or third) layers.
- 5.7.4.2 Unless otherwise specified, the two (or three) high stacked unit loads shall be unitized as shown in figure 5. Unitizing is necessary where the layers of unit loads change from two layers high to one layer high (three layers high to two layers high) and at the rear of the trailer when the unit loads are stacked two or more high. The stiffeners shall be positioned toward the lower layer(s) or, when at the rear of the trailer toward the rear. A single stack of unit loads in a row shall have stiffeners at both ends of the unit loads.



- 1. WHEN REQUIRED BY THE FTL OR LTL REQUIREMENTS OF THIS DOCUMENT THE TWO HIGH STACKED UNIT LOADS SHALL BE UNITIZED AS SHOWN ABOVE.
- 2. THE DOUBLED 2 \times 8 STIFFENER SHALL EXTEND FROM THE TOP OF THE STACKED UNIT LOADS TO THE PALLET OF THE BOTTOM UNIT LOAD.
- 3. THE 1-1/4-INCH STEEL STRAPS, POSITIONED AS SHOWN, ENCIRCLE THE STACKED UNIT LOADS AND PASS UNDER THE DECK OF THE BOTTOM PALLET. THE STRAPS HOLD THE STIFFENERS IN PLACE.
- 4. TENSION STRAPS AND SEAL WITH TWO DOUBLE-CRIMPED SEALS, SECURE EACH STRAP TO THE STIFFENER WITH FOUR 1-1/4-INCH STAPLES.

FIGURE 5. UNITIZING UNIT LOADS

5.8 Chains and load binders.

5.8.1 Chains and load binders may be used to secure lading to a flatbed trailer. The chain shall conform to the National Association of Chain Manufacturer's Welded Chain Specification adopted November 1975. One chain and load binder shall be used for each 5,000 pounds of lading to be retained. A minimum of two chains and load binders shall be used for each stack of items. The method of applying chains and binder is shown in figure 6.

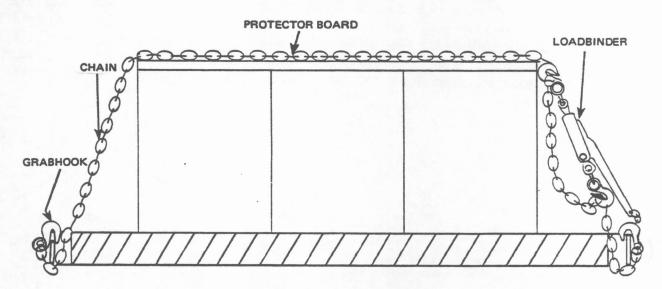


FIGURE 6. TYPICAL TIEDOWN USING CHAIN AND LOADBINDER

- 5.8.2 Three-eighths-inch, grade 43, High-Test Chain or five-sixteenth-inch, grade 70, Binding Chain is authorized to secure hazardous material to flatbed vehicles. All chains shall be marked as prescribed by the National Association of Chain Manufacturers' Welded Chain Specification adopted November 1975. At least one link in every 36 links shall carry the manufacturer's permanent and distinctive mark identifying the grade of the chain. No chain shall be used that is not so marked.
- 5.8.2.1 Three-eights-inch, grade 43, High-Test Chain shall be marked H or 4 or 43 or 430 or HT.
 - 5.8.2.2 Five-sixteenths-inch, grade 70, Binding Chain shall be marked 7 or 70 or 700.
- 5.8.2.3 In addition to the grade marking described in 5.8.2.1 and 5.8.2.2, the chain may also carry a letter(s) or symbol identifying the manufacturer of the chain. The presence of the manufacturer's marking is not mandatory.

- 5.8.3 The grabhooks on the ends of the chain may be of the following types with grade markings as indicated:
- (a) Clevis grabhook. Three-eighths-inch clevis grabhooks do not require grade marking. Five-sixteenths-inch alloy clevis grabhooks shall carry the manufacturer's grade mark of 7 or 70 or 700. The hooks shall be used on appropriate size chain.
- (b) Closed eye grabhooks. Three-eighths-inch and five-sixteenth-inch closed eye grabhooks may be used on the appropriate size chain if they are part of a chain assembly which was provided by a chain manufacturer, and the chain assembly carries the correct grade identification mark as specified in 5.8.2.1 and 5.8.2.2. Closed eye grabhooks that form a part of the assembly are exempt from grade markings.
- 5.8.4 Chain and fitting of a higher grade may be substituted for the specified grade; i.e., grade 70 Binding Chain and grade 80 Alloy Steel Chain may be substituted for grade 43 High-Test Chain. Grade 80 Alloy Steel Chain may be substituted for grade 70 Binding Chain.
- 5.8.5 Load binders shall be 5/16- to 3/8-inch size and have a working load limit of 5,400 pounds (minimum breaking strength of 16,200 pounds). Overcenter type loadbinders shall be safety-wired with 16 gauge soft annealed iron wire or secured using slack portion of chain. The size of the load binders shall be compatible with the size of the chain being used.
- 5.8.6 Prior to loading the trailer and during the preloading inspection required by OP 2165, the chain fittings and load binders shall be inspected for stretch, gouging, bent links, wear, and any other noticeable defects. The inspector shall record the results of his inspection on DD Form 626. Any deficiency shall be cause for rejection of a chain or load binder.
- 5.8.7 Unless otherwise specified, the lading shall be protected from chain damage by inserting a doubled 2 X 6 X full lading width protector board between the chain and the lading.

5.9 Dunnaging in van trailers.

5.9.1 Van trailer lengths. The length of van trailers in use vary and loading activities should be prepared to load all lengths. The most common van trailer length is still 40 feet, however 42-, 44-, and 45-foot vans are becoming more commonplace. The additional van length produces additional cube which is of little value in shipments of hazardous materials since most full truckloads (FTL) weigh out before they cube out.

- 5.9.1.1 When a van trailer is being loaded to capacity, the length of the trailer determines the load pattern which in turn determines the location of the apparent center of gravity of the lading. The location of this apparent center of gravity controls how much of the lading's weight will be carried by the trailer's tandem axles and how much will be carried by the tractor's drive axles. Shifting it forward will put more weight on the tractor's drive axles while shifting it aft will put more weight on the trailer's tandem axles.
- 5.9.2 Trailer axles. The location of the trailer's tandem axles is important for the proper weight balance. Most trailers have fixed (nonsliding) axles which are located in the "Western" or "West Coast" setting (at the extreme rear of the trailer). The distance between the rear of the trailer and midway between the two wheels of the tandem axles is approximately 60 inches. The "Western" location is the one almost all dash number sheets require. Sliding tandem axles may be required in isolated cases; however the tandem axles may be positioned at the extreme rear of the trailer giving a trailer with a "Western" setting.
- 5.9.2.1 The dash number documents of this standard provide the correct load pattern for the number of items being shipped and the length of the trailer being loaded. Deviation from the prescribed load pattern could cause uneven weight distribution with possible axle over weight.

WARNING

Trailers must have the tandem axles located as specified or the gross axle weights may exceed the maximum permissable weight.

- 5.9.3 Controlling forward movement.
- 5.9.3.1 Front bulkhead. Forward movement of the load can be controlled by using a front bulkhead. The front bulkhead serves to square the front of the van and to distribute load pressure over the front area of the van rather than just at the points of contact. The front bulkhead design shall be compatible with the type and size van used and with the load being shipped. When a van has rounded corners, the front bulkhead provides a means of adapting the front of the van to the load. The majority of vans in use are provided with plywood, aluminum, or other thin metal shells designed primarily for weather protection and will not withstand concentrated load pressures encountered in normal transportation conditions. The front bulkhead when properly installed, provides the needed strength for localized pressures. Installation should permit removal as a unit for reuse with future loads when possible.

5.9.3.1.1 Figure 7 illustrates a type suitable for a square nose, rounded corner van. The forward crossmembers (1) and aft crossmembers (3) are nailed to the verticals (2). This type of bulkhead is used when the rounded corners of the vehicle prohibit proper placement of the lading or when it is necessary to spread the load pressure over the entire front wall of the trailer. It is the most used of all front bulkheads.

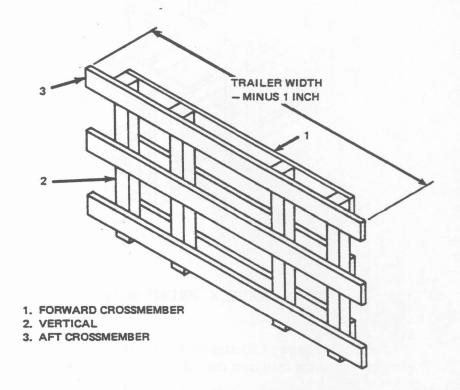


FIGURE 7. FRONT BULKHEAD (FOR SQUARE NOSE, ROUNDED CORNER VANS)

5.9.3.1.2 Figure 8 illustrates a type of front bulkhead used to fill a void space in the front of a van when it is desired to position the lading aft to equalize axle loads. The aft strut cleats (1) are nailed to the aft verticals (2). The forward strut cleats (3) are nailed to the forward verticals (4). The horizontals (5) are nailed to the forward verticals (4), and the struts (6) are nailed to the strut cleats (1 and 3) and verticals (2 and 4).

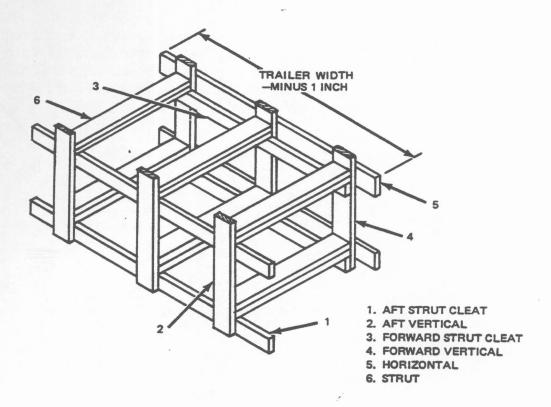


FIGURE 8. FRONT BULKHEAD (VOID SPACE)

- 5.9.3.1.3 Figure 9 illustrates a third type of front bulkhead used with a square nose van to spread the load over the forward end of the van.
- 5.9.3.1.4 Figure 10 illustrates a fourth type of front bulkhead. It can be used only when the major "hard point" of the lading is at a low level and support at a higher level is not necessary. The forward crossmember (1) and the aft crossmember (3) are nailed to the verticals (2.)
- 5.9.3.2 Front bulkheads are not necessary in vans with square front ends when the lading will bear uniformly against the forward wall so that its load is distributed evenly over the entire area. Ladings that have unusual configurations that concentrate loads in small areas do require a bulkhead.
- 5.9.3.3 Partial layers. Partial layers of unit loads require special bracing procedures to control forward movement. The approved method of preventing the top layer(s) from sliding forward over the bottom layer is described in 5.7.4.

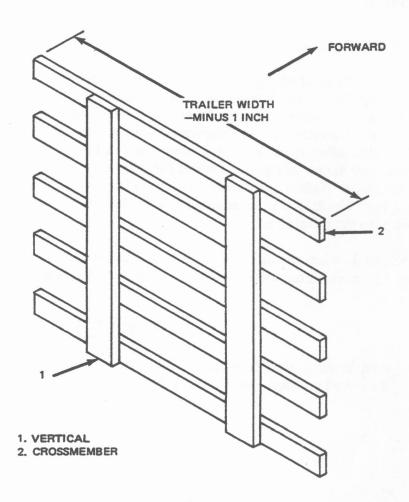


FIGURE 9. FRONT BULKHEAD (SQUARE NOSE)

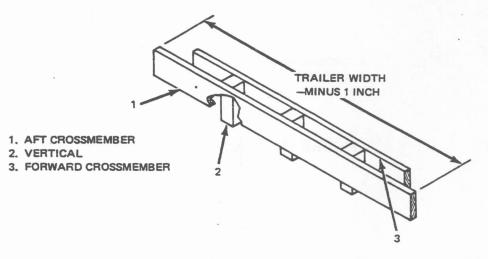


FIGURE 10. FRONT BULKHEAD (LOW)

5.9.4 Controlling rearward movement.

- 5.9.4.1 Floor blocking. Floor blocking may be used to control rearward movement of the lading. The proper type to use depends upon the amount of space at the rear of the load (distance from lading to trailer doors), the type of floor (all wood, metal with wood nailing strips, or all metal), and the physical characteristics of the lading. To use floor blocking safely, the lading must be of the type that can be blocked at the floor line and does not present any danger of toppling toward the rear. Also, some blocking requires nailing into the trailer floor. Nailing into metal floor trailers is prohibited. In this type trailer, only "floating" blocking can be used; all nailing shall be accomplished within the blocking and never into the metal floor.
- 5.9.4.1.1 When the distance between the lading and the trailer doors, when closed, is less than 12 inches, install solid fill, figure 11, between the lading and the doors.

WARNING

Rear blocking shall bear against the lading and the trailer doors with the doors in the closed position. Do not use trailers with rollup doors.

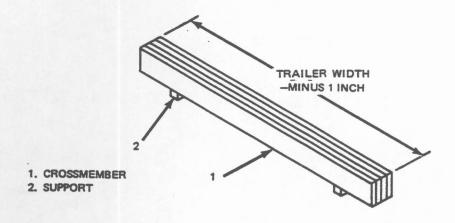


FIGURE 11. REAR BLOCKING ASSEMBLY (SOLID FILL)

5.9.4.1.2 When the distance between the lading and the trailer door is 12 to 36 inches, install rear blocking assembly, figure 12, between the lading and the doors.

WARNING

Rear blocking shall bear against the lading and the trailer doors with the doors in the closed position. Do not use trailers with rollup doors.

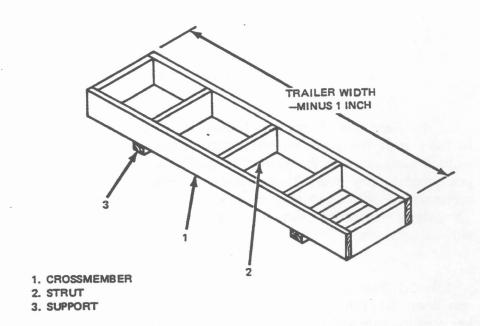


FIGURE 12. REAR BLOCKING ASSEMBLY

5.9.4.1.3 When the distance between the lading and the door is greater than 36 inches, install rear blocking, figure 13, nailed to trailer floor.

WARNING

Do not use when trailers have all metal floors. If trailer has a metal floor with wood nailing strip, position crossmember and backup cleat over nailing strips and nail to strips.

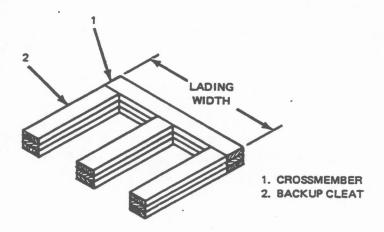


FIGURE 13. REAR BLOCKING

5.9.4.2 Rear gate. A rear gate is essential when the lading is of the type that may topple to the rear or the upper layer(s) consist of loose items or palletized loads that cannot be secured adequately to the bottom layer. Depending upon their design, rear gates may be positioned at any point in the vehicle necessary to secure a full or partial load. Gate crossmembers shall be located in proper relation to the lading to provide adequate support. The gate, when possible, should be installed so that it may be removed as a unit for reuse with future loads.

5.9.4.2.1 Figure 14 illustrates a rear gate suitable when the lading is 2 or 3 feet from the rear door. The gate is constructed of crossmembers (1) and verticals (2 and 5). The space between the gate and the trailer corner posts is filled with preassembled filler assemblies (3) and braced securely in the center by placing a diagonal (4) between the gates center vertical (5) and the rear door sill. The diagonal (4) is secured at each end by cleats (6). A backup cleats (7) are placed against the bottom gate crossmember on each side of the center vertical (5) securing the gate in position.

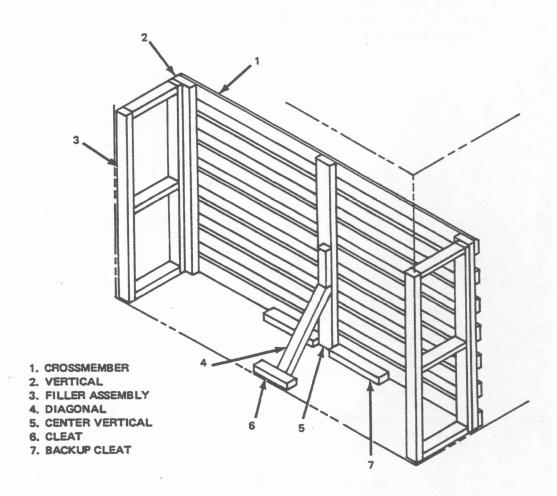


FIGURE 14. REAR GATE (2 TO 3 FEET FROM REAR DOOR)

5.9.4.2.2 Figure 15 illustrates a rear gate suitable for less than truckloads or other situations where it is not feasible to block to the rear of the vehicle. Crossmembers (1) are nailed to center vertical (2) and end verticals (3). Kickers (4) are installed against the end verticals, extending toward the door posts for a minimum of 6 feet. Diagonals (5) are placed between the end verticals (3) and kickers (4), braced at the upper end with upper cleats (6) and at the lower end with lower cleats (7). The gate is braced in the center by placing diagonal (9) in the center, secured by cleats (10) at each end. A backup cleat (8) is secured to the floor between center uprights and end uprights.

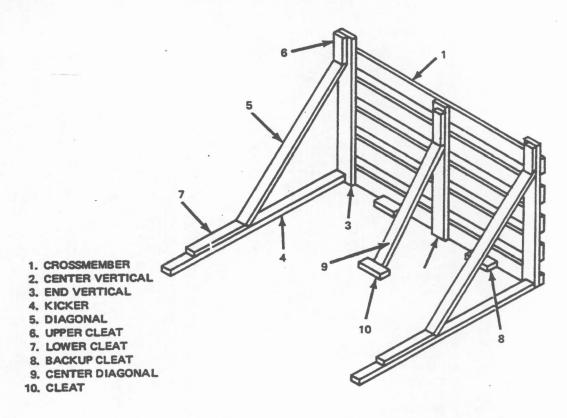


FIGURE 15. REAR GATE (LOCATED FURTHER THAN 6 FEET FROM REAR DOOR)

5.9.4.3 Partial layers. Partial layers of unit loads require special bracing procedures to control rearward movement. The approved method of preventing the top layer(s) from sliding aft over the bottom layer is described in 5.7.4. The doubled 2 × 6 stiffeners of the unitized loads shall be positioned toward the rear of the trailer.

5.9.5 Controlling lateral movement.

5.9.5.1 Sleeper. A Sleeper is used to control lateral motion in the first layer of the lading and only when the trailer has a nailable floor (it cannot be used when the trailer has metal floors). The sleeper is nailed to the floor against the lading and running parallel to the longitudinal axis of the trailer. Figure 16 shows sleepers installed against a unit load of propellant charges.

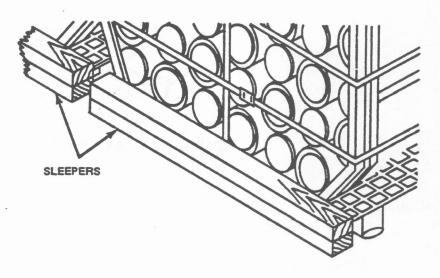


FIGURE 16. SLEEPERS

- 5.9.5.2 Sway brace. A sway brace is used between units of lading to hold them against the side walls of the trailer and control lateral motion. They are generally used in the second (and third) layers however they must also be used for the first layer in lieu of a sleeper when a van has a nonnailable floor.
- 5.9.5.2.1 Figure 17 shows the most commonly used type of sway brace. It is supported and held in place by the pallets of the unit loads (or the fork pockets of containers). This type can also be used for preventing lateral motion in the first layer of the load when the van has nonnailable (metal) floors since it does not require nailing into the floor.
- 5.9.5.2.2 Figure 18 is a type of sway brace to be used on top of the lading. It is supported by its support pieces on top of the lading and must be secured in place, usually by twist-tieing with 16-gauge, soft-annealed iron wire to some fixed part of the lading.

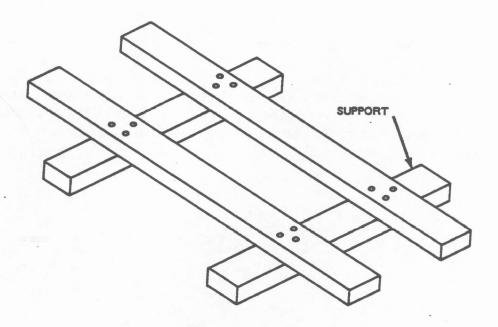


FIGURE 17. SWAY BRACE

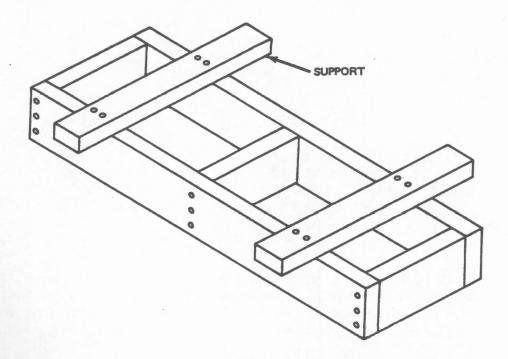


FIGURE 18. TOP-OF-LOAD SWAY BRACE

FILLER ASSEMBLY (2 HIGH LAYER OF LADING)

5.9.5.3 Filler Assemblies. When the lateral void space between units of lading is too small to install sway braces, a filler assembly may be used. The assembly should be prefabricated and slid into the void. The thickness of the material or the design may be varied so that the assembly fills the void. Figure 19 shows examples of filler assemblies for one high and two high layers of lading.

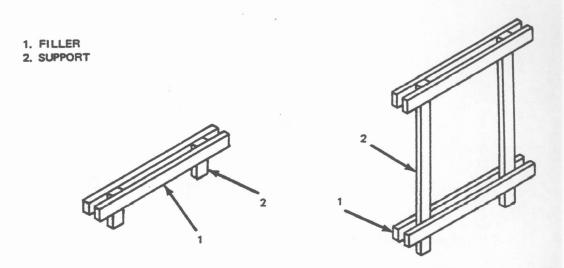


FIGURE 19. FILLER ASSEMBLIES

FILLER ASSEMBLY (1 HIGH LAYER OF LADING)

5.9.6 Intermediate gates. Intermediate gates may be used as necessary in mixed loads to separate containers or units of different weight, size, and type. Gates may be used between a unit of heavy, strong containers and lighter, weak units when subjected to load pressures that might cause crushing. Intermediate gates shall be floating and not secured to floor or walls. Figure 20 shows a typical intermediate gate.

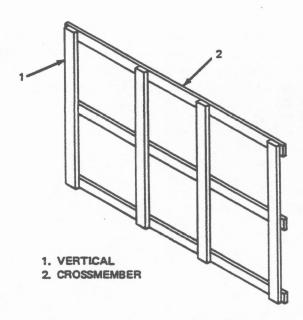


FIGURE 20. INTERMEDIATE GATE

5.9.7 Special van loads.

5.9.7.1 Eggcrating. Eggcrating, as shown in figure 21, connotes each component being secured in its own cell. The load may be a uniform full load or a divided load. The load shall be tight enough to prevent the component moving within the cell; when the load is divided, support shall be provided to assure complete rigidity of the load. Stiffeners (4) installed crosswise and nailed to spacers (6) are used to provide the support and should be used as required. One stiffener is used when the distance between the fore and aft load exceeds 84 inches; two stiffeners are necessary when the distance exceeds 100 inches. The cell is formed with separators (2), intermediate bulkheads (7), and side supports (5). Spacers (3 and 8) are used to prevent athwart movement. Aft bulkhead (1) prevents rearward movement of the load. Loose components of not less than 4-1/2 inches in diameter may be shipped eggcrated. When less than 4-1/2 inches in diameter, the components shall be packed and properly secured in strong wooden or metal boxes or suitably palletized.

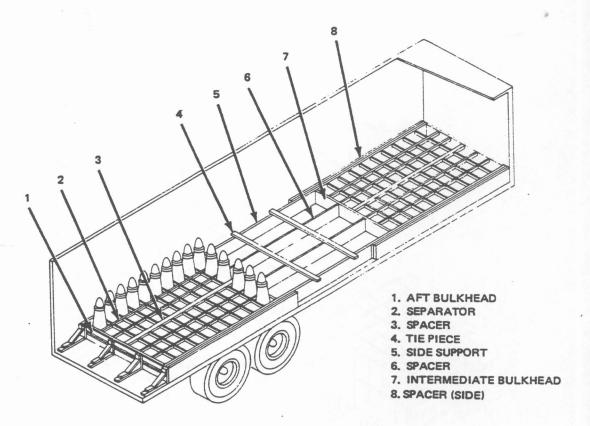


FIGURE 21. EGGCRATING

5.9.7.2 Stepdown loads. A stepdown load, shown in figure 22, may be used to distribute the weight of the lading within a vehicle to prevent exceeding the permissible gross axle weights. It may also be used to prevent the fore or aft motion of a partial layer. The stepping down of the load is achieved by the use of a riser (2); the height of the riser shall be half the height of the unit or container being braced. In some cases the item or container being loaded may be utilized as a riser, each row securing the adjacent row. However, in most instances, the riser should be fabricated from lumber. The dimensions and weight of the riser will depend on the size and weight of the units making up the load and on the vehicle being used. A front bulkhead (1) is installed to square up the nose of the vehicle and to provide even distribution of weight. A rear gate (3) is installed at the rear of the lading to prevent rearward load movement and to provide a tight, secure load. The methods of achieving the stepdown load described herein are to be considered typical and adapted to other loads as applicable.

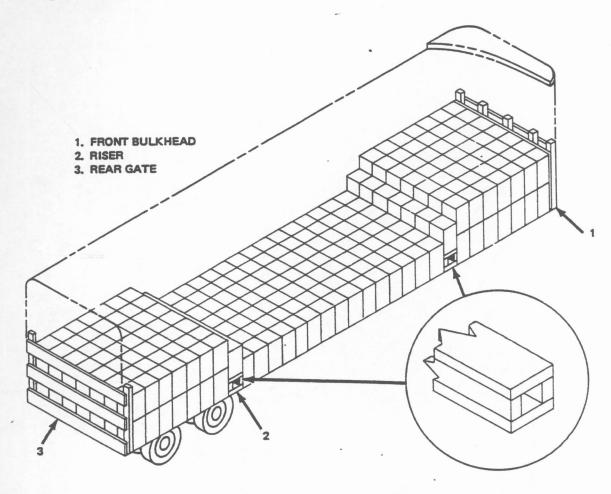


FIGURE 22. STEPDOWN LOADS

5.10 Dunnaging flatbed trailers.

- 5.10.1 The basic difference between the loading of flatbed trailers and the loading of van-type trailers is that, on flatbeds, all lengthwise, crosswise, and vertical forces must be restrained without the assistance of end or side walls. Because of this, the fundamental concept is to hold the load in position on the flatbed trailer with blocking and to hold the load down with tiedowns.
- 5.10.2 Arrangement of lading. When loading a flatbed trailer, the containers are arranged in stacks and located so that the permissible gross axle weights are not exceeded. All of the containers shall be within the perimeter of the trailer.

- 5.10.3 A stack of containers on a flatbed trailer must be held together to form a good solid stack that will not shift during highway movement. This is accomplished by unitizing the containers and holding the top of the stack together with cross straps.
- 5.10.3.1 Unitizing. When containers are placed one on top of the other, the strapping together of this vertical grouping is called unitizing. It is required to maintain interlocking of the stacking features during highway movement. Containers shall be unitized as described in 5.7.3. When adequate handling equipment is available, containers may be unitized prior to loading them on the trailer. If the handling equipment is not adequate, the containers should be loaded onto the trailer one at a time and then unitized.
- 5.10.3.2 Cross strapping. A stack of unitized containers two or more containers wide and two or more high shall be cross strapped together with a minimum of two $1-1/4 \times 0.035$ inch straps. These straps encircle the top layer of the containers, binding the top of the stack together. (See figure 23.) One high stacks do not require unitizing.
- 5.10.4 End blocking. An end crossmember is placed across the end of the containers to help distribute the load more evenly over the width of the trailer. (See figure 23.) While they obviously add to the strength of the blocking arrangement, their strength is not counted when determining the amount of end blocking needed. Backup cleats are placed at the ends of the last stacks (fore and aft) and aligned with the container or container skids. End blocking is two or three layers high depending upon the end configuration of the container skids. In figure 23 the container skid has a sufficient radius to require the end blocking to be three layers high.
- 5.10.5 Sleepers. Sleepers are placed against the skids or against the sides of the bottom container in the stack and near its ends. They are always doubled and usually positioned parallel to the length of the container, and are not placed against the end crossmember. (See figure 23.)
- 5.10.5.1 Under certain situations, the trailer's steel floor beams may prevent nailing and positioning of sleepers as prescribed in paragraph 5.10.5 or the slash numbered document. In these cases, other adequate blocking procedures may be used. One method considered adequate is to increase sleeper size to 2 × 6 and position sleeper (space permitting) at right angles to the lading, nailing it to the trailer floor beyond the steel beam. Another method would be to increase the prescribed width of the sleeper so that it extends sufficiently beyond the metal area to permit nailing.

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- 5.10.6 Tarpaulins. Explosives, other than backpowder, may be transported on flatbed vehicles if the explosive portion of the load is packed in a fire and water resistant container, or covered with a fire resistant and waterproof tarpaulin. The load depicted in figure 23 has fire resistant and waterproof metal containers; therefore tarpaulins are not required.
- 5.10.6.1 For sake of clarity, MIL-STD dash number sheets showing loads that require a tarpaulin do not show the load covered with a tarpaulin. Usually a *NOTE* in a prominent area adjacent to the isometric drawing informs the user that a fire resistant and waterproof tarpaulin shall cover the load.
- 5.10.6.2 When applying tarpaulins, it is almost always better to cover the load before applying the tiedowns. This permits the tarpaulin to fit snugly around the containers with a minimum amount of void spaces under the tarpaulin, thereby making it less susceptible to wind damage.
- 5.10.7 Tiedowns. All loads on flatbed trailers shall be tied down with 2- × 0.050-inch steel strapping or 5/16-inch or 3/8-inch chain and load binders. The strapping and chain are interchangeable on a 1-to-1 basis. A load may have a chain and strap on the same trailer. Each stack shall have a minimum of two tiedowns. One tiedown shall be used for each 5000 pounds of lading.
- 5.10.7.1 Steel straps shall be applied as specified in 5.7.2. Chain and load binders shall be applied as specified in 5.8.

5.11 Sample flatbed load.

5.11.1 Figure 23, a sample flatbed load, shows the basic principles of flatbed dunnaging. The forward stack illustrates the correct application of chain and load binders. The aft stack illustrates the correct application of the 2- X 0.050-inch steel strapping.

5.12 Dunnaging in double trailers.

5.12.1 A full trailer attached to a semitrailer powered by a single tractor is a double. Doubles normally consist of a combination of two single-axle trailers, each measuring 23 to 28 feet in length. These units are called "West Coast" doubles. "East Coast" doubles are two tandem-axle trailers, each measuring approximately 40 feet in length. Doubles may be used to transport naval ammunition, explosives, and associated items wherever state law permits doubles and the maximum axle weights and gross vehicle weight are not exceeded. Figure 24 is a map of the continental United States and shows those states that permit and prohibit

2. 1-1/4-INCH STRAP SEAL

3. 1-1/4- X 0.035-INCH STRAP

4. 1-1/4-INCH STRAP SEAL

5. END CROSSMEMBER

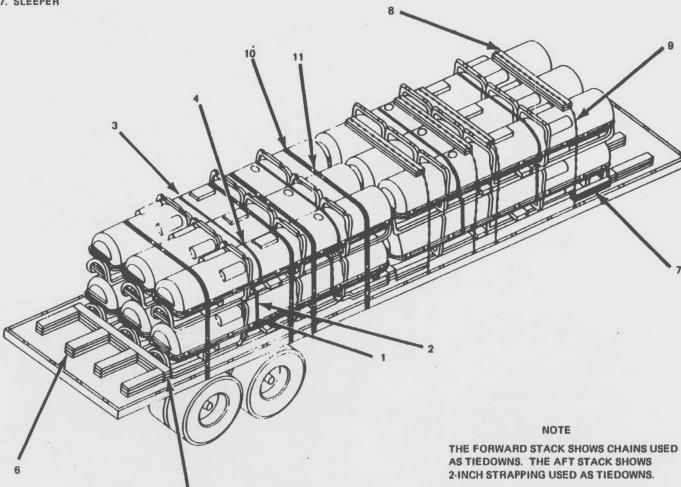
6. BACKUP CLEAT

7. SLEEPER

- 8. PROTECTOR BOARD
- 9. CHAIN AND LOAD BINDER

10. 2- X 0.05-INCH TIEDOWN STRAP

11. 2-INCH STRAP SEAL



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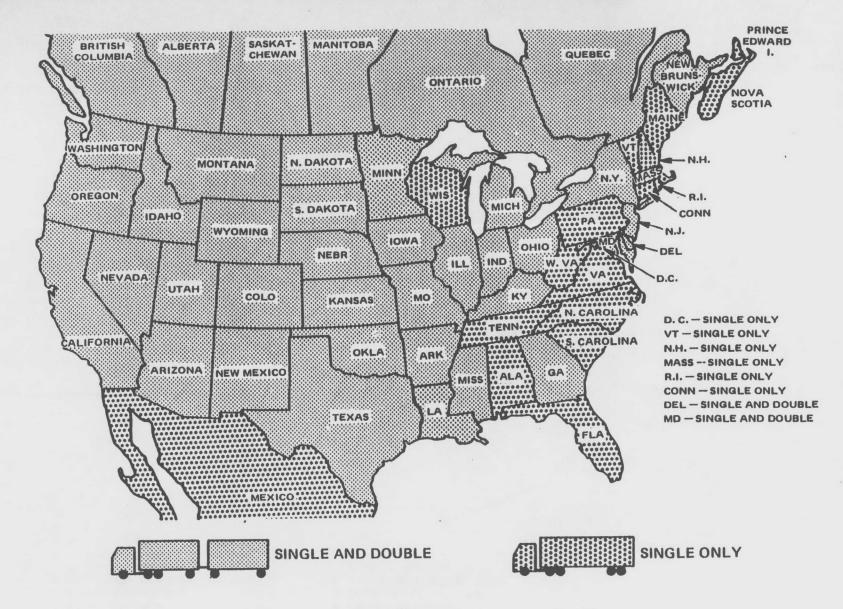


FIGURE 24. ALLOWABLE TRAILERS BY STATE

doubles. Data on size, weight, and load limits established for doubles by each of the 48 States are given in appendix B.

- 5.12.2 Blocking and bracing of ammunition and explosives in doubles is accomplished using the principles outlined by this document and the dash number document for the item. The quantities loaded into a double shall be consistent with the size and capacity of the double, making sure that all state laws are obeyed.
- 5.12.3 Double trailers can be used for the shipment of hazardous materials provided the following conditions are satisfied:
 - (a) Delivery may be accomplished without transfer of the lading.
- (b) There is compliance with paragraphs 293.70(a) through (c) of the DOT Motor Carrier Safety Regulations.
- (c) Noncompatible explosives may be shipped as indicated in the Code of Federal Regulations, Title 49, Paragraph 177.835, DOT Regulations.
- 5.12.4 To prevent shipments of hazardous materials on doubles consigned to activities within the States that do not permit doubles and thereby necessitating the transfer of the lading into a single trailer in order to make a delivery, the traffic manager shall ascertain, by referring to figure 24, that the routing assigned by MTMC will permit movement to the destination without transfer of lading. In addition, the consignor shall attach a statement to the carrier's copy of the bill of lading, or other shipping documents, informing him that transfer of the lading is prohibited unless required by reason of an emergency.

Custodian:

Navy-OS

Review activities:

Navy-AS, MC

User activities:

Navy-SH, SA

Preparing activity: Navy—OS (Project No. 8140-N375) THIS PAGE INTENTIONALLY LEFT BLANK

Appendix A

10. QUALITY ASSURANCE PROVISIONS

- 10.1 Scope. This appendix covers road hazard testing, trial shipment, and inspection of truck and trailer loads of ammunition and explosives.
- 10.2 Purpose. This appendix is intended to establish standard procedures for the following:
- (a) Truck and trailer road hazard tests of truckloads or less than truckloads of unique items of lading and new methods of dunnaging
- (b) Trial loadings and trial shipments of truckloads or less than truckloads of lading, new methods of dunnaging, or shipments that are presenting particular difficulties
- (c) Inspection of truckloads and less than truckloads that have an approved MIL-STD dash number sheet
- (d) Inspection of truckloads and less than truckloads that do not have an approved MIL-STD dash number sheet
 - (e) Inspection of mixed truckloads and less than truckloads.
- 10.3 Application. When specified, the material contained in this appendix is a mandatory part of this standard.
- 10.4 Responsibility for truck and trailer road hazard tests, trial shipments, and inspections.
- (a) The performance of truck and trailer road hazard tests is the responsibility of NAVSEASYSCOM and WPNSTA Earle, Naval Weapons Handling Center (NWHC).

- (b) The performance of trial loadings and trial shipments is the responsibility of NAVSEASYSCOM, WPNSTA Earle NWHC, the shipping activity, and the receiving activity.
- (c) Quality Conformance Inspection of all truckloads and less than truckloads is the responsibility of the shipping activity.
- 10.5 Classification of inspections. The inspection requirements specified herein are classified as follows:
- (a) First article inspection. First article inspection consists of those examinations and tests conducted, prior to general use, on proposed loads (inert or prototype), to ensure that the design is such that the load is capable of withstanding the rough handling test requirements of this standard. (See 10.6.)
- (b) Quality conformance inspection. Quality conformance inspection consists of those examinations accomplished on approved loads, prior to shipment, to ensure that the lading is loaded in conformance with the approved truckloading plan and the methods specified in this standard. (See 10.7.)
- 10.6 First article inspection. As determined necessary by either NAVSEASYSCOM or WPNSTA Earle (NWHC), first article inspection shall consist of examining the lading and the proposed loading procedures for conformity with the existing rules and regulations together with similar previously approved truckloads as specified in this document; and when this conformance does not exist, the test specified in 10.6.2 or 10.6.3 apply.
- 10.6.1 First article sample. The first article sample shall consist of one prototype load of inert material, representative of that to be shipped, placed on a trailer exactly as indicated by the proposed truckloading plan. Dummy loads may be used during the development program when inert loaded end products are not available. The dummy shall have the following characteristics identical to those of the objects being simulated:
 - (a) Envelope dimensions
 - (b) Weight, center of gravity, and radii of gyration in the three principal axes.
- 10.6.2 Truck and trailer road hazard test. Truck and trailer road hazard tests shall be coordinated with NAVSEASYSCOM and WPNSTA Earle (NWHC).

- 10.6.2.1 Truck and trailer road hazard test procedure. The truck or trailer shall be loaded and:
 - (a) Driven at 5 ± 1 miles per hour (mph) in both directions over the hazard course
- (b) Subjected, in forward drive, to full braking stops on a dry, downgrade, concrete or blacktop road from speeds of 5, 10, and 15 mph and in reverse drive at the greatest possible safe speed.
- (c) Driven at maximum safe speed over gravel, concrete, and blacktop roads for a distance of at least 30 miles. Road course shall include two or more of each of the following: rail-truck grade crossings, sharp curves (at least one in each direction), and full stops (upgrade and downgrade).
- 10.6.2.2 Hazard course. The hazard course shall conist of approximately 400 feet of straight, reasonably level, concrete or asphalt road with appropriate turn around areas at each end. Two sets of hazards, separated by approximately 200 feet, shall be provided. Each hazard set shall consist of six obstacles placed on either side of the roadway centerline so as to strike wheels on opposite sides alternately. The first set shall be placed on 10-foot centers and the second set shall be placed on 8-foot centers. Each hazard shall produce a 4-inch vertical rise, a 6- to 12-inch horizontal travel, and a 4-inch vertical drop. Upper corners may be rounded on an approximately 1-inch radius. (Imbedded railroad ties have proven satisfactory.)
- 10.6.3 Trial shipment. A trial shipment is conducted to verify that loading instructions do in fact, provide the protection required. Trial shipments shall be in accordance with the requirements specified in OP 2165.
- 10.6.3.1 Trial shipment procedure. The truck or trailer shall be loaded, blocked and braced exactly as required by the truckloading plan (inert material not required). The responsible activities shall:
- (a) Record the position of the lading together with the dunnage and fastenings used to constrain it (sketches or photographs).
 - (b) Arrange for the transport of the truck or trailer over the prescribed route.
- (c) Upon Receipt of shipment, inspect the lading and the constraining dunnage and fastenings. Record any evidence of damage or inadequacies.

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- (d) After unloading, the contained item shall be tested or inspected to ascertain any change in its original operating or functional characteristics. Any indication of shipping damage shall be recorded accordingly.
- 10.6.4 Acceptance criteria. Upon completion of the tests, there shall be no damage to the lading, dunnage and no movement of the lading that is likely to produce damage to the lading, dunnage or truck or trailer.
- 10.6.5 Test report. A report shall be prepared as a separate document or as a part of the request for approval. This report shall define all tests performed and give complete results of the tests, including any minor damage which may not be considered as cause for rejection. Photographs of the unit load before and after testing shall be made a part of this report. Additional photographs shown in any special test setups shall also be included in the report.
- 10.7 Quality conformance inspection. Quality conformance inspection shall consist of visual examinations specified by Table A-1 and shall be accomplished before, during, and after loading to ensure that the vehicle is safe for transportation of the intended load, the loading procedures are in accordance with approved standards, and the lading is loaded and secured in accordance with approved loading plans and practices. Truckloads shall be examined as follows:
- (a) Truckloads and less than truckloads that have an approved MIL-STD dash number sheet shall be examined to assure that the loading has been accomplished in accordance with the approved document. Particular emphasis shall be placed on assuring that the lading, when called for, is tightly positioned against the end walls and side walls of the vehicle and that dunnage fills all void spaces longitudinally and laterally.
- (b) Truckloads and less than truckloads that do not have an approved MIL-STD dash number sheet and all mixed truckloads and less than truckloads shall be examined to assure that the loading has been accomplished in accordance with the applicable paragraphs of this standard as referenced in table A-1 and the rules and regulations of DOT.
- 10.7.1 Rejection criteria. Nonconformance with any one of the applicable acceptance criteria listed in table A-1 shall be cause for rejection of the vehicle or truckloads as applicable. Minor economical repairs are permitted in order to bring a vehicle to an acceptable level of serviceability.

10.8 Vehicle signoff. Prior to releasing the vehicle to the carrier, the load inspector shall complete items 24 through 32 of the DD Form 626. Both the inspector and the driver must sign the lower portion of DD Form 626. All deficiencies shall be corrected before the vehicle is released to the carrier for shipment to the destination.

Table A-I
VISUAL EXAMINATION OF TRUCK AND TRAILER LOADS

Examination	Applicable paragraph/ reference	Acceptance criteria
A. Use of MIL-STD dash number sheets	4.4.2	Loading, blocking, and bracing procedures shall be in accordance with the appropriate MIL-STD dash number sheet.
	4.4.3	Use of Std when dash numbered sheets do not apply.
3. Vehicle (Empty) Cargo Space	5.3	The cargo space is clean. All protruding items removed.
	5.2.4	Complies with requirements of DD Form 626.
Туре	5.2.2	Vehicle is proper type and length, has axles in specified location and has correct flooring.
Special Requirements	5.2.3	Chains and load binders and tarpaulins are supplied when specified.
Vehicle Inspection	5.2.6	Vehicle inspected using DD Form 626.
Weighing	5.2.7 5.2.2(c)	Empty vehicle has been weighed and is suitable for proposed load.
Lading (Prior to Loading) Item identification	5.1 OP 2165	Packages and containers are properly packed and marked in accordance with DOT and DOD requirements.
C. Dunnage Material		
Lumber	5.5	Lumber is sound, free from crossgrain knots, knot holes, and checks or splits which would impair strength of material or interfere with proper nailing. Lumber is in accordance with MM-L-751.
Nails	5.6	Nails are suitable for intended use and conform to FF-N-105.
Strapping	5.7	Strapping is suitable for intended use and in accordance with QQ-S-781 and this standard.
Chain	5.8.2	Chain is proper size and strength and marking.
Grab Hooks	5.8.3	Correct size and markings.
Load Binders	5.8.5	Correct size.
Chains, fittings & load binders	5.8.6	Inspected and recorded on DD Form 626.

Table A-I (contd)

Examination	Applicable paragraph/ reference	Acceptance criteria
D. Practices		To Base Programme Commence
Nailing	5.6.2, 5.6.3	Quantity of nails are as specified or sufficient to hold the load.
•		Nails are staggered to prevent splitting of lumber.
		Nails are long enough to provide necessary holding power and penetration into floors and other bracing without penetrating cargo.
		Where nail points protrude, the points are crimped back into the lumber.
Unitized Containers	5.7.3	Stacked containers are unitized to ensure continuous engagement of stacking features.
		Stacking features are properly engaged.
		Straps are of correct size and properly applied.
Unitized Unit Loads		
When to unitize	5.7.4.1	Unless otherwise specified, whenever more than one layer high.
Stiffeners	5.7.4.2	Stiffeners in place and oriented as required.
Straps and Seals	5.7.4.2	Straps located, tensioned, and sealed as required.
		Stiffeners toward the lower layer or when at rear of load, toward the rear.
		Single stack to have stiffeners at both ends of unit load.
Tiedown Chain	5.8	Applied as specified.
Tiedown Strapping	5.7.2	Applied as specified.

Table A-I (contd)

	Examination	Applicable paragraph/ reference	Acceptance criteria
E.	Vans		
	Controlling forward movement	5.9.3.1	Front bulkhead constructed properly and in place.
	Controlling rearward	5.9.4.1	Floor blocking constructed and installed
	movement	or	as specified.
		5.9.4.2	Rear gate constructed & installed as specified
	Partial layers	5.9.3.3	Unitizing used where required and specified.
		5.9.4.3	
	Controlling lateral motion	5.9.5.1	Sleepers installed as specified.
	motion .	5.9.5.2	Sway braces constructed & installed as specified.
		5.9.5.3	Tiller assemblies installed and adequate.
	Load patterns	5.9.2.1	Load is being installed in accordance with predetermined load pattern.
	Intermediate Gates	5.9.6	Used when specific.
	Eggcrating	5.9.7.1	Conforms to requirements.
	Stepdown loads	5.9.7.2	Conforms to requirements.
	Flatbeds		
	Unitizing	5.10.3.1	Containers are unitized when more than one layer high.
	Cross Strapping	5.10.3.2	Cross straps are in place.
	Endblocking	5.10.4	End blocking is in place and as specified.
	Sleepers	5.10.5	Sleepers are in place and as specified.
	Tarpaulins	5.10.6	Tarpaulins are used when required.
	Steel Strap (tiedown)	5.10.7	Correct number of straps used.
		5.7.2	Straps properly applied.
	Chain & Load Binders	5.10.7	Correct number of chains used.
		5.8	Chain properly applied.
	Strap Seals	5.7.1.2	Seals properly crimped.

Table A-I (contd)

Examination	Applicable paragraph/ reference	Acceptance criteria
G. Prior to Release of Loaded Vehicle		
Marking or placarding	5.2.4.1	
Location	OP 2165	Marking or placarding is displayed on front, rear, and each side of vehicle. Front marking or placard is displayed on front of either truck, truck body, truck tractor, or the trailer.
Combination loads	OP 2165	When a vehicle contains more than one kind of HM, the aggregate gross weight of which totals 1,000 pounds or more, the vehicle is marked or placarded DANGEROUS. When the vehicle contains any quantity of explosives Class A, explosives Class B, poison Class A, or radioactive materials requiring a red label, it displays the appropriate marking or placard in addition to the DANGEROUS placard. When two or more vehicles are transporting HM, each is placarded according to its contents.
Placement of shipping documents	OP 2165	Shipping documents are attached to dunnage or some conspicuous place, before vehicle doors (when applicable) are closed and sealed.
Weight distribution and gross weight	5.2.5	Weight restrictions and load axle limitations specified for the vehicle are not exceeded.
Sealed outgoing vehicle	5.1 OP 2165	Whenever a shipment of HM is moved from a shipping activity to a receiving activity without being opened, the vehicle is sealed. This requirement applies to all classified shipments, truck loads of Classes A, B, or C explosives, and less-than-truckload shipments when exclusive use of the vehicle is authorized.
Number	5.1 OP 2165	For shipments in closed-type vehicles, the cargo compartment of the truck is secured with numbered seals. For shipments in open-type trucks, the waterproof, fire-resistant cover over the load is sealed to the conveyance at several points.
Seal tag	5.1 OP 2165	When a shipment carries a security classification, a waterproof tag is threaded onto the metal band of the seal.

Table A-I (contd)

Examination	Applicable paragraph/ reference	Acceptance criteria
Notice of seals	5.1 OP 2165	A Notice of Seals, NAVSANDA Form 408, is attached to the cargo opening of any vehicle transporting HM for which numbered seals are required.
Driver instructions (special)	5.1 OP 2165	The driver of each vehicle used to transport HM has inspected the load and has been given a copy of the special instructions applicable to the load.
Vehicle signoff	10.13	Prior to releasing the vehicle to the carrier, the load inspector has completed DD Form 626.

Appendix B

20. MOTOR VEHICLE AND TRAILER SIZE AND WEIGHT LIMITATIONS (INCLUDING DOUBLES)

This appendix presents detailed data about size, weight, and load limits established for motor vehicles and trailers (including doubles) in the United States, Canada, and Mexico. Table B-I is a summary of vehicle size and weight limits. Table B-II lists those States that limit weight by an established table. Table B-III lists the allowable gross vehicle weight under the new Federal Weight Law enacted 4 January 1975.

The information in this appendix was derived from material prepared by the American Trucking Associations, Inc., 1616 P Street, N.W., Washington, D.C. 20036.

These tables were revised January 1979.

Table B-I SUMMARY OF VEHICLE SIZE AND WEIGHT LIMITS (REVISED JANUARY 1979)

				Length	(Ft-In Inc.	Tolerances)		Axle Limits (Pounds, Inc. Tole	rances)
Jurisdiction	Width (In)	Height (Ft-In)	Truck	TST	S-trl Trl	Double Combin.	Truck Trailer	Single Axle	Tandem Axle	Other
Alabama Alaska	96 96	13.6 13.6	40.0 40.0 40.0	55.0 65-0 65-0	NR 45-0 NR ¹ 1	NP 70-0 65-0	NP 70-0 65-0	20,000 ^{2 1} 20,000 20,000	39,600 ^{2 1} 34,000 34,000	NR 44 NR
Arizona Arkansas California Colorado	96 96 96 ¹ 96 ² , 6	13-6 13-6 13-6 ⁷ 13-0 ⁸	40-0 40-0 35-0	60-0 60-0 65-0	NR 40-0 ¹² NR	65-0 65-0 65-0	65-0 65-0 65-0	18,000 20,000 20,000 ²	32,000 34,000 36,000	32, 4 35, 4 33
Connecticut Delaware	102 96 96	13-6 13-6 13-6	55-0 40-0 40.0 ⁹	55-0 60-0 55-0	NR NR NR	NP 65-0 NP	NP 60-0 55-0	22,848 20,000 22,000	36,720 40,000 44,000	27 NR 26
Florida Georgia Hawaii	96 108 96 ³	13-6 13-6 14-0	55-0 40-0 40-0	. 55-0 55-0 65-0	NR NR NR	55-0 65-0 75-0 ¹⁸	55-0 65-0 75-0	20,340 24,000 20,000	40,680 34,000 34,000	34 38 30,
daho Illinois Indiana	96 ⁴ 96	13-6 13-6 13-6	42-0 36-0 40-0	55-0 57-3 55-0	45-0 ¹³ NR NR	65-0 ¹⁹ 65-0 60-0	60-0 55-0 55-0	18,000 18,000 18,540	32,000 32,000 32,960	NR 30 NR
lowa Kansas Kentucky	96 96 96 96	13-6 12-6 ⁸ 13-6	42-6 35.0 ¹⁰ 40-0	65-0 57-9 ¹⁰ 65-0	NR ¹⁴ NR NR	65-0 65-0 ¹⁰ 65-0 ²⁰	65-0 65-0 ¹⁰ 65-0	20,000 20,000 ²¹ 20,000 ²¹	34,000 34,000 ²¹ 34,000 ²¹	33 27, 28,
Louisiana Maine Maryland	96 ³ 96 96 ^{4, 6}	13-6 ⁷ 13-6 13-6	45-0 40-0 35-0	56-6 55-0 60-0	45-0 NR 45-0	NP 65-0 ²⁰ NP	56-6 55-0 55-0	22,000 22,400 22,400	34,000 ² 1 40,000 36,000	27 NR 30
Massachusetts Michigan Minnesota Mississippi	96 96 96 96	13-6 13-6 13-6	40-0 40-0 35-0	55-0 60-0 55-0	NR 45-0 ¹⁵ NR	65-0 ¹⁰ 60-0 55-0	65-0 ¹⁰ 60-0 55-0	20,000 ²² 20,000 ²⁴ 18,000	34,000 ²³ 34,000 ²⁴ 32,000	29 33, 31,
Missouri Montana Nebraska	96 ² 96 ³ 96	13-6 13-6 14-6	40-0 40-0 40-0	55-0 60-0 60-0	NR NR NR ¹¹	65-0 ²⁰ 60-0 65-0	65-0 ²⁰ 60-0 65-0	18,000 18,000 18,900 ²¹	32,000 32,000 33,600 ²¹	NI NI 32
Nevada New Hampshire	96 ⁴ 96	14-0 13-6	40-0 35-0	70-0 55-0	NR NR	70-0 NP	70-0 55-0	20,000 22,400	34,000 36,000	NI 27

Table B-I (contd)

	Gross We	ight Law Type			Maximum	Practical Gross	Weight (Poun	ds) ds	
	Туре	Any Axle	Wheelbase	5 Axle TS		5 Axle T		Maximum 1	Weight
Jurisdiction	Restriction	Group	Only	Interstate	Other	Interstate	Other	Interstate	Other
Alabama Alaska Arizona	Formula B-III Formula B-III Table B-II	B-III Under 18'	B-III Over 18'	79,500 - 80,000	88,000 80,000 80,000	NP - 80,000	NP 88,500 80,000	80,000 - 80,000	92,400 109,000 80,000
Arkansas California Colorado	Axle & Gross Table B-III Formula B-II	B-III	B-II	73,280 80,000 80,000	73,280 80,000 84,000	73,280 80,000 80,000	73,280 [°] 80,000 85,000	73,280 80,000 80,000	73,280 80,000 85,000
Connecticut Delaware Florida	Specific Limits Table B-III ⁵⁰ Tables B-II & B-III	B-III B-III	B-II	73,000 80,000 79,500	73,000 80,000 79,500	NP 80,000 NP	NP 80,000 NP	73,000 80,000 80,000	73,000 80,000 80,000
Georgia Hawaii Idaho	Axle limit, Table B-III Formulae B-II & B-III Tables B-II & B-III	B-111 ⁵ 1 B-111 B-111	B-II ⁵² B-II	79,000 79,500 80,000	79,000 79,500 80,000	79,000 80,000 80,000	79,000 88,000 92,000	80,000 80,800 80,000	80,000 88,880 105,500
Illinois Indiana Iowa	Table B-II Axle Limits Table B-II	в-11	B-II	73,280 73,280 73,280	73,280 73,280 73,280	73,280 73,280 73,280	73,280 73,280 73,280	73,280 73,280 73,280	73,280 73,280 73,280
Kansas Kentucky Louisiana	Table B-II Axle & Spec. Limits Axle & Spec. Limits		B-II	80,000 80,000 80,000	80,000 80,000 80,000	80,000 80,000 80,000	85,500 82,000 80,000	80,000 80,000 83,400	85,500 82,000 88,000
Maine Maryland Massachusetts	Table B-III Table B-II Formula B-III	B-111	B-II	80,000 73,280 79,500	80,000 73,280 79,500	NP 73,280 NP	NP 73,280 NP	80,000 73,280 80,000	80,000 73,280 80,000
Michigan Minnesota Mississippi	Table B-III Tables B-II & B-III Table B-II	B-111 B-11 ⁵⁴ & B-111	B-II	79,500 80,000 ²⁴ 73,280	79,500 80,000 ²⁴ 73,280	80,000 80,000 ²⁴ 73,280	80,000 80,000 ²⁴ 73,280	148,000 ^{5 3} 80,000 ^{2 4} 73,280	148,000 ⁵³ 80,000 ²⁴ 73,280
Missouri Montana Nebraska	Table B-II Table B-II Table B-III	B-111	B-II B-II	73,280 76,000 73,280	73,280 76,000 80,000	73,280 76,000 73,280	73,280 76,000 86,500	73,280 76,800 73,280	73,280 76,800 95,000
Nevada New Hampshire	Table B-III Tables B-II & B-III	B-111 B-111 ^{5 5}	B-II	80,000 79,500	80,000 79,500	80,000 NP	88,500 NP	80,000 80,000	109,000 80,000

Table B-I (contd)

				Length (F	t-In Inc. T	olerances)		Axle Limits (Pounds, Inc. Tole	rances)
Jurisdiction	Width (In)	Height (Ft-In)	Truck	TST	S-trl Trl	Double Combin.	Truck Trailer	Single Axle	Tandem Axle	Other
Jurisdiction			35-0	55.0	NR	55.0	55.0	23,520	34,000 ²¹	30, 47
New Jersey New Mexico New York	96 96 ^{5, 6} 96	13-6 13-6 13-6	40-0 35-0	65-0 55-0	NR NR ¹⁶ NR	65-0 55-0 ¹⁰ NP	65-0 55-0 55-0	21,600 22,400 20,000	34,320 36,000 38,000	27, 36 30, 37 27, 32
North Carolina North Dakota Ohio	96 96 ⁵ 96	13-6 13-6 13-6	40·0 ⁹ 40·0 40·0	55-0 65-0 60-0 65-0	NR 45-0 NR	65-0 ¹⁰ 65-0 65-0	65-0 65-0 65-0	20,000 20,000 20,000	34,000 34,000 34,000	26, 33 28, 45 NR
Oklahoma Oregon Pennsylvania	96 ⁵ 96 ² 96 ⁵	13-6 13-6 13-6	40-0 40-0 40-0 40-0	60-0 ¹⁰ 55-0 55-0	35-0 ¹⁷ NR NR	75-0 ¹⁰ NP NP	75-0 ¹⁰ 55-0 55-0	20,000 23,070 22,400	34,000 37,080 36,000	26, 33 30 NR
Rhode Island South Carolina South Dakota	96 ² 96	13-6 13-6 13-6	40-0 ⁹ 35-0 40-0	55-0 70-0 55-0	NR NR NR	NP 70-0 NP	55-0 70-0 55-0	20,000 ^{2 1} 20,000 18,000	35,200 ^{2 1} 34,000 32,000	NR 27, 3
Tennessee Texas Utah	96 96 96	13-6 13-6 14-0	45-0 45-0 60-0	65-0 65-0 60-0	NR 45-0 NR	65-0 64-0 NP	65-0 65-0 60-0	20,000 20,000 22,400 ² 1	34,000 34,000 36,000 ²¹	28, 3 35 27
Vermont Virginia Washington	96 ³ 96 96 ⁴ , 6	13-6 13-6 14-0 12-6 ⁸	40-0 35-0 40-0 ⁹	56-0 65-0 55-0 ¹⁰	NR 45-0	NP 65-0 NP	55-0 65-0 55-0 ¹⁰	20,000 ^{2 1} 20,000 20,000	34,000 ²¹ 34,000 34,000	28 25 NR
West Virginia Wisconsin Wyoming Dist. of Columbia	96 96 96 ⁵ 96	13-6 14-0 13-6	35-0 60-0 40-0	59-0 85-0 55-0	45-0 NR NR	NP 85-0 NP	55-0 85-0 55-0	20,000 20,000 22,000	34,000 36,000 38,000	33, 4 33 NR

Table B-I (contd)

	Gross We	ight Law Typ	8		Maximum	Practical Gross	Weight (Pour	nds) ⁴⁹	
	Type	Any Axle	Wheelbase	5 Axle 7		5 Axle		Maximum	Weight
Jurisdiction	Restriction	Group	Only	Interstate	Other	Interstate	Other	Interstate	Other
New Jersey	Formula B-III	B-III		79,500	79,500	79,500	79,500	80,000	80,000
New Mexico New York North Carolina	Table B-III Tables B-II & B-III Spec. Limits, Table A	B-111 ⁵⁶	B-11 B-11 B-11	80,640 79,500 79,800	80,640 79,500 79,800	86,400 79,500 NP	86,400 79,500 NP	86,400 80,000 79,800	86,400 80,000 79,800
North Dakota Ohio Oklahoma	Formula B-III Formula B-II Table B-III	B-III B-III	B-II	80,000 80,000 80,000	80,000 80,000 80,000	80,000 80,000 80,000	85,500 80,000 85,500	80,000 80,000 80,000	105,500 80,000 90,000
Oregon Pennsylvania Rhode Island	Table B-III Specific Limits Specific Limits	B-III		80,000 73,280 80,000	80,000 73,280 80,000	80,000 NP NP	80,000 NP NP	80,000 73,280 80,000	80,000 73,280 80,000
South Carolina South Dakota Tennessee	Spec. Limits, Table B-III Table B-III Specific Limits	B-III ⁵⁷ B-III		79,500 80,000 73,280	80,600 80,000 73,280	NP 80,000 NP	NP 85,500 NP	80,000 80,000 73,280	80,600 95,000 73,280
Texas Utah Vermont	Table B-III Table B-III Table B-III	B-111 B-111 B-111		80,000 80,000 80,000	80,000 80,000 80,000	80,000 80,000 NP	80,000 80,000 NP	80,000 80,000 80,000	80,000 80,000 80,000
Virginia Washington West Virginia	Table B-III Table B-III Table B-III	B-III B-III ^{5 5}		79,800 80,000 79,500	79,800 80,000 79,500	NP 80,000 NP	NP 80,000 NP	79,800 80,000 80,000	79,800 80,000 80,000
Wisconsin Wyoming Dist. of Columbia	Tables B-II & B-III Tables B-II & B-III Table B-II	B-II & B-III B-II & B-III B-II		80,000 80,000 73,280	80,000 84,000 73,280	NP 80,000 NP	NP 92,000 NP	80,000 80,000 73,280	80,000 101,000 73,280

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NR - no specific restriction
NP - not permitted
       see special permit section
FOOTNOTES - Width
  load and tire width 100"
  excludes safety devices
  3 102" on non-Interstate highways
  4 102" includes safety devices
   102" on designated highways
  6 102" tire width
FOOTNOTES - Height
   load height 14'
  8 13' 6" on designated highways
FOOTNOTES - Length
  92-axle truck 35'
 10on designated highways
 11 full trailer 40'
 12 no semitrailér limit if distance from kingpin to rearmost axie not over 38'
 13 full trailer 42'
 14full trailer 42'6"
 15 plus 6" for bumpers
 16 full trailer 35'
 17 in TST combination semitrailer limited with distance from kingpin to rear-
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FOOTNOTES - Weight

regulations
19 on 4-lane and designated 2-lane highways

FOOTNOTES - General

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<sup>21</sup> higher limits off Interstate highways
22 18,000 lbs. off Interstate highways
23 26,000 lbs. off Interstate highways
<sup>24</sup> Interstate and other designated highways
25 550 lbs/inch width of tire (tires under 12" wide); otherwise 660 lbs/inch
width of tire 26 550 lbs/inch width of tire
<sup>27</sup>600 lbs/inch width of tire
28 650 lbs/inch width of tire
```

double & triple trailer combination authorized to 105' under rules &

²⁰on 4-lane highways with limited access on lesser highways authorized

```
29 700 lbs/inch width of tire
30 800 lbs/inch width of tire
31 tire weight table in law
32 single wheel 9,000 lbs.
33 single wheel 10,000 lbs. 34 single wheel 10,170 lbs.
35 single wheel 10,500 lbs.
36 single wheel 11,000 lbs.
37 single wheel 11,200 lbs.
38 single wheel 12,000 lbs.
39 steering axle 12,000 lbs., tractor only
40 steering axle 12,000 lbs., with exceptions
41 steering axle 12,500 lbs.
42 steering axle 12,500 lbs., with exceptions
 43 steering axle 13,000 lbs.
44 tri-axle limit 42,000 lbs.
 45 tri-axle limit 48,000 lbs.
46 tri-axle limit 50,000 lbs.
47 tri-axle limit 51,000 lbs.
   Tables "B-II" & "B-III" refer to tables B-II and B-III; formulae refer to
49 formulae resulting in tables "B-II" & "B-III"
   maximum weights are calculated assuming (i) maximum allowable length,
   (ii) optimum axle spacing and load distribution, (iii) wheelbase 5' less
than length and (iv) steering axle 12,000 lbs.

50 specific limits off-Interstate
Table "B-III" applies over 73,280 lbs.
52 Table "B-II" weights over 80,000 lbs, allowed off-Interstate
53 axles on these combinations are limited to 13,000 lbs. with one 32,000 lb.
   tandem axle
 54 Table "B-II" weights includes single axle limit 18,000 lbs, and tandem axle
   limit 32,000 lbs.
 55 Table "B-III" applies only to 5 axle Combinations
56 Table "B-III" applies only over 71,000 lbs.
 57 Table "B-III" applies only over 75,000 lbs. on Interstate highways
58 Table "B-III" applies only over 65,000 lbs. on designated highways
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Table B-II
ALLOWABLE LOADS FOR MOTOR VEHICLES AND TRAILERS
(LOAD FIGURES IN THOUSANDS OF POUNDS)

			(LU	ADF	The second distance in con-	KES I			AND	3 OF	FUC	ND2			
					Ida	ho		Illinois					1	Minnes	ota
Distance	Arizona	Colorado	Florida	Hawaii	3-4 Axles	5 Axles	3 Axles	4 Axles	S Axles	Iowa	Kansas	Maryland	2 Axles	3 Axles	4 or more Axles
4 5 6 7 8 9	34.0 34.0 34.0 34.0 42.0 42.5 43.5	44.0 45.0 46.0 47.0 48.0 49.0 50.0	44.0 44.0 44.0 44.0 48.6 49.5	- 32.2 32.9 33.6 34.3 35.0			- - - - - 41.0	-		33.0 33.0 33.0 33.0 35.2 36.3 37.7	34.0 34.0 34.0 34.6 36.5 38.5	40.0 40.0 40.0 40.0 41.6 42.5	32.0 32.0 32.0 32.0 33.0 34.0 35.0	- 37.0 38.5 39.9 41.2	- - - - - - 42.5
11 12 13 14 15	44.0 50.0 50.5 51.5 52.0	51.0 52.0 53.0 54.0 55.0	50.4 51.3 52.2 53.1 54.1	35.7 36.4 46.6 47.5 48.4	- 56.5 57.9 59.4	56.5 57.9 59.4	42.0 43.0 44.0 44.5 45.0	- - - 50.0	-	39.1 41.4 42.4 43.5 44.6	40.3 42.0 43.0 44.0 45.0	43.3 44.2 45.0 45.9 47.0	36.0	42.4 43.5 44.5 45.5 46.5	44.3 46.0 47.6 49.1 50.5
16 17 18 19 20	52.5 53.5 54.0 54.5 55.5	56.0 57.0 48.0 59.0 60.0	55.0 55.9 56.8 57.7 58.6	49.3 50.2 51.0 51.9 52.8	60.6 61.8 63.1 64.3 65.4	60.6 61.8 63.1 64.3 65.4	46.0 47.0 47.5 48.0 49.0	50.5 51.5 52.0 52.5 53.5		45.6 46.7 47.7 48.8 49.8	46.0 47.0 48.0 49.0 50.0	48.5 50.0 51.5 53.0 54.5		47.5 48.5 49.5 50.5 51.5	51.8 53.0 54.0 54.5 55.5
21 22 23 24 25	56.0 56.5 57.5 58.0 58.5	61.0 62.0 63.0 64.0 65.0	59.6 60.5 61.4 62.3 63.2	53.7 54.6 55.4 56.3 57.2	66.0	66.3 67.2 67.9 68.5 69.1	50.0	54.0 54.5 55.5 56.0 56.5	=	50.8 51.8 52.8 53.8 54.8	51.0 52.0 53.0 54.0 55.0	55.5 56.5 57.5 58.7 59.6		52.2 52.9 53.6 54.0	56.0 56.5 57.5 58.0 58.5
26 27 28 29 30	59.5 60.0 60.5 61.5 62.0	66.0 67.0 68.0 69.0 70.0	64.1 65.1 66.0 66.9 67.8	58.1 59.0 59.8 60.7 61.6		69.8 70.4 70.9 71.5 72.0		57.5 58.0 58.5 59.5 60.0	= = =	55.8 56.8 57.8 58.7 59.7	56.0 57.0 58.0 59.0 60.0	60.6 61.5 62.5 63.4 64.4		= = =	59.5 60.0 60.5 61.5 62.5
31 32 33 34 35	62.5 63.5 64.0 64.5 65.5	71.0 72.0 73.0 74.0 75.0	68.7 69.6 70.6 71.5 72.4	62.5 63.4 64.2 65.1 66.0		72.6 73.1 73.7 74.2 74.8	-	60.5 61.5 62.0 62.5 63.5	=======================================	60.8 61.9 63.0 64.1 65.2	61.0 62.0 63.1 64.2 65.5	65.3 66.3 67.2 68.2 69.1	-	=======================================	63.5 64.0 -
36 37 38 39 40	66.0 66.5 67.5 69.0 70.5	76.0 77.0 78.0 79.0 80.0	73.3 - - - -	66.9 67.8 68.6 69.5 70.4		75.3 75.9 76.4 77.0 77.6	-	64.0	= = = = = = = = = = = = = = = = = = = =	66.3 67.4 68.5 69.6 70.7	66.6 67.9 69.1 70.3 71.7	70.1 71.0 72.0 72.9 73.3		-	=======================================
41 42 43 44 45	72.5 74.0 75.0 75.5 76.0	81.0 82.0 83.0 84.0 85.0	- - -	71.3 72.2 73.0 73.9 74.8	- - -	78.1 78.6 79.0	-	Ē	70.2 73.0 73.3	71.8 72.9 73.3	72.8 74.0 75.0 75.5 76.0	- - -	-	=======================================	= -
46 47 48 49 50	76.5 77.5 78.0 78.5 79.0	- - - -	- - - -	75.7 76.6 77.4 78.3 79.2		=	- - - -	=======================================	-	- - - -	76.5 77.5 78.0 78.5 79.0	-			=
51 52 53 54 55	80.0 - - -	-	- - - -	80.0 81.0 81.8 82.7 83.6	-	-	-	=	=	-	80.0 80.5 81.0 81.5 82.5	-			-
56 57 58 59 60 61	-	-	-	84.5 85.4 86.2 87.1 88.0 88.9	-	-	-	=======================================	=	-	83.0 83.5 84.0 85.0 85.5				=======================================

Table B-II (contd)

				· Ne Hamp						W	isconsi	n		
Distance	Mississippi	Missouri	Montana	3 Axles	4-5 Axles	New Mexico	New York	North Carolina	Ohio	2 Axles	3 Axles	4 Axles	Wyoming	D.C.
4 5 6 7 8 9	32.0 32.0 32.0 32.0 32.6 34.5 36.5	32.0 32.0 32.0 32.0 33.2 34.4 35.6	32.0 32.0 32.2 32.9 33.6 34.3 35.0		11111	34.3 35.1 35.9 36.7 37.4 38.2 39.0	38.0 39.0 40.0 41.0 42.0 43.0 44.0	111111	- - - 48.0 48.0 48.0	32.0 32.0 32.0 33.0 35.0 37.0 38.0	- 37.0 38.5 39.9 41.2	- - - - - 42.5	- - - - - 43.5	- - 37.0 38.1 39.1
11 12 13 14 15	38.3 40.0 41.0 42.0 43.0	36.8 38.0 39.2 40.4 41.6	35.7 36.4 37.1 43.2 44.0	=======================================		39.8 40.6 41.3 42.1 42.9	45.0 46.0 47.0 48.0 49.0	11111	48.0 48.8 49.7 50.6 51.5	39.0	42.4 43.5 44.5 45.5 46.5	44.3 46.0 47.6 49.1 50.5	45.0 48.0 50.0 52.0 54.0	40.2 41.3 42.3 43.4 44.5
16 17 18 19 20	44.0 45.0 46.0 47.0 48.0	42.8 44.0 45.2 46.4 47.6	44.8 45.6 46.4 47.2 48.0	-		43.7 44.5 45.2 53.1 54.0	50.0 51.0 52.0 53.0 54.0		52.4 53.3 54.2 55.1 56.0	-	47.5 48.5 49.5 50.5 51.5	51.8 53.0 54.1 55.1: 56.0	54.0 54.0 56.0 58.0 62.0	45.6 46.7 47.8 48.8 49.9
21 22 23 24 25	49.0 50.0 51.0 52.0 53.0	48.8 50.0 51.0 52.0 53.0	48.8 49.6 50.4 51.2 55.3	- - - 47.4	-	54.9 55.8 56.7 57.6 58.5	55.0 56.0 57.0 58.0 59.0		56.9 57.8 58.7 59.6 60.5	= = = = = = = = = = = = = = = = = = = =	52.2 52.9 53.6 54.3 55.0	56.8 57.6 58.4 59.2 60.0	64.0 65.0 66.0 66.0 66.0	51.0 52.1 53.1 54.2 55.3
26 27 28 29 30	54.0 55.0 56.0 57.0 58.0	54.0 55.0 56.0 57.0 58.0	56.1 56.9 57.8 58.7 59.5	48.3 49.3 50.4 51.5 52.8	- 48.3 49.3 50.4	59.4 60.3 61.2 62.1 63.0	60.0 61.0 62.0 63.0 64.0		61.4 62.3 63.2 64.1 65.0	= = = = = = = = = = = = = = = = = = = =	55.7 56.4 57.1 57.8 58.5	60.8 61.6 62.4 63.2 64.0	66.0 66.0 66.0 67.0	56.4 57.4 58.5 59.6 60.7
31 32 33 34 35	59.0 60.0 61.0 62.2 63.5	59.0 60.0 61.1 62.2 63.5	60.4 61.2 62.1 62.9 63.8	-	51.5 52.8 54.3 56.0 58.0	63.9 64.8 65.7 66.6 67.5	65.0 66.0 67.0 68.0 69.0	- - - 73.5	65.9 66.8 67.7 68.6 69.5	-	=	= = = = = = = = = = = = = = = = = = = =	68.0 69.0 70.0 71.0 72.0	61.7 62.8 63.9 65.0 66.2
36 37 38 39 40	64.6 65.9 67.1 68.3 69.7	64.6 65.9 67.1 68.3 69.7	68.0 68.0 68.0 68.0 70.0		60.0 62.0 64.4 66.4 73.3	68.4 69.3 70.2 71.1 72.0	70.0 71.0 - -	74.0 74.5 75.6 76.1 76.6	70.4 71.3 72.2 73.1 74.0		-		73.0 74.0 75.0 76.0 76.0	67.2 68.1 68.9 69.7 70.6
41 42 43 44 45	70.8 72.0 73.3	70.8 72.0 73.3 -	72.0 73.3 73.3 73.3 73.3	-	= = =	72.9 73.8 74.7 75.6 76.5		77.2 77.7 78.7 79.3 79.8	74.9 75.8 76.7 77.6 78.5	-	= = =	=	76.0 76.0 76.0 76.0 77.0	71.4 72.3 - -
46 47 48 49 50	=	-	73.3 73.3 73.3 73.3 73.3	-	=	77.4 78.3 79.2 80.1 81.0	-	-	79.4 80.0 - -	-	= = = = = = = = = = = = = = = = = = = =	=======================================	77.4 78.3 79.9 -	- - - -
51 52 53 54 55	-	-	73.3 73.6 74.4 75.2 76.0		=	81.9 82.8 83.7 84.6 85.5	-	=======================================	= = = = = = = = = = = = = = = = = = = =	=======================================	=	=	-	-
56 57 58 59 60 61		-	76.4 76.8 - - -	-	=	86.4	-				=	=======================================	-	-

Table B-III

GROSS WEIGHT ALLOWABLE UNDER NEW FEDERAL WEIGHT LAW FORMULA ENACTED JANUARY 4, 1975

BRIDGE FORMULA W = $500 \frac{(LN + 12N + 36)}{N-1}$

W = maximum weight in pounds carried on any group of two or more axles compared to nearest 500 pounds.

L = distance in feet between the extremes of any group of two or more consecutive axles.

N = number of axles in group under consideration.

Distance in feet between the extremes of any group or 2 or	Maximum of	load in pound 2 or more con	ls carried on a	iny group
more consecutive axles	2 axles	3 axles	4 axles	5 axles
4 5 6 7 8 9	34.0 35.0 36.0 37.0 38.0 39.0 40.0	42.0 43.0 43.5		
11 12 13 14 15		44.5 45.0 46.0 46.5 47.5	50.0 50.5 51.5 52.0	
16 17 18 19 20		48.0 49.0 49.5 50.5 51.0	52.5 53.5 54.0 54.5 55.5	58.0 58.5 59.5 60.0 60.5
21 22 23 24 25		52.0 52.5 53.5 54.0 55.0	56.0 56.5 57.5 58.0 58.5	61.0 62.0 62.5 63.0 63.5
26 27 28 29 30		55.5 56.5 57.0 58.0 58.5	59.5 60.0 60.5 61.5 62.0	64.5 65.0 65.5 66.0 67.0
31 32 33 34 35		59.5 60.0	62.5 63.5 64.0 64.5 65.5	67.5 68.0 68.5 69.5 70.0
36 37 38 39 40			68.0 68.0 68.0 68.0 68.5	70.5 71.0 72.0 72.5 73.0

Table B-III (contd)

Distance in feet between the extremes of any group or 2 or more consecutive axles	Maximum load in pounds carried on any group of 2 or more consecutive axles			
	2 axles	3 axles	4 axles	5 axles
41 42 43 44 45			69.5 70.0 70.5 71.5 72.0	73.5 74.5 75.0 75.5 76.0
46 47 48 49 50			72.5 73.5 74.0 74.5 75.5	77.0 77.5 78.0 78.5 79.5
51 52 53 54 55	-		76.0 76.5 77.5 78.0 78.5	80.0 80.5 81.0 82.0 82.5
56 57 58 59 60			79.5 80.0	83.0 83.5 84.5 85.0 85.5
61 62 63 64 65				86.0 87.0 87.5 88.0 88.5
66 67 68 69 70				89.5 90.0 90.5 91.0 92.0
71 72 73 74 75				92.5 93.0 93.5 94.5 95.0
76 77 78 79 80				95.5 96.0 97.0 97.5 98.0
81 82 83				98.5 99.5 100.0

NOTE: States which have a "table" in their law may have slight weight differences for

selected axle distances.

NOTE: All states applying Table B or Formula B restrict interstate highways to 80,000 lbs.

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL	
INSTRUCTIONS: This form is provided to solicit beneficial comments which menhance its use. DoD contractors, government activities, manufacturers, vendors the document are invited to submit comments to the government. Fold on lines and send to preparing activity. Attach any pertinent data which may be of use in there are additional papers, attach to form and place both in an envelope address response will be provided to the submitter, when name and address is provided, we the 1426 was received and when any appropriate action on it will be completed. NOTE: This form shall not be used to submit requests for waivers, deviations or requirements on current contracts. Comments submitted on this form do not contract any portion of the referenced document(s) or to amend contractual requirements.	on reverse side, staple in corner, improving this document. If sed to preparing activity. A within 30 days indicating that clarification of specification enstitute or imply authorization
DOCUMENT IDENTIFIER (Number) AND TITLE	
MIL-STD-1320C (NAVY) TRUCKLOADING OF AMMUNITION A	ND EXPLOSIVES
NAME OF ORGANIZATION AND ADDRESS OF SUBMITTER VENDOR USER MANUFACTURER	
1. HAS ANY PART OF THE DOCUMENT CREATED PROBLEMS OR REQUIRED IN USE? IS ANY PART OF IT TOO RIGID, RESTRICTIVE, LOOSE OR AMBIGUOU A. GIVE PARAGRAPH NUMBER AND WORDING	
B. RECOMMENDED WORDING CHANGE	
C. REASON FOR RECOMMENDED CHANGE(S)	
12 PEMARYS	
2. REMARKS	
SUBMITTED BY (Printed or typed name and address — Optional)	TELEPHONE NO.
	DATE

POSTAGE AND FEES PAID



OFFICIAL BUSINESS PENALTY FOR PRIVATE USE \$300

COMMANDING OFFICER
NAVAL WEAPONS STATION
NAVAL WEAPONS HANDLING CENTER
COLTS NECK, N.J. 07722





MILITARY STANDARD

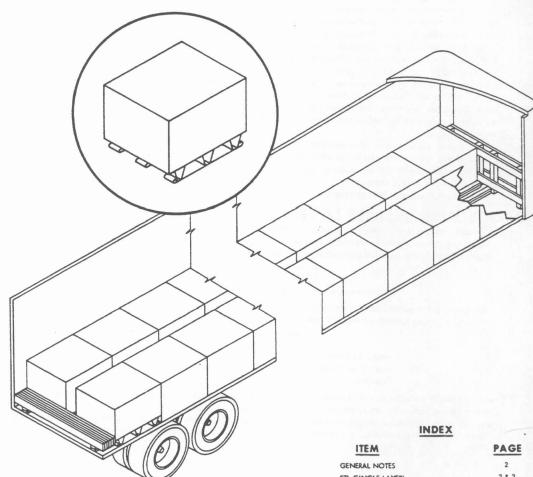
TRUCKLOADING OF HAZARDOUS MATERIALS

PALLETIZED UNIT LOADS
DOUBLE ROW PATTERN

MIL-STD-1320-2 (NAVY)

29 JANUARY 1975

SUPERSEDING WR-51/2A 22 AUGUST 1967



NOTES:

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

ITEM	PAGE
GENERAL NOTES	2
FTL (SINGLE LAYER)	2 & 3
FTL (MULTI-LAYER)	4 & 5
DETAILS	6
LTL	7
UNITIZING DETAIL	8

FSC 8140

AUTHORIZED AND RELEASED FOR HIGHWAY SHIPMENTS ONLY

SIGNATURE SEASYSOOM BY DIRECTION DATE

ORIGINATOR

SIGNATURE

NAVAL WEAPONS HANDLING LABORATORY

NAD EARLE, NEW JERSEY

PAGE 1 OF 8

GENERAL NOTES

- THE INDEX TO STANDARDS FOR PALLETIZING, TRUCKLOADING, RAILCAR LOADING AND CONTAINER LOADING, MIL-HDBK-236 (NAVY)
 LISTS WEAPON COMPONENTS AND INDICATES THE CORRECT DOCUMENT TO BE USED IN TRUCKLOADING OF EACH ITEM INDEXED.
 MIL-HDBK-236 INDEXES THE UNIT LOADS THAT ARE AUTHORIZED TO BE TRUCKLOADED IN ACCORDANCE WITH THIS DOCUMENT.
- 2. THIS DOCUMENT PROVIDES DETAILED TRUCKLOADING INSTRUCTIONS APPLICABLE TO PALLETIZED UNIT LOADS WHEN THE WIDTH OF THE UNIT LOAD PERMITS LOADING IN THE PATTERN PRESCRIBED.
- 3. PROCEDURES AND PRACTICES CONTAINED HEREIN ARE INTENDED FOR VAN-TYPE TRAILERS OF ALL LENGTHS. THE TRAILERS MAY HAVE WOOD FLOORS, METAL FLOORS, OR METAL FLOORS WITH WOOD NAILING STRIPS.
- 4. THE BLOCKING METHODS SHOWN ON PAGES 3, 5 & 7 ARE FOR WOOD FLOOR TRAILERS WITH UNIT LOADS OF DIMENSIONS THAT PERMIT
 THE PROCEDURES SHOWN. WHEN THE TRAILER HAS METAL FLOORS, METAL FLOORS WITH NAILING STRIPS OR THE CHARACTERISTICS OF
 UNIT LOAD MAKES BLOCKING AND BRACING SHOWN IMPRACTIBLE TO USE, CHOOSE AN APPROPRIATE ALTERNATE METHOD AS EXPLAINED
 IN THE SPECIFIC INSTRUCTIONS FOR THE LOAD.
- 5. A FULL TRUCK LOAD (FTL) CONSISTS OF AS MANY UNIT LOADS AS CAN BE ARRANGED IN THE TRAILER CONSIDERING ITS CUBE, PER-MISSIBLE GROSS WEIGHT AND AXLE LOAD LIMITATIONS. IF THESE LIMITATIONS PERMIT, UNIT LOADS MAY BE DOUBLE OR TRIPPLE LAYER IN ACCORDANCE WITH THE PRINCIPLES SET FORTH ON PAGES 4 AND 5.
- 6. A LESS-THAN-TRUCK LOAD (LTL) SHOULD BE ARRANGED CONSIDERING THE WEIGHT DISTRIBUTION ON THE TRUCK. A TYPICAL LTL IS SHOWN ON PAGE 6.
- 7. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED, ATTACH SHIPPING DOCUMENT TO INSIDE OF TRAILER IN AN ACCESSIBLE AREA, CLOSE AND SEAL TRAILER DOORS AND ATTACH APPROPRIATE PLACARD (IF REQUIRED) TO BOTH SIDES, FRONT, AND BACK OF TRAILER.
- 8. APPLICABLE MATERIAL SPECIFICATIONS: DUNNAGE LUMBER, MM-L-75; NAILS FF-N-105, TYPE II, STYLE 10, COMMON BRIGHT; STRAPPING QQ-5-781, TYPE I. CLASS A.
- 9. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT MIL-STD-1320 (NAVY).

PROCEDURE (SINGLE LAYER)

THE LOAD SHOWN ON PAGE 3 IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING PROCEDURES FOR A SINGLE LAYER
LOAD IN A WOOD FLOOR TRAILER. FOR TRAILERS WITH METAL FLOORS OR METAL FLOORS WITH WOOD NAILING STRIP, USE THE
APPROPRIATE AUTHORIZED ALTERNATE BLOCKING METHOD. (SEE NOTE 3 BELOW.)

WARNING

DO NOT NAIL BLOCKING OR BRACING INTO METAL FLOORS.

WHEN SPACE BETWEEN PALLETS DOES NOT PERMIT SLEEPERS AGAINST EACH PALLET AS SHOWN ON PAGE 3 OR INSTALLATION IS
DIFFICULT, A DOUBLED SLEEPER(S) OF TWO INCH NOMINAL THICKNESS AND APPROPRIATE WIDTH(S) MAY BE USED.

NOTE

WHEN THE SPACE BETWEEN THE UNIT LOADS IS LESS THAN 4 INCHES, BLOCKING TO PREVENT LATERAL MOTION MAY BE OMITTED.

- 3. WHEN THE TRAILER HAS METAL FLOORS OR WOOD NAILING STRIP THAT WILL NOT ACCOMODATE SLEEPERS, USE SWAY BRACES TO PREVENT LATERAL MOTION AS SHOWN FOR THE LOWER UNIT LOADS IN DETAIL G, PAGE 6.
- 4. WHEN ALL LOADS ARE IN PLACE, INSTALL REAR BLOCKING. TYPE REQUIRED IS DEPENDENT UPON DISTANCE BETWEEN TRAILER DOOR WHEN CLOSED AND REAR OF LADING. DETERMINE THIS DISTANCE AND INSTALL BLOCKING AS INDICATED BELOW:

DISTANCE LESS THAN 12 INCHES

INSTALL BLOCKING DETAIL B AS SHOWN ON PAGE 3.

CAUTION

REAR BLOCKING MUST BEAR AGAINST TRAILER
DOOR WHEN DOOR IS IN CLOSED POSITION.
DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE 12 TO 36 INCHES

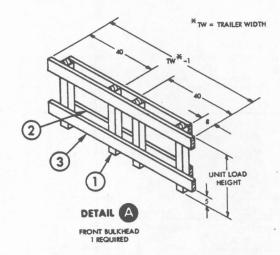
INSTALL BLOCKING DETAIL E AS SHOWN ON PAGE 5.

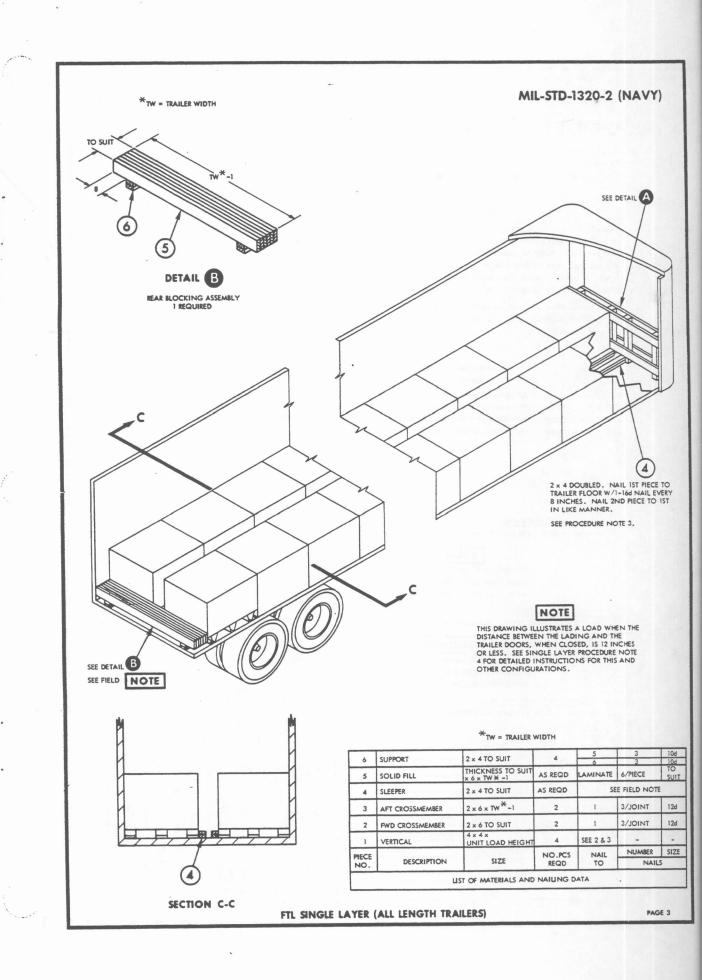
CAUTION

REAR BLOCKING MUST BEAR AGAINST TRAILER
DOOR WHEN DOOR IS IN CLOSED POSITION.
DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE GREATER THAN 36 INCHES

INSTALL BLOCKING AS SHOWN IN TYPICAL LTL, PAGE 7.





PROCEDURE (MULTI-LAYER)

THE LOAD SHOWN ON PAGE 5 IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING PROCEDURES FOR A TWO LAYER LOAD
IN A WOOD FLOOR TRAILER. FOR TRAILERS WITH METAL FLOORS OR METAL FLOORS WITH WOOD NAILING STRIPS, USE THE APPROPRIATE
AUTHORIZED ALTERNATE BLOCKING METHOD. (SEE NOTE 5 BELOW.)

WARNING

DO NOT NAIL BLOCKING OR BRACING INTO METAL FLOOR

- 2. TO PREVENT LONGITUDINAL MOVEMENT IN THE SECOND (AND THIRD) LAYER(S) WHERE THE LAYER CHANGES FROM TWO LAYERS TO ONE LAYER HIGH (OR THREE LAYERS TO TWO LAYERS HIGH) AND AT THE REAR OF THE LOAD WHEN TWO OR MORE LAYERS HIGH, THE UNIT LOADS SHALL BE UNITIZED AS SHOWN ON PAGE 8. THE STIFFENERS SHALL BE POSITIONED TOWARDS THE LOWER LAYER(S) OR WHEN AT THE REAR OF THE LOAD, TOWARDS THE REAR.
- 3. WHEN SPACE BETWEEN PALLETS DOES NOT PERMIT SLEEPERS AGAINST EACH PALLET AS SHOWN ON PAGE 5 OR INSTALLATION IS DIFFICULT, A DOUBLED SLEEPER(S) OF TWO INCH NOMINAL THICKNESS AND APPROPRIATE WIDTH(S) MAY BE USED.
- 4. USE SWAY BRACE, DETAIL H, PAGE 6 BETWEEN UNIT LOADS IN SECOND (AND THIRD LAYERS). WHEN SPACE BETWEEN UNIT LOADS DOES NOT PERMIT INSTALLATION OF SWAY BRACE, INSTALL FILLER ASSEMBLY, DETAIL J, PAGE 6. WHEN USING FILLER ASSEMBLY, SLEEPERS PIECE 4 ARE NOT REQUIRED.

NOTE

WHEN SPACE BETWEEN UNIT LOADS IS LESS THAN 4 INCHES, BLOCKING TO PREVENT LATERAL MOTION MAY BE OMITTED.

- 5. WHEN TRAILER HAS FLOORS OF METAL OR METAL WITH WOOD NAILING STRIPS THAT WILL NOT ACCOMODATE SLEEPERS, USE SWAY BRACES
 TO PREVENT FATERAL MOTION AS SHOWN IN DETAIL G. PAGE 6 OR USE THE FILLER ASSEMBLY. DETAIL J. PAGE 6 AS APPROPRIATE
- 6. INSTALL REAR BLOCKING. TYPE REQUIRED IS DEPENDENT UPON DISTANCE BETWEEN TRAILER DOOR WHEN CLOSED AND REAR LADING. DETERMINE THIS DISTANCE AND INSTALL BLOCKING AS INDICATED BELOW:

DISTANCE LESS THAN 12 INCHES:

INSTALL BLOCKING DETAIL B AS SHOWN ON PAGE 3.

CAUTION

REAR BLOCKING MUST BEAR AGAINST TRAILER
DOOR WHEN DOOR IS IN CLOSED POSITION.
DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE 12 TO 36 INCHES:

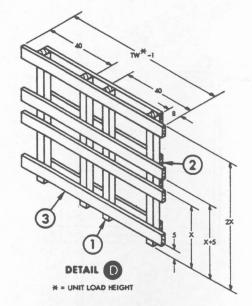
INSTALL BLOCKING DETAIL E AS SHOWN ON PAGE 5.

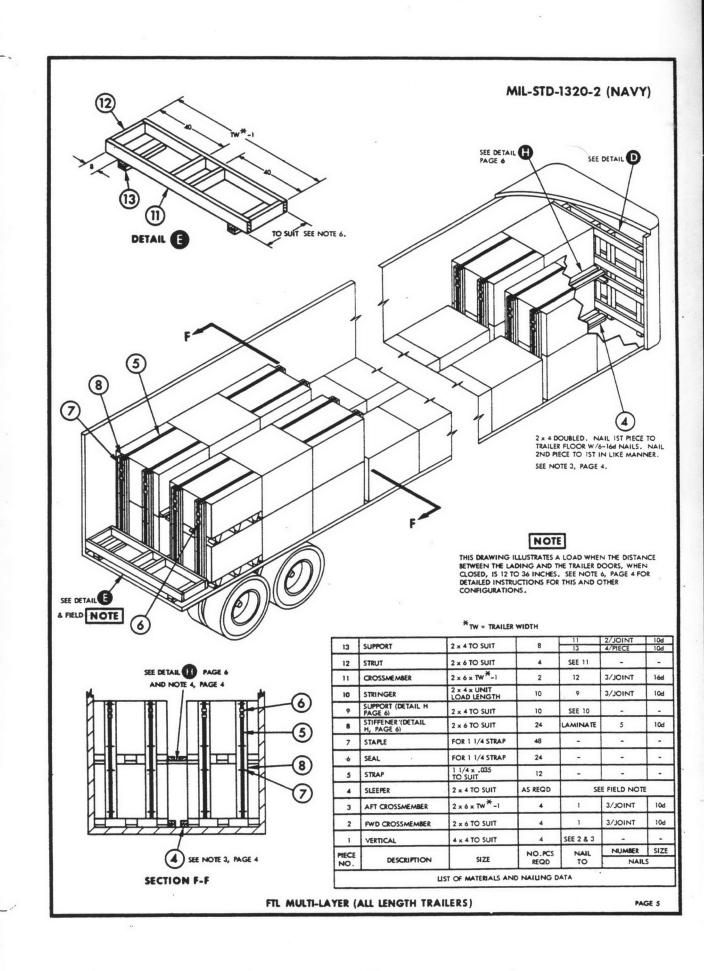
CAUTION

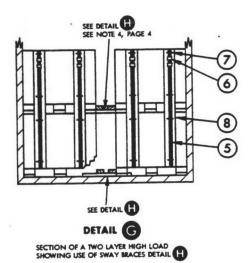
REAR BLOCKING MUST BEAR AGAINST TRAILER DOOR WHEN DOOR IS IN CLOSED POSITION. DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE GREATER THAN 36 INCHES:

INSTALL BLOCKING AS SHOWN IN TYPICAL LTL, PAGE 7.







PALLET LENGTH

2 x 4 SUPPORT LENGTHS
SUFFICIENT TO EXTEND
INTO PALLET 6 INCHES,
BOTH SIDES.

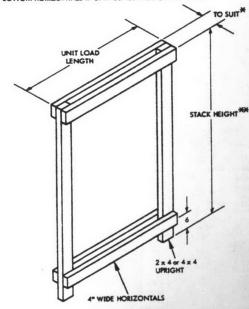
TO SUIT 6

10
2 x 4 STRINGER, NAIL TO
ITEM 9 W/3-IOM NAILS
PER JOINT

DETAIL (1)

*HORIZONTALS MAY BE LAMINATED AND THICKNESS CHOSEN TO SUIT TO FILL VOID BETWEEN UNIT LOADS.

HIR INSTALL THIRD SET OF HORIZONTALS BETWEEN TOP AND BOTTOM HORIZONTALS IF UNIT LOADS ARE 3 LAYERS HIGH.



DETAIL 1

FILLER ASSEMBLY
(ALTERNATE FOR SWAY BRACE & SLEEPERS)

LTL ALL LENGTH TRAILERS

1. THE LTL SHOWN ON THIS PAGE IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING METHODS FOR LTL IN WOOD FLOOR OR METAL WITH WOOD NAILING STRIP TRAILERS.

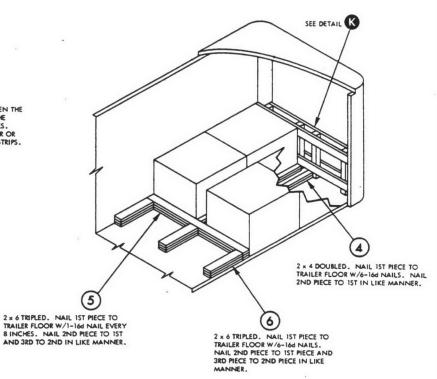
WARNING

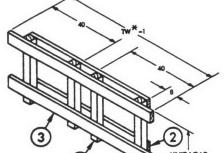
DO NOT USE ALL METAL FLOOR TRAILERS FOR LTL SHIPMENTS AS THEY CAN NOT BE BLOCKED BY THIS METHOD.

- 2. SWAY BRACE, DETAIL H OR FILLER ASSEMBLY, DETAIL J ARE AUTHORIZED ALTERNATES FOR SLEEPERS PIECE 4.
- 3. AN LTL MAY CONSIST OF MORE OR LESS UNIT LOADS AND ARE NOT NECESSARILY LIMITED TO THE AMOUNT SHOWN.

NOTE

THIS DRAWING ILLUSTRATES A LOAD WHEN THE DISTANCE BETWEEN THE LADING AND THE TRAILER DOORS GREATER THAN 36 INCHES. THE TRAILER SHALL HAVE A WOOD PLOOR OR A METAL FLOOR WITH WOOD NAILING STRIPS.





FRONT BULKHEAD

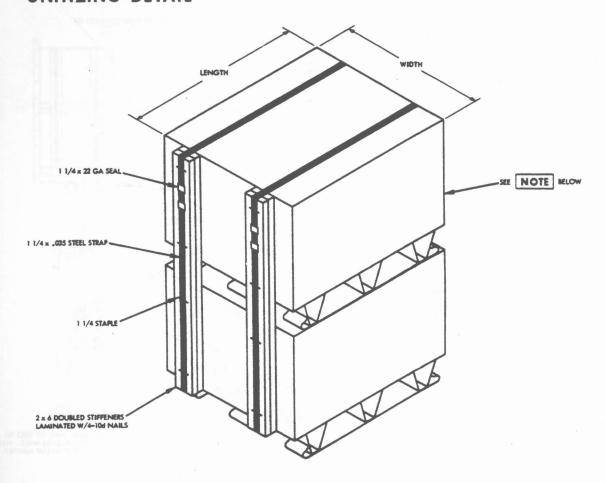
1 REQUIRED

*TW = TRAILER WIDTH

NO.	DESCRIPTION	SIZE	· REQD	10	NAILS				
PIECE			NO.PCS	NAIL	NUMBER	SIZE			
1	VERTICAL	4 x 4 TO SUIT	4	SEE 2 & 3	-	-			
2	FWD CROSSMEMBER	2 x 6 TO SUIT	2	1	3/JOINT	12d			
3	AFT CROSSMEMBER	2 x 6 x TW *-1	2	1	3/JOINT	12d			
4	SLEEPER	2 x 4 TO SUIT	8	s	EE FIELD NOT	EE FIELD NOTE			
-5	CROSSMEMBER	2 × 6 × TW -1	3	S	EE FIELD NOT	E			
6	BACKUP CLEAT	2 × 6 × 30	9	S	SEE FIELD NOTE				

LTL ALL LENGTH TRAILERS

UNITIZING DETAIL



- 1. WHEN REQUIRED BY THE FTL OR LTL REQUIREMENTS OF THIS MIL-STD, THE STACKED UNIT LOADS SHALL BE UNITIZED AS SHOWN ABOVE.
- 2. THE DOUBLED 2 x 6 STIFFENER SHALL EXTEND FROM THE TOP OF THE STACKED UNIT LOADS TO THE PALLET OF THE BOTTOM UNIT LOAD.
- 3. THE 1 1/4 INCH STEEL STRAPS, POSITIONED AS SHOWN, ENCIRCLE THE STACKED UNIT LOADS AND PASS UNDER THE DECK OF THE BOTTOM PALLET. THE STRAPS HOLD THE STIFFENERS IN PLACE.
- 4. TENSION STRAPS AND SEAL WITH TWO DOUBLE CRIMPED SEALS. SECURE EACH STRAP TO THE STIFFENER WITH FOUR 1 1/4 INCH STAPLES.
- 5. WHEN UNITIZING THREE HIGH UNIT LOADS, FOLLOW THE PRINCIPLES OF THE TWO HIGH UNIT LOADS SHOWN ABOVE.

NOTE

WHEN LOADING TRAILER WITH A SINGLE STACK OF UNIT LOADS, THE STIFFENERS SHALL BE AT BOTH ENDS OF THE UNITIZED LOADS.

REVIEW ACTIVITY:

PREPARING ACTIVITY: NAVY - OS (PROJECT NO. 8140-N276)

SPECIFICATION ANALYSIS SHEET

Form Approved Budget Bureau No. 22-R255

INSTRUCTIONS: This sheet is to be filled out by personnel, either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet is provided for obtaining information on the use of this specification which will insure that suitable products can be procured with a minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold on lines on reverse side, staple in corner, and send to preparing activity. Comments and suggestions submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or serve to amend contractual requirements.

will be appreciated. Fold on lines on reverse side, staple in corner, and and suggestions submitted on this form do not constitute or imply authoreferenced document(s) or serve to amend contractual requirements.	
MIL-STD-1320-2 (Navy)	
ORGANIZATION	
CITY AND STATE CONTRACT NUMB	ER .
MATERIAL PROCURED UNDER A DIRECT GOVERNMENT CONTRACT SUBCONTRACT	
1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUI MENT USE? A. GIVE PARAGRAPH NUMBER AND WORDING.	RED INTERPRETATION IN PROCURE-
B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES	
2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO R	IGID
3. IS THE SPECIFICATION RESTRICTIVE?	
YES NO (If "yes", in what way?)	
4. REMARKS (Attach any pertinent data which may be of use in improving this sp	ecification. If there are additional papers,
attach to form and place both in an envelope addressed to preparing activity)	
SUBMITTED BY (Printed or typed name and activity - Optional)	DATE

FOLD

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OFFICIAL BUSINESS

Commanding Officer
Naval Weapons Station Earle (803)
Naval Weapons Handling Laboratory
Colts Neck, New Jersey 07722

FOLD





MILITARY STANDARD

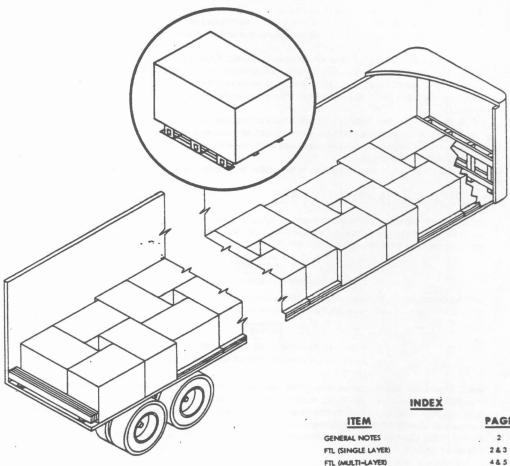
TRUCKLOADING OF HAZARDOUS MATERIALS

PALLETIZED UNIT LOADS CHIMNEY PATTERN

MIL-STD-1320-3 (NAVY)

29 JANUARY 1975

SUPERSEDING WR-51/3A 30 JULY 1964



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

ITEM	PAGE
GENERAL NOTES	. 2
FTL (SINGLE LAYER)	2&3
FTL (MULTI-LAYER)	48.5
LTL	6
DETAILS	7
UNITIZING DETAIL	8

FSC 8140

AUTHORIZED AND RELEASED FOR HIGHWAY SHIPMENTS ONLY

TECHNICAL DIRECTION AGENT (TDA) DATE SIGNATURE tiel. DATE SEAS, YSCOM BY DIRECTION SIGNATURE

ORIGINATOR

NAVAL WEAPONS HANDLING LABORATORY

NAD EARLE, NEW JERSEY

PAGE 1 OF 8

GENERAL NOTES

- THE INDEX TO STANDARDS FOR PALLETIZING, TRUCKLOADING, RAILCAR LOADING AND CONTAINER LOADING, MIL-HOBK 236 (NAVY), LISTS HAZARDOUS MATERIALS AND INDICATES THE CORRECT DOCUMENT TO BE USED IN TRUCKLOADING OF EACH ITEM INDEXED. MIL-HOBK-236 INDEXES THE UNIT LOADS THAT ARE AUTHORIZED FOR BLOCKING AND BRACING USING THIS DOCUMENT.
- THIS DOCUMENT PROVIDES DETAILED TRUCKLOADING INSTRUCTIONS APPLICABLE TO PALLETIZED UNIT LOADS WHEN THE SUM OF THE LENGTH AND WIDTH OF A UNIT LOAD IS LESS THAN THE WIDTH OF A STANDARD TRAILER.
- THE PROCEDURES AND PRACTICES CONTAINED HEREIN ARE INTENDED FOR VAN TYPE TRAILERS OF ALL LENGTHS. THE TRAILERS MAY
 HAVE WOOD FLOORS, METAL FLOORS OR METAL FLOORS WITH WOOD NAILING STRIPS.
- 4. THE BLOCKING METHODS SHOWN ON PAGES 3, 5 AND 6 ARE FOR TRAILERS WITH WOOD FLOORS AND METAL FLOORS WITH WOOD NAILING STRIPS. WHEN THE TRAILER HAS METAL FLOORS OR THE CHARACTERSITICS OF THE UNIT LOAD MAKES THE BLOCKING AND BRACING SHOWN IMPRACTICABLE TO USE, CHOOSE AN APPROPRIATE ALTERNATE METHOD EXPLAINED IN THE SPECIFIC INSTRUCTIONS FOR THIS LOAD.
- 5. A FULL TRUCKLOAD (FTL) CONSISTS OF AS MANY UNIT LOADS THAT CAN BE ARRANGED IN THE TRAILER CHIMNEY PATTERN; CUBE, PERMISSIBLE GROSS VEHICLE WEIGHT AND AXLE LOAD LIMITATIONS PERMITTING. IF THESE LIMITATIONS PERMIT, UNIT LOADS MAY BE DOUBLE OR TRIPPLE LAYER IN ACCORDANCE WITH THE PRINCIPLE SET FORTH IN THIS DOCUMENT.
- A LESS-THAN-TRUCKLOAD (LTL) SHOULD BE ARRANGED CONSIDERING WEIGHT DISTRIBUTION IN THE TRAILER. A TYPICAL LTL IS SHOWN ON PAGE 6.
- 7. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED, ATTACH SHIPPING DOCUMENT TO INSIDE OF TRAILER IN AN ACCESSIBLE AREA, CLOSE AND SEAL TRAILER DOORS, AND ATTACH APPROPRIATE PLACARD (IF REQUIRED) TO BOTH SIDES, FRONT AND BACK OF TRAILER.
- 8. APPLICABLE MATERIAL SPECIFICATIONS: DUNNAGE LUMBER, MM-L-751; NAILS FF-N-103, TYPE II, STYLE 10 COMMON BRIGHT; STRAPPING QQ-5-781, TYPE L. CLASS A.
- 9. FOR GENERAL TRUCKLOADING PROCEDURES, REFER TO THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).

PROCEDURE (SINGLE LAYER)

THE LOAD SHOWN ON PAGE 3 IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING PROCEDURES FOR A SINGLE LAYER LOAD
IN TRAILERS WITH WOOD FLOORS AND METAL FLOOR WITH WOOD NAILING STRIPS. FOR TRAILER WITH METAL FLOORS, USE THE APPROPRIATE ALTERNATE BLOCKING METHOD SEE NOTE 3 BELOW).

WARNING

DO NOT HAIL BLOCKING OR BRACING INTO METAL FLOORS.

WHEN THE CHARACTERISTICS OF THE UNIT LOAD PREVENTS NAILING SLEEPERS, PIECE 6, TO THE TRAILER FLOOR, USE A FILLER ASSEMBLY, DETAIL H OR J PAGE 7, AS APPROPRIATE, ON THE SIDE OF THE UNIT LOADS.

NOTE

WHEN SLACK (TRAILER WIDTH LESS LADING WIDTH) IS LESS THAN 3 1/2 INCHES, SLEEPERS AND OR FILLER ASSEMBLIES MAY BE CAUTTED.

- WHEN THE TRAILER HAS METAL FLOORS OR METAL FLOORS WITH NAILING STRIPS AND THE STRIPS ARE NOT IN THE DESIRED LOACTION, USE A FILLER ASSEMBLY, DETAIL H OR J PAGE 7, AS APPROPRIATE, AT THE SIDE OF THE UNIT LOADS.
- 4. FILLER ASSEMBLIES SHALL FILL THE VOID BETWEEN THE UNIT LOADS AND TRAILER SIDE WALL. THE QUANTITY AND THICKNESS OF THE MATERIAL USED TO FABRICATE THE FILLER ASSEMBLIES MAY BE VARIED AS NECESSARY TO FILL THE VOID.
- 5. THE TYPE OF REAR BLOCKING TO BE USED IS DEPENDENT UPON THE DISTANCE BETWEEN THE TRAILER DOORS, WHEN CLOSED, AND THE REAR OF THE LADING.

DISTANCE LESS THAN 12 INCHES

INSTALL REAR BLOCKING ASSEMBLY, DETAIL B, AS SHOWN ON PAGE 3.

CAUTION

REAR BLOCKING MUST BEAR AGAINST LADING AND TRAILER DOORS WHEN DOORS ARE CLOSED. DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE 12 TO 36 INCHES

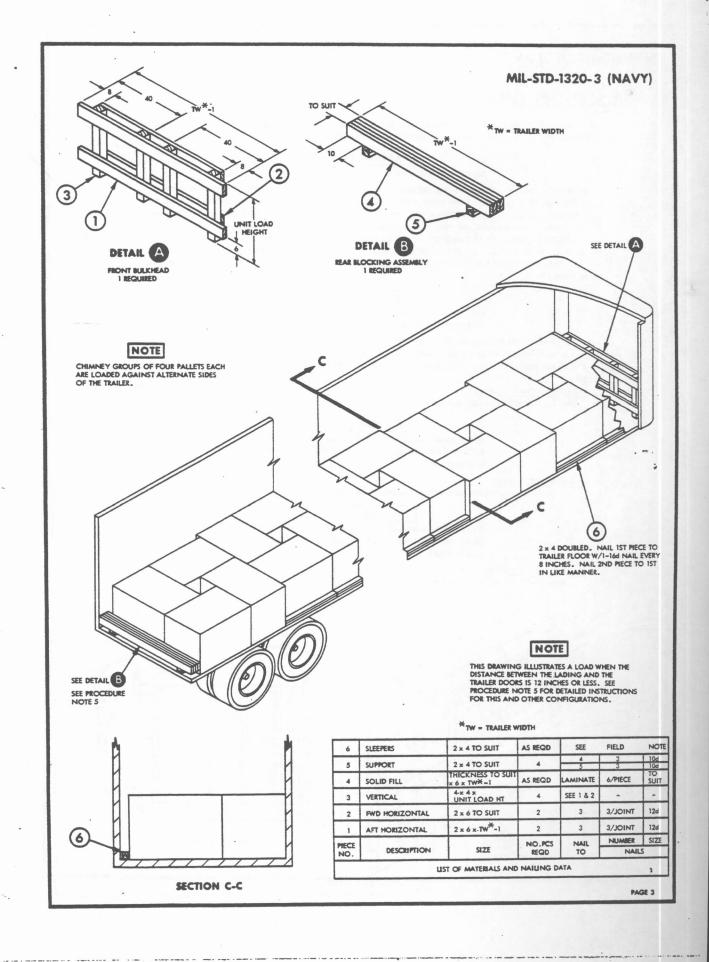
INSTALL REAR BLOCKING ASSEMBLY, DETAIL F, PAGE 5, AS SHOWN ON PAGE 5.

CAUTION

REAR BLOCKING MUST BEAR AGAINST LADING AND TRAILER DOORS WHEN DOORS ARE CLOSED. DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE GREATER THAN 36 INCHES

INSTALL REAR BLOCKING AS SHOWN IN TYPICAL LTL, PAGE 6. DO NOT USE TRAILERS WITH ALL METAL FLOORS.



PROCEDURE (MULTI-LAYER)

1. THE LOAD SHOWN ON PAGE 5 IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING PROCEDURES FOR A TWO LAYER LOAD IN A TRAILER WITH WOOD, METAL OR METAL WITH WOOD NAILING STRIP FLOORS.

WARNING

DO NOT NAIL BLOCKING OR BRACING INTO METAL FLOORS.

- 2. TO PREVENT LONGITUDINAL MOVEMENT IN THE SECOND (AND THIRD) LAYERS) WHERE THE LAYER CHANGES FROM TWO LAYERS TO ONE LAYER HIGH (OR THREE LAYERS TO TWO LAYERS HIGH) AND AT THE REAR OF THE LOAD WHEN TWO OR MORE LAYERS HIGH, THE UNIT LOADS SHALL BE UNITIZED AS SHOWN ON PAGE 8. THE STIFFENERS SHALL BE POSITIONED ON THE UNIT LOADS SO THAT WHEN THE UNIT LOADS ARE IN THE TRAILER, THE STRAPPING IS PARALLEL TO THE LONGITUDINAL AXIS OF THE TRAILER. THE STIFFENERS SHALL ALSO BE POSITIONED TOWARDS THE LOWER LAYER(S) AND WHEN AT THE REAR OF THE LOAD, TOWARDS THE REAR.
- USE FILLER ASSEMBLIES, DETAILS H, J, K OR L, AS APPROPRIATE TO FILL THE VOIDS BETWEEN THE UNIT LOADS AND THE TRAILER SIDE
 WALLS. THE QUANTITY AND THICKNESS OF THE MATERIAL USED TO FABRICATE THE FILLER ASSEMBLIES MAY BE VARIED AS NECESSARY
 TO FILL THE VOID.

NOTE

WHEN SLACK (TRAILER WIDTH LESS LADING WIDTH) IS LESS THAN 3 1/2 INCHES, FILLER ASSEMBLIES MAY BE OMITTED.

- WHEN TRAILER HAS FLOORS OF WOOD OR METAL WITH WOOD NAILING STRIPS, DOUBLED 2 x 4 SLEEPER MAY BE SUBSTITUTED FOR THE SPACER ASSEMBLY, DETAIL H, WHERE THE UNIT LOADS ARE ONE LAYER HIGH.
- 5. THE TYPE OF REAR BLOCKING TO BE USED IS DEPENDENT UPON THE DISTANCE BETWEEN THE LADING AND THE TRAILER DOORS WHEN CLOSED.

DISTANCE LESS THAN 12 INCHES

INSTALL REAR BLOCKING ASSEMBLY, DETAIL B, AS SHOWN ON PAGE 3.

CAUTION

REAR BLOCKING MUST BEAR AGAINST THE LADING AND TRAILER DOORS WHEN DOORS ARE CLOSED. DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE 12 TO 36 INCHES

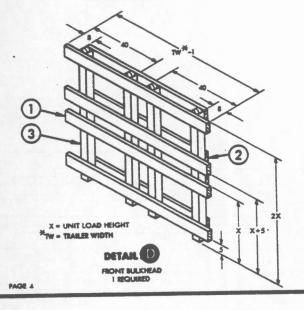
INSTALL REAR BLOCKING ASSEMBLY, DETAIL F, AS SHOWN ON PAGE 5.

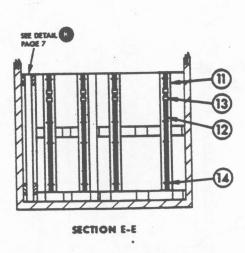
CAUTION

REAR BLOCKING MUST BEAR AGAINST THE LADING AND TRAILER DOORS WHEN DOORS ARE CLOSED. DO NOT USE TRAILERS WITH ROLL UP DOORS.

DISTANCE GREATER THAN 36 INCHES

INSTALL BLOCKING AS SHOWN IN TYPICAL LTL, PAGE 6.



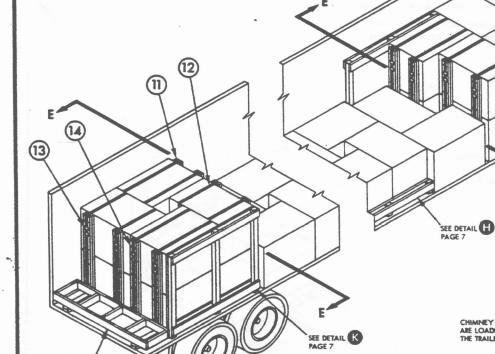




SEE DETAIL D

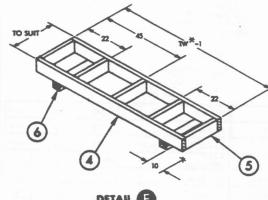


THIS DRAWING ILLUSTRATES A LOAD WHEN THE DISTANCE BETWEEN THE LADING AND THE TRAILER DOORS IS 12 TO 36 INCHES. SEE NOTE 5, PAGE 4, FOR DETAILED INSTRUCTIONS FOR THIS AND OTHER CONFIGURATIONS.



NOTE

CHIMNEY GROUPS OF FOUR PALLETS EACH ARE LOADED AGAINST ALTERNATE SIDES OF THE TRAILER.



SEE DETAIL SEE NOTE 5, PAGE 4

DETAIL

REAR BLOCKING ASSEMBLY 1 REQUIRED

NO.	DESCRIPTION	SIZE	REQD	TO	NAIL	S
PIECE	1 24	NO.PCS	NAIL	NUMBER	SIZI	
1	AFT HORIZONTAL	2 x 6 x TW *-1	4	3	3/JOINT	12d
2	PWD HORIZONTAL	2 x 6 TO SUIT	4	3	3/JOINT	12d
3	VERTICAL	4 x 4 TO SUIT	4	SEE 1 & 2	- 67	-
4	CROSSMEMBER	2 x 6 x TW =-1	2	5	3/JOINT	16d
5	STRUT	2 x 6 TO SUIT	5	SEE 4	-	-
6	SUPPORT	2.x 4 TO SUIT	4	5	3	120
7	HORIZONTAL	6 WIDE x THICK- NESS TO SUIT	AS REQD	8	3/JOINT	SUIT
8	VERTICAL	4 WIDE x THICK- NESS TO SUIT x 10	AS REQD	SEE 7	-	-
9	HORIZONTAL	6 WIDE x THICK- NESS TO SUIT	AS REQD	10	3/JOINT	SUIT
10	VERTICAL	4 WIDE x THICK- NESS TO SUIT	AS REQD	SEE 9	-	-
11	STIFFNER	2 x 6 TO SUIT .	24	D&L LAMINATE	4	8d
12	STRAP	1 1/4 x .035	12	-	-	-
13	SEAL	FOR 1 1/4 STRAP	24	-	-	-
14	STAPLE	FOR 1 1/4 STRAP	48	-	-	-

FTL MULTI-LAYER (ALL LENGTH TRAILERS) .

PAGE 5

LTL (ALL LENGTH TRAILERS)

1. THE LTL SHOWN ON THIS PAGE IS INTENDED TO ILLUSTRATE TYPICAL BLOCKING AND BRACING METHODS FOR LTL IN A TRAILER HAVING WOOD FLOORS OR METAL FLOORS WITH WOOD NAILING STRIPS.

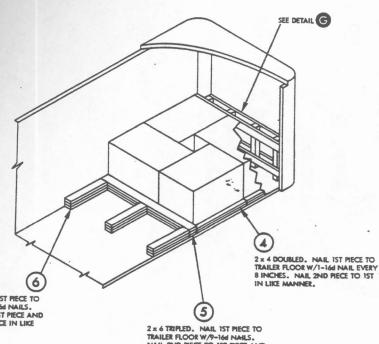
WARNING

DO NOT USE ALL METAL FLOOR TRAILERS FOR LTL SHIPMENTS AS THEY CAN NOT BE BLOCKED BY THIS METHOD.

- 2. FILLER ASSEMBLIES, DETAIL H AND J. MAY BE USED AS AN ALTERNATE FOR SLEEPER, PIECE 4.
- 3. AN LTL MAY CONSIST OF MORE OR LESS UNIT LOADS AND ARE NOT NECESSARILY LIMITED TO THE AMOUNT SHOWN.

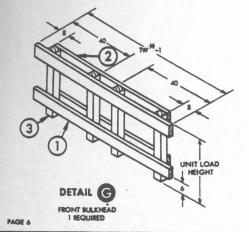
NOTE

THIS DRAWING ILLUSTRATES A LOAD WHEN THE DISTANCE BETWEEN THE LADING AND THE TRAILER DOORS IS GREATER THAN 36 INCHES. THE TRAILER SHALL HAVE WOOD FLOORS OR METAL FLOORS WITH NAILING STRIPS.



2 x 6 TRIPLED. NAIL 1ST PIECE TO TRAILER FLOOR W/6-16d NAILS. NAIL 2ND PIECE TO 1ST PIECE AND 3RD PIECE TO 2ND PIECE IN LIKE

2 x 6 TRIPLED. NAIL 1ST PIECE TO TRAILER FLOOR W/9-16d NAILS. NAIL 2ND PIECE TO 1ST PIECE AND 3ED PIECE TO 2ND PIECE IN LIKE MANNER.

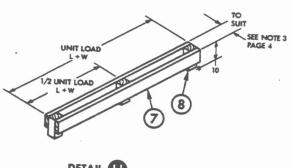


*TW = TRAILER WIDTH

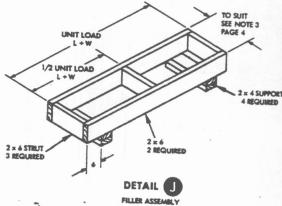
PIECE NO.	DESCRIPTION	CRIPTION SIZE	NO.PCS REGIO	· TO	NAILS	
				NAIL	NUMBER	SIZE
1	AFT HORIZONTAL	2×6×TW*-1	2	3	3/JOINT	12d
2	PWD HORIZONTAL	2 x 6 TO SUIT	2	3	3/JOINT	12d
3	VERTICAL	4×4× UNIT LOAD HT	4	SEE 1 & 2	-	-
4	SLEEPER	2 x 4 TO SUIT	AS REQD	SEE	FIELD	NOTE
5	CROSSMEMBER	2 x 6 x TW *-1	3	SEE	FIELD	NOT
6	8ACKUP	2 × 6 × 36	9	SEE	FIELD	NOT

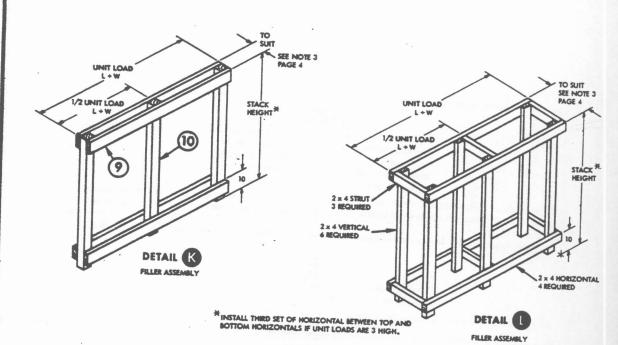
等。在1987年1月1日(1987年),在1988年日,1986年(1988年),1988年1月1日,1987年(1987年),1987年(1987年),1987年(1987年)

DETAILS (FILLER ASSEMBLIES)



DETAIL T

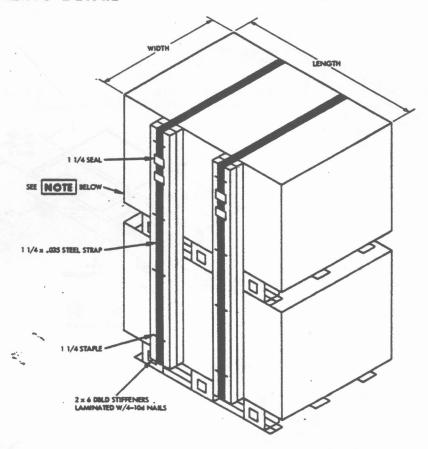




NOTE

WHEN REQUIRED TO FILL A LARGE VOID, DETAIL J MAY BE SUBSTITUTED FOR DETAIL H AND DETAIL L MAY BE SUBSTITUTED FOR DETAIL K.

UNITIZING DETAIL



1. WHEN REQUIRED BY THE FTL OR LTL REQUIREMENTS OF THIS MIL-STD, STACKED UNIT LOADS SHALL BE UNITIZED.

WARNING

THE CHIMNEY PATTERN REQUIRES UNITIZING IN TWO CONFIG-URATIONS: WITH THE STIFFENERS ON THE "LENGTH" SIDE OF THE STACKED UNIT LOADS AS SHOWN ABOVE AND STIFFENERS ON THE "WIDTH" SIDE. UNITIZING SHALL BE ACCOMPLISHED SO THAT THE REQUIREMENTS OF NOTE 2, PAGE 4 ARE SATISFIED.

- 2. THE DOUBLED 2 x 6 STIFFENERS SHALL EXTEND FROM THE TOP OF THE STACKED UNIT LOADS TO THE PALLET OF THE BOTTOM UNIT LOAD.
- 3. THE 1 1/4 INCH STEEL STRAPS POSITIONED AS SHOWN, ENCIRCLE THE STACKED UNIT LOADS AND PASS UNDER THE TOP DECK OF THE BOTTOM PALLET.
- 4. TENSION STRAPS AND SEAL WITH TWO DOUBLE CRIMPED SEALS. SECURE EACH STRAP TO THE STIFFENER WITH FOUR 1 1/4 INCH STRAP STAPLES.

NOTE

WHEN LOADING A TRAILER WITH A SINGLE STACK OF UNIT LOADS, THE STIFFENERS SHALL BE AT BOTH ENDS OF THE LOAD.

5. WHEN UNITIZING THREE HIGH, FOLLOW THE PRINCIPLES OF THE TWO HIGH UNIT LOADS SHOWN ABOVE.

REVIEW ACTIVITY:

PREPARING ACTIVITY: NAVY - OS (PROJECT NO. 8140-N281)

PAGE : \$ U. S. GOVERNMENT PRINTING OFFICE: 1975-603-115/4272

SPECIFICATION ANALYSIS SHEET Form Approved INSTRUCTIONS: This sheet is to be filled out by personnel, either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet can be procured with a minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold on lines on reverse side, staple in corner, and send to preparing activity. Comments and the return of this form do not constitute or imply authorization to waive any portion of the and suggestions submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or serve to amend contractual requirements. MIL-STD-1320-3 (Navy) ORGANIZATION CITY AND STATE CONTRACT NUMBER MATERIAL PROCURED UNDER A DIRECT GOVERNMENT CONTRACT SUBCONTRACT 1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED INTERPRETATION IN PROCURE-MENT USE? A. GIVE PARAGRAPH NUMBER AND WORDING. B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES 2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID 3. IS THE SPECIFICATION RESTRICTIVE?

REMARKS (Attach any pertinent data which may be of use in improving this specification. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity)

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DD FORM 1426

NO (If "yes", in what way?)

SUBMITTED BY (Printed or typed name and activity - Optional)

REPLACES EDITION OF 1 OCT 64 WHICH MAY BE USED.

S/N-0102-014-1801

DATE

C-2525

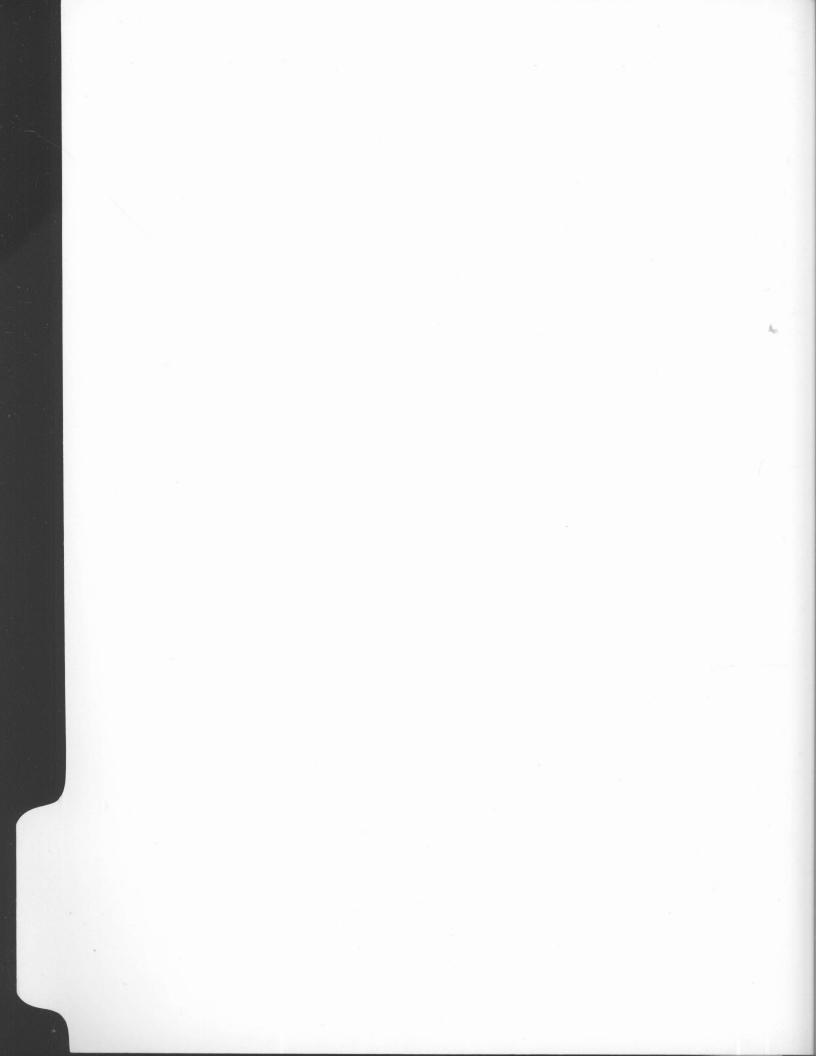
POSTAGE AND FEES PAID

OFFICIAL BUSINESS

Commanding Officer
Naval Weapons Station Earle (803)
Naval Weapons Handling Laboratory
Colts Neck, New Jersey 07722

FOLD





MILITARY STANDARD

MIL-STD-1320-53B

(NAVY)

10 JANUARY 1977

SUPERSEDING MIL-STD-1320-53A

16 JUNE 1976

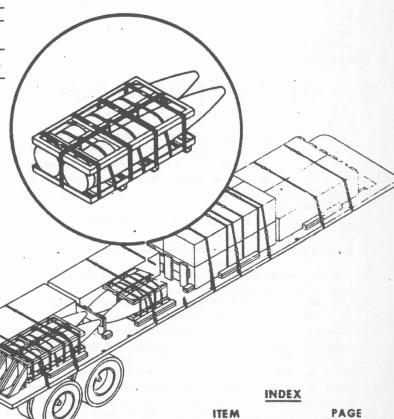
TRUCKLOADING

BOMB, GENERAL PURPOSE, MK 84 & MODS (2000LB.) (WITH PLASTIC NOSE PLUG) IN ADAPTER, UNIT LOAD, MK 79 MOD O

FLEET ISSUE UNIT LOAD

UNIT LOAD DATA

UNCOATED	COATED
L-99	L-99
W-38	W-38
H-24 1/4	H-24 5/8
4053 195	4124 LBS
4053 CB3	4124 LBS
52.8 CU FT	53.6 CU FT
WR-54/	WR-54/
127	253
DAN OCH CEL	EXPLOSIVES A
EXPLOSIVES A	EAFLOSIVES A
	L-99 W-38 H-24 1/4 4053 LBS 52.8 CU FT WR-54/



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.

GENERAL NOTES 2 2, 3, 4 & 5 FTL 40/42 FT FLAT 687 FTL 40 FT. VAN UNITIZING DETAIL OVER THE LOAD STRAPPING

FSC 8140

AUTHORIZED AND RELEASED FOR HIGHWAY SHIPMENTS

1/4/77 DATE

AIRSYSCOM, BY DIRECTION

ORIGINATOR

NAVAL WEAPONS HANDLING LABORATORY WPNSTA EARLE, NEW JERSEY

PAGE 1 OF 8

GENERAL NOTES

3041623 : 2

- THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING 2000 LB. G.P. BOMBS MK 84 AND MODS WHEN THE BOMBS
 ARE PALLETIZED FLEET ISSUE UNIT LOAD, WR-\$4/127 OR WR-\$4/253.
- 2. THE PROCEDURES DESCRIBED HEREIN ARE INTENDED FOR 40 FT AND 42 FT FLATBED TRAILERS AND 40 FT VANS. THE TRAILERS SHALL HAVE THEIR AXLES LOCATED IN THE "WESTERN" POSITION (AT THE EXTREME REAR OF THE TRAILER). DO NOT USE TRAILERS WITH NON-NAILABLE FLOORS.

WARNING

- 3. FLATBED TRAILERS ARE THE AUTHORIZED MODE OF TRANSPORTATION. VANS ARE AUTHORIZED ONLY WHEN FLATBED TRAILERS ARE NOT AVAILABLE AND SHIPMENT MUST BE MADE BECAUSE OF MILITARY NECESSITY.
- 4. DIRECTION OF ARROWS INDICATES NOSE END OF BOMB. UNIT LOAD MUST BE ORIENTED AS INDICATED TO PREVENT AXLE OVERLOAD,
- 5. THE PERMISSABLE GROSS VEHICLE WEIGHT AND AXLES WEIGHTS ARE THE RESPONSIBILITY OF THE CARRIER. THE CARRIER WILL ADVISE OF THE APPLICABLE WEIGHT REQUIREMENTS AND THE SHIPPER WILL LOAD ACCORDINGLY.
- 6. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED, ATTACH "EXPLOSIVES A" PLACARD TO BOTH SIDES, FRONT, AND BACK OF TRAILER.
- 7. APPLICABLE MATERIAL SPECIFICATIONS: DUNNAGE LUMBER, MM-L-751; NAILS FF-N-105 TYPE II, STYLE 10, COMMON BRIGHT; STRAPPING QQ-5-781 TYPE I CLASS A.
- 8. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).

FTL - 40 FT & 42 FT TRAILER (FLATBED)

WARNING

THIS STANDARD PROVIDES FOR INCREASED LOADINGS WHICH PRODUCES HEAVIER GROSS TANDEM AXLE WEIGHTS AND GROSS VEHICLE WEIGHT. THESE INCREASED WEIGHTS ARE NOT AUTHORIZED IN ALL 50 STÂTES. BEFORE LOADING MORE THAN 10 UNIT LOADS, DETERMINE THAT THE RESTRICTIONS OF NOTE 1 BELOW ARE MET.

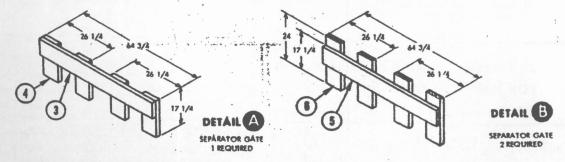
- 1. A FTL WHEN ROUTING IS THROUGH STATES PERMITTING 34,000 LIS OR MORE ON TANDEM AXLES AND 80,000 LIS GROSS VEHICLE WEIGHT CONSISTS OF:
 - A. UNCOATED BOMBS: 12 UNIT LOADS BLOCKED AND TIED DOWN

AS SHOWN ON PAGE 3. .

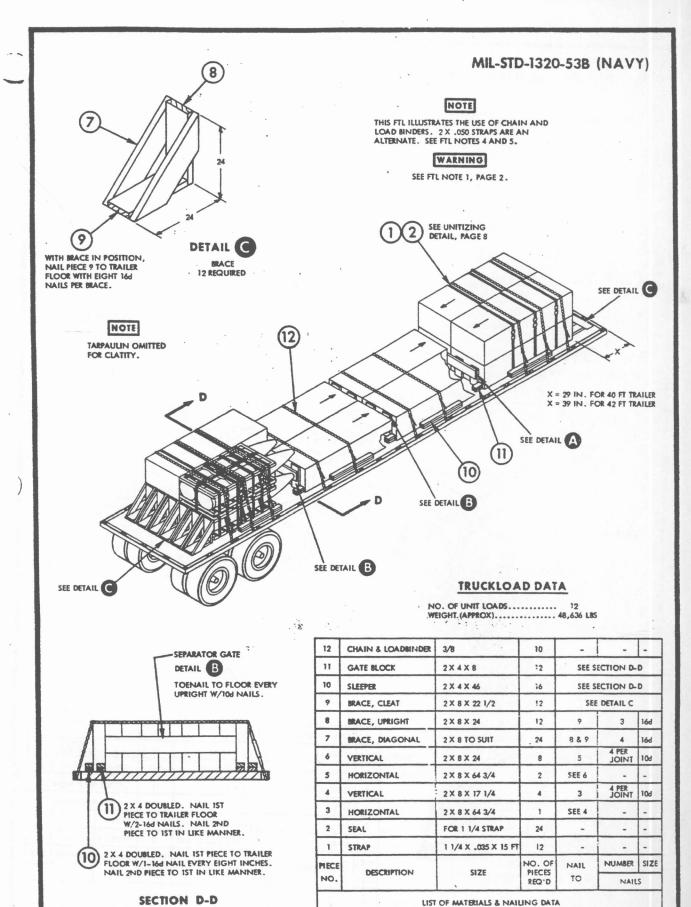
B. COATED BOMBS: 11 UNIT LOADS BLOCKED AND TIED DOWN

AS SHOWN ON PAGE 4.

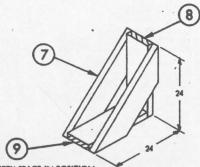
- 2. A FTL OF COATED AND UNCOATED SOMES WHEN THE ROUTING IS THROUGH STATES LIMITING TANDEM AXLES TO 32,000 LBS CONSISTS OF 10 UNIT LOADS BLOCKED AND TIED DOWN AS SHOWN ON PAGE 5.
- 3. THE COMPLETED LOAD SHALL BE COVERED WITH A WATERPROOF AND FIRE RESISTANT TARPAULIN IF AVAILABLE. REGULAR TARPAULINS MAY BE USED IN ACCORDANCE WITH DOT SPECIAL PERMIT INC. 5815.
- 4. TIE-DOWNS MAY BE STEEL 2 X .050 STEEL STRAPS AND APPLIED AS SPECIFIED BY THE LOAD STRAPPING REQUIREMENT ON PAGE 8.
- 5. CHAINS AND STEEL STRAPS MAY BE USED INTERCHANGEABLY FOR TIE-DOWNS ON A 1 TO 1 BASIS.
- 6. STEEL STRAPS SHALL BE 2 X .050 AND APPLIED AS SPECIFIED BY THE LOAD STRAPPING REQUIREMENTS SHOWN ON PAGE 8,
- 7. CHAINS AND LOAD BINDERS SHALL MEET THE FOLLOWING CONDITIONS:
 - A. CHAINS AND FITTINGS SHALL BE 3/8 INCH AND LOADBINDERS 3/8 INCH CAPACITY.
 - B. CHAINS, FITTINGS AND LOADBINDERS SHALL HAVE A MINIMUM SAFE WORKING LOAD OF 5000 LBS.
 - C. LOADBINDERS SHALL BE SAFETY WIRED WITH 16 GAUGE SOFT ANNEALED BRON WIRE OR SECURED USING THE END PIECE OF THE 3/8 CHAIN.
- 8. PRIOR TO LOADING THE TRAILER AND DURING THE PRELOADING INSPECTION REQUIRED BY OP 2165 AND REPORTED ON DD FORM 626, THE CHAINS, FITTINGS AND LOADBINDERS SHALL BE INSPECTED FOR STRETCH, GOUGING, BENT LINKS, WEAR AND ANY OTHER NCTICEABLE DEFECTS. THE INSPECTOR SHALL CONFIRM THAT THE CHAINS AND LOADBINDERS HAVE BEEN INSPECTED AND SHALL SC NOTE IN ITEM NO. 22 OF DD FORM 626. ANY DEFICIENCY SHALL BE CAUSE FOR REJECTION OF A CHAIN OR LOADBINDER.



PAGE 2



UNCOATED BOMBS, FTL,40/42 FT TRAILER (FLATBE)



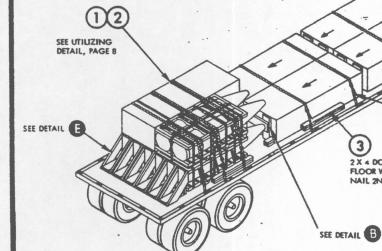
WITH BRACE IN POSITION, NAIL PIECE 9 TO TRAILER FLOOR WITH EIGHT 16d NAILS PER BRACE.

DETAIL

BRACE 12 REQUIRED

NOTE

TARPAULIN OMITTED FOR CLARITY.

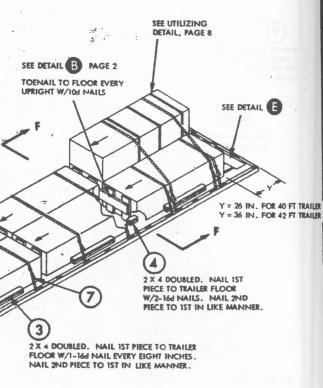


NOTE

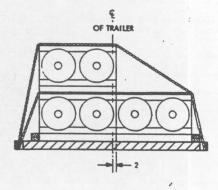
THIS FTL ILLUSTRATES THE USE OF CHAIN AND LOAD BINDERS. 2 X .050 STRAPS ARE AN ALTERNATE. SEE FTL NOTES 4 AND 5.

WARNING

SEE FTL NOTE 1, PAGE 2.



TRUCKLOAD DATA

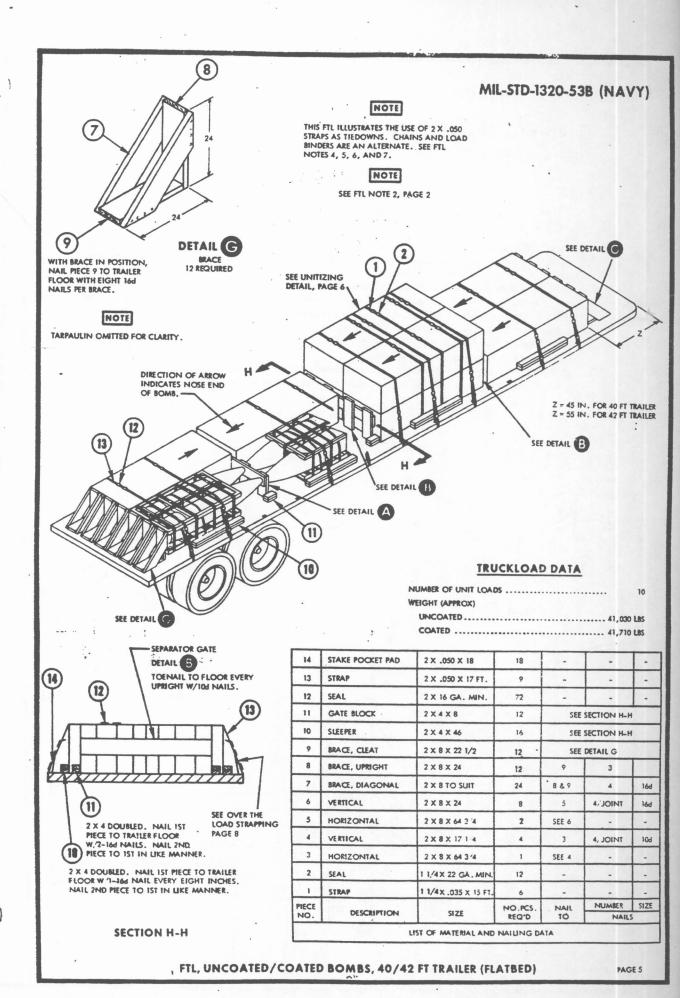


SECTION F-F

NO.	DESCRIPTION	3122	NO. OF PIECES REQ'D	ECES	NAILS	
PIECE	DESCRIPTION	SIZE			NUMBER	SIZE
1	STRAP	1 1/4 X .035 X 15 FT	9		-	-
2	SEAL	FOR 1 1/4 STRAP	18	-	-	-
3	SLEEPER	2 X 4 X 46	16	SEE FIELD NOTE		
4	GATE BLOCK	2 X 4 X 8	12	SEE FIELD NOTE		
5	HORIZONTAL	2 X 8 X 64 3/4	3	SEE 6	-	-
6	VERTICAL	2 X 8 X 24	12	5	4 PER JOINT	108
7	CHAIN & LOADSINDER	3/8	17	-	-	-

LIST OF MATERIALS & NAILING DATA

. that is a series were



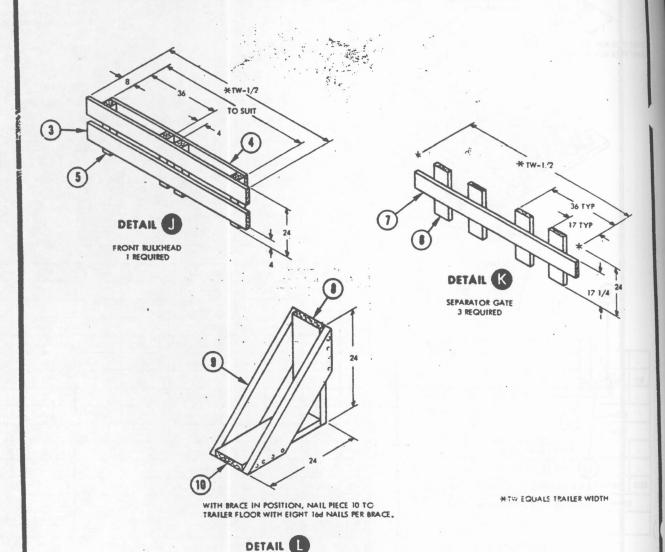
FTL 40 FT TRAILER (VAN TYPE)

(STD. VAN AND RAGTOP VAN)

WARNING

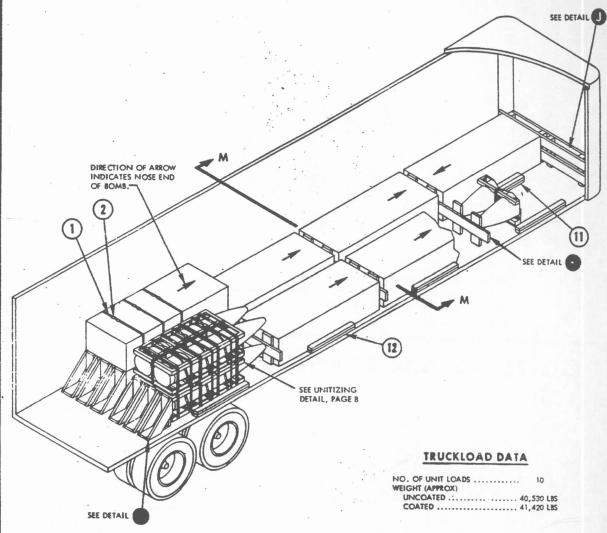
VANS ARE AUTHORIZED ONLY WHEN FLATBED TRAILERS ARE NOT AVAILABLE AND SHIP-MENT OF BOMBS MUST BE MADE BECAUSE OF MILITARY NECESSITY.

- 1. THIS LOAD PLAN IS BASED ON THE USE OF STANDARD VANS AND "RAG TOP" VANS. ALL TRAILERS MUST HAVE AXLES LOCATED IN THE "WESTERN" POSITION (AT EXTREME REAR OF TRAILER) TO PREVENT AXLE OVERLOAD. DO NOT USE TRAILERS WITH METAL FLOORS.
- 2. WHEN LOADING INTO STANDARD VANS, ALWAYS USE TRAILERS DESIGNED FOR HEAVY FLOOR LOADING. TRAILER CROSS MEMBERS SHOULD BE ON 8-INCH CENTERS MINIMUM. DO NOT USE HANDLING EQUIPMENT THAT IS TOO HEAVY FOR THE JOB. USE THE LIGHTEST HANDLING EQUIPMENT CONSISTENT WITH APPROVED SAFETY PRACTICES.
- 3. UNIT LOADS MAY BE LOADED INTO "RAG TOP" VANS USING APPROPRIATE HOISTING EQUIPMENT.
- 4. SLEEPERS, ITEM 12, ARE LOCATED AGAINST TRAILER SIDE WALLS. THEY SHOULD BEAR AGAINST ALL THREE ADAPTER RUNNERS AND SHOULD NOT EXTEND BEYOND OUTBOARD RUNNERS.
- 5. SLEEPERS, ITEM 11, ARE LOCATED BETWEEN UNIT LOADS AS SHOWN IN SECTION H-H AND MAY BE ONE PIECE, WIDTH TO SUIT, IF DESIRED. SLEEPER SHOULD BEAR AGAINST ALL THREE ADAPTER RUNNERS AND SHOULD NOT EXTEND BEYOND OUTBOARD RUNNERS.



BRACE 6 REQUIRED

FAGE 6



12

SECTION M-M

P!ECE 11 8 12

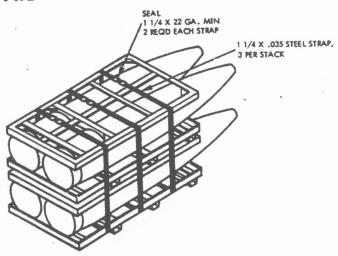
ARE 2 X 4 DOUBLED. NAIL 1ST PIECE TO TRAILER FLOOR W/1-16d NAIL EVERY EIGHT INCHES. NAIL 2ND PIECE TO 1ST PIECE IN LIKE MANNER.

* TW EQUALS TRAILER WIDTH

NO.	DESCRIPTION	SIZE	SEO.D	CI	NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZE
1	STRAP	1 1/4 X .035 X 15 FT.	6			-
2	SEAL	1 1/4 X 22 GA, MIN.	12	-	-	-
3	AFT CROSS MEMBER	2 X 8 X TV/X-1 2	2	:	2 JOINT	12
4	FWD. CROSS MEMBER	2 X 8 X TO SUIT	2	1	2 JOINT	12
5	VERTICAL .	4 X 4 X 24	4	SEE 3&4	-	-
6	VERTICAL	2 X 8 X 24	12	7	4 JOINT	12
7	HORIZONTAL	2 X 8 X TW + -1/2	3	SEE 6	-	-
8	BRACE, UPRIGHT	2 X 8 X 24	6	10	3	12
9	BRACE, DIAGONAL	2 X 8 TO SUIT	12	8 × 10	4	12
10	BRACE, CLEAT	2 X 8 X 22 3/8	6	SEE T	DETAIL G	
11	SLEEPER (CENTER)	·2 X 4 X 46 .	16	SEE S	SECTION H-H	
12	SLEEPER	2 X 4 X 46	16	SEE SECTION H-H		

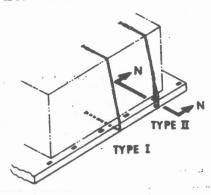
UST OF MATERIAL AND "HUNG DATA

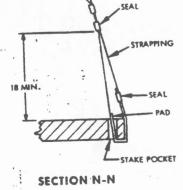
UNITIZING DETAIL



- 1. UNIT LOADS ARE STACKED AND STRAPPED IN PLACE ON THE TRAILER WITH LOADS IN EXACT POSITION.
- 2 STACK ONE UNIT LOAD ON TOP OF THE OTHER AS SHOWN MAKING SURE THAT THE STACKING FEATURES ARE ENGAGED.
- 3. THREAD STRAPS UNDER BOTTOM UNIT LOAD AND OVER TOP UNIT LOAD AS SHOWN. TENSION STRAPS AND SEAL WITH TWO DOUBLE CRIMPED SEALS.

OVER THE LOAD STRAPPING





TIE-DOWN STRAPPING

THE FOLLOWING TWO METHODS OF TIE-DOWN STRAPPING ARE APPROVED FOR USE WITH THE SHIPMENT OF LOADS ON FLATBED TRAILERS. STEEL STRAPPING SHALL BE IN ACCORDANCE WITH FEDERAL SPECIFICATION QQ-S-781. STRAPPING SEALS SHALL HAVE A MINIMUM TENSILE STRENGTH EQUAL TO 75 PER CENT OF THE STRAP STRENGTH. FOR EACH OF THE TYPES ILLUSTRATED ABOVE IT IS PREFERRED TO POSITION, TENSION, AND DOUBLE CRIMP THE STRAP SEALS AT THE TOP OF THE LOAD, IF PRACTICABLE.

TYPE I - CONTINUOUS STRAPPING AROUND THE FLATBED AND THE LOAD.

TYPE II - THE STRAPPING IS SECURED TO THE STAKE POCKETS, ONE PIECE ON EACH SIDE OF THE TRAILER, AND IS
BROUGHT UP OVER THE LOAD, TENSIONED, AND SEALED WITH TWO DOUBLE-CRIMPED SEALS ON THE TOP.
METHOD OF SECURING STRAPPING TO STAKE POCKET IS SHOWN IN SECTION N.-N.: THE SHORT END IS ON THE
INSIDE AND IS SECURED WITH TWO DOUBLE-CRIMPED SEALS AT A MINIMUM OF 18 INCHES ABOVE THE
TRAILER BED. A STAKE POCKET PAD (A SHORT PIECE OF THE SAME STRAPPING 18 INCHES LONG) IS INSERTED
BETWEEN THE MAIN STRAP AND THE STAKE POCKET AND IS SECURED TO THE MAIN STRAP WITH A SEAL AS

REVIEW ACTIVITIES:

PREPARING ACTIVITY: NAVY - OS (PROJECT NO. 8140-N170)

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

OMB Approval No. 22-R255

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envelope addressed to preparing activity.	attach to form and place both in an
DOCUMENT STEP 1320-53B (NAVY)	
NAME OF ORGANIZATION AND ADDRESS	CONTRACT NUMBER
	•
*	MATERIAL PROCURED UNDER A
1. HAS ANY PART OF THE DOCUMENT CREATED PROP	DIRECT GOVERNMENT CONTRACT SUBCONTRACT
USE? A. GIVE PARAGRAPH NUMBER AND WORDING.	LEMS OR REQUIRED INTERPRETATION IN PROCUREMENT
8. RECOMMENDATIONS FOR CORRECTING THE DEF	ICIENCIES

501 B

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MILITARY STANDARD

MIL-STD-1320-208

(NAVY)

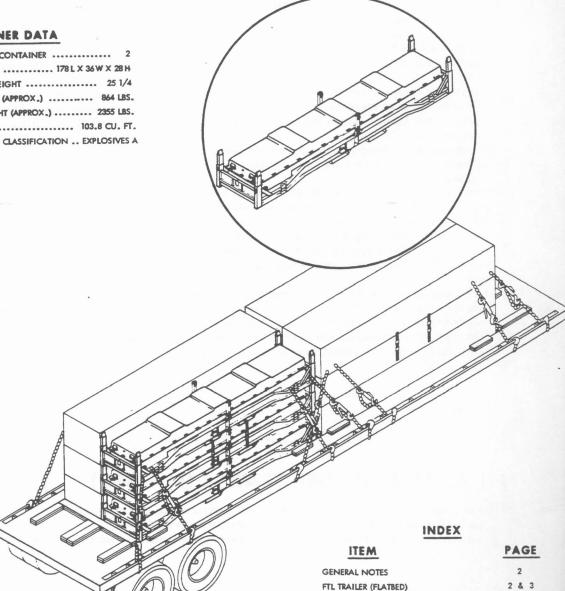
22 SEPTEMBER 1981

TRUCKLOADING

HARM MISSILE AGM-88A IN CONTAINER CNU-295/E

CONTAINER DATA

MISSILES PER CONTAINER 2
DIMENSIONS 178 L X 36 W X 28 H
STACKING HEIGHT 25 1/4
TARE WEIGHT (APPROX.) 864 LBS.
GROSS WEIGHT (APPROX.) 2355 LBS.
CUBE 103.8 CU. FT.
DOT HAZARD CLASSIFICATION EXPLOSIVES



NOTES:

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

★ U.S. GOVERNMENT PRINTING OFFICE: 1981—505-022/7395

LTL TRAILER (FLATBED)

FSC 8140

AUTHORIZED AND RELEASED FOR HIGHWAY SHIPMENT

SIGNATURE

ORIGINATOR

9/21/81

4 & 5

NAVAL WEAPONS HANDLING CENTER WPNSTA EARLE, NEW JERSEY

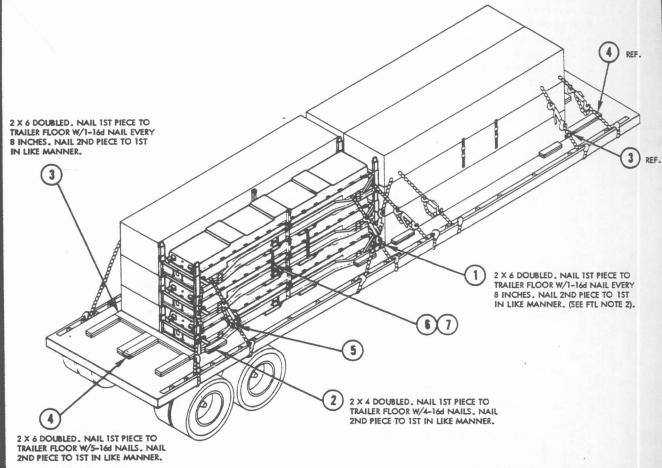
PAGE 1 OF 5

GENERAL NOTES

- THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING THE MISSILE AGM-88A (WITH WINGS AND FINS) IN CONTAINER, SHIPPING AND STORAGE, CNU-295/E. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320.
- THE PROCEDURES AND PRACTICES DESCRIBED HEREIN ARE INTENDED FOR 40 FT FLATBED TRAILERS WITH THE TRAILERS TANDEM
 AXLES LOCATED IN THE "WESTERN POSITION" (AT THE EXTREME REAR OF THE TRAILER). DO NOT USE TRAILERS WITH METAL
 FLOORS.
- 3. EACH STACK OF CONTAINERS IS SECURED TOGETHER WITH TWO 1 1/4 X .035 CROSS STRAPS. THESE STRAPS PASS THROUGH THE FORK POCKETS OF THE TOP CONTAINERS AND RETURN THROUGH THE FORK POCKETS OF THE CONTAINERS IMMEDIATELY BELOW THE TOP CONTAINERS. TENSION STRAPS AND SEAL WITH TWO 1 1/4 SEALS DOUBLE CRIMPED OR ONE 1 1/4 SEAL DOUBLE NOTCHED.
- 4. ONLY CHAINS AND LOAD BINDERS SHALL BE USED FOR TIE DOWNS. (STEEL STRAPS ARE NOT AUTHORIZED).
- 5. ALL STACKS OF CONTAINERS THREE HIGH SHALL HAVE FOUR TIE DOWNS. STACKS LESS THAN THREE HIGH SHALL HAVE TWO TIE DOWNS.
- CHAINS, FITTINGS, LOAD BINDERS, AND ALL OTHER MATERIALS (UNLESS OTHERWISE SPECIFIED) SHALL MEET THE REQUIRE-MENTS OF THE BASIC TRUCKLOADING DOCUMENT, MIL-STD-1320.
- 7. PRIOR TO LOADING THE TRAILER AND DURING THE PRELOADING INSPECTION REQUIRED BY NAVWEPS OP 2165 AND REPORTED ON DD FORM 626, THE CHAINS, FITTING AND LOAD BINDERS SHALL BE INSPECTED FOR STRETCH, GOUGING, BENT LINKS, WEAR AND ANY OTHER NOTICEABLE DEFECTS. THE INSPECTOR SHALL CONFIRM THAT THE CHAINS 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.
- 8. 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.
- 9. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED, ATTACH SHIPPING DOCUMENTS TO AN ACCESSIBLE AREA AND ATTACH "EXPLOSIVES A" PLACARD TO BOTH SIDES, FRONT AND REAR OF THE TRAILER.

FTL 40 FT & LONGER TRAILER (FLATBED)

- 1. A FULL TRUCKLOAD CONSISTS OF TWO STACKS OF SIX CONTAINERS FOR A TOTAL OF 12 CONTAINERS.
- 2. LOCATE CROSSMEMBER, PIECE NO. 1, AT THE FORE AND AFT MID-POINT OF THE TRAILER.
- 3. WHEN STATE LAW PERMITS, "DOUBLES" MAY BE USED. BLOCK AND TIE DOWN USING THE PRINCIPLES OF THIS DOCUMENT.



TRUCKLOAD DATA

NUMBER OF CONTAIN	NERS	 12	2
NUMBER OF MISSILES		 24	
WEIGHT (APPROX.)		 28.260	LBS

NO.		n - RIAMES COM	REQ'D	TO	NAI	LS	
PIECE	DESCRIPTION	SIZE	NO. PCS.	NAIL	NUMBER	SIZE	
1	CROSSMEMBER	2 X 6 X 72	2	SEE FIELD NOTE			
2	SLEEPER	2 X 4 X 18	16	SEE FIELD NOTE			
3	CROSSMEMBER	2 X 6 X 72	4	SEE FIELD NOTE			
4	BACKUP CLEAT	2 X 6 X 30	16	SEE FIELD		NOTE	
5	CHAIN & LOAD BINDER	5/16 OR 3/8	8	- - -			
6	CROSS STRAP	1 1/4 X .035 X 18 FT.	4				
7	SEAL	FOR 1 1/4 STRAP	8	-	-	-	

LTL 40 FT & LONGER TRAILER (FLATBED)

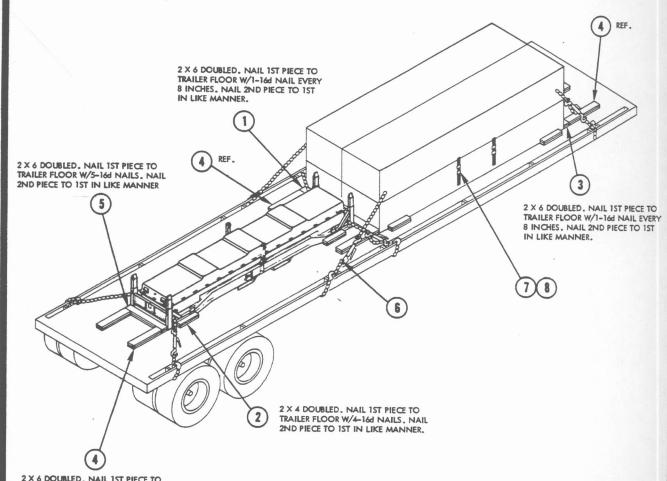
- 1. WHEN REQUIRED TO SHIP LESS-THAN-TRUCKLOAD, SELECT THE CORRECT LOAD PATTERN FOR THE NUMBER OF CONTAINERS TO BE SHIPPED FROM TABLE I .
- 2. ELEVEN OR NINE CONTAINERS CREATES A STACK UNEVEN IN HEIGHT AND SHOULD NOT BE SHIPPED BECAUSE OF TIE DOWN PROBLEMS.
- 3. POSITION CONTAINERS ON TRAILER AS SHOWN IN TABLE. BLOCK AND TIE DOWN USING THE PRINCIPLES SHOWN ON PAGES 3 AND 5 AND THE GENERAL DOCUMENT, MIL-STD-1320.
- 4. THE LTL PLAN SHOWN ON PAGE 5 IS THE CORRECT LESS-THAN-TRUCKLOAD FOR THE QUANTITY OF CONTAINERS SHOWN. THIS DOES NOT LIMIT SHIPMENTS TO THIS QUANTITY, SINCE LTL SHIPMENTS MAY CONSIST OF A LESSER NUMBER OF CONTAINERS.
- 5. WHEN STATE LAW PERMITS, "DOUBLES" MAY BE USED. BLOCK AND TIE DOWN USING THE PRINCIPLES OF THIS DOCUMENT.

TABLE I LOAD PATTERN *

NO. OF CONTAINERS	→ FWD	NO. OF CONTAINERS	→ FWD
10	2 3 3	*** 4	1 1 1
8	2 2 2	3	1 1
7	1 3 3	2	1
** 6	1 2 2	1	1
. 5	1 2 2		

- * LOAD PATTERN SHOWS FLOOR PLAN FOR TRAILER.
 NUMBER INDICATES THE NUMBER OF CONTAINERS IN A LAYER.
- ** MAY BE ONE STACK THREE CONTAINERS HIGH AT FORWARD END OF TRAILER.
- *** MAY BE ONE STACK TWO CONTAINERS HIGH AT FORWARD END OF TRAILER.

MIL-STD-1320-208 (NAVY)



2 X 6 DOUBLED. NAIL 1ST PIECE TO TRAILER FLOOR W/5-16d NAILS. NAIL 2ND PIECE TO 1ST IN LIKE MANNER.

TRUCKLOAL	DATA
INGGINEGAL	

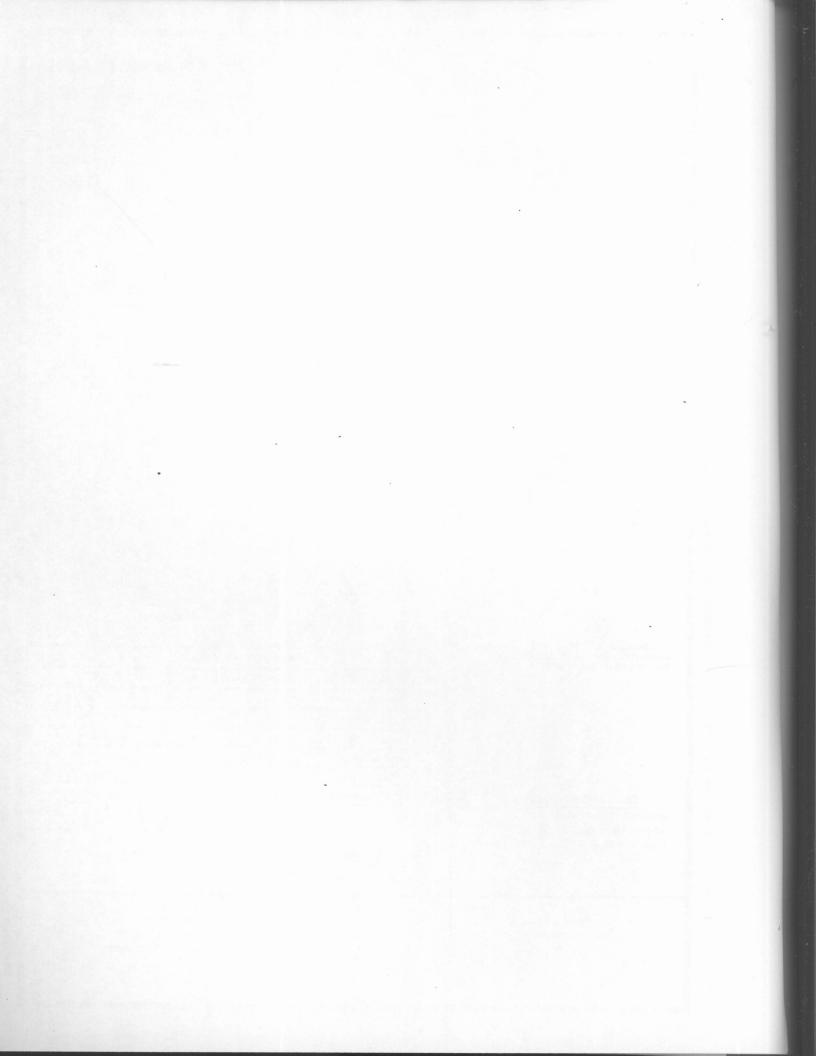
NUMBER OF CONTAINERS	. 5
NUMBER OF MISSILES	10
WEIGHT (APPROX.)	.775 LBS .

NO.	3122		REQ'D	TO	NAIL	S
PIECE	DESCRIPTION	SIZE	NO. PCS.	NAIL	NUMBER	SIZE
1	CROSSMEMBER	2 X 6 X 72	2	SEE FIELD NOTE		
2	SLEEPER	2 X 4 X 18	16	SEE FIELD NOTE		E
3	CROSSMEMBER	2 × 6 × 72	2	SEE FIELD NOTE SEE FIELD NOTE SEE FIELD NOTE		
4	BACKUP CLEAT	2 X 6 X 30 -	16			
5	CROSSMEMBER	2 × 6 × 36	2			
6	CHAIN & BINDER	5/16 OR 3/8	4	-	-	-
7	CROSS STRAP	1 1/4 X .035 X 17 FT	2	-	-	-
8	SEAL	FOR 1 1/4 STRAP	4	-	-	-

LTL 40 FT & LONGER TRAILER (FLATBED)

REVIEW ACTIVITY: NAVY-OS, AS

PREPARING ACTIVITY: NAVY-OS (PROJECT NO.8140-N511)



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OMB Approval No. 22-R255

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DOCUMENT IDENTIFIER AND TITLE		
	-1320-208	
NAME OF ORGANIZATION AND ADDRESS	CONTRACT NUMBE	R
	MATERIAL PROCUE	RED UNDER A
		RNMENT CONTRACT SUBCONTRACT
 HAS ANY PART OF THE DOCUMENT CREATED PROB USE? A. GIVE PARAGRAPH NUMBER AND WORDING. 	LEMS OR REQUIRED	INTERPRETATION IN PROCUREMENT
B. RECOMMENDATIONS FOR CORRECTING THE DEF	CICIENCIES	
V1		
·		
M25 c		
20.00		
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State State Company		
2. COMMENTS ON ANY DOCUMENT REQUIREMENT CONS	SIDERED TOO RIGID	
500 S		
3. IS THE DOCUMENT RESTRICTIVE?		
YES NO (If "Yes", in what way?)		
-		
4. REMARKS		
T. REMARKS		
SUBMITTED BY (Printed or typed name and address - Option	enal)	TELEPHONE NO.
		DATE
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MILITARY STANDARD

MIL-STD-1320-115A (NAVY)

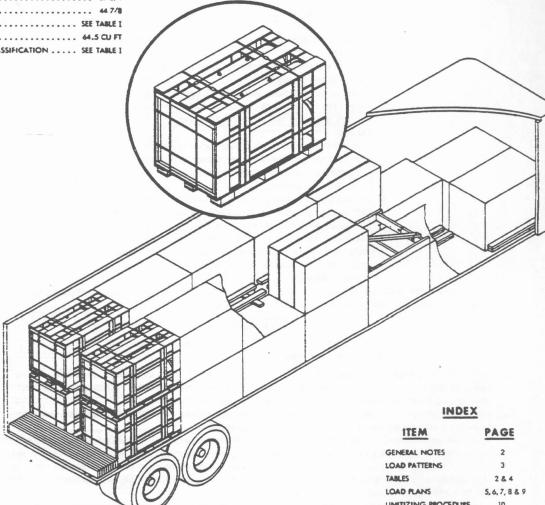
TRUCKLOADING ROCKET LAUNCHER, LAU-69/A DOMESTIC UNIT LOAD

SUPERSEDING MIL-STD-1320-115 29 JANUARY 1973

1 APRIL 1974

UNIT LOAD DATA

LENGTH...... 65 3/4 HEIGHT 44 7/8 DOT HAZARD CLASSIFICATION SEE TABLE I



ITEM	PAGE
GENERAL NOTES	2
LOAD PATTERNS	3
TABLES	2 & 4
LOAD PLANS	5, 6, 7, 8 & 9
UNITIZING PROCEDURE	10
DETAILS	FO

NOTES:

. UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES.

2. FOR CROSS REFERENCE TO ASSOCIATED PALLETIZING,
CONTAINER LOADING AND CARLOADING MILITARY
STANDARDS. REFER TO INDEX OF STANDARDS, MIL-HDBK-236 (NAVY).

FSC 8140

AUTHORIZED AND RELEASED FOR HIGHWAY SHIPMENTS ONLY

MAHL SIGNATURE TECHNICAL DIRECTION AGENT (TOA) DATE De AIRSYSCOM BY DIRECTION DATE SIGNATURE

ORIGINATOR

Mc /suice 3/4/74

NAVAL WEAPONS HANDLING LABORATORY

NAD EARLE, NEW JERSEY

PAGE 1 OF 10

GENERAL NOTES

- THIS DOCUMENT GIVES DETAILED INSTRUCTIONS FOR TRUCKLOADING LAU-69 A ROCKET LAUNCHERS LOADED WITH ROCKETS OR ROCKET MOTORS AND PALLETIZED IN ACCORDANCE WITH WR-53/839.
- 2. THE PROCEDURES AND PRACTICES DESCRIBED HEREIN ARE INTENDED FOR 40 AND 45 FT. TRAILER VANS WITH TANDEM AXLES LOCATED IN THE "WESTERN" POSITION (AT THE EXTREME REAR OF THE TRAILER). DO NOT USE TRAILERS WITH METAL FLOORS.
- 3. THE LOAD PLANS FOR 29, 30, 31 & 32 UNIT LOADS REQUIRE A 45 FT. VAN. ALL OTHER LOADS REQUIRE A 40 FT. VAN.

NOTE

TO FIND THE CORRECT METHOD OF TRUCKLOADING THE JN:T LOADS OF LAU-69/A LAUNCHERS:

- A. DETERMINE THE DODIC/NALC NUMBER OF THE ITEM IN THE ROCKET LAUNCHER.
- ON PAGE 4 SELECT THE CORRECT TABLE (TABLE III, IZ, IZ OR III) FOR THE DODIC/NALC NUMBER.
- C. USING THE SELECTED TABLE, DETERMINE THE LOAD PATTERN
 NUMBER FOR THE NUMBER OF UNIT LOADS BEING SHIPPED AND
 THE PAGE NUMBER OF THIS DOCUMENT TO BE USED.
 EXAMPLE:

IF SHIPPING 21 UNIT LOADS OF H60S ROCKET LAUNCHERS, UNDER TABLE IX ON PAGE 4 IT CAN BE DETERMINED TO USE LOAD PATTERN NO. 16 ON PAGE 3 AND THE TRUCKLOADING PLAN ON PAGE 6 AS A GUIDE.

- D. IN TABLE II (PAGE 3) FIND SKETCH OF LOAD PATTERN OPPOSITE THE PATTERN NUMBER. LOAD THE TRAILER ACCORDING TO THIS SKETCH AND TRUCKLOADING PLAN OF THE PAGE SPECIFIED. WHEN THE NUMBER OF UNIT LOADS IN THE TRUCKLOADING PLAN DIFFERS FROM THE NUMBER OF UNIT LOADS SPECIFIED IN THE LOAD PATTERN FOLLOW THE BASIC PRINCIPLES OF THE TRUCKLOAD PLAN, MODIFYING IT WHERE NECESSARY.
- 4. THE THICKNESS OF PIECE NO. 1 MAY BE VARIED TO SUIT. THE QUANTITY SHALL BE SUCH AS TO CAUSE THE SOLID FILL TO BEAR AGAINST THE UNIT LOADS AND THE TRAILER DOORS WHEN THE DOORS ARE CLOSED.

WARNING

DO NOT USE TRAILERS WITH ROLL UP REAR DOORS WHEN BLOCKING AND BRACING BY THIS METHOD.

- 5. LENGTH OF STRUTS, PIECE NO. 11, SHALL BE SUCH AS TO CAUSE THE SWAY BRACE ASSEMBLY, DETAIL B, TO BEAR AGAINST THE UNIT LOAD AND THE TRAILER SIDE WALL. TWIST TIE ASSEMBLY TO UNITIZING STRAPS, PIECE NO. 8, USING 16 GAUGE SOFT ANNEALED IRON WIRE (TWO PLACES) AND TO UNIT LOAD BENEATH ASSEMBLY (FOUR PLACES).
- SWAY BRACE, DETAIL K, IS ASSEMBLED IN PLACE. PIECE 5 IS POSITIONED INBOARD OF THE CORNER PALLET SKIDS. WITH PIECE 6
 AGAINST THE PALLET SKIDS, NAIL TO PIECE 5 WITH THREE IOI NAILS PER JOINT.
- 7. TO PREVENT LONGITUDINAL MOVEMENT OF THE UNIT LOADS IN THE SECOND LAYER, THE TOP UNIT LOAD SHALL BE STRAPPED TO THE BOTTOM UNIT LOAD WHERE THE PATTERN CHANGES FROM TWO LAYERS HIGH TO ONE LAYER HIGH. THE 1 1/4 STRAPS, PIECE NO. 8, ENCIRCLE THE STACKED UNIT LOADS PASSING UNDER THE DECK OF THE BOTTOM UNIT LOAD AND OVER THE TOP OF THE UPPER UNIT LOAD. THE STRAPS ARE SEALED WITH TWO DOUBLE CRIMPED SEALS, PIECE NO. 7. THE TWO HIGH UNIT LOADS AT THE REAR OF THE TRAILER SHALL ALSO BE STRAPPED TOGETHER.
- 8. 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.
- 9. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED, ATTACH SHIPPING DOCUMENTS TO INSIDE OF TRAILER IN AN ACCESSIBLE AREA, CLOSE AND SEAL TRAILER DOORS AND ATTACH THE APPROPRIATE PLACARDS TO 80TH SIDES, FRONT, AND BACK OF TRAILER.
- APPLICABLE MATERIAL SPECIFICATIONS: DUNNAGE LUMBER, MM-L-751; NAILS, FF-N-125, TYPE II, STYLE 10, COMMON, BRIGHT; STRAPPING, QQ-S-781, TYPE I, CLASS A.
- 11. FOR GENERAL TRUCKLOADING PROCEDURES REFER TO THE GENERAL TRUCKLOADING DOCUMENT, MIL-STD-1320 (NAVY).

TABLE I

DODIC OR	WEIGHT OF UNIT LOAD IN LBS (EST.)	DOT HAZARD CLASSIFICATION
H566	1203	EXPLOSIVES 8
H590	2327	EXPLOSIVES A
H605	1579	EXPLOSIVES B
H613	2151	EXPLOSIVES A

TABLE II LOAD PATTERNS

PATTERN		PATTERN NUMBER	P	ATTERN	
*1	2 2 2 2 2 2 2 2 2 2 2	15	1 1 1 2 2 2 2 2 1 1 1 1 2 2 2 2	29	1 1 1 1
* 2	2 2 2 2 2 2 2 2 2 2 1 2 2 2	16	1 1 1 2 2 2 2 2 1 1 1 1 1 2 2 2	30	1 1 1 1
*3	1 2 2 2 2 2 2 2 2 1 2 1 2 2 2 2	17	1 1 1 1 2 2 2 1 1 1 1 1 2 2 2	31	1 1 1
0,4	1 2 2 2 2 2 2 2 2 1 1 1 2 2 2 2 2 2	18	1 1 1 1 2 2 2 2 1 1 1 1 1 1 2 2	32	1 1 1
5	2 2 2 2 2 2 2 2 2 2	19	1 1 1 1 1 2 2	33	1 1
6	1 2 2 2 2 2 2 2	20	1 1 1 1 1 2 2	34	1. 1
7	1 2 2 2 2 2 2 2 2 1 2 2 2	21	1 1 1 1 1 1 2	35	1
8	2 2 2 2 2 2 1	22	1 1 1 1 1 2	36	
9	2 2 2 2 2 2 1	23	1 1 1 1 1 1 1 1 1 1	37	1 2 2 2 1 1 1 1
10	1 2 2 2 2 2 2 2 2 1 1 1 2 2 2 2 2	24	1 1 1 1 1 1 1	38	1 1 2 2 1 1 1
11	2 2 2 2 2 1 1 2 2 2 1 1	25	1 1 1 1 1 1	39	1 1 2 2 1 1 1 1
12	1 1 2 2 2 2 2 2 1 1 1 2 2 2 2 2	26	1 1 1 1 1	40	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
13	1 1 2 2 2 2 2 1 1 1 1 1 2 2 2 2	v	1 1 1 1 1	41	1 1 2 1 1 1 1 1
14	2 2 2 2 2 1 1 2 2 2 1 1 1	28	1 1 1 1 1		

NOTE: NUMBER IN BLOCKS OF LOAD PATTERN INDICATES NUMBER OF LAYERS OF UNIT LOADS.

*SEE GENERAL NOTE 3

TABLE III

NO. OF UNIT LOADS SHIPPED	FTL OR LTL	PATTER NUMBER	PAGE NO. OF TRUCKLOADING MIL-STD TO BE USED	WEIGHT (LBS OF TRUCKLOAD
32	FTL	:	. 5	38, 496
31	LTL	2	6	37, 293
30	LTL	3	6	36, 090
29	LTL	4		34, 887
28	FTL	5		33, 684
27	LTL	6	6	32, 481
26	LTL	7	6	31, 278
25	LTL	10	6	30, 075
24	LTL	12 .	6	28, 872
23	LTL	13	6	27,669
22	LTL	15	6	26, 466
21	LTL	16 !	6	25, 263
20	LR	17	6	24, 060
19	LTL	18 :	6	22, 857
18	LTL	19	6	21, 654
17	LTL	20 ;	6	20, 451
16	LTL	21	6	19, 248
15	LTL	22	6	18, 045
14	LTL	23	6	16, 842
13	LTL	24	689	15, 639
12	LTL	25 .	9	14, 436
11	LTL	26	9	13, 233
10	LTL	27	9	12, 030
9	LTL	28	9	10, 827
8	LTL	29	9	9, 624
7	LTL	30	9	8, 421
6	LTL	31	9	7, 218
5	LTL	32	9	6, 015
4	LTL	33	9	4, 812
3	LTL	34	9	3, 609
2	LTL	35	9	2, 406
1	LTL	36	9	1, 203

*SEE NOTE 3

TABLE Y

-500

NO. OF UNIT LOADS SHIPPED	FTL OR LTL	LOAD PATTERN NUMBER	PAGE NO. OF TRUCKLOADING MIL-STD TO BE USED	WEIGHT (LBS) OF TRUCKLOAD
18	FLT	38	8	41, 886
17	LTL	39	8	39, 559
16	LTL	40	8	37, 232
15	LTL	41	8	34, 905
14	LTL	23	6	32, 578
13	LTL	24	6 & 9	30, 251
12	LTL	25	9 .	27,924
11	LTL	26	9	25, 597
10	LTL	27	9	23, 270
9	LTL	28	9	20, 943
8	LTL	29	9	18, 616
7	LTL	30	9	16, 289
6	LTL	31	9	13, 962
5	tTL	32	9	11, 635
4	LTL	33	9	9, 308
3	LTL	34	9	6, 981
2	LTL	35	9	4,654
1	LTL	36	9	2, 327

TABLE IV

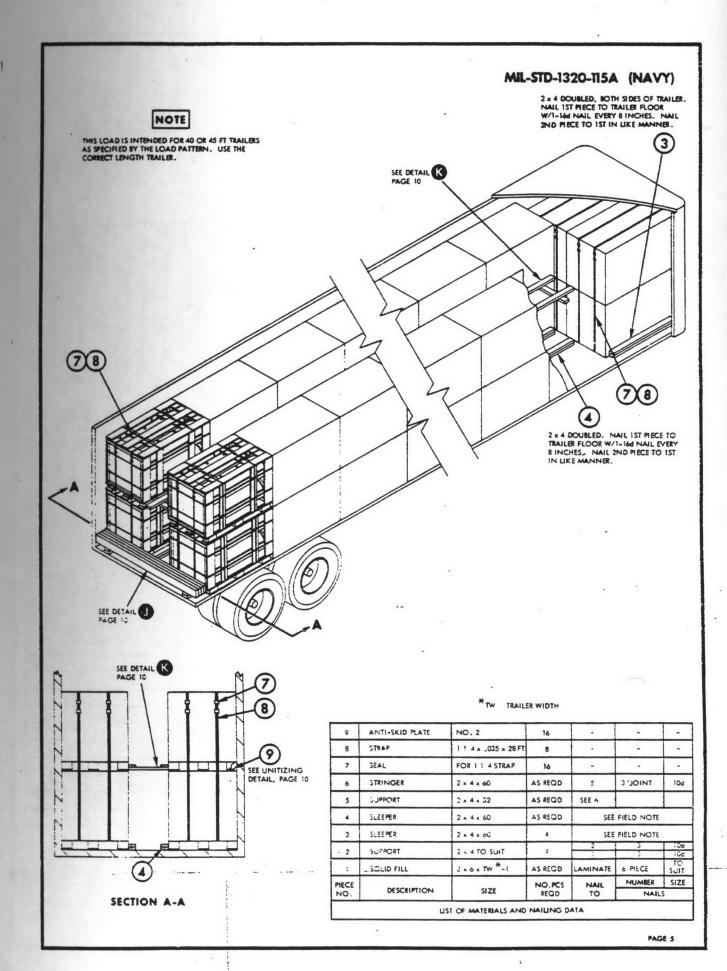
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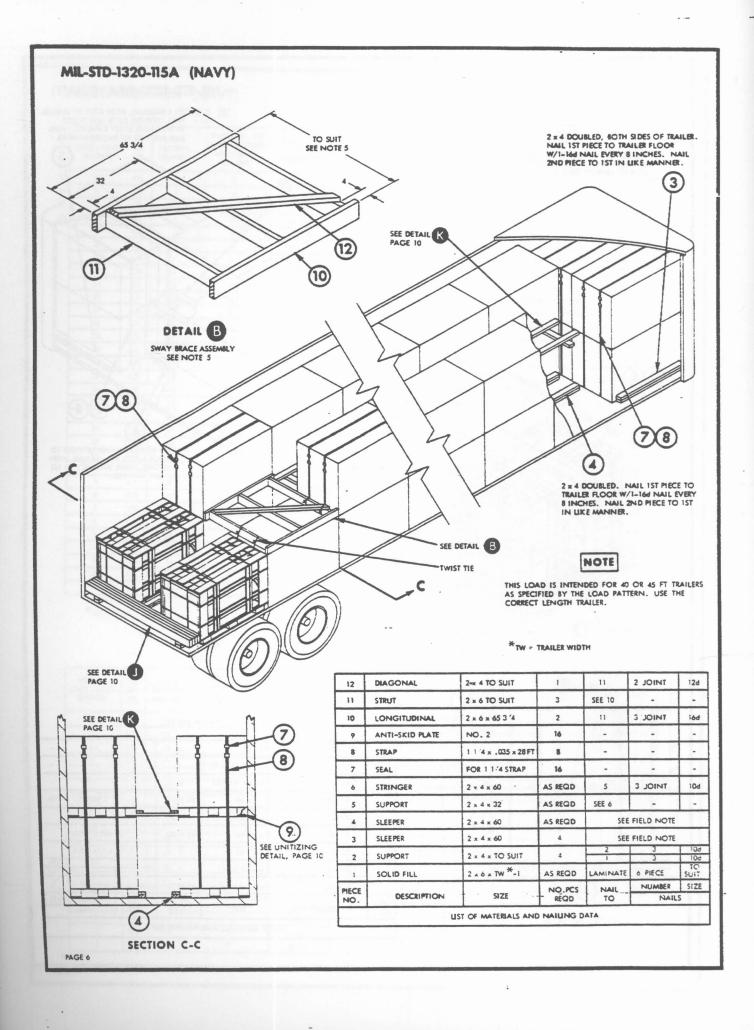
NO. OF UNIT LOADS SHIPPED	FTL OR LTL	LOAD PATTERN NUMBER	PAGE NO. OF TRUCKLOADING MIL-STD TO SE USED	WEIGHT (LBS OF TRUCKLOAD
26	FTL	8	7	41, 054
25	LTL	9	7	39, 475
24	LTL	-11	7	37, 896
23	LTL	14	7	36, 317
22	LTL	15	6	34, 738
21	LTL	16	6	33, 159
20	LTL	17	6	31, 580
19	LTL	18	6	30,001
18	LTL	- 19	6	28, 422
17	LTL	20	6	26, 843
16	LTL	21	6	25, 264
15	LTL	22 .	6	23, 685
14	LTL	23	6	22, 106
13	LTL	24	689	20, 527
12	LTL	25	9	18, 948
11	LTL	26	9	17, 369
10	LTL	27	9	15, 790
9	LTL	28	9	14, 211
8	LTL	29	9	12, 632
7	LTL	30	9	11,053
6	LTL	31	9	9, 474
5	LTL	32	9	7, 895
4	LTL	33	9	6,316
3	LTL	34	9	4, 737
2	LTL	35	9	3, 158
1	LTL	36	9	1, 579

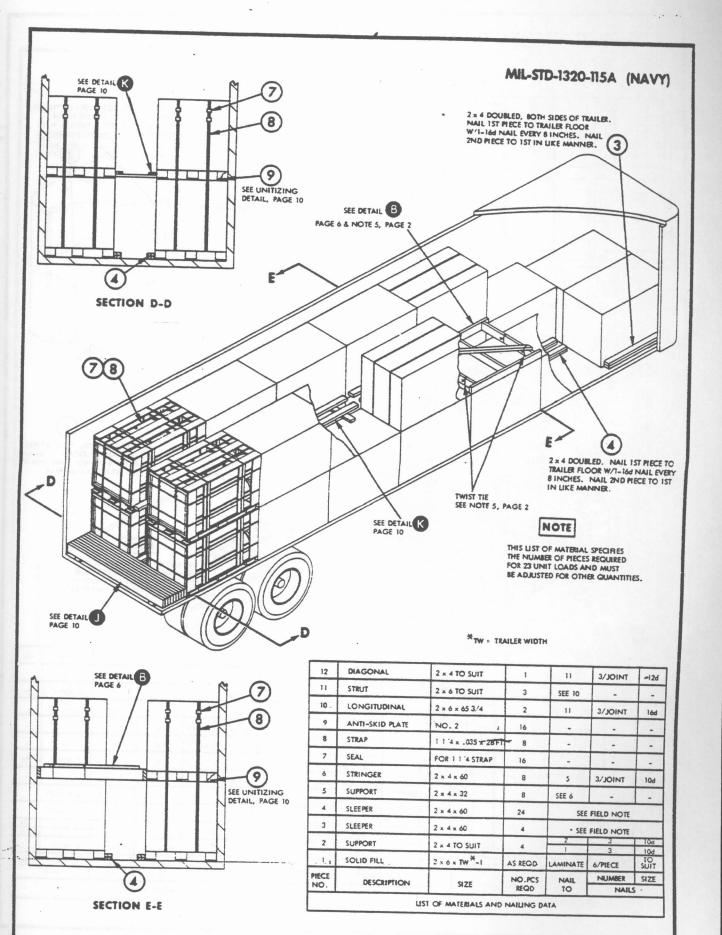
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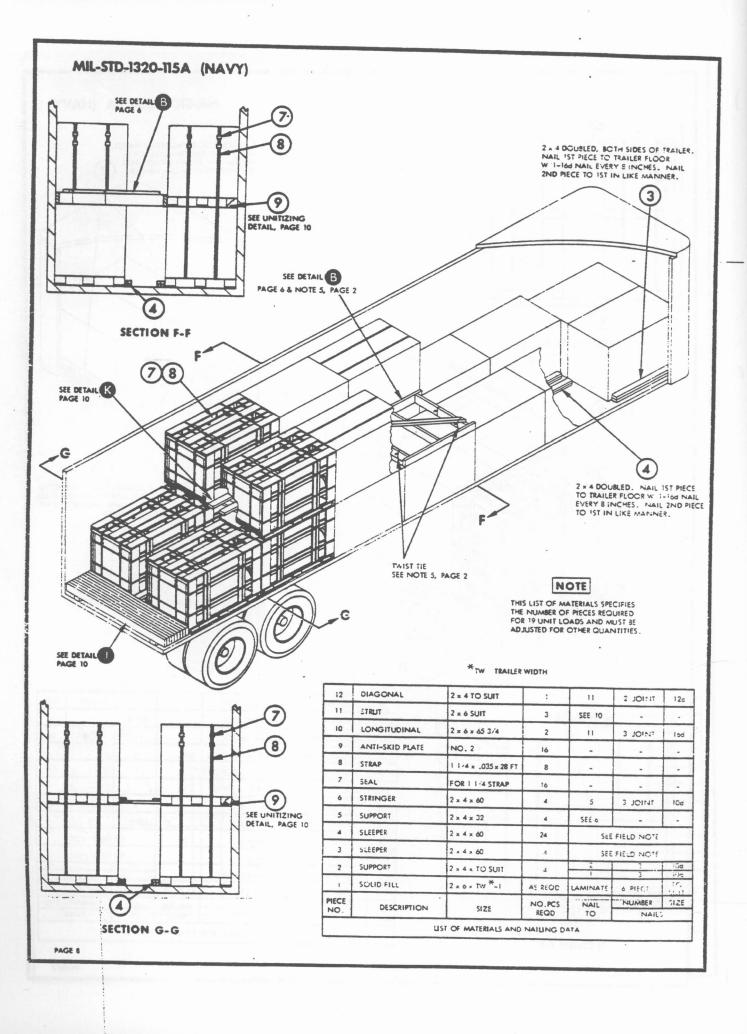
H613

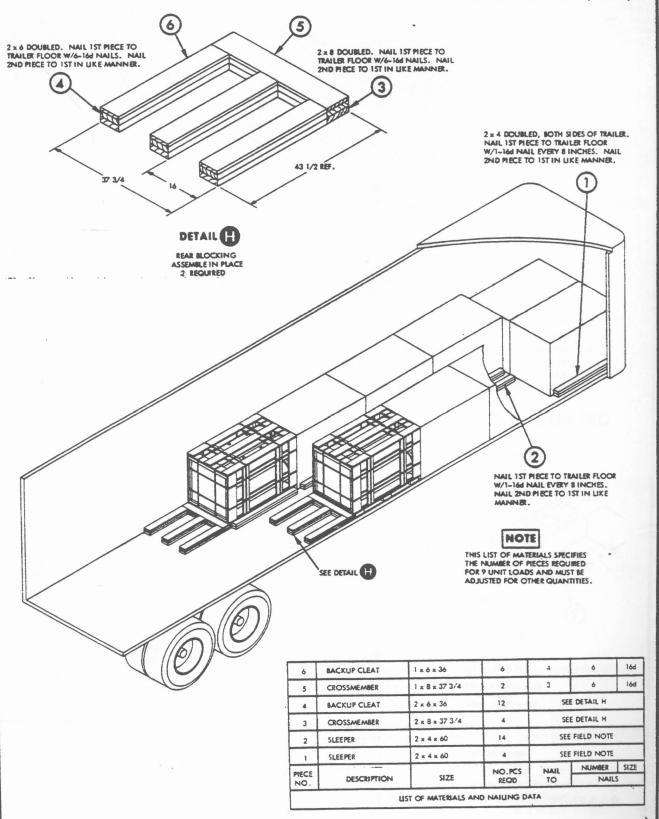
NO. OF UNIT LOADS SHIPPED	FTL OR LTL	PATTERN NUMBER	PAGE NO. OF TRUCKLOADING MIL-STD TO 8E USED	WEIGHT (LBS
19	FTL	37	8	40, 869
18	LTL	38	8	38, 718
17	LTL	39	8	36, 567
16	LTL	40	8	34, 416
15	LTL	41	8	32, 265
14	LTL	23	6	30, 114
13	LTL	24	689	27, 963
12	LTL	25	9	25, 812
11	LTL	26	9 .	23, 661
10	LTL	27	9	21, 510
9	LTL	28	9	19, 359
8	LTL	29	9	17, 208
7	LTL	30	9	15, 057
6	LTL	37	9	12, 906
5	LTL	32	9	10, 755
4	LTL	33	9	8, 604
3	LTL	34	9	6, 453
2	LTL	35	9	4, 302
1	LTL	36	9	2, 151

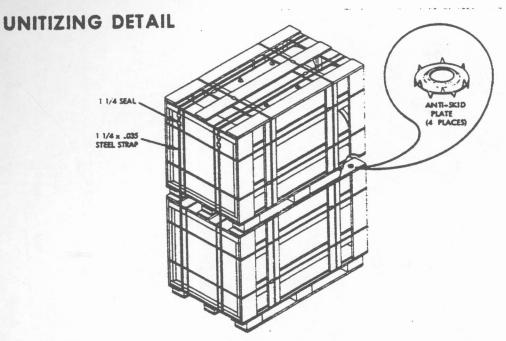




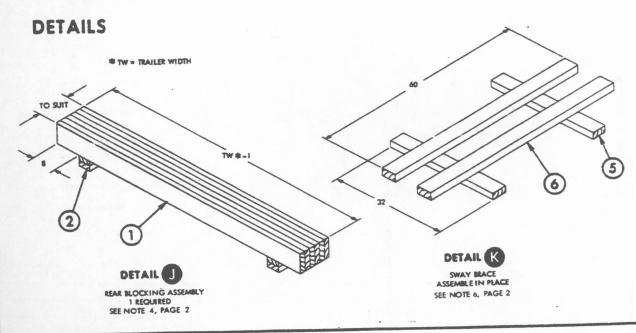








- 1. WHEN REQUIRED BY THE FTL OR LTL REQUIREMENTS OF THIS STANDARD, THE TWO HIGH STACKED UNIT LOADS SHALL BE UNITIZED AS SHOWN ABOVE.
- 2. ANTI-SKID PLATES SHALL BE USED BETWEEN THE UNIT LOADS, ONE AT EACH CORNER OF THE LOAD. (SIGNODE NO. 2 OR EQUAL).
- 3. THE 1 1/4 INCH STEEL STRAPS, POSITIONED AS SHOWN, ENCIRCLE THE STACKED UNIT LOADS AND PASS UNDER THE DECK OF THE BOTTOM PALLET.
- 4. TENSION STRAPS AND SEAL WITH TWO DOUBLE CRIMPED SEALS.



REVIEW ACTIVITY:

PREPARING ACTIVITY: NAVY - OS PROJECT NO_8140-N229L

★ U. S. GOVERNMENT PRINTING OFFICE: 1974 -713-154/5529

SPECIFICATION ANALYSIS SHEET

Form Approved
Budget Bureau No. 22-R255

INSTRUCTIONS: This sheet is to be filled out by personnel, either Government or contractor, involved in the use of the specification in procurement of products for ultimate use by the Department of Defense. This sheet is provided for obtaining information on the use of this specification which will insure that suitable products can be procured with a minimum amount of delay and at the least cost. Comments and the return of this form will be appreciated. Fold on lines on reverse side, staple in corner, and send to preparing activity. Comments and suggestions submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or serve to amend contractual requirements. SPECIFICATION ORGANIZATION CONTRACT NUMBER CITY AND STATE MATERIAL PROCURED UNDER A . DIRECT GOVERNMENT CONTRACT 1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED INTERPRETATION IN PROCURE-MENT USE? A. GIVE PARAGRAPH NUMBER AND WORDING. B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES 2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID 3. IS THE SPECIFICATION RESTRICTIVE?

YES NO (If "yes", in what way?)

4. REMARKS (Attach any pertinent data which may be of use in improving this specification. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity)

SUBMITTED BY (Printed or typed name and activity - Optional)

DATE

DD FORM 1426

REFLACES EDITION OF 1 OCT 64 WHICH MAY BE USED.

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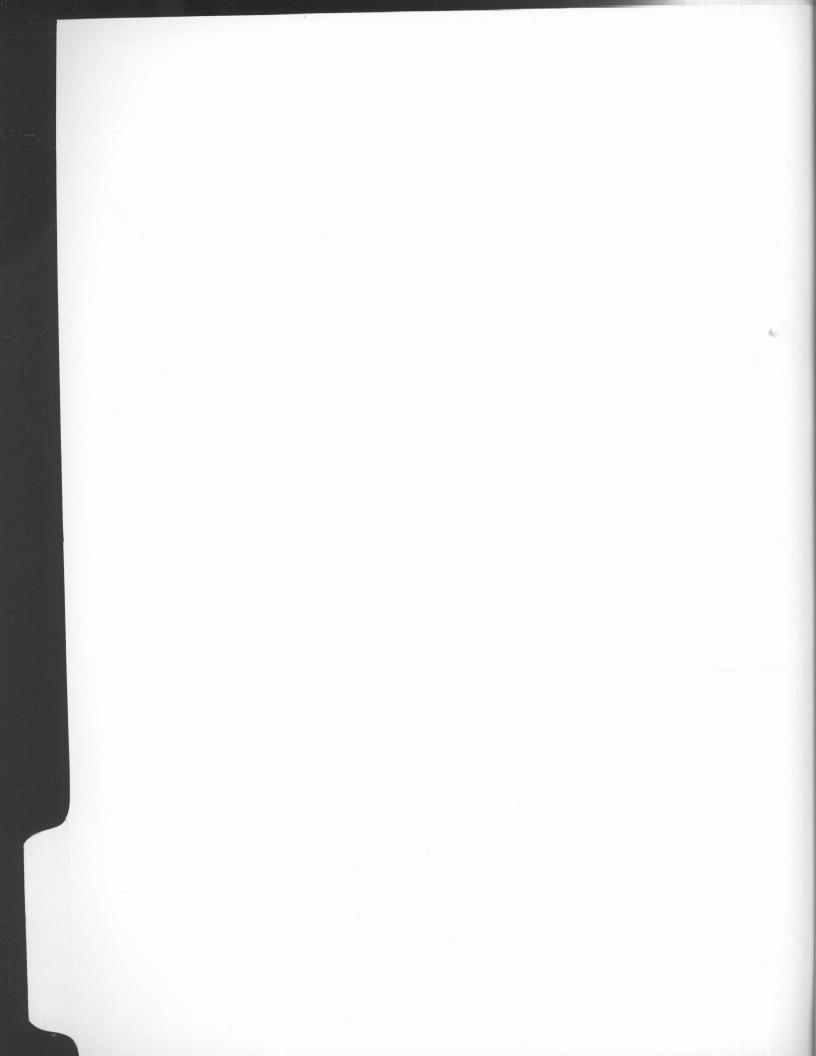
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Naval Weapons Handling Laboratory
Colts Neck, New Jersey 07722

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2 MARCH 1976

SUPERSEDING
MIL-STD-1325 (NAVY)
13 MARCH 1972

MILITARY STANDARD

RAILCAR LOADING OF HAZARDOUS MATERIALS



DEPARTMENT OF THE NAVY Naval Sea Systems Command Washington, D.C. 20360

Railcar Loading of Hazardous Materials

- 1. This standard has been approved by the Department of the Navy and is published to establish requirements for railcar loading of hazardous materials.
- 2. As of the promulgation date of this document, this standard is a mandatory requirement to be invoked in all applicable specifications, purchase descriptions, or military interdepartmental procurement requests (and contracts, when necessary) in the procurement of naval ammunition, explosives, and associated inert items to be transported by railcar. It is mandatory for performance of railcar loading operations by all elements of the Navy and the Marine Corps.
- 3. Recommended corrections, additions, or deletions should be addressed to the Commanding Officer, Naval Ordnance Station, Standardization Division, Indian Head, Md. 20640
- 4. Requests for technical interpretations or approval of deviations should be addressed to Commanding Officer, Naval Weapons Station Earle, Naval Weapons Handling Laboratory, Colts Neck, N.J. 07722.
- 5. Copies of this complete standard or individual dash sheets may be obtained from the Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120.

FOREWORD

This standard describes general procedures and practices applicable to loading and securing hazardous materials for transportation by or to the Navy in railcars.

Different loads require different shoring applications. It is the intent of this standard not only to describe the special applications but also to set up minimum standards for the shoring of railear loads. These procedures will help loading personnel prepare safe and economical loads.

Physical dimensions, weights, types of loads and vehicles vary greatly, precluding the coverage of all combinations. The examples and procedures given in this basic standard shall be considered as typical. Mandatory requirements for specific loads are given in a series of MIL-STD dash number sheets which also form a part of this standard.

The Association of American Railroads, through its Bureau of Explosives, reviews and approves all carloading specifications for hazardous materials as assigned by the Department of Transportation and the Canadian Transport Commission.

A motion picture, pertinent to this standard, entitled "Railroad Carloading and Bracing of Ammunition", MA-10715, is available for training purposes from your local Naval Education and Training Support Center/Detachment by submitting requests for Training Aids Temporary Loan Request/Invoice (5NC GEN 1551/1 Rev 9-74).

Certain related weapon requirements (WR's) referenced within this standard are in process of supersedure by military standards. If an equivalent military standard dash number sheet has not been published, the applicable WR slash number sheet shall be used. The following cross-reference is provided to facilitate the identification between the newly assigned designator and the previous designator:

New	Previous
MIL-STD-1320	WR-51
MIL-STD-1322	WR-53
MIL-STD-1323	WR-54
MIL-STD-1324	WR-55

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MILITARY STANDARD

RAILCAR LOADING OF HAZARDOUS MATERIALS

1. SCOPE

- 1.1 This standard contains general and detail requirements for the preparation of full and less than carload shipments of ammunition, explosives, propellants, and weapon system components. It also contains guidance to be followed in all carloading procedures when specific instructions in the form of MIL-STD dash number sheets do not exist (for example, mixed carloads). The MIL-STD dash number sheets contain specific instructions primarily for carloading ammunition normally shipped in large quantities.
- 1.2 Application. This standard is limited to the preparation for shipment of material by or to the Navy. It applies to shipments from one Government activity to another and (where referenced in the applicable contract) shipment of material to the Navy from contractors' plants. It does not apply to interplant shipments of material that is not Government owned. MIL-STD-1325-100 and MIL-STD-1325-101 are typical specifications applicable to carloading palletized unit loads of many different components which do not require the detail shown by specific carloading plans (dash sheets). MIL-STD-1325-102 is a typical specification showing procedures authorized for retaining partial upper layers in all metal box cars.
- 1.3 Compliance with law. The Code of Federal Regulations, Title 49, administered by the Department of Transportation, imposes clear responsibilities on shippers of hazardous materials, including military shippers. It provides severe penalties against those who violate the regulations issued under this law. Compliance with the procedures outlined herein assures the individual shipper of compliance with his legal obligations.
- 1.3.1 In order to ensure compliance with law and regulations, this standard and its MIL-STD dash number sheets have been coordinated with or approved by the Bureau of Explosives.

- 1.4 Safety precautions. The safety precautions outlined in OP 3347 shall be observed. The following are general safety precautions that are not related to any specific procedure and therefore do not appear elsewhere in this standard. These precautions are recommended safety precautions that personnel shall understand and apply during many phases of carloading.
- 1.4.1 Materials handling equipment. Never exceed the rated allowable load of any piece of materials handling equipment.
- 1.4.2 Gangways, bridge plates. etc. Always be sure gangways, bridge plates, and other means of entering cars are of sufficient strength to carry the load safely. Consider the gross load such as the forklift truck plus the load.
- 1.4.3 Ammunition and explosive loading. Safety and responsibility are the paramount considerations in loading ammunition and explosives. Know the materials you are handling and remember, carelessness can and will kill YOU.

2. REFERENCED DOCUMENTS

2.1 The issue of the following documents in effect on the date of invitation for bids form a part of this standard to the extent specified herein.

SPECIFICATIONS

Federal

FF-N-105	Nails, Brads, Staples, and Spikes: Wire, Cut and Wrought
MM-L-736	Lumber; Hardwood
MM-L-751	Lumber; Softwood
QQ-S-781	Strapping, Steel, Flat and Slats
PPP-F-320	Fiberboard, Corrugated and Solid, Sheet Stock (Container Grade), and Cut Shapes

PUBLICATIONS

Military Handbook

MIL-HDBK 236 Index to Standards, for Palletizing, Truck Loading,

Railcar Loading, and Container Loading of Hazardous

Materials

Naval Sea Systems Command (Code Ident 10001)

Ammunition and Explosives Ashore
Freight Car Mechanical Dunnage Systems, Pin and Rack Type; Instructions for Operation and Use
Navy Transportation Safety Handbook
Handling Equipment for Weapons and Explosives Mobile Equipment
United States Navy Ordnance Safety Precautions
Motor Vehicle and Railcar Load Inspector's Manual for Ammunition, Explosives and Other Dangerous Articles
Handling Ammunition and Hazardous Material With Industrial Trucks
Railroad Car Inspection Report

Naval Supply Systems Command

NAVSUP 444 Military Traffic Management Regulations

(Copies of specifications, standards, drawings, and publications required by suppliers in connection with specific procurement functions should be obtained from the procuring activity or as directed by the contracting officer.)

2.2 Other publications. The following documents form a part of this standard to the the extent specified herein. Unless otherwise indicated, the issue in effect on the date of invitation for bids shall apply.

Department of Agriculture

Agriculture Handbook

Wood Handbook

No. 72

(Application for copies should be addressed to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.)

Department of Transportation

Code of Federal Regulations

49 CFR 100-199

Transportation

(Applications for copies should be addressed to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. Orders for the publication should cite "the latest issue and supplements thereto.")

R. M. Graziano's Tariff

Hazardous Materials Regulations of the

No. 30 Department of Transportation

(Applications for copies should be addressed to R. M. Graziano Agent, 1920 L St., N. W., Washington, D. C. 20036.)

Association of American Railroads (AAR)

*Pamphlet No. 6 Methods for Loading and Bracing Carload and Less than Carload Shipments of Explosives and Other

Hazardous Materials

*Pamphlet No. 6A Illustrating Methods for Loading and Bracing

Carload Shipments of Military Ammunition

and Explosives

**Pamphlet No. 14 Rules Regulating the Safe Loading of Freight in

Closed Cars and Protection of Equipment

**Pamphlet No. 27 Rules Regulating the Preparation and Safe Loading

of Empty Projectiles, Bombs and Cartridge Cases in

Closed Cars and Protection of Equipment

**Circular No. 42E General Rules Covering Loading of Carload Shipment

of Commodity in Closed Cars

***Manual (No Number)

Rules Governing the Loading of Commodity on Open Top Cars

(Applications for copies of AAR Documents should be addressed as follows: *Association American Railroads, Bureau of Explosives, 1920 L St., N. W., Washington, D. C. 20036: **Association of American Railroads, Freight Loading and Container Section, 59 E. Van Buren St., Chicago, Ill. 60605: ***Association of American Railroads, Mechanical Division, 59 E. Van Buren St., Chicago, Ill. 60605.)

3. **DEFINITIONS**

- 3.1 General. The definitions given herein cover terms as they are used in this standard and are not to be confused with any definitions appearing elsewhere.
- 3.2 Anchor plate. A steel plate used to anchor steel strapping to a railcar. It is slotted to receive the strapping and drilled to permit nailing to railcar walls or floor.
- 3.3 Bay. One or more stacks in a boxcar separated by the remainder of the lading by crossmembers or by divisional gates.
 - 3.4 Block. A bulky, usually solid piece of wood with one or more flat faces.
- 3.5 Block, chock. A concave or beveled block of wood used to secure lading in position. See figure 1.
- 3.6 Brace. A structural member used to transmit, divert, or resist weight or pressure. In carloading, the word is usually modified by a functional description.
- 3.7 Brace, cross. A single member, wood or wood and metal combined, placed crosswise in a car against the lading to secure the lading in position.
- 3.8 Brace, sway. A piece or assembly used to prevent sideways motion of the lading resulting from lateral sway of the car.
- 3.9 Bridge plate. A bridge layed between a railcar and a loading dock or between cars to facilitate access to the car for loading or unloading the lading.

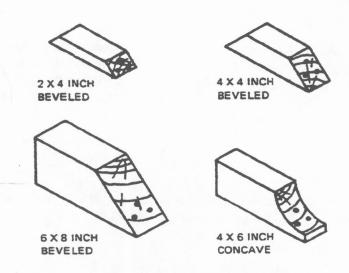


FIGURE 1. CHOCK BLOCKS

- 3.10 Buffer strip or board. A piece of lumber placed against a container or piece of lading to provide a wide bearing surface to protect a sharp edged or thin walled item during transit.
- 3.11 Bureau of Explosives. The regulatory body of the Association of American Railroads responsible for the issuance and approval of appropriate rules for safety for shipment of explosives and hazardous materials by the railroad.
- 3.12 Capacity. The nominal capacity of a railcar, expressed in round numbers; for example, 100,000 pounds (not to be confused with load limit).
- 3.13 Car. A vehicle suitable for the carriage of freight by railroad. Cars used for carriage of hazardous materials by rail may be of several types as follows:
- 3.13.1 Boxcar. A fully enclosed railroad car having a door or doors on both sides and, sometimes, on one or both ends. Used for general freight service.
 - 3.13.2 Commercial boxcar. A boxcar owned by one of the nation's railroads.

- 3.13.3 DODX boxcar. A boxcar owned by the Department of Defense.
- 3.13.4 Class A car. A car which has been inspected and certified for carrying of Class A explosives in accordance with section 174.525 of the Code of Federal Regulations 49 CFR 100-199.
- 3.13.5 Class B car. A car suitable for the carriage of Class B explosives as defined in section 174.529 of the Code of Federal Regulations 49 CFR 100-199.
- 3.13.6 Class C car. A conventional boxcar suitable for the carriage of Class C explosives in accordance with the requirements of section 174.530 of the Code of Federal Regulations 49 CFR 100-199.
- 3.13.7 **DF-type car.** A special equipped boxcar known as dunnage free, having cross members as permanent load securing devices which are attached to steel rails attached to the sidewalls of the car. DODX boxcars, Series 29000, are of the DF type. Some DF-type cars have special cushioned draft gear to reduce shocks transmitted to the load.
 - 3.13.8 Double-door car. A car with a pair of doors on each side.
 - 3.13.9 Double-walled car. A boxcar with both sheathing and lining.
- 3.13.10 End-door car. A boxcar with doors in each end. Not to be used for ammunition or explosives.
 - 3.13.11 Flatcar. An open car without roof, side, or end walls.
 - 3.13.12 Gondola car. An open car without roof, with low side and end walls.
 - 3.13.13 Open car. A car without a roof.
- 3.13.14 Plug-door car. A car equipped with doors that close flush with the inside walls of the car (each side of a plug-door boxcar may be equipped with a single plug door, double plug doors, or one plug door and one conventional door).

- 3.14 Car lining. A surface, usually wood, fastened to the inside of the car structure.
- 3.15 Carload plan. A specific design of the physical arrangement of lading and dunnage to protect particular items of lading from the hazards of rail transport.
- 3.16 Car sheathing. May be the same as car lining or, in the case of a double sheathed car, the boxcar will have an inside car lining and an outside sheathing which may be either wood or steel.
- 3.17 Cleat. A member, or group of members, used to reinforce another member or to hold it in its position. Cleat is usually modified by a functional description.
- 3.18 Cleat, backup. A reinforcing piece nailed to car floor or walls to secure blocks or braces.
- 3.19 Cleat, holddown. A cleat nailed to car walls to prevent braces or gates from rising See figure 2.

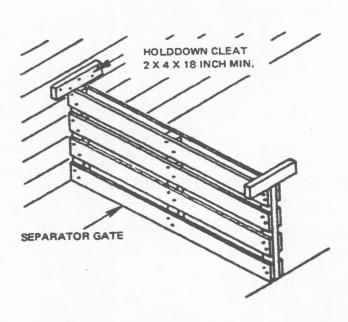


FIGURE 2. SEPARATOR GATE WITH HOLDDOWN CLEATS

3.20 Cleat, pocket. One of a group of three or more cleats arranged to form a pocket to receive and restrain a cross brace or holddown member. See figure 3.

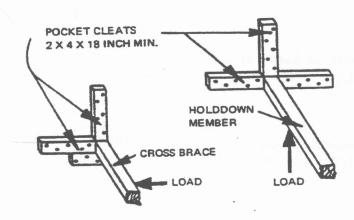


FIGURE 3. POCKET CLEATS -

- 3.21 Cleat, strut. A horizontal member oriented crosswise to the car and fastened to vertical gate members to serve as support for struts.
- 3.22 Crossmember. A wood and steel member installed across the width of a DODX car, Series 29000, or DF equipped commercial cars to secure the lading in place.
- 3.23 Crosspiece. A horizontal piece of wood in a center gate, end gate, or other space filler, extending across the width of the car. It may be placed directly against the lading or may hold or be held in position by the uprights that are against the lading. Also called a horizontal gate member.
- 3.24 Doorway member. A steel and wooden member installed across the doorway of a DODX car, Series 29000, to permit installation of crossmembers across the car in the doorway area.
- 3.25 Doorway protection. Dunnage material in or spanning the doorway to prevent the lading from falling or rolling out at doorway or coming in contact with side doors.

- 3.26 Dunnage. Any material (such as boards, planks, or blocks) used in transportation and storage to support and secure the lading to protect it from damage or for convenience in handling.
- 3.27 Filler. Material, usually boards, or frames used to fill space throughout the load in order to provide a smooth bearing surface or to compensate for irregularities in the lading or car.
- 3.28 Gate. A structure placed crosswise in the car and used to distribute the load or to fill space not occupied by lading. Gates may be of the various types as indicated in 3.29 through 3.31.
- 3.29 Gate, center. A structure, usually located in the doorway area of a boxcar, separating the lading in each end of the car.
- 3.30 Gate, end. A structure placed against the end wall of a car to take up lengthwise space in a through load: or, to distribute the load more evenly over end wall; or, to protect the lading in cars with unlined corrugated steel ends.
- 3.31 Gate, separator (intermediate or divisional). A structure used to facilitate transmittal of longitudinal forces from one stack to another and/or to separate the stacks of lading into sections throughout the car.
- 3.32 Hazardous materials. "Hazardous materials" means "explosives and other dangerous articles" as established by the Code of Federal Regulations 49 CFR 100-199.
- 3.33 Holddown member. A member secured by cleats used to prevent upward movement of the lading, gate, or bracing structure.
 - 3.34 Lading. The load or cargo in the railroad car.
- 3.35 Layer. A course, or stratum of the load, parallel to the floor of the car and one container or one unit load in height. See figure 4.

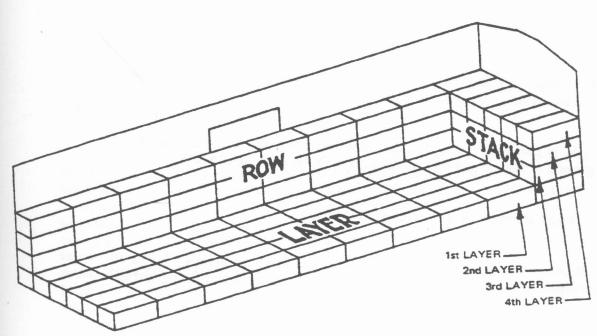


FIGURE 4. PARTIAL CARLOAD SHOWING NOMENCLATURE

- 3.36 Load, divided. A load separated into two or more units by a center gate assembly or separator gates, or both.
 - 3.37 Load limit. The greatest allowable weight which may be loaded into a railcar.
- 3.38 Load, palletized unit. Several (usually like) containers bound to a pallet to facilitate handling, shipment, and storage.
- 3.39 Load, through. A load in which the lading extends through the doorway area, not separated by center gates or divisional gates, for the full length, or almost the full length of the car.
- 3.40 Nail finder. A light rake or board having a metal edge used to drag over the car lining in order to find protruding nails and staples that might damage lading.
- 3.41 Protector, stake pocket. A metal pad used in a stake pocket of a flatcar to prevent the tiedown strapping from wearing through.

- 3.42 Row. A pile of containers or pallet loads extending lengthwise in the car, parallel to the sides of the car and one container or unit load in width. See figure 4.
- 3.43 Sleeper (floor blocking). Member secured to the car floor, running in a lengthwise direction, and positioned against the lading to prevent cross movement of the load.
- 3.44 Stack. A pile of containers of unit loads, extending from one side of the car to the other, parallel to the end of the car and one container or unit load in length. See figure 4.
 - 3.45 Stiffeners. Wood members used to reinforce bracing.
- 3.46 Stringer. Members secured to the car floor or placed under or between layers of lading, running lengthwise of the car, and used to support or to provide a supporting surface for a load.
- 3.47 Strut. A wooden member in a gate, lengthwise of the car, that spreads or separates the two faces of a gate.
- 3.48 Technical directing activity (TDA). An activity designated by the cognizant systems command headquarters by contract, task assignment, or project order to assume responsibility for performing, directing, or monitoring the design and test of packaging, packing, shipping, handling, and transportation equipment for weapon system components.
- 3.49 Tie bars. Members used in center gates (with strut spans of 4 feet or more) to reduce tendency for failure of the strut by buckling in compression.
- 3.50 Unit load. A container or item, or aggregate of either, bound together to facilitate handling by mechanized equipment.
- 3.51 Wall member. A detachable member which fastens to the wall of a DODX car to locate and hold crossmembers.

4. GENERAL REQUIREMENTS

- 4.1 General. This section covers the general requirements for the safe transportation of naval ammunition and hazardous materials by railcar. Detailed requirements are contained in section 5.
- 4.2 MIL-STD dash number sheets. Specific instructions pertaining to the loading of specific ordnance items are contained on the MIL-STD dash number sheets. These sheets are identified by using a dash number following the basic MIL-STD-1325 designator. Sheets are individually numbered and titled. Where a MIL-STD dash number sheet exists, the loading. blocking, and bracing procedures shown in the dash number sheet shall be followed without exception for full carload shipments. The general rules on the selection of lumber for various functions and on nails and nailing given in this general standard shall be used as a guide. MIL-STD-1325-100 and MIL-STD-1325-101 are "Typical Carloads for Palletized Unit Loads." These sheets are applicable only to palletized unit loads. These sheets should be utilized when listed in the index for the particular item and may be used as a guide in carloading palletized unit load when no specific sheets exist. MIL-STD-1325-102 is a typical document showing dunnaging procedures for partial upper layers in all metal boxcars. When less than a full carload is to be shipped and a MIL-STD dash number sheet is available covering only a full carload, then the loading shall conform to the sheet except that the short quantity upper layers shall be secured in the car in accordance with the partial layer bracing procedures of 5.9.8.
- 4.2.1 MIL-HDBK-236. MIL-HDBK 236 provides an index of items covered by the dash number sheets. This handbook titled "Index to Standards for Palletizing, Truckloading, Railcar Loading, and Container Loading of Hazardous Materials" provides an index to MIL-STD-1325 dash documents (carloading) in addition to the documents in the other areas listed in the title. The handbook includes three types of listings:

Section 1 lists, in alpha-numerical sequence, DODIC/NALC designated items that have "specific" or "typical" dash number sheets authorized for carloading of the items listed.

Section 2 lists, in alphabetical order, all the ammunition and weapon system component items that have "specific" or "typical" dash number sheets authorized for carloading of the items listed.

Section 3 lists, numberically, all dash number documents giving the revision and change notice status of each document.

NOTE

Users of MIL-STD-1325 dash number sheets shall consult Section 3 of the latest revision of MIL-HDBK-236 to confirm that they are using up-to-date dash number sheets.

4.2.2 Variations or deviations. Prior to variations or deviations to the basic procedures, the details of the proposed changes shall be discussed with and approved by the Naval Weapons Station Earle, Naval Weapons Handling Laboratory (NWHL), Colts Neck, N. J. 07722 (phone autovon 440-7693).

NOTE

It is anticipated that the individual commands shipping ammunition and explosive materials will develop a cooperative working relationship with the representative of the Bureau of Explosives and NWHL in order that safe shipping practices will be universally observed.

CAUTION

All carloading designs for naval ammunition and explosives are subject to the approval of TDA and NWHL.

- 4.2.3 Procedures to be followed when no MIL-STD sheet exists. When none of the dash sheets contained in this standard can be applied to the item to be shipped, including typical carload sheets specified in 4.2, or the hazard classification of the items to be shipped is not known, the following subparagraphs shall apply in the order listed.
- 4.2.3.1 Determination of hazard classification. The hazard classification of the lading shall be determined prior to the promulgation of any carloading plan in accordance with the Department of Transportation (DOT) regulations, 49 CFR 100-199, or OP 2165.

NOTE

The DOT regulations are constantly being revised. The R. M. Graziano Tariff contains the DOT regulations and is periodically republished with current changes and updated requirements. Shipping activities are expected to subscribe to this Tariff to assure availability of the latest issue.

In addition to explosives, flammable materials, oxidizing materials, corrosive liquids, poisons, and radioactive materials are also covered by the DOT regulations. In determining whether or not an item is explosive or dangerous, consult OP 2165, or the R. M. Graziano Tariff.

4.2.3.2 In the event the product is not clearly definable as dangerous or nondangerous after reading these references, contact the Naval Sea Systems Command (Code SEA-04H7) for appropriate advice.

WARNING

Do not ship explosives or dangerous materials unless the proper DOT hazard classification has been assigned.

CAUTION

New explosives, except samples for laboratory examination, may not be legally shipped unless the Bureau of Explosives or the Department of Defense has classified it under the provisions of the DOT regulations, 49 CFR 100-199.

- 4.2.3.3 Proposed loading plan (when directed by TDA). When directed by TDA, a proposed loading plan shall be submitted for approval using the format of the dash number sheet standards contained herein. Proposed carloading plans for ammunition, explosives, and hazardous materials shall be coordinated by TDA with, and have the approval of, the Bureau of Explosives prior to submittal to cognizant systems command headquarters. Loading plans for open-top railcars should be coordinated with the originating carrier prior to submittal to TDA.
- 4.2.4 Testing and design. Unless directed by TDA, specific testing of carloads will not be required if the loading equipment (blocking, bracing, staying, etc.) is in substantial conformity with existing rules and regulations. When directed, testing of carloads shall conform to the requirements contained in the appendix hereto. In preparing specific designs for specific equipment, the format of this standard shall apply.
- 4.2.5 Design criteria for railcar loading. Design carloading blocking and bracing to withstand car impact speeds of 8 miles per hour with due regard to lateral sway in transit. For explosive and dangerous articles the design must be such that the load will not have any movement that might cause damage to the lading during transit.

- 4.2.6 Carloading principles. Sound carloading can be achieved in practice only by careful observation of all of the following basic principles:
- (a) Know the characteristics of the material being loaded and observe all precautions applicable thereto.
- (b) Use the proper carrier equipment for the material being loaded. Specifically, use cars certified for Class A or B explosives when required. Make sure the carrier understands the purpose for which the equipment will be used. Do not use cars larger than necessary.
- (c) Examine carrier equipment upon receipt to ensure that it is, in all respects, completely suitable for loading the cargo.
- (d) Make all repairs necessary to ensure that the equipment is adequate. As a matter of general policy, naval activities should insist upon receiving cars for loading explosives which require only minor repair or no repair. Defective railcars furnished by carriers shall be reported to the Naval Sea Systems Command (Code SEA 04H7) as required by OP 2165.
- (e) Use all of the reference documents applicable to the material being carloaded. The MIL-STD dash number sheets and section 5 of this standard list the materials which are applicable to specific problems.
- (f) Follow the specifications and established design principles in order to block and brace the cargo completely and properly.
- (g) Be sure containers or pallet loads fit tightly against car walls and/or against each other.
 - (h) Provide adequate doorway protection for the car.
 - (i) Do not overload equipment beyond the load limit.
- (j) Ensure that overall clearance dimensions are within the limits for unrestricted interchange, especially for open-top carloads.
- (k) Close supervision and inspection of the carloading is essential to ensure compliance with all rules and regulations.
- (1) A representative of the carrier must sign a written acceptance (car certificate) before a shipment of Class A explosives can be made.
- (m) In transit, railcars are subject to severe longitudinal and lesser side and vertical shock forces. These forces are induced while coupling cars, humping them in marshalling

yards, and in long trains traveling at relatively high speeds. Car blocking must be adequate to restrain the load against any movement relative to the car that might cause damage to the lading during shipment.

(n) Floating loads that move relative to the car proper are not approved for ammunition, explosive, or dangerous article shipments.

4.2.7 Inert items.

4.2.7.1 Single trip. Inert items being shipped to Government activities for incorporation into assemblies shall be carloaded in accordance with sound practices. Guidance may be found in the AAR Pamphlets 6, 6A, 14, 27, and Circular 42D.

5. DETAILED REQUIREMENTS

5.1 General. Ammunition and explosive shipments are initiated in accordance with the procedures established by current area logistics plans, as approved by the Chief of Naval Operations. Shipments of explosives and other dangerous articles shall comply with all applicable requirements of special and general federal regulations controlling the shipping and transportation of these materials, including publications OP 5, OP 2165, OP 2173, and the Department of Transportation (DOT) regulations. In addition to the federal laws governing interstate transportation, each state and nearly all municipalities have laws or ordinances regulating such transportation within their jurisdiction. Shipments shall comply with all these requirements.

NOTE

When planning to move hazardous materials by rail, MIL-HDBK-236 shall be consulted to determine the proper MIL-STD-1325 dash number sheet to use. This document should be studied so that all of its requirements can be met and the proper equipment ordered. Failure to do this can result in undue delays in shipping schedules and increased costs due to improper use of equipment and loading crews.

5.2 Ordering car. The car-ordering procedures outlined herein are applicable to all railcar shipments of the Department of the Navy material. Order only a car of the type and capacity required for the specific shipment.

- 5.2.1 Type required. Order a car of the type required; for example: a 40-foot, single-door boxcar or a 50-ton flatcar. Do not order larger cars than required. Use DODX cars, Series 29000, if available and suitable for the material being loaded. Because these cars are not equipped with roller bearings as required by the Code of Federal Regulations 49 CFR 100-199, they will not be authorized for shipment of Class A or B items after December 31, 1975. Only pin-type DODX cars, Series 29000, shall be used for over-the-road shipments; rack-type cars are for station use only. (See OP 1750 for description of pin-type and rack-type cars.)
- 5.2.1.1 On shipments for explosive materials, be certain to stipulate a car suitable for Class A, Class B, or Class C explosives. Explosive items suitable for loading in DODX cars, Series 29000, are defined in OP 2165. Cars for other dangerous materials shall be suitable for the material being loaded. Suitability is defined in detail in sections 174.525 through 174.533 of 49 CFR 100-199. Cars ordered shall be inspected for compliance with the requirements of these regulations before loading. Cars which do not meet the requirements of the regulations shall be rejected. (For flatcars, see 5.10.2.3.)

WARNING

Before loading begins, cars for Class A explosives must be certified as being suitable for use with Class A explosives by certifying representative of the originating carrier. Do not begin loading Class A explosives into a railcar unless the car certificate, duly executed by a railroad company employee, as required by section 174.525(c)(3) of 49 CFR Parts 100-199, is held by the shipper, and the loading crew is made aware of the cars certification. The shipper shall inspect the car using NAVORD Form 8023/3. Details of the inspection are covered in OP 2165. After inspection of the loaded car two copies of the car certificate must be attached to the car, one to each outer side.

5.2.2 Size required. Order cars of capacity and size sufficient to carry the shipment authorized. Typical car capacities and sizes are shown in figures 5 and 6. Where a minimum car length, width, or door width is required, this should be stipulated. Maximum clearance dimensions for open car loads are indicated in figure 7. If the proposed lading is over 40 feet long, 8 feet high, and 8 feet wide, contact the nearest military transportation management and terminal agency as required by NAVSUP Publication 444. When rail shipment over foreign roads is contemplated, the dunnaging should be similar but modified to suit the cars used.

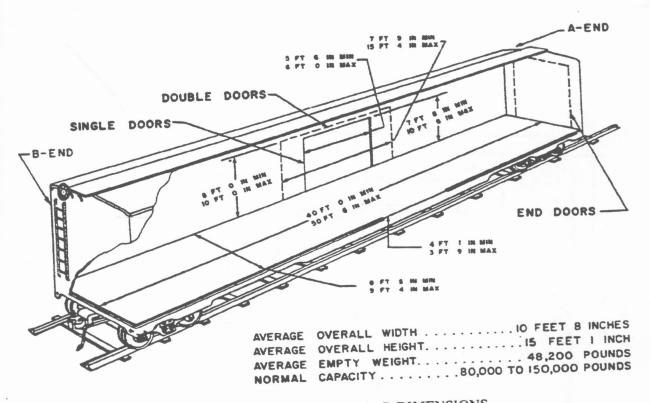


FIGURE 5. TYPICAL BOXCAR DIMENSIONS

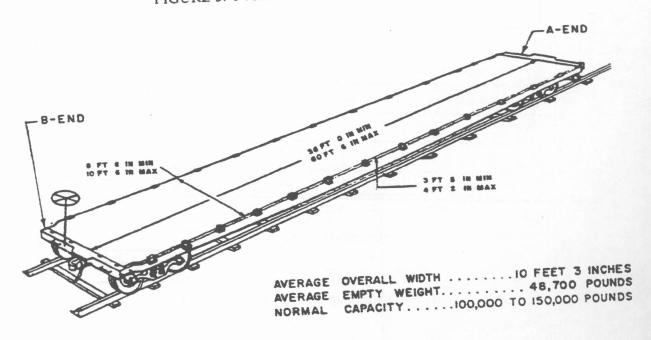


FIGURE 6. TYPICAL FLATCAR DIMENSIONS

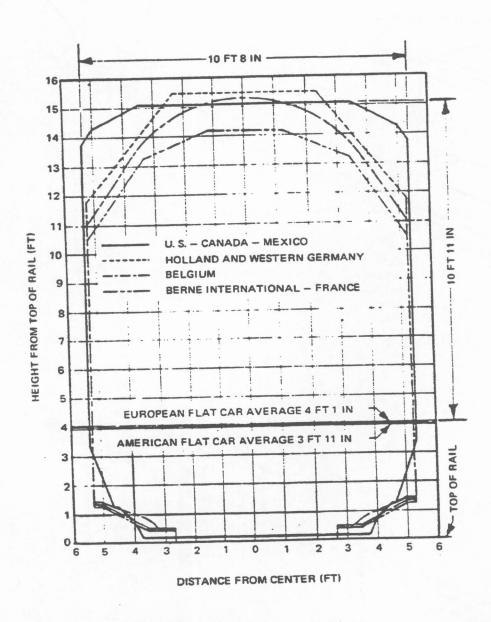
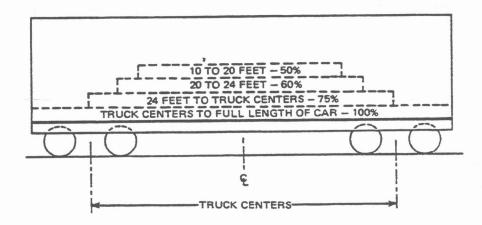


FIGURE 7. MAXIMUM DIMENSIONS OF OPEN CARLOADS

5.2.2.1 The following rules on overall weight and weight distribution limitations must be adhered to. (See figure 8.)

BOXCARS OTHER THAN STAGGERED DOUBLE-DOOR CARS BUILT PRIOR TO 1966



FOR STAGGERED DOUBLE-DOOR CARS BUILT PRIOR TO 1966

INSIDE LENGTH OF CAR		MINIMUM LENGTH OF LOAD
40 FEET	50 FEET	-
40%	30%	20 FEET
50%	40%	25 FEET
75%	75%	25 FEET TO TRUCK CENTERS
100% 100%		TRUCK CENTERS TO FULL LENGTH OF CAR

FLAT CARS WITH BOTH FISH-BELLY CENTER AND FISH-BELLY SIDE SILLS AND ALL FLAT CARS BUILT AFTER 1 JANUARY 1965

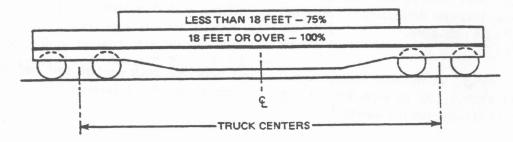
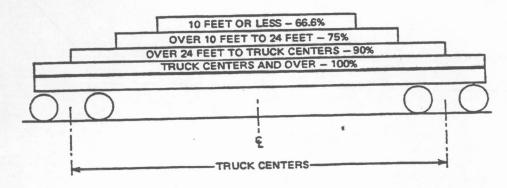


FIGURE 8. MAXIMUM WEIGHT DISTRIBUTION PERMITTED IN OR ON CARS

FLAT CARS NOT EQUIPPED WITH BOTH FISH-BELLY CENTER AND FISH-BELLY SIDE SILLS BUILT PRIOR TO 1 JANUARY 1965



GONDOLA CARS

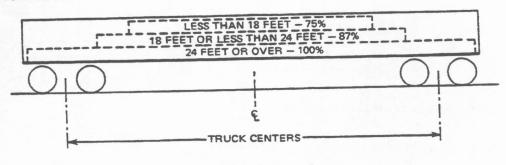


FIGURE 8. (contd)

- 5.2.2.1.1 The weight of load in or on a car must not exceed the load limit stenciled on car.
- 5.2.2.1.2 The weight of load on one truck must not exceed one-half of the load limit stenciled on car. In case of doubt, this should be verified by weighing.
- 5.2.2.1.3 The percentages of stenciled load limits, as shown in figure 8, must not be exceeded for loads located between truck centers, measured lengthwise of car, unless car owner has otherwise designated by note in the "official equipment register" that these percentages may be changed.
- 5.2.2.1.4 Weight of material loaded in either end between truck centers and end of car must not exceed 15% of stenciled load limit for cars built prior 1 January 1966 and 25% for cars built subsequent 1 January 1966.
- 5.2.2.1.5 For proper distribution of weight crosswise of car, the load must be located so that the weight along both sides of car is about equal for the entire length of the load.

5.2.2.2 Special attention shall be paid to car door sizes to permit loading of large items such as missile containers. The nominal 40- and 50-foot carloadings shown in the MIL-STD dash number sheets are based on an assumed minimum 6-foot-wide door, unless otherwise specified. Standard 50-foot-long commercial cars have 8- or 10-foot-wide doors while most 50-foot automobile cars have staggered 15-foot doors. DODX cars, Series 29000, have 10-foot, 2-inch-wide doorways.

WARNING

Should less than carload or mixed carload shipments be contemplated, observe the compatibility rules of section 174.538 of 49 CFR 100-199.

NOTE

End-door boxcars shall not be used for shipping explosives and dangerous materials.

5.3 Inspecting car.

- 5.3.1 Before loading operations begin, the car must be checked by the shipper to determine that it is of the type and size ordered and is suitable for the material to be loaded. Boxcars shall have no loose boards or cracks in the floor, roof, sides, or ends through which sparks may enter; nor unprotected decayed spots liable to hold sparks and start a fire. For Class A and Class B explosive, doors shall shut so tightly that no sparks can enter at the joints; and, failing this requirement, the joints shall be stripped with lumber to ensure meeting this requirement. Holes in the floor or lining are not permitted. Particular care shall be taken to ensure that there are no projecting nails, bolts, or exposed pieces of metal which may cause holes to be punctured in containers of explosives during transit. Car floors shall be sufficiently strong to permit operation of loaded forklift trucks within or on the car. Forklift trucks cause a high concentrated load on the floor under their front wheels
- 5.3.2 Cars with metal floors, all steel cars, cars equipped with installed bracing devices (including DODX series), and load divider equipped cars shall not be used for shipping bulk explosives that are liable to leakage of dust, powder, or vapor which might become the cause of an explosion. Cars equipped with automobile loading devices shall not be used for shipping explosives. On DODX cars, Series 29000, the loading racks shall be free from any obstructions and be in good working order. The full complement of car equipment shall be present. The number of loader members included as standard equipment in pin-type DODX cars, Series 29000, is as follows.

Wall members	168
Door members	10
Crossmembers	60
Load jack	1

5.3.3 All running gear of the car shall be in good condition. See OP 3681, for railcar inspection procedures.

- 5.4 Spotting car at loading area.
- 5.4.1 Move car to loading area. Apply both air and manually operated brakes on the railroad car, or each railroad car of several in a train. Wedge two wheel chocks tightly against one or more wheels placed to prevent movement of the railroad car in any direction.
 - 5.5 Preparing car.
 - 5.5.1 Install and secure bridge plate.

WARNING

Check to be sure that bridge plate is secured in place. Unsecured bridge plates can cause casualties.

CAUTION

Make sure that bridge plate is free of ice and grease. In wet or freezing weather, surfaces should be sanded.

- 5.5.2 Prior to loading, the car shall be swept clean. All protruding nails shall be removed. If this results in loose siding, the siding shall be renailed in new holes. Minor repairs to interior siding, to the extent of replacement of an occasional siding board or plywood panel, may be undertaken if considered desirable in the interest of permitting early shipment. Major car repairs shall not be undertaken. Cars not meeting inspection requirements shall be rejected.
- 5.5.3 Upon completion of inspection and authorized minor repair, prepare the car for loading operations by installing end wall dunnage or end gates when necessary. End wall dunnage or end gates shall be installed in cars having bowed or unlined corrugated metal ends or when specified in the MIL-STD dash number sheets. All steel boxcars may be used providing bare ammunition does not contact the interior side and end walls of the boxcar. Close door opposite to the one to be loaded, and install prescribed doorway protection for this door prior to placing any material in the doorway area.
- 5.5.4 When preparing a DODX car, Series 29000, place detachable wall members in positions specified in the MIL-STD dash number sheets. Set aside sufficient crossmembers to meet the requirements of the dash number sheet. Stow unused crossmembers overhead at end of car as required by OP 1750.

5.6 Loading procedure.

- 5.6.1 Follow the loading procedure given in the MIL-STD dash number sheets and the instructions contained in this section. When a MIL-STD dash number sheet does not exist, follow the loading procedures given in this section.
 - (a) Begin loading in one end of the car.

WARNING

Use only approved handling equipment when loading ammunition and explosives. See OP 2173.

- (b) As soon as the first layer of a stack is in place, install lengthwise sleepers. As additional layers of a stack are placed, install sway bracing.
- (c) Make sure containers or pallet loads fit tightly against car walls or against each other, or both as applicable.
- (d) After the first stack or bay is in place, position crossmembers or separator gates as applicable. In DODX cars, Series 29000, use the load jack to snug the crossmembers firmly against the load. Basic procedures for operating the equipment in DODX cars, Series 29000, are contained in OP 1750.
- (e) Continue loading in the foregoing manner up to the doorway area. Repeat this procedure in the other end of the car. Both ends may be loaded simultaneously.
 - (f) Complete loading in doorway area as required.
- (g) In DODX cars, Series 29000, install doorway members as required and complete installation of crossmembers. If not a DODX car, Series 29000, install center gate structure as required.
- (h) In DODX cars, Series 29000, secure all unused equipment in accordance with the requirements of OP 1750.
 - (i) Install doorway protection when required.
 - (j) Attach shipping documents to dunnage near door.
- (k) Make a complete inspection of all blocking and bracing for exact conformity with the slash sheet requirements. If the load is a Class A explosive, make this inspection in company with a qualified representative of the originating carrier.

- (1) Close doors, lock, and apply strap-type Navy numbered car seals.
- (m) Apply required DOT placards to outside of car and, if a load is a Class A explosive, execute car certificate and attach to car immediately adjacent to the explosive placard.
- (n) Fill out bill of lading describing the material, using DOT nomenclature as shown in OP 2165.

5.7 Dunnage materials.

5.7.1 The purpose of dunnaging in carloading Department of the Navy material is to prevent longitudinal, lateral, and vertical motion of the lading relative to the car that might cause damage to the lading during shipment. When a MIL-STD dash number sheet does not exist, follow the general principles of dunnaging contained in this section. When a MIL-STD dash number sheet does exist, construct the dunnaging in accordance with the MIL-STD dash number sheet and the general principles contained in this section. Modifications in the MIL-STD dash number sheet requirements are permissible only when less than full carload lots are being shipped. In this case, activities should follow the principles outlined herein and also those given in the applicable Assocation of American Railroads (AAR) and Bureau of Explosives publications: AAR Rules Governing the Loading of Commodities on Open-Top Cars: AAR Pamphlets No. 14 and 27; AAR Circular No. 42E; Bureau of Explosives Pamphlets No. 6 and 6A.

NOTE

The condition of blocking and bracing of any shipment of Class A explosive material shall be inspected and approved by a qualified representative of the Government and the originating carrier.

5.7.2 Dunnaging materials, in cars which are not special equipped cars, consist of lumber, steel, nails, spikes, bolts, strapping and seals, wall anchors, and occasional pieces of plywood and fiberboard. In special equipped cars, dunnaging equipment consists of prefabricated crossmembers which secure into side wall members to retain the lading in bays. Some modern commercial cars include cross gates (load dividers) which serve to compartmentize the load. They may also have movable side panels which can act as sway bracing. These side panels must be fully retracted against the side walls when shipping explosives and, where required, reinforced with appropriate spacers between panel and sidewall. In DODX cars, Series 29000, the special equipment is limited to the cross bracing members and associated movable side rails. Hence, in numerous cases, it is necessary to use other dunnaging materials to ensure a satisfactory load.

- 5.7.3 Lumber. All lumber used shall be yard lumber conforming to MM-L-751 or MM-L-736. Unless otherwise specifically indicated, lumber used may be rough or dressed. Designs are based upon the dressed sizes indicated in table I. The species and grades of lumber most commonly used for carloading are listed in table II. These wood species are usable for car blocking and bracing in closed cars. Where naval ammunition is loaded on open cars, unless otherwise specified, only spruce (eastern Sitka, Tamarack, and white), fir (Douglas), larch (western), hemlock (western), or pine (dense southern yellow, longleaf, slash, or loblolly) shall be used.
- 5.7.3.1 Nominal strengths. Strength values for lumber used for dunnaging are based on past experience as to what values have successfully passed tests or trial shipments, rather than on strictly scientific calculations. Strength values for the various species of wood may be found in the Department of Agriculture Handbook 72. In order to standardize drawings, however, permitting maximum interchangeability and ability to load cars anywhere in the United States, strength values used in the design of carloading, blocking, and bracing are conservative. When selecting the size of lumber for blocking and bracing; consideration should be given to the weight, size, and nature of the material to be secured.
- 5.7.3.2 Selecting lumber. All blocking and bracing material should be selected from sound lumber, free from cross grain, dry rot, knots, knot holes, checks, or splits which will affect its strength or interfere with proper nailing. Knots, knot holes, checks, and splits or other defects are permitted in lumber as long as they do not impair the strength of the blocking and bracing. Blocking and bracing personnel shall take particular care in selecting lumber used in struts, gates, cross bracing, side and center bracing, diagonals, holddowns, and K-bracing by upgrading lumber as necessary. It is usually possible to upgrade any given piece of lumber by culling through lower grades and, unless the required length is too great, cutting out defects (see figure 9).
- 5.7.3.2.1 The minimum requirement for dunnaging material is common lumber No. 2 dimension (exception, southern yellow pine No. 3 grade dimension), rough or finished. Better grades of lumber will be used only when common No. 2 is not available or when used lumber of better grades is available for the sa. e or lower cost.
- 5.7.4 Fasteners. Fasteners are nails, spikes, and bolts. Nails shall be common steel nails conforming to FF-N-105, type II, style 10, and shall be bright unless otherwise specified. Spikes shall be round wire spikes conforming to FF-N-105, type V, style 3. Table III gives actual sizes of nails and spikes.

Table I

SIZES OF DRESSED LUMBER

Nominal dimensions	Actual dimensions (in.)			
(in.)	Softwood	Hardwood		
The American Services	21/32	13/16		
1-1/4	15/16	1-1/16		
1-1/2	1-3/16	1-5/16		
2	1-1/2	1-3/4		
3	2-1/2	2-3/4		
4	3-1/2	3-3/4		
5	4-1/2	-1		
6	5-1/2	1		

¹ Finished size not specified in grading rules.

Table II

SPECIES AND GRADES OF LUMBER REQUIRED FOR CARLOADING

Species Heavy car blocking		Car bracing	Association grading rules 1	
Softwoods:				
Cedar:				
Western red	Standard timbers	Standard dimension	WCLIB	
Western red	No. 2 timbers	No. 2 timbers	WPA	
Cypress	No. 2 timbers	No. 1 common	SCMA, NHLA	
Douglas fir:			WCLIB	
Coast type	Standard timbers	Standard	WPA	
Mountain type	No. 2 timbers	No. 2 dimension	WPA	
Fir:				
· Balsam	No. 2 timbers	No. 1 dimension	NELMA, NPMA	
White	No. 2 timbers	No. 2 dimension	WPA	
White	Standard timbers	Standard dimension	WCLIB	
Hemlock:			v Eng	
Eastern	No. 2 timbers	No. 2 dimension	NHHMA	
West Coast	Standard timbers	Standard framing or standard studding	WCLIB	
Larch, western	No. 2 timbers	No. 2 dimension	WPA	
Pinc:				
Lodgepole		No. 2 dimension	WPA	
Norway (red)	No. 2 timbers	No. 1 dimension	NPMA	
Ponderosa		No. 2 dimension	WPA	
Southern yellow	No. 3	No. 3	SPIB	
Redwood	Snap common timbers	Snap common dimension	CRA	

Table II (contd)

Species	Heavy car blocking	Car bracing	Association grading rules ¹	
Spruce: Engelmann Fastern Sitka	No. 2 timbers Standard timbers	No. 2 dimension No. 1 dimension Standard dimension	WPA NELMA, NPMA WCLIB	
Hardwoods:	Hardwood Hearts or common timbers	Hardwood hearts or No. 2 dimension	NHLA	

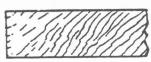
1 WCLIB - West Coast Bureau of Lumber Grades and Inspection; WPA - Wood Pine Association; SCMA - Southern Cypress Manufacturing Association; NHLA - National Hardwood Lumber Association; NELMA - Northeastern Lumber Manufacturing Association; NPMA - Northern Pine Manufacturing Association; NIHMA - Northern Hemlock and Hardwood Manufacturing Association; SPIB - Southern Pine Inspection Bureau; and CRA - California Redwood Association.



CUT OFF KNOTS THAT INTERFERE WITH NAILING.



CUT CUT LARGE KNOTS. USE SCRAP FOR SHORT PIECES.



REJECT WOOD WITH CROSS GRAIN FOR STRENGTH MEMBERS.



SMALL AMOUNT OF BARK ON PIECE IS PERMITTED.

FIGURE 9. LUMBER DEFECTS

Table III
SIZES OF NAILS AND SPIKES

Size	Na	ils	Spikes	
(d = penny)	Length (in.)	Diameter (in.)	Length (in.)	Diameter (in.)
2d	1	0.072	_	
3d	1-1/4	0.080	-	-
4 d	1-1/2	0.099	-	-
5d	1-3/4	0.099	- !	-
6d	2	0.113	- 1	-
7d	2-1/4	0.113	-	-
8d	2-1/2	0.131	-	-
9d	2-3/4	0.131	-	
10d	3	0.1483		-
12d	3-1/4	0.1483		
16d	3-1/2	0.162	-	-
20d	4	0.192	-	
30d	4-1/2	0.207	-	-
40d	5	0.2253	5	0.2625
50d	5-1/2	0.2437	5-1/2	0.2830
60d	6	0.2625	6	0.2830
7 in.	-	-	7	5/16
8 in.	-	-	8	3/8
9 in.	-	-	9	3/8
10 in.	-	-	10	3/8

5.7.4.1 Nails shall be of such length as to give the necessary holding power and ample penetration into car walls, floors, or other bracing and blocking. To obtain the most holding power, nails shall be of such length that they nearly penetrate but do not protrude through the timber holding the point of the nail. Nails shall not be so large as to cause splitting. The general rule of thumb is that the nail should be three times as long as the thickness of the piece holding the head of the nail, but the nail point should not protrude beyond the second piece unless clinching is required. Recommended sizes consistent with this rule of thumb are given in table IV.

5.7.4.2 All nailing or bolting shall be into the side grain of the lumber; end grain nailing should be avoided. Use plenty of nails. Balanced nailing is important. Stagger nails along the piece being nailed. Do not nail along one grain of wood. Whenever possible drive nails straight; do not toenail unless called for in the MIL-STD dash number sheet.

5.7.4.3 Wooden sheathing of steel frame, single-sheathed cars is usually 1-1/2 to 1-3/4 inch thick; and, in double-sheathed cars, the inside sheathing is usually 3/4 or 7/8-inch thick. Side wall cleats most commonly used are $2-\times 4$ -inch material. Nails driven through

these cleats into the sheathing should not protrude through the sheathing, 10-penny (d) nails should be used, or the side walls can be built up by nailing supplemental 1-inch lining using 6d nails, as shown in figure 10. This detail is normally not shown in the MIL-STD dash number sheets.

Table IV

RECOMMENDED NAIL AND BOLT SIZES

Nominal thickness of member holding head	Nominal thickness of member holding point (in.)					
(in.)	1	2	3	4	5	6
1	4d 6d ¹	6d 10d ¹	12d	16d	16d	16d
2	-	10d	20d	40d	40d 60d	40d 60d
3	-	20d Bolt	40d	60d 6 in.	7 in.	8 in.
4	-	Bolt	Bolt	Bolt or 7 in.	Bolt or 8 in.	Bolt of
5	-	Bolt	Bolt	Bolt	Bolt or 9 in.	Bolt of
6	-	Bolt	Bolt	Bolt	Bolt	Bolt of

¹ If clinched.

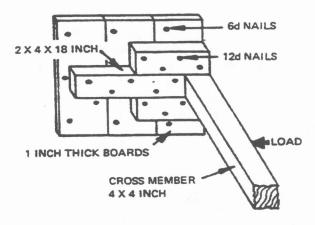


FIGURE 10. NAILING CLEATS TO SIDE WALLS USING SUPPLEMENTAL 1-INCH LINING BOARDS

- 5.7.5 Strapping. Steel strapping used in carloading shall be flat strapping conforming to QQ-S-781, type I, heavy duty, finish A. B. or C. Heavy duty strapping shall be used in all carloading procedures, whether closed car (boxcar) or open-top car (flatcar), except that regular duty strapping may be used when holding dunnage pieces in position and no load, except for the weight of the piece held, develops in the strapping during shipment (for example, strapping a buffer board to a DODX crossmember).
- 5.7.5.1 All heavy duty strapping shall be dry (unwaxed) strapping, and all joints shall be crimped seal joints consisting of two seals (style II, thread-on or closed) each double crimped. Heavy duty strapping, sizes 1-1/4 and 2 inches used for load securements on flatcars, shall be marked to indicate manufacturer's or supplier's name and the letters "AAR" to show compliance with the requirements of the AAR Rules Governing the Loading of Commodities on Open-Top Cars.
- 5.7.5.2 Regular duty strapping may be lubricated (waxed) strapping, and all joints may be notched or crimped seal joints consisting of one seal (style I, snap-on or open; style II, thread-on or closed; style III, push-type or overlap) double notched or crimped (see figure II).

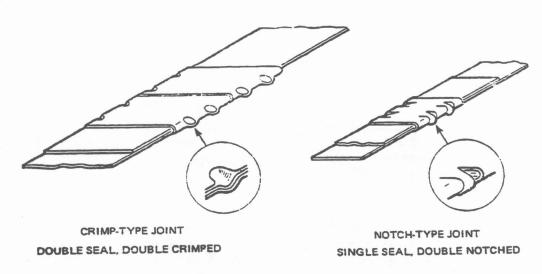


FIGURE 11. TYPES OF STRAP JOINTS

5.7.5.3 Unless otherwise specified recommended maximum loads per strap are shown in table V. Strapping requirements for flatcar loads shall conform to 5.10.4 through 5.10.4.3.3. Users of tensioning and scaling equipment should be properly instructed to the

correct use of these tools, and tools should be checked periodically to ensure that the strap, seal, and tool combination can produce joints which meet the requirements of QQ-S-781. It is further recommended that hand operated tools be tested not less frequently than once each month.

Table V

MAXIMUM LOAD PER STRAP

Strap size (in.)	Load (ib)	Strap size (in.)	Load (lb)
5/8 / 0.020	600	1-1/4 × 0.035	2100
5/4 × 0.025	930	1-1/4 × 0.050	3000
3/4 × 0.035	1260	2 × 0.050	4800

5.3 Dunnaging in DODX cars, Series 29000. The DODX boxcar Series 29000, which is equipped with a pin-type mechanical dunnage system, is the only government-owned boxcar authorized for off-Station shipment of hazardous materials. After December 31, 1975 these cars will not be authorized for shipment of class A or B items off-Station because they are not equipped with roller bearings as required by the Code of Federal Regulations 49 CFR 100-199. The mechanical dunnage system is designed to eliminate unnecessary damage, eliminate the excessive use of expendable dunnage materials, and reduce loading and unloading time. The inside dimensions of the DODX boxcar are: length, 50 ft 6 inches between end walls, width, 8 ft 11-3/3 inches between wall members; and height, 10 feet at the caves. Each car contains, as standard equipment, 168 detachable wall members, 10 doorway members, 60 crossmembers, and 1 loan jack. In addition, each side wall is equipped with three fixed wall members, a series of vertical plates, a series of plywood panels stencilled with height marks, and vertical half plates located in the car doorways (see figure 12). When loading DOFX boxcars the load is divided into sections (bays). Each bay, which may contain one or more stacks, is retained by crossmembers. Crossmembers must be positioned against strong areas of the lading that are capable of carrying the longitudinal forces. Sufficient crossmembers must be used to retain the load in each bay. Crossmember capacity for fully distributed loads and loads on the outer thirds of the crossmember is 3000 pounds unless otherwise specified in dash number documents. For loads on the center third of the crossmember the capacity is limited to 2000 pounds. A check must be made to be sure both ends of all crossmembers are securely locked into the wall members. The vertical distance which must be left between wall members to allow room for the installation of crossmembers is shown in figure 13. For more detail description of DODX boxcar equipment and loading procedures refer to OP-1750 MH-STD-1325-100, and MIL-STD-1323-101. Sec Or 1750 for additional special requirements concerning the use of DODX boxcars.

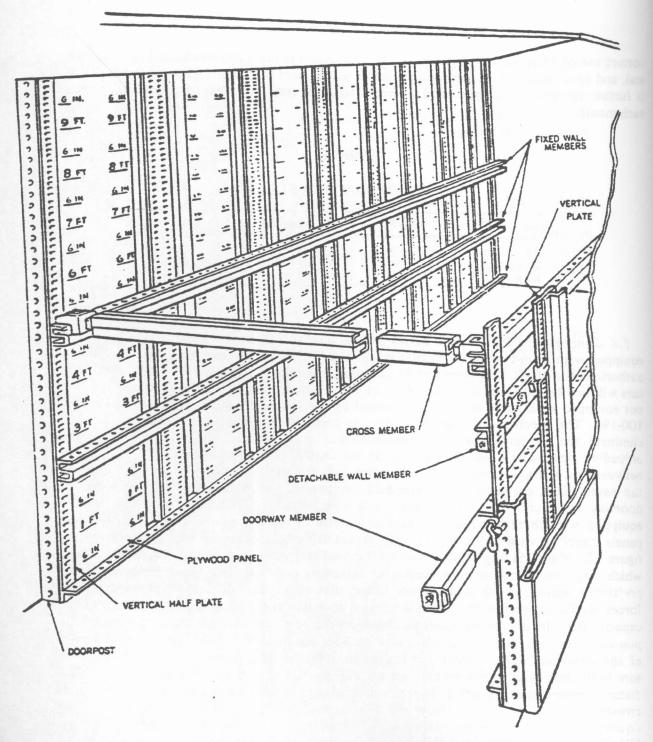
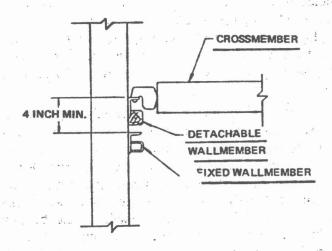
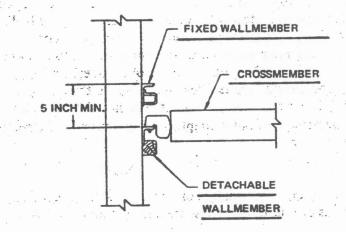


FIGURE 12. PIN-TYPE LOADER, SHOWING PARTS





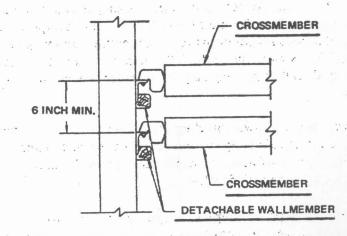


FIGURE 13. VERTICAL DISTANCE BETWEEN WALL MEMBERS

- 5.9 Dunnaging design and procedure in closed cars. The basic blocking and bracing design and procedures given here are intended to provide general instructions for the design of individual components of an overall system of blocking and bracing for a specific type of car. The fundamental concept is to consider the railroad car as an oversized package and to secure the freight in the car so that it is solidly and firmly a portion of the overall package.
- 5.9.1 It is not practical to provide detailed length dimensions for fabricated cross car components since there is a wide variation in inside car dimensions. It is normal practice to allow the shoring crew foremen to order specific lengths to be cut for the specific car being loaded. When shipping explosives in all steel boxcars, bore ammunition must not contact the interior of the all steel boxcars. On certain pallet loads (examples; bombs, mines, or bagged propellant charges in tanks), ammunition may overhang the pallet and can contact the interior of all steel boxcars. These loads should be shipped in boxcars with interior wood sheathing if possible. However, if this type car is not available, an all steel car may be used provided, where ammunition touches steel end walls, they are lined with dimensional lumber (minimum 1-inch nominal) or 1/2-inch plywood, and where ammunition touches steel side walls they are lined with dimensional lumber (minimum 1-inch nominal) 1/4-inch plywood, 1/8-inch hardboard, or solid fiberboard. fiberboard is the most economical for lining side walls and as a minimum requirement must conform to PPP-F-320, type SF, (solid fiberboard), class-domestic, grade 175 or class-weather-resistant, grade W6s (0.060-inch thickness) or stronger. The lining must be installed in such a manner that it will not shift during transit. Lining is not required between metal pallets/pallet adapters or ammunition in metal containers and the interior of all steel boxcars.

NOTE

All cross-section dimensions of dunnage, unless specifically called out otherwise in drawings or bills of materials, are nominal dimensions.

- 5.9.2 End gates. End gates are normally used only in cars with bowed or unlined metal ends. When end walls are bowed filler pieces and/or shim material must be nailed to the end gate as necessary so that the end gate will bear as much as possible on the bowed end wall. A typical installation is shown in figure 14. Sometimes an end gate is necessary for distributing concentrated loads over the end of the car, for such items as uncrated bombs or empty projectiles. End wall dunnaging may be nailed to the end wall of the boxcar instead of using an end gate.
- 5.9.3 Sway bracing. Sway bracing is used to prevent lateral movement of elements of the lading as a result of side sway of the car. It is used when lading does not completely fill the car crosswise. Various forms of sway bracing may be used. The most common forms are discussed in 5.9.3.1 through 5.9.3.4.
- 5.9.3.1 Floor sleepers. Sleepers are members nailed to the car floor after the load is put into place and snugged into position. They run parallel to the long dimension of the car and are required to be of at least 2- x 4-inch lumber. In the case of skidded containers, sleepers take on the same characteristics as floor blocks. The use of sleepers is shown in figure 15.

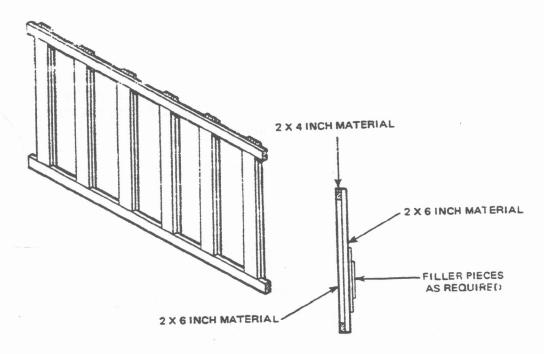


FIGURE 14. END WALL GATE

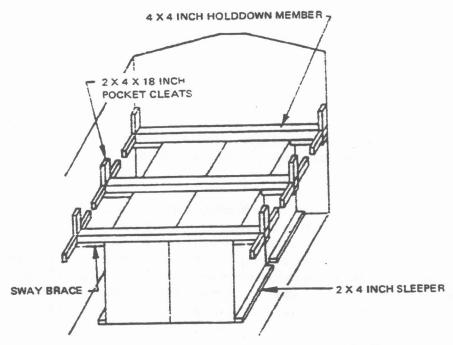


FIGURE 15. HOLDDOWNS WITH TOP-OF-THE-LOAD SWAY BRACING, SHOWING SLEEPERS

MIL-STD-1325A (Navy)

5.9.3.2 Longitudinal gating. The construction of longitudinal gating is similar to structive center gates, except that is is placed lengthwise in the car, either along the centerline or along the car wall. Lumber used in the longitudinal gate is usually lighter material than that used in center gates, since crosswise forces are never as great as lengthwise forces in a car. Typical longitudinal gating is shown in figure 16.

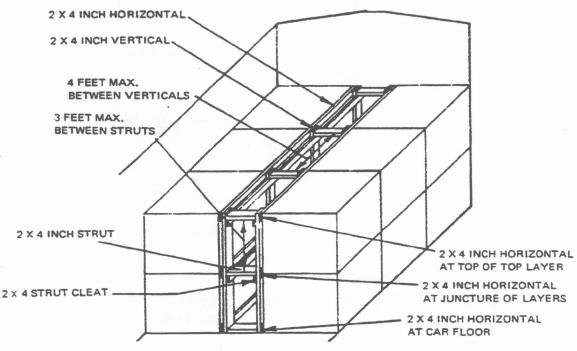


FIGURE 16. LONGITUDINAL GATING

- 5.9.3.3 Top-of-the-load sway bracing. These members, nailed or strapped to cross-members, are used to brace the tops of containers or unit loads. Figure 15 shows this type of sway bracing.
- 5.9.3.4 Interpallet sway bracing. For sway bracing of pallets in a car, the first layer is braced with longitudinal sleepers nailed to the floor against the pallet. For the second and additional layers, frames are placed between posts of pallets across the car. Stringers and crossmembers are prefabricated to make a frame. The frame is inserted under pallet decks and rest on pallet runners or are nailed to frame supports as shown in figure 17 with one 6d nail at each joint. The width of the frame is 1 inch less than the distance between pallet posts across the car. The frame type sway brace may be used to retain the first layer in cars with steel floors.
- 5.9.4 Holddown bracing. Holddown bracing is used to keep loads from displacing vertically and then horizontally. As a general rule, holddown bracing is applied only when a vertical displacement of 3 inches or less could result in vertical or lateral freedom of any element of the load. Typical holddown braces and their fastening to car walls are shown in figures 15 and 18.

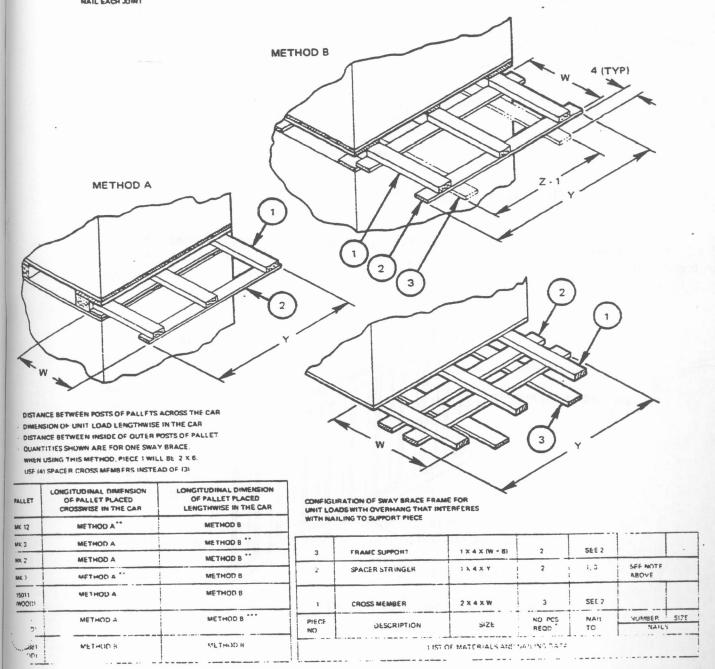
SWAY BRACE

FABRICATION AND INSTALLATION OF SWAY BRACING

THE SWAY BRACE CONSISTS OF A FRAMF MADE UP OF ITEMS 1 AND 2 OR OF THE FRAME AND FRAME SUPPORTS, ITEM 3 THE FRAME IS FABRICATED BY NAILING STRINGERS (ITEM 2) TO CROSS MEMBERS (ITEM 1) WITH THREE 10d NAILS, CLINCHED EACH JOINT. THE CROSS MEMBERS MUST BE POSITIONED AGAINST POSTS OF ADJACENT PALLETS.

WHEN USING METHOD A, THE FRAME IS FABRICATED AND SLID INTO PLACE BETWEEN PALLETS AS SHOWN IF CENTER GATE MEMBERS
ARE NOT LOCATED SO THAT THEY RETAIN THE FRAMES IN POSITION A SUITABLE LENGTH 2 X 4 MEMBER, WHICH WILL RETAIN THE FRAMES.

WHEN USING METHOD B. FRAME SUPPORTS (ITEM 3) ARE INSERTED BETWEEN PALLET POSTS AS SHOWN. THE FRAME IS FABRICATED AND POSITIONED RETWEEN PALLETS ON TOP OF FRAME SUPPORTS. STRINGERS (ITEM 2) ARE NAILED TO SUPPORTS (ITEM 3) WITH ONE 6d NAIL EACH JOINT.



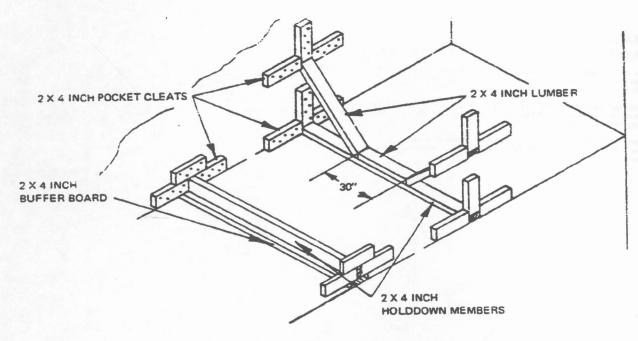


FIGURE 18. HOLDDOWN BRACING

5.9.5 Separator gates. Separator gates are used to take up slack in the load, reducing the span required for the center gate, or for distributing the load from one bay to the next. A typical separator gate is shown in figure 19.

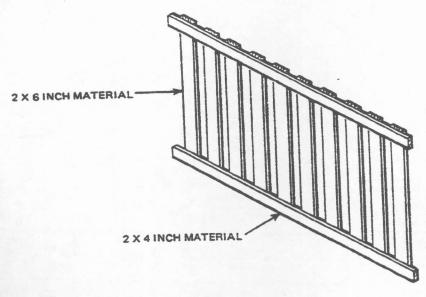
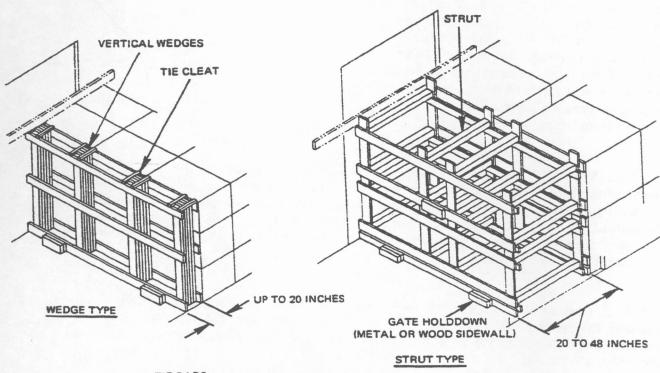


FIGURE 19. SEPARATOR GATE

- 5.9.6 Center gates. Center gates are used to take up the space in the doorway area of the car to prevent a shift in the load and also to permit the ready removal of lading. There are three basic types of center gate structures: wedge-type, strut-type, and strut-type with tie bars (see figure 20). When space at center of car is under 20 inches, a wedge-type center gate shall be used providing the height of the gate allows for driving in wedges (approximately 48 inches). Strut-type center gates shall be used when space at center of car is 20 inches or over. When struts exceed 48 inches in length, horizontal and vertical tie bars shall be added. Split gates (one or more rows across car) may be used providing the gates are adequately retained from lateral movement.
- 5.9.6.1 Verticals. The length of center gate verticals shall normally be equal to the height of the load. A minimum of four verticals shall be used, and they shall be located in line with appropriate surfaces (hard spots) of the unit loads, containers, or item comprising the carload. For wedge-type gates, outside verticals shall be at least 2 inches in from ends of horizontal members to permit space for tie cleats which are nailed in place last to prevent the wedges from being dislodged.
- 5.9.6.2 Horizontals. The length of horizontal members of the center gate shall be 1 inch less than the inside width of the car. Locate horizontals at or near the top and bottom of the load and in line with appropriate surfaces of the load. For palletized unit loads, locate the bottom horizontal 4 inches above the floor. For lightly constructed or fiberboard containers, use solid faced gates. Nail three 10d nails at each joint of the verticals.
- 5.9.6.3 Strut cleats. Strut cleats are used to support struts in proper position. The length of strut cleats may be 1 inch less than the inside width of car but shall always be long enough to extend past the outside verticals. Strut cleats are normally 2- × 4-inch members; but, when struts must be located closer to car floor, 2- × 2-inch members may be used. Strut cleats are normally positioned so that the bottom of the strut will be about 1 inch above the bottom of the horizontal gate members. Nail three 10d nails at each joint with the verticals. No strut cleats are used on wedge-type gates.
- 5.9.6.4 Struts. The size, number, and positioning of struts used in a center gate structure shall be carefully determined by the following factors:
- (a) Locate struts near top and bottom of gate and at or near ends of gates, aligned with horizontals and verticals wherever possible.
 - (b) Intermediate struts should be as equally spaced as alignment permits.
 - (c) Use sufficient struts to distribute load evenly.



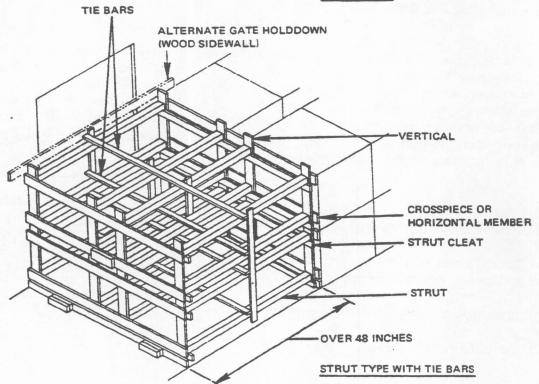


FIGURE 20. TYPES OF CENTER GATES

- (d) Never use less than four sets of struts across the width of the car.
- (e) Never use less than eight struts.
- (f) The number and size of struts shall be sufficient so that the load per strut never exceeds the values given in table VI.

Table VI MAXIMUM ALLOWABLE LOAD PER STRUT (POUNDS)

Strut ength (feet)	Single 4- × 4-inch strut	Double 2- × 6-inch strut
(2005)	5400	5400
1	5400	• 5400
2	5400	5400
3	5276	5276
4	5176	5176
51		4998
61	4998	4727
71	4727	4242
81	4242	3585
92	3585	3163
9142	3163	3103

¹Struts over 4 feet long must be supported with tie hars at midpoints.

- 5.9.6.4.1 In table VI, the load per strut is obtained by dividing the weight of the load in the heaviest end of the car by the number of struts. The strut length is the distance between center gate verticals. Lumber sizes are nominal. The values in this table assume that tie bars are used to support struts which are more than 48 inches in length.
- 5.9.6.4.2 Struts are normally 4 × 4-inch members. Doubled 2- × 6-inch struts may be used in place of single 4- x 4-inch members. When installing struts, cut the members slightly longer than the space between gate verticals and hammer in place to make a wedge-tight fit. When double 2- × 6-inch struts are used, laminate with one 10d nail every 5 inches. Toenail to gate verticals with two 12d nails at each end. Do not nail struts to car floor or walls.

²Struts over 8 feet long must be supported with two sets of tie bars.

- 5.9.6.5 Tie bars. When the length of struts exceeds 48 inches, horizontal and vertical tie bars shall be nailed at the midpoints of the struts as shown on figure 20. Tie bars are for the purpose of bracing the struts to prevent their springing. Nail tie bars to struts with three 16d nails at each joint.
- 5.9.6.6 Center gate holddown. Center gates are prevented from riding upward and buckling by means of gate holddowns. Gate holddowns are principally of two types. One type consists of 2 × 6 inch × door width + 48 inch members positioned across the doorway area just above the center gate and bearing on it. These members are nailed to the sidewall, each side of the doorway with five 10d nails. In addition holddown cleats ar least 18 inches long are nailed to the holddown members (five 10d nails per cleat) above the gates to increase the bearing area. This type holddown may only be used in boxcars with wood side walls. The second type holddown consists of cleats nailed to the gates in such a manner that when finally positioned the center gate assembly is trapped under the lading thereby preventing upward movement relative to the lading. The cleats may be doubled or tripled in order that a minimum of 1-1/2 inches are trapped under the lading. Each cleat must have at least three 10d nails holding it. This type holddown may be used in boxcars with either wood or metal side walls (see figure 20).
- 5.9.6.7 Center gates. Center gates are never nailed to car floors, walls, holddowns, or doorway protection but are left free to move with the load in the event slight shifting occurs.
- 5.9.6.8 When no doorway protection is required, the gate must be prevented from moving laterally against the doors by an appropriate dunnaging method.
- 5.9.6.9 Limitations. The maximum space to be filled by a center gate structure shall not exceed 9 feet, 6 inches. Whenever possible, carloads should be designed to avoid exceeding this limitation. If this cannot be done, end bracing or partial layer bracing shall be used, as described in 5.9.7 and 5.9.8.
- 5.9.7 End bracing. End bracing may be used for bracing less than carload shipments. This method of bracing should not be used in lieu of a center gate structure when the size of shipment will permit the use of center gates. Figures 21 and 22 illustrate typical end bracing used for loads not exceeding the weights stated. Select sound, straight-grain lumber for diagonal braces. The angle which diagonal braces make with the floor shall not exceed 45° nor be less than 30°. Adequate nailing is essential to this type of bracing, and good nailing practices must be used. When cars with nailable steel floors are used, the floor cleats should be extended to ensure that eight staggered nails can be driven through each floor cleat.

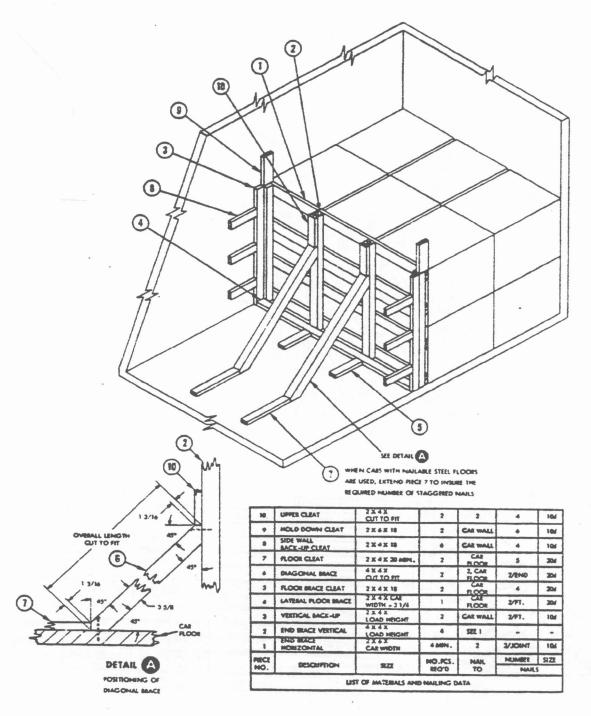


FIGURE 21. END BRACING FOR LESS THAN CARLOAD SHIPMENTS UP TO 5,000 POUNDS

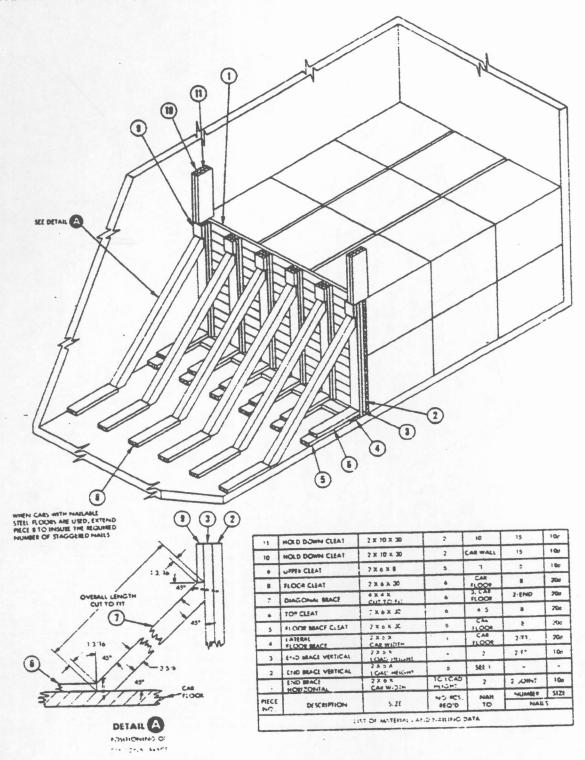


FIGURE 22. END BRACING FOR LESS THAN CARLOAD SHIPMENTS FROM 5,000 TO 30,000 POUNDS

- 5.9.8 Partial Layer Bracing. Partial layer bracing of palletized unit loads, skidded unit loads, and unitized containers is required when a layer has a doorway area void greater than the maximum area allowed for center gate assemblies. Partial layer procedures applicable for boxcars with nailable side walls differ from those for boxcars with metal side walls.
- 5.9.8.1 Partial layers may be braced with lumber as shown in figures 23 through 26. Diagonal members shall be positioned so that the angle between the wall and the diagonal does not exceed 45° nor be less than 30°. The ends of diagonals shall be double beveled to provide good bearing against bracing members and cleats. Horizontal wall cleats must span a minimum of two side-wall car posts and be secured to the side wall with three nails driven into each post with the remaining nails called for in the nailing data equally spaced. Obviously, this type of partial layer bracing may not be used in boxcars with metal side walls.
- 5.9.8.2 Partial layer bracing procedures applicable to boxcars with metal side walls are also applicable to boxcars with wood side walls. The three procedures that have been tested and approved for use are partial layer retention procedures using a unit load on a half-height riser, partial layer retention procedures using knee bracing, and partial layer retention procedures using vertical members and strapping. Typical procedures are shown in figures 27, 28, and 29.
- 5.9.9 Floor blocking. Place floor blocking tightly against the load and nail securely to car floor. Typical floor blocking arrangements are shown in figure 30. Floor blocks are at least nominal 2 × 4 inches. Where the blocking butts against a container skid or load skid, the floor block should be at least as thick as the skid member. Cross blocking should extend the full width of the load and should be provided with backup cleats of the same nominal thickness. Backup cleats should be placed in line with skid members. Backup cleats should extend over three or more floorboards to ensure proper nailing and shall be at least 18 inches long.
- 5.9.10 Doorway protection. Whenever more than half of a pallet or container extends into the doorway area, suitable doorway protection shall be provided. The purpose of doorway protection is to ensure that the load does not damage or jam the door and also to ensure that, even though the door may not be jammed, lading does not fall when the door is opened. Methods of applying doorway protection in cars with wooden doorposts and with steel-jacketed doorposts are shown in figure 31. For cars with steel thresholds, a floor strip shall be cut slightly longer and wedged tightly in place as shown in figure 31. Cross boards shall be spaced on the uprights so that they retain the load from moving laterally in the doorway area.

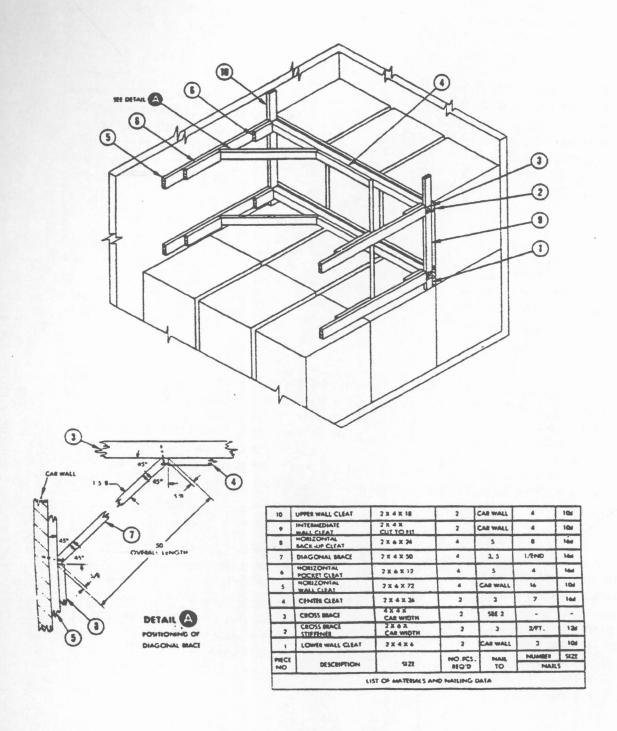


FIGURE 23. PARTIAL LAYER BRACING UP TO 8,000 POUNDS

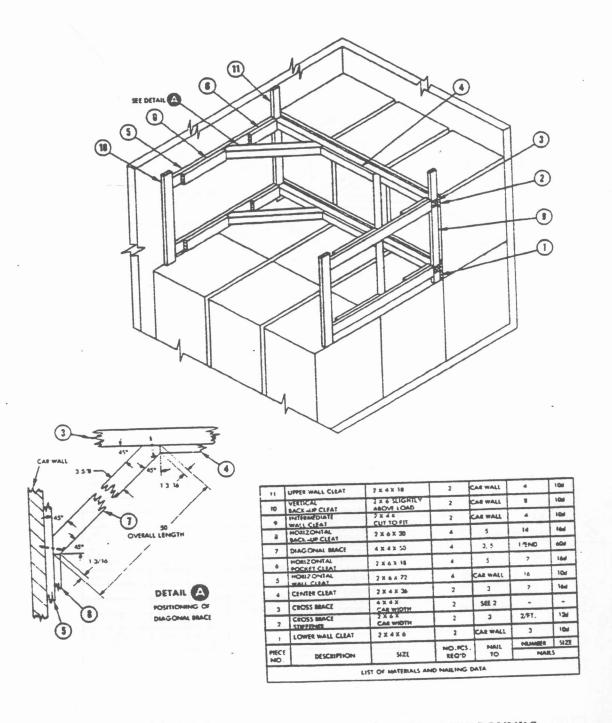


FIGURE 24. PARTIAL LAYER BRACING 8.000 TO 14.000 POUNDS

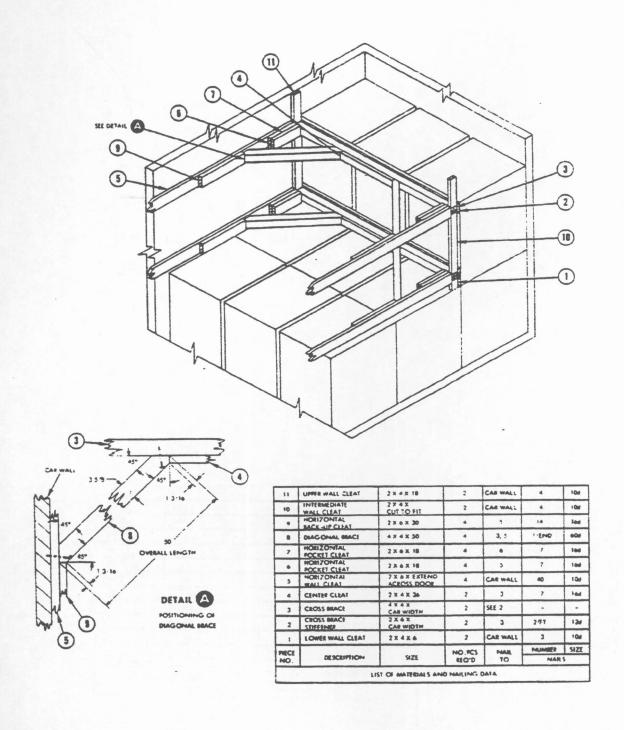


FIGURE 25. PARTIAL LAYER BRACING 14,000 TO 20,000 POUNDS

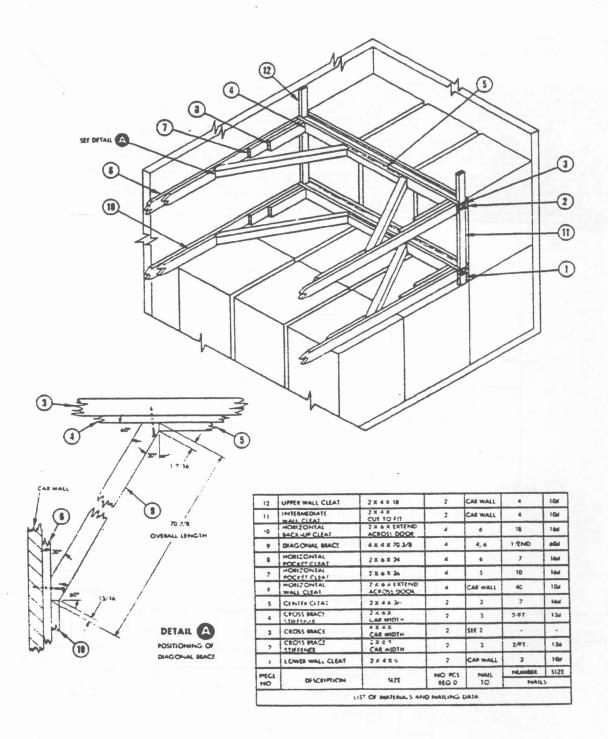


FIGURE 26. PARTIAL LAYER BRACING 20,000 TO 25,000 POUNDS

PARTIAL LAYER RETENTION PROCEDURES USING A UNIT LOAD ON A HALF-HEIGHT RISER

- 1. THESE PROCEDURES MAY BE USED TO RETAIN AN UPPER PARTIAL LAYER. THE WEIGHT RETAINED IN EACH LAYER ROW MUST NOT EXCEED 8000 POUNDS. THESE TYPICAL PROCEDURES DEFICT TWO ROWS WITH THE SAME MUMBER OF UNIT LOADS RETAINED IN EACH PARTIAL LAYER ROW. THESE PROCEDURES ARE ALSO APPLICABLE TO CARLOADS MAVING OTHER THAN TWO PARTIAL, UPPER LAYER ROWS.

 ROWS AND TO CARLOADS HAVING DISSIMILAR IN MMS RS OF UNIT LOADS IN THE PARTIAL, UPPER LAYER ROWS.

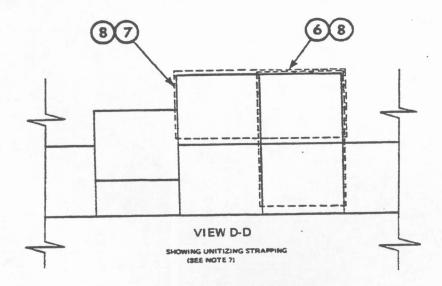
 2. CARLOADS THAT DO HAVE DISSIMILAR IN MMS RS OF UNIT LOADS IN THE PARTIAL, UPPER LAYER ROWS MUST NOT EXCEED THE WEIGHT LIMITATIONS FOR LONGITUDINAL LAND CROSSWISE DISTRIBUTION AS REQUIRED BY THIS STANDARD AND THE ASSOCIATION OF AMERICAN RAILROADS (AAR) GENERAL GUILES COVERING LOADING OF CARLOADS SHIMMENTS OF COMMODITIES IN CLOSED CARS.

 2. EACH STACK MUST HAVE ADEQUATE SWAY BRACING IF THE CROSSWISE VOID EXCEEDS 6 INCHES, CARLOADS MAVING DISEMILAR NUMBERS OF UNIT LOADS IN THE PARTIAL UPPER LAYER ROWS MUST HAVE THE LONG ROWS SWAY BRACING SON THAT THE LATERAL FORCES ARE CARRIED INTO THE SIDE WALL OF THE CAR ISSE S.A.JA FOR SWAY BRACING PROCEDURES.

 4. ONLY APPROVED UNIT LOADS OF ITEMS IN STRONG METAL OR WOOD BOXES/CONTAINERS THAT WHEN PALLETIZED/UNITIZED MAVE A FULLY DISTRIBUTED MAD SURFACE ON AT LEAST TWO OPPOSITY VERTICAL, SHOEMAY BRACING BY THESE PROCEDURES (EXAMPLE; SMALL ARMS BOXES, WOOD BOXES, ETC).

 5. UNIT LOADS MADE UP OF ITEMS WITH HRREQULAR SHAPES AND THOSE THAT REQUIRE PALLET ADAPTERS TO SQUARE UP THE LOAD MAY NOT BE RETAINED BY THESE PROCEDURES (EXAMPLE; SMALL THAT ARE PACKED IN BOXES/CONTAINERS THAT ARE NOT STRONG BROUGH TO CARRY THE LONGITUDINAL FORCES, TO WHICH THESE FROCEDURES SUBJECT THE UNIT LOAD, WITHOUT BESULTING DAMAGE TO THE UNIT LOAD MAY NOT BE RETAINED BY THESE PROCEDURES (EXAMPLE; SWAT HAVE DOWN THE UNIT LOAD ON THE MALF-MEIGHT RISER MUST BE UNITIZED BY STEEL STRAPPING ONLY.

 5. THE TWO STACKS OF THE PARTIAL LAYER ROW NEXT TO THE UNIT LOAD ON THE MALF-MEIGHT RISER MUST BE UNITIZED BY VERTICAL STRAPPING ONLY.



*USE 2 X 4 AND 2 X 8 MATERIAL AS REQUIRED TO OBTAIN 1/2 UNIT LOAD HEIGHT ± 2.

SWAY BRACING OMITTED FOR CLARITY. SEE 5.9.3.4 FOR DETAILS OF SWAY BRACING PROCEDURES.

8	SEAL	11/6	2 PER STRAP			
7	LONGITUDINAL STRAPPING	1 1/4 X .035 X TO SUIT	2 PER ROW	•		
6	VERTICAL STRAFFING	1 1/4 X .035 X TO SLAT	2 PER ROW	•	•	
5	DECK PIECE	2×6×Y	3	3		
				1	7	100
4	LONGITUDINAL SUPPORT	2×4×H	•	3	2 PER JOINT	100
3	LONGITUDINAL SUPPORT PIECE	2×6××	SEE NOTE	•		
2	LATERAL SUPPORT TIE PIECE	2 X 4 X H	•	3	2 PER JOINT	100
1	LATERAL SUPPORT PIECE	2×6×W	SEE NOTE	3, 4	3 PER JOINT	30d
MO.	DESCRIPTION	SIZE	NO. PCS REGD	MAIL	NUMBER	SIZE
					NAILS	

FIGURE 27, PARTIAL LAYER RETENTION UP TO 8,000 POUNDS (Sheet 1 of 2)

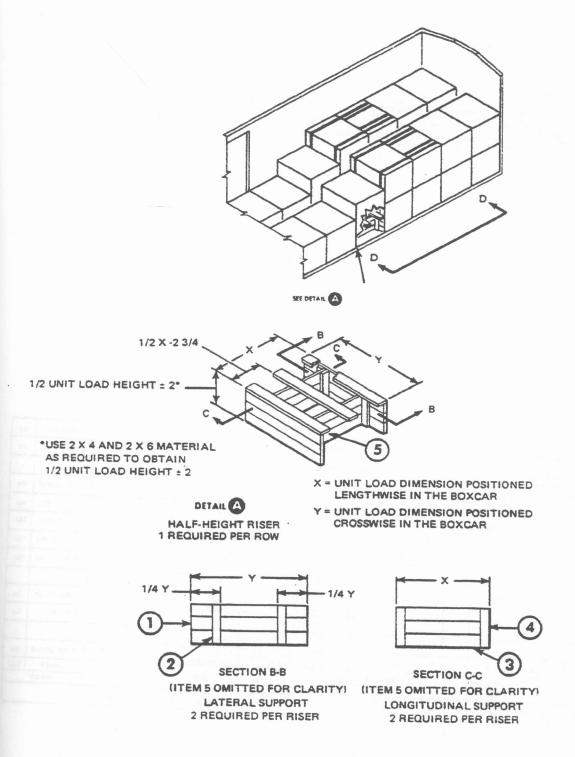


FIGURE 27, PARTIAL LAYER RETENTION UP TO 8,000 POUNDS (Sheet 2 of 2)

MIL-STD-1325A (Navy)

PARTIAL LAYER RETENTION PROCEDURES USING KNEE BRACING

- 1. KNEE BRACING PROCEDURES MAY BE USED TO HOLD PARTIAL LAYERS HAVING A WEIGHT NOT IN EXCESS OF 24,000 POUNDS EACH END OF THE BOXCAR.

 A MINIMUM OF 1 TIE-DOWN STRAP MUST BE INSTALLED FOR EACH LOWER LAYER UNIT LOAD LOCATED BETWEEN THE LOWER ENDS OF THE LOWD DIAGONALS EACH END OF THE CAR. MAXIMUM DISTANCE BETWEEN TIE DOWNS MUST NOT EXCEED 48 INCHES.
 CENTER GATE AREA OF LOWER LAYER SHALL NOT EXCEED 48 INCHES.
 4. DIAGONALS, RECES 12 AND 15, MUST FORM 60° ANGLE WITH THE VERTICAL MEMBER AND A 30° ANGLE WITH THE HORIZONTAL MEMBER 15' (SEE DETAIL C).
 5. UNIT LOADS MAYING A REIGHT GREATER THAN 36 INCHES SHALL MAYE A LONG DIAGONAL HOLDOWN CLEAT (PIECE 17) 12 INCHES IN LENGTH. AND UNIT LOADS MAYING A NEIGHT 36 MICHES OR LESS SHALL MAYE A LONG DIAGONAL HOLDOWN CLEAT (PIECE 17) 8 MICHES IN LENGTH.

H - HEIGHT OF UNIT LOAD
HE B INCHES FOR UNIT LOADS 26 INCHES HIGH OR LESS *** - DISTANCE BETWEEN UNIT LOADS IN ADJACENT ROWS

							13	BACK -UP CLEAT	7=6= CHT TO FIT	4	11	2 PER FOOT	104
25	CROSS BRACE	4 x 4 x W ****	AS REQD	SEE 24	-	-	12		4 x 4 x 20	8	2811	75ACHEND	100
24	SPACER	2 x 4 x W XXX	AS REQD	25	4	16d	:1	BEARING PIECE	2mes CUT TO FIT	16	SEE 1:	-	-
23	SUPPORT PIECE	2 x 4 x (w - 12)****	AS REQD	24 11	2 EACH END	léd 8d	10	STRUT	WEDGE FIT	8	5	2 PER JOINT	láa
22	SEAL	1 1/4 INCH	2 PER STRAP	-	-	-	9	CENTER GATE HOLD DOWN	2x4x CUT TO FIT	4	8	2 PER FOOT	166
21	HOLD DOWN STRAP	1 1/4 x .035 x LENGTH TO SUIT	AS REQD	SE	E NOTE 2		8	CENTER GATE HOLD DOWN	2x4x CUT TO FIT	4	7	2 PER FOC"	10d
20	STRAPPING BOARD	2 x 6 x (DISTANCE BETWEEN U.L.+18)	AS REQD	19	5	10d	7	HOLD DOWN MEMBER	2 x 4 x CAR WIDTH = 1	2	5	3 PER JOINT	10d
19	STRAPPING BOARD	2 x 6 x (DISTANCE BETWEEN U.L.+18)	AS RECOD	18	5	104	6	CENTER GATE STRUT CLEAT	CAR WIDTH - 1	4	5	3 PER JOINT	10d
18	CROSS BRACE	2 × 6 × CAR WIDTH - 12	AS REQD	16	3 PER JOINT	16d	5	CENTER GATE VERTICAL	2 x 6 x (M - 101 ×	8	SEE 4	-	-
17	HOLD DOWN CLEAT	A STATE OF THE OWNER,	8	14	5	lód	4	CENTER GATE	CAR WIDTH -	4	5	3 PER JOINT	10d
16	BACK-UP CLEAT	2x6x CUT TO FIT	4	13	2 PER FOCT	10d	3	SPACER	2 = 6 = CHTTOFIT	8	2	2 Pt + FOC1	15c
15	LONG DIAGONAL	4 x 4 x 2 (H = 13 1/2) ×	8	13 & 14	2EACH END	16d	2		2 x 6 x 2 H	٤	SEE !	-	-
14	HOLD-DOWN CLEAT	2 - 6 -		2	12	10d	1	KNEE BRACE GATE	CAR WIDTH -1 7	10	2	3 PER JOINT	10d
200 000		NO.PCS N	NAIL	IL NUMBER	SIZE	PIECE :	SIZE	NO. PCS	NAIL	NUMBER	SIZE		
PIECE NO.	DESCRIPTION	SIZE	REQD	10	NAILS		DESCRIPTION	3165	REQD	10	NAILS		
	us	OF MATERIALS AND	NAILING	DATA			1	u	SI OF MATERIALS AN	D NAILING	DATA		

FIGURE 28. PARTIAL LAYER RETENTION UP TO 24,000 POUNDS (Sheet 1 of 3)

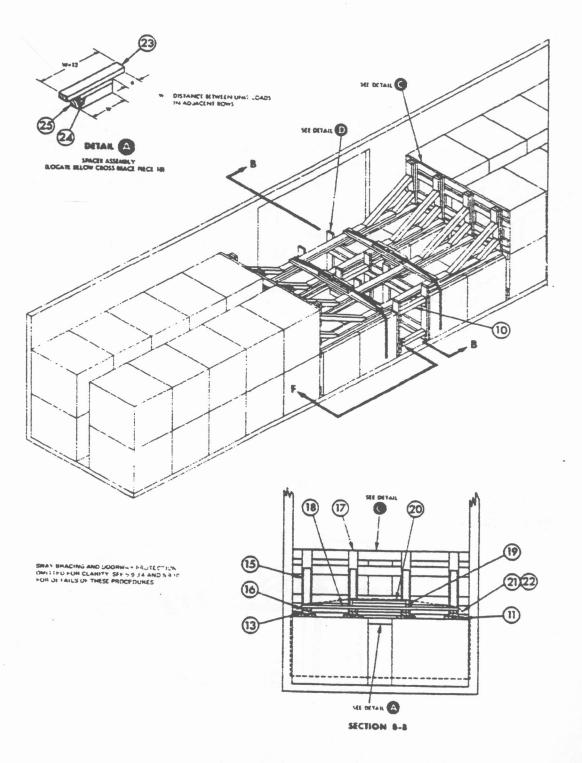


FIGURE 28. PARTIAL LAYER RETENTION UP TO 24,000 POUNDS (Sheet 2 of 3)

MIL-STD-1325A (Navy)

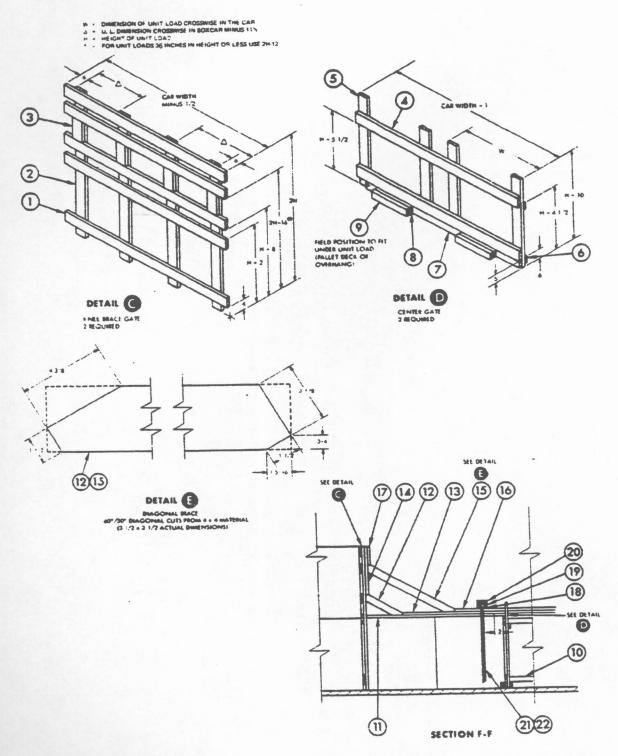


FIGURE 28. PARTIAL LAYER RETENTION UP TO 24,000 POUNDS (Sheet 3 of 3)

PARTIAL LAYER RETENTION PROCEDURES USING VERTICAL MEMBERS AND STRAPPING

1. THE WEIGHT AND HEIGHT OF THE UPPER PARTIAL LAYER TO BE RETAINED DETERMINES THE SIZE AND QUANTITY OF VERTICAL MEMBERS REQUIRED TO RETAIN! THE LOAD THE AMCUNT OF LOAD WHICH MAY BE RETAINED BY EACH VERTICAL DEPENDS ON THE DIMENSIONS OF THE VERTICAL AND THE MEMORITY OF THE UNIT LOAD BEING RETAINED. A MINIMUM OF THE VERTICALS MUST BE USED FOR EACH UPPER LAYER ROW BEING RETAINED. THE TABULATION BELOW SHOWS THE AMOUNT OF LOAD WHICH MAY BE RETAINED BY EACH VERTICAL USED THE WEIGHT RETAINED BY CALL HOLD BY AND AND WHICH MAY BE RETAINED BY EACH VERTICAL USED THE WEIGHT RETAINED. AND OF PPER PARTIAL LAYER RETAINING FRAME IS CONSTRUCTED BY NAILING BUFFER MEMBERS TO THE VERTICALS TO DISTRIBUTE THE LONGITUDINAL FORCES OVER STRONG ANEAS OF THE UNIT LOADS CONTACTED BY NAILING BUFFER MEMBERS TO THE VERTICALS TO DISTRIBUTE THE LONGITUDINAL FORCES CRUSHING STRENGTH OF THE UNIT LOADS CONTACTED BY THE FRAMES THE AMOUNT AND TYPE OF BUFFER MEMBERS REQUIRED DEPENDS ON THE CRUSHING STRENGTH OF THE UNIT LOAD DISTRIBUTY TO CARRY THE LONGITUDINAL FORCES.

3. TWO 1-1M-INCH STRAPS ARE REQUIRED TO HOLD A PARTIAL LAYER RETAINING FRAME IN POSITION. THE COMFIGURATION OF THE UNIT LOAD DETERMINES HOW AND WHERE STRAPS ARE POSITIONED.

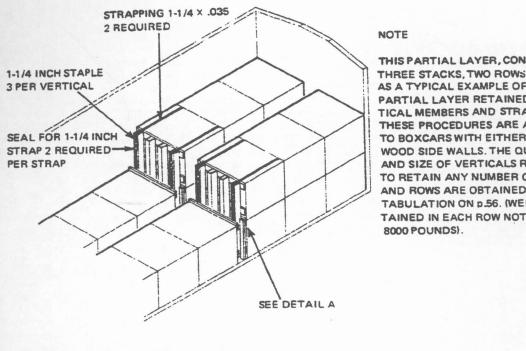
CAUTION

UNIT LOADS THAT ARE WEAK IN AREAS WHERE THE VERTICALS MUST BE POSITIONED AND THAT CANNOT BE SUFFICIENTLY STRENGTHENED BY ADDING BUFFER BOARDS (EXAMPLES: WIRE BOUND CRATES, POLYSTYREME BOXES, ETC.) AND UNIT LOADS OF AMMENITION ITEMS IN CARTRIDGE TANKS SHOULD NOT BE RETAINED IN THIS MANNER

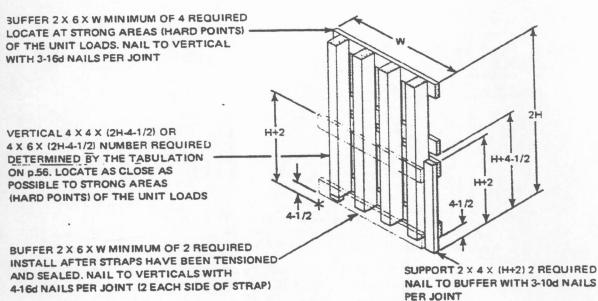
Height of	Maximum load per vertical (lb)			
(in.)	4 × 4	4 × 6		
27	1745	3492		
30	1570	3143		
33	1428	2857		
36	1309	2619		
39	1208	2418		
42	1122	2245		
45	1047	2095		

¹ Two 2 X 6 verticals laminated with 10d nails (two per foot) and with a 1 X 4 face board nailed to the outer edge with 6d nails (one per foot) may be substituted in place of 4 × 6 verticals.

FIGURE 29. PARTIAL LAYER RETENTION WITH VERTICAL MEMBERS AND STRAPPING (Sheet 1 of 2)



THIS PARTIAL LAYER, CONSISTING OF THREE STACKS, TWO ROWS, IS GIVEN AS A TYPICAL EXAMPLE OF AN UPPER PARTIAL LAYER RETAINED BY VER-TICAL MEMBERS AND STRAPPING. THESE PROCEDURES ARE APPLICABLE TO BOXCARS WITH EITHER METAL OR WOOD SIDE WALLS. THE QUANTITY AND SIZE OF VERTICALS REQUIRED TO RETAIN ANY NUMBER OF STACKS AND ROWS ARE OBTAINED FROM THE TABULATION ON p.56. (WEIGHT RE-TAINED IN EACH ROW NOT TO EXCEED



DETAIL A PARTIAL LAYER RETAINING FRAME H - HEIGHT OF UNIT LOAD W = DIMENSION OF UNIT LOAD CROSSWISE IN THE CAR

FIGURE 29. PARTIAL LAYER RETENTION WITH VERTICAL MEMBERS AND STRAPPING (Sheet 2 of 2)

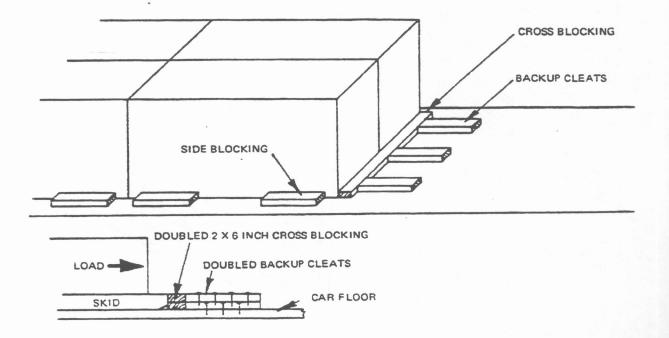


FIGURE 30. FLOOR BLOCKING

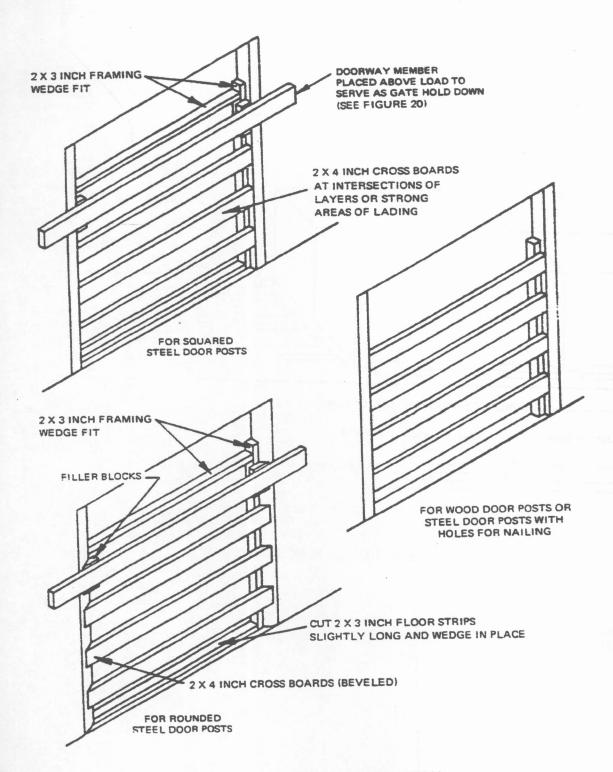


FIGURE 31. DOORWAY PROTECTION

5.9.11 Doorway protection for cars equipped with plug-type doors. Each side of a plug-door boxcar may be equipped with a single plug door, double plug doors, or one plug door and one conventional door. Dunnage material must not be nailed to any plug door unless the door is provided with an adequate nailing strip; then dunnage may be nailed to the nailing strip when required. Stacks in the doorway that place a distributed load against the door must be unitized with two laterally applied 1-1/4-inch steel straps per stack, each tensioned and scaled with two double-crimped scals (see figure 32). The doorway area must be spanned with 2- × 6-inch members in all areas where the load results in concentrated forces against the door, thereby distributing these forces over the plug inner surface. If lumber of sufficient length to span plug doors is not available, random length material, doubled and spliced, but with joints of splices offset, may be used.

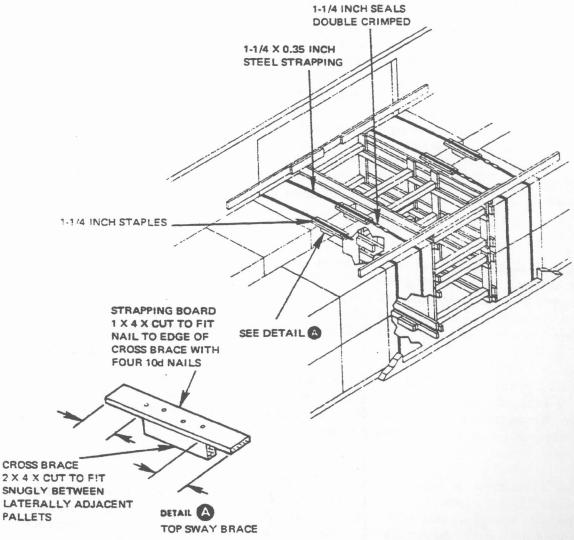


FIGURE 32. DOORWAY PROTECTION, STRAPPING METHOD

5.10 Dunnaging design and procedure on flatcars.

- 5.10.1 The loading, blocking, and strapping procedures described herein for flatcars are intended to provide general instructions for use when no MIL-STD dash number sheets exist. The basic differences between the loading of flatcars and the loading of boxcars is that, on flatcars, all lengthwise, crosswise, and vertical forces must be restrained without the assistance of end walls or side walls. Because of this, the fundamental concept is to hold the load in position on the car platform with blocking and to hold the load down with strapping.
- 5.10.2 Arrangement of load. In planning the layout of the load on a flatcar, group the items being loaded into load groups, for example: four containers wide by three containers high. Determine the number of containers in a stack by considering the stability of the stacked items and the clearance required as shown on figure 7. Determine the number of containers across the width of the car from the width of the item and the width of the car available or to be ordered, allowing for the width of antichafing boards, side blocking, and at least a 3-inch clearance from the edge of the platform. Determine the number of load groups along the length of the car from the length of the item and the length of the car available or to be ordered, allowing for the length needed for intermediate blocking, end blocking, and about 6-inch clearance from the end of the platform. Consideration must also be given to the number of tiedown straps required and the stake pockets available. The total weight of the carload shall not exceed the load limit of the car, and the weight distribution of the load shall not exceed the limitations of figure 8, except with specific authority from the carrier.
- 5.10.2.1 Load groups. When more than one layer of containers is loaded, containers shall be strapped or bolted together to form a load group. Lengthwise and crosswise displacement shall be prevented with strapping, bolting, or appropriate blocking, tie rods, plates, or similar devices. Antiskid plates should be used between stacked wooden containers. The weight of a load group shall be no more than 35,000 pounds.
- 5.10.2.1.1 When there is more than one stack across the width of the car, the stacks should be strapped together so that the group of containers is an integral unit. Antichafing boards or frames should be placed between the stacks when required to prevent containers from rubbing against each other, thereby assuring a tightly bound load.
- 5.10.2.2 Placement of load groups. In planning the placement of load groups on a flatcar, the location of the side stake pockets on the car shall be taken into consideration since tiedown strapping must be fastened through stake pockets. Normally, stake pockets are positioned 42 inches on centers. The number of side stake pockets, therefore, depends

upon the length of the car (see table VII). They may be inset or may extend beyond the edge of the platform. Position the load groups so that stake pockets will be available for the required tiedown strapping and so that there is sufficient space between the groups for the required intermediate blocking. A long container whose center of gravity is toward one end should be positioned so that the center of gravity is toward the lengthwise center of the car. Occasionally, car floor space may be saved and the car load increased by the use of pre-positioned blocking nailed to the car floor and located under the containers so that it butts against strong areas of the container and retains it from longitudinal and/or lateral movement.

Table VII

NUMBER OF STAKE POCKETS ON TYPICAL FLATCARS

Number of stake pockets on a side	Length of car
11 12 13 14 15	40 feet 6 inches to 41 feet 0 inch 41 feet 6 inches to 42 feet 6 inches 45 feet 0 inch to 46 feet 6 inches 47 feet 0 inch to 50 feet 6 inches 52 feet 0 inch to 53 feet 6 inches 60 feet 0 inch

- 5.10.2.3 Ordering cars. When ordering flatcars, stipulate the minimum platform length required and, when necessary, the minimum width, weight capacity, and number of stake pockets required. Do not order cars of greater length than required since this may increase the cost to the Navy. Only cars with sound floors shall be used. Cars with steel floor ends or exposed steel bolsters, or both, shall not be used.
- 5.10.3 Blocking. Blocking pieces are normally 2 × 6 inches in size and in 6-inch increments of length. They shall always be at least two layers thick, but three or more thicknesses may be used if additional height is needed to properly bear against the load. The length of the blocking pieces for intermediate blocking, side blocking, and end blocking depends upon the weight of the load. Each load group shall be adequately blocked in accordance with the requirement in this section, and the total amount of blocking shall be sufficient for the total carload weight.
- 5.10.3.1 Nailing of blocking. The strength of the blocking pieces is directly dependent upon the number of nails in each piece. One nail shall be used for every 6 inches of length or fraction thereof. For doubled blocking, use 30d nails in the first layer and 60d nails or

spikes in the second layer. For side blocking, 30d nails may be used in both layers. When three or more layers of blocking are needed, use 30d nails in the first layer and 60d nails or spikes in each successive layer. For cross blocking, 8-inch spacing of nails is permitted.

- 5.10.3.2 Cross blocking. Cross blocking pieces, or headers, serve to distribute the load more evenly over the width of the car. While they obviously add strength to the blocking arrangement, their strength is not counted upon when determining the amount of end or intermediate blocking needed.
- 5.10.3.3 End blocking or intermediate blocking. End or intermediate blocking pieces are placed against cross blocking either at the ends of the last stacks or between the stacks. Align blocking with containers or container skids.
- 5.10.3.3.1 The number and length of end or intermediate blocking required depend upon the weight of the load group and the strength values given in table VIII. For a given number of blocking pieces, the required length is obtained by dividing the weight of the load group by the number of pieces being considered and selecting from the table a length whose strength is at least this amount. For blocking pieces of a given length, the number required is obtained by dividing the weight of the load group by the shear strength given in the table corresponding to the length being considered.

Table VIII
BLOCKING STRENGTH (2 × 6 DOUBLED)

		Shear strength (lb)			
Length (in.)	Nails per layer	End or intermediate blocking	Side blocking		
10	3	3,500	2,500		
18 24	4	4,500	4,000		
30	5	6,000	6,000		
36	6	7.000	9,000		
42	7	8,500	13,500		
48	8	10,000	17,500		

5.10.3.3.2 Table VIII is based upon doubled end or intermediate blocking pieces nailed as described in 5.10.3.1. When blocking is tripled, add 6 inches to its length and one extra nail in each layer; when four layers high, add 18 inches to its length and three extra nails in each layer. At the ends of the flatcars, end blocking pieces less than 30 inches long should be avoided where possible.

- 5.10.3.4 Side blocking. Side blocking pieces are placed against the skids or against the sides of the bottom container in a stack near its ends. They are usually doubled and positioned parallel to the length of the container and are not normally placed against the cross blocking pieces.
- 5.10.3.4.1 The number and length of side blocking pieces required depend upon the weight of the load group and the strength values given in table VIII. For a given number of side blocking pieces, the required length is obtained by dividing the weight of the load group by the number of pieces being considered and selecting from the table a length whose shear strength is at least this amount. For blocking of a given length the number required is obtained by dividing the weight of the load group by the shear strength given in table VIII corresponding to the length being considered.
- 5.10.3.4.2 Table VIII is based upon doubled side blocking pieces nailed as described in 5.10.3.1. When it is necessary for side blocking to act also as end or intermediate blocking, add 6 inches to its length and one extra nail in each layer. When it is tripled, add 6 inches to its length and an extra nail in each layer When side blocking is placed perpendicular to the length of the load, the lengths may be reduced 6 inches and one nail omitted.
- 5.10.4 Strapping. When a load group consists of several stacks of containers, strapping shall be used to band each stack, to tie together the top layers of containers of the stacks in each group, and to stay the load group to the flatcar, as shown in figure 33. Whenever possible, space the strapping everly along the length of the containers. All seals shall be double crimped.
- 5.10.4.1 Vertical strapping. Each row of each stack must be banded with 1-1/4 × 0.035-inch steel straps. The number of straps required depends upon the weight of the containers being strapped together and the length of the containers. Use one strap for every 8.000 pounds, two straps for containers over 8 feet in length, and three straps for containers over 16 feet in length.
- 5.10.4.2 Cross strapping. The top layer of containers in each load group must be banded together with $1-1/4-\times 0.035$ -inch steel straps. The number of straps required depends upon the weight of containers being strapped together and the length of the containers. Use one strap for every 8,000 pounds and at least two straps for containers over 16 feet in length.

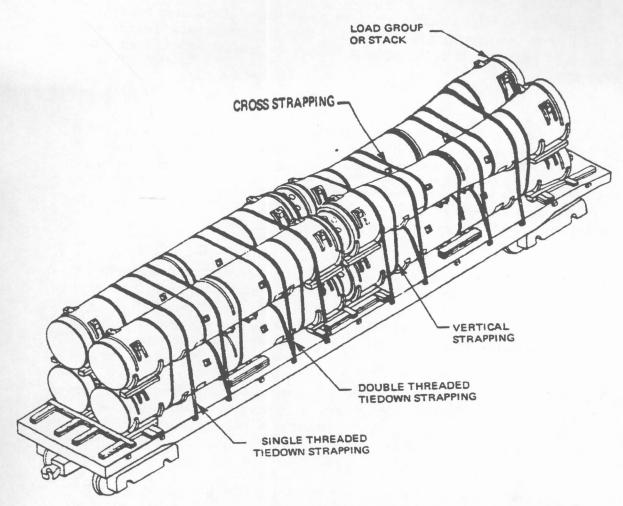


FIGURE 33. TYPICAL METHOD OF STRAPPING CONTAINERS TO A FLATCAR

5.10.4.3 Tiedown strapping. Load groups must be securely stayed to the platform of the flatcar using 2- × 0.050-inch steel straps marked with the letters "AAR" and with the manufacturer or distributors name, abbreviated name, registered trade mark, or symbol. All tiedown strapping must have two seals, and each seal must be double crimped. Tiedown straps should be anchored to stake pockets, wherever possible. When this is not possible, anchor points must be of sufficient width to receive a 2-inch strap. Do not use swivel ring-type anchor devices. Stake pockets shall be padded with a stake pocket pad made of 2- × 0.050-inch strap positioned under and sealed to the tiedown strap with one seal. Alternatively, two commercial stake pocket protectors under each stake pocket may be used. Edge protectors shall be used under tiedown strapping at the top edges of containers or similar items with sharp edges.

- 5.10.4.3.1 The number of straps required depends upon the weight of the load group and a factor given in table IX. This factor is related to the length of the container and the type of shock mounting of the item within the containers, as follows:
- (a) Hard item mounting includes bolting and similar rigid mounting of the item within the container.
- (b) Semihard item mounting includes hard rubber mounts, shear mounts, and similar devices which permit limited and damped movements of the item within the container.
- (c) Soft item mounting includes springs, cushioning material, and other devices and materials which permit significant and repeated movements of the item within the container.
- 5.10.4.3.2 To determine the minimum number of tiedown straps required, divide the weight of the load group by 8,000 and then multiply by the appropriate factor in table IX. (For fractional results use the next highest number of straps.)

Table IX

FACTOR FOR DETERMINING
NUMBER OF TIEDOWN STRAPS

Type of item mounting	Container length			
(see 5.10.4.3.1)	Under 10 ft	Over 10 ft		
Hard Semihard Soft	2.0 2.4 3.0	1.2 1.6 2.2		

- 5.10.4.3.3 When there are an insufficient number of anchor points for the number of tiedown straps required, the strap should be double threaded over the load as follows: thread the strap up through stake pocket on one side of car, over the top of the next-to-last layer of containers, down to and through stake pocket on opposite side of car, and back over the top of the load where it is tensioned and doubled sealed.
- 5.10.5 Placards. For explosive loads, placards must be placed on placard boards centrally located on both ends and both sides of car. If the car is not so equipped, make 16- × 24-inch placard boards nailed to two 2- × 4- × 24-inch uprights, which are in turn nailed to dunnage with four 10d nails in each upright.

5.11 MIL-STD dash number sheets.

- 5.11.1 The MIL-STD-1325 dash number sheets (i.e., MIL-STD-1325-1, 2, 3, etc.) are a series of detailed instructions for the loading, blocking, and bracing of specific ammunition, explosives, or associated items. As they are published, the MIL-STD-1325 dash number sheets supersede the WR-52 slash number sheets now in use. Until the superseding MIL-STD-1325 dash number sheet is published, the WR-52 slash number sheet forms a part of this standard.
- 5.11.2 Identification numbering of these MIL-STD sheets consists of the basic MIL-STD-1325 designator followed by a dash number for each group of sheets; or, in case of WR sheets, the numbering identification will be the WR-52 designator followed by a slash number for each group of sheets. These numbers are in numerical sequence without duplication.
- 5.11.3 The Naval Weapons Handling Laboratory (NWHL) at the Naval Weapons Station Earle, Colts Neck, N. J., develops and maintains MIL-STD dash number sheets. MIL-HDBK 256 provides an alpha-numerical index of items covered by the MIL-STD dash number the ets and the WR slash number sheets. This index is updated quarterly. Recommended corrections, additions, or deletions should be addressed to Commanding Officer, Naval Weapons Station Earle (NWHL), Colts Neck, N. J. 07722.

Custodian: Navv=OS

Review activities: Navy-AS, OS, MC

User activities: Navy-SH, SA Preparing activity: Navy-OS (Project No. 8140-N132)

Appendix

10. QUALITY ASSURANCE PROVISIONS

- 10.1 Scope. This appendix covers impact testing, trial shipment, and inspection of railcar loads of ammunition, explosives, and other dangerous articles (AEDA).
- 10.2 Purpose. This appendix is intended to establish standard procedures for the following:
- (a) Railcar impact tests of carloads or less than carloads of unique items of lading and new methods of dunnaging.
- (b) Trial loadings and trial shipments of carloads or less than carloads of lading, new methods of dunnaging, or shipments that are presenting particular difficulties.
- (c) Inspection of carloads and less than carloads that have an approved MIL-STD dash number sheet.
- (d) Inspection of carloads and less than carloads that do not have an approved MIL-STD dash number sheet.
 - (e) Inspection of mixed carloads and less than carloads.
- 10.3 Application. When specified, the material contained in this appendix is a mandatory part of this standard.
 - 10.4 Responsibility for railcar impact tests, trial shipments, and inspections.
- (a) The performance of railcar impact tests is the responsibility of NAVSEASYSCOM and NWS Earle, Naval Weapons Handling Laboratory (NWHL).
- (b) The performance of trial loadings and trial shipments is the responsibility of NAVSEASYSCOM, NWS Earle (NWHL), the shipping activity, and the receiving activity.
- (c) Inspection of all carloads and less than carloads is the responsibility of the shipping activity

- 10.5 Classification of inspections. The inspection requirements specified herein are classified as follows:
- (a) First article inspection. First acticle inspection consists of examinations and tests conducted, prior to general use, car proposed loads (inert or prototype), to ensure that the design is such that the load is capable of withstanding the rough handling test requirements of this standard (see 10.6).
- (b) Quality conformance inspection. Quality conformance inspection consists of those examinations, accomplished on approved loads, prior to shipment, to ensure that the lading is loaded in accordance with the approved carloading plan and the methods specified in this standard (see 10.11).
- 10.6 First article inspection. First article inspection shall consist of the tests specified in 10.7 and 10.8 and the examinations specified in table X. First article inspection of carloads or less than carloads will not be required if the lading and loading procedures are in substantial conformity with the existing rules and regulations.
- 10.6.1 First article sample. The first article sample shall consist of one prototype load or a load of inert material, representative of that to be shipped, placed on a railcar exactly as shown on the proposed loading plan.
- 10.6.2 Use of dummy loads. Dummy loads may be used during the development program when inert loaded end products are not available. The dummy shall have the following characteristics identical to those of the objects being simulated:
 - (a) Envelope dimensions
 - (b) Weight, center of gravity, and radii of gyration in the three principal axes.
- 10.7 Railcar impact test. When, in the opinion of NAVSEASYSCOM, NWS Earle (NWHL), and the Bureau of Explosives, a proposed carload is considered unique because of the characteristics of the load, structural features of the lading, or the carloading procedures, a railcar impact test shall be conducted to prove the safety and adequacy of the proposed carloading plan. Impact tests shall be coordinated with Military Traffic Management and Terminal Service, NAVSEASYSCOM, Bureau of Explosives, and NWS Earle (NWHL).

Table X

VISUAL EXAMINATION OF RAILCAR LOADS

Examination Applicable paragraph		Acceptance criteria		
Boxcar:				
Type, size, and capacity	5.2.1 5.2.2	The type, size, and capacity of the railcar is suitable for the shipment to be loaded.		
Cleanliness	5.5.2	The interior of the car is clean.		
Protrusions and debris	5.5.2	There are no protruding nails, screws, or bolts, and all debris and dunnage have been removed.		
Serviceability of cargo spaces	5.3.1	Floor, walls, and roof are tight and free of holes, cracks, loose boards, and decayed spots.		
Fire proofness	5.3.1	Roof, walls, and floors are free of any combustible liquid or solid.		
Metal floors	5.3.2	Cars with metal floors are not being used for shipping bulk explosives that are liable to leakage of dust, powder, or vapor.		
Vehicle loading device	5.3.2	The railcar is not equipped with a vehicle loading device.		
Pin-type devices	5.3.2	Pin-type devices on railcar equipment are free from obstructions and are in good working order.		
Equipment	5.3.2	The full complement of DODX railcar equipment is presen		
Rack-type DODX cars	5.3.2	Rack-type DODX railcars are not being used for over-the- road shipments (outside of the activity).		
Doors	5.2.2.2	End door railcars are not being used for transporting hazardous materials. Doors are of sufficient size for largest item.		
Tightness of doors	5.3.1	Doors fit tightly when closed and are capable of being locked and sealed.		
Flatcar:				
Size and capacity	5.10.2.3	The size and capacity are the minimum required, consistent with intended use.		
Flooring	5.10.2.3	Flooring is sound with no missing boards.		
Steel floor ends or exposed steel bolsters	5.10.2.3	The flatcar does not have steel floor ends or exposed steel bolsters.		

Table X (contd)

Examination	Applicable paragraph	Acceptance criteria		
Mechanical Condition:				
wiccianical Condition.		Colonial mathematical		
Boxcars and Flatcars	5.3.3	All running gear of the car is in good mechanical condition.		
Compatibility of Mixed Loads:				
Mixture of explosives	5.2.1.1	The shipment does not contain any combination of explosives or other hazardous materials		
	-	which are prohibited by DOT regulations from being loaded, transported, or stored together.		
Other description	5.2.1.1	In addition to incompatible explosives, the		
Other dangerous articles .	4.2.3.1	following articles are not being shipped in DODX		
		utility loader railcars unless permission has		
		been obtained from Commander, Naval Sea Systems Command (SEA-044, SEA-045, SEA-65161): flammable liquids, flammable solids and		
		oxidizing materials, acids and other corrosive liquids, radioactive materials, and any other		
Tradical and tradical and	-	material that is likely to contaminate, impair or		
		otherwise damage the car so as to prevent it from being certified for use with Class A explosives.		
	4.2.3.1	The hazard classification of the load has been		
Hazard Classification of Load:	4.2.3.1	determined prior to loading and is reflected on the loading plan.		
Dunnage Materials: Lumber	5.7.3	Lumber conforms to the requirements of this standard.		
Spikes	5.7.4	Spikes are of the round wire type.		
Nails	5.7.4	Nails are installed in accordance with the loading plan or section 5 of this standard.		
Strapping	5.7.5	Strapping conforms to the requirements of this standard and is installed as specified on the loading plan or section 5 of this standard.		
		No. 10 March 10 and a consisted All conta		
Mechanical dunnage (DODX cars)	5.8	Mechanical dunnage is used as required. All parts are available and in proper operating condition. Maximum allowable loads are not exceeded.		

Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
Boxcar Load:		
End gates	5.9.2	End gates are used in cars with bowed or unlined metal ends.
		End gates are used when distributing concentrated loads over the end of a railcar for such items as uncreated bombs or empty projectiles.
		End gates are installed in accordance with this standard.
Sway bracing	5.9.3	Sway bracing is installed when lading does not completely fill the car crosswise.
Floor sleepers	5.9.3.1	Sleepers run parallel to the long dimensions of the railcar and are of at least 2- x 4-inch lumber.
Longitudinal gating	5.9.3.2	Construction of gating is similar to that of strut- type center gates, except that it is placed length- wise in the railcar, either along the centerline or along the railcar wall.
Top-of-the-load sway bracing	5.9.3.3	The bracing is nailed or strapped to cross members which are used to brace the tops of the containers.
		For heavy wooden boxes, or crates, the bracing is nailed to support pieces which are nailed to the boxes or crates.
Interpallet sway bracing	5.9.3.4	The first layer is braced with longitudinal sleepers nailed to the floor against the pallet.
		For the second and additional layers, spacer frames are placed between posts of pallets across the railear.
		Spacer frames are inserted under pallet decks and rest on pallet runners or are nailed to spacer frame supports.
		The width of the spacer frame is 1 inch less than the distance between pallet posts across the railcar.
Holddown bracing	5.9.4	Holddown bracing is installed when required in accordance with loading plan.

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Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
Separator gates	5.9.5	Divisional gates are installed where required in accordance with loading plan.
Center gates	5.9.6	Wedge-type center gates are used when the space at the center of the railcar is under 20 inches and wedges can be driven (height approx. 48 inches).
		Strut-type center gates are used when the space at the center of the railcar is 20 inches or greater.
		When struts exceed 48 inches in length, horizontal and vertical tie bars are added.
		Center gates are not nailed to car floors, walls, holddowns, or doorway protection, but are left free to move with the load.
Vertical members	5.9.6.1	At least four vertical members are used and are located in line with solid surfaces of the unit loads, containers, packages, or items comprising the car load.
		The outside vertical members of wedge-type gates are at least 2 inches in from the ends of horizontal members to allow space for the tie cleats.
		Fach vertical member is nailed to a horizontal member with three 10-penny nails.
Horizontal members	5.9.6.2	The length of horizontal members of the center gate are 1 inch less than the inside width of the car.
		Horizontal members are located at or near the top and bottom of the load and are in line with solid surfaces of the load.
		The bottom horizontal members are located 4 inches about the floor when used with palletized unit loads.
Strut cleats	5.9.6.3	The length of strut cleats may be 1 inch less than the inside width of the railcar but are long enough to extend past the outside verticals.
		Cleats are positioned so that the bottom of the strut will be about 1 inch above the bottom of the horizontal gate member.
		Strut cleats are not used on wedge-type gates.

Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
		Strut cleats are nailed at the joint of the vertical member with three 10-penny nails.
Struts	5.9.6.4	Struts are located at or near top and bottom of gate and at or near ends of gate and are aligned with horizontal and vertical members wherever possible.
		Intermediate struts are spaced as equally as alignment permits.
		Sufficient struts are used to distribute the load evenly.
		Struts normally are fabricated from two pieces of 2-x 6-inch lumber. When such struts are used, the two 2-x 6-inch members are nailed together with one 10-penny nail every 5 inches. Single 4-x 4-inch struts may be used in place of double 2-x 6-inch members.
		Single 2- \times 6-inch struts are used for light loads.
	-	Struts are toenailed to gate vertical members with two 12-penny nails.
		Struts are not nailed to floors or walls.
Tie bars	5.9.6.5	Horizontal and vertical tie bars are nailed at the midpoints of the struts when the length of the struts exceed 48 inches.
		Tie bars are nailed to struts with three 16-penny nails at each joint.
Gate holddowns	5.9.6.6	The gate holddowns are nailed across the doorway to prevent the center gate from riding upward and buckling.
		Holddowns are constructed of 2- x 6-inch lumber, the length of which is 24 to 48 inches wider than the doorway.
		Holddowns are nailed to railcar walls using five 10-penny nails at each end.
End bracing	5.9.7	End bracing is used for less than carload shipments.
		End bracing is not used in lieu of a center gate structure when the size of shipment will permit use of center gates.

Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
		End bracing does not exceed the weights specified for the various types of bracing.
		The angle which diagonal braces make with the floor do not exceed 45° and are not less than 30° .
Partial layer bracing	5.9.8	Bracing is installed when required.
		Diagonal members are positioned so that the angle betwee the wall and the diagonal does not exceed 45° nor is less than 30°.
		The ends of the diagonals are double beveled for good bearing against bracing members and cleats.
		Car lining is reinforced by pieces of lumber nailed to the side of the railcar.
		Nails are driven into railcar studding insofar as practicable.
Floor blocking	5.9.9	Floor blocking is placed tightly against the load and securely nailed or bolted to the car floor.
		Floor blocks are at least nominal 2 × 4 inches.
		The floor block is at least as thick as the skid member where blocking butts against a container or loaded skid.
		Crosswise floor blocks extend the full width of the load and are provided with backup cleats of the same nominal thickness.
		Backup cleats are placed in line with skid members.
		Backup cleats are extended over three or more floor boards to ensure proper nailing.
	5.9.7	Length of backup cleats are extended when cars with nailable steel floors are used.
Doorway protection	5.9.10	Methods of applying doorway protection in railcars with steel-jacketed door-posts and wooden doorposts are in agreement with this standard.
		Cross boards are sufficiently close to the floor and so constructed as to prevent units from falling or rolling out of railcar during transit.

Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
Plug doors	5.9.11	Dunnage material is not nailed to any plug door except where an adequate nailing strip is provided. Dunnage may be nailed to the strip when required.
		Where load against plug doors is distributed, stacks in doorway area are unitized with steel strapping.
		Where load against plug doors is concentrated, doorway area is spanned with 2- x 6-inch members in all areas with concentrated forces against the door.
Flatcar Load:		
Load groups	5.10.2.1 5.10.2.2	If more than one layer of containers is loaded, the containers are strapped or bolted together as an integral unit.
		Lengthwise and crosswise displacement is prevented by the use of strapping, bolting, appropriate blocking, tie rods, plates, or similar holding devices.
		Antiskid plates are used between wood containers or crate
		The weight of the load group does not exceed 35,000 pounds.
		If there is more than one row across the width of the railcar, rows are strapped together so that the group of containers acts as an integral unit.
		Antichafing boards or frames are placed between rows to prevent containers from rubbing against each other.
Blocking	5.10.3	Blocking pieces consist of at least two layers of 2- × 6-inch lumber nailed together.
		The length of the blocking pieces is adequate for the weight of the load in accordance with table VIII.
Nailing of blocking	5.10.3.1	One nail is used for every 6 inches of length or fraction thereof.
•		For double blocking, 30-penny nails are used in the first layer and 60-penny nails in the second layer. However, for side blocking, 30-penny nails are used in both layers.

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Table X (contd)

Examination	Applicable paragraph	Acceptance criteria
		When three or more layers of blocking are used, 30-pen nails are used in the first layer and 60-penny nails or spikes are used in each successive layer.
Cross blocking	5.10.3.2 5.10.3.3	End blocking or intermediate blocking is placed against the cross blocking between load groups or at the ends of the last group.
		End blocking or intermediate blocking is aligned with containers or container skids.
		The number and length of end blocks and intermediate blocks is in accordance with table VIII.
Side blocking	5.10.3.4	The number and length of side blocking pieces is in accordance with table VIII.
		Side blocking pieces are placed against skids or against the sides of the bottom container in a stack.
	79	Side blocking is normally doubled and positioned par- to the length of the container and not normally place against crossblocking pieces.
Strapping	5.10.4	When a load group consists of several rows of contain strapping is used to band each row, to tie the top layer of containers together in each group, and to strap each load group on the flatear.
		All strap seals are double crimped.
Vertical strapping	5.10.4.1	Each stack is banded with 1-1/4- × 0.035-inch steel straps.
		One strap is used for every 8,000 pounds of lading.
		Two straps are used for containers over 8 feet long.
		Three straps are used for containers over 16 feet lon
Cross strapping	5.10.4.2	The top layers of containers in each load group are banded together with 1-1/4- × 0.035-inch steel stra
		One strap is used for every 8,000 pounds of lading.
and military - ward box		Two straps are used for containers over 16 feet long
Tiedown strapping	5.10.4.3	Load groups are securely stayed to the platform of flatcar using 2- x 0.050-inch steel straps properly marked.

Table X (contd)

The number of tiedown straps is in accordance with table IX data. All tiedown strapping has two seals at each strap junction, and each seal is double crimped. Swivel-type rings are not used as anchor devices for strapping. Tiedown straps are anchored to stake pockets, wherever possible. Stake pockets are padded with a 2- × 0.50-inch strap positioned under and scaled to the tiedown
junction, and each scal is double crimped. Swivel-type rings are not used as anchor devices for strapping. Tiedown straps are anchored to stake pockets, wherever possible. Stake pockets are padded with a 2- × 0.50-inch strap positioned under and scaled to the tiedown
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possible. Stake pockets are padded with a 2- × 0.50-inch strap positioned under and scaled to the tiedown
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strap with one scal.
Edge protectors are used under tiedown strapping at the top edges of wooden containers or similar items with sharp edges.
DODX car equipment is stored in accordance with requirements.
Shipping documents are attached to the center gate, end bracing, or some other conspicuous place before the railcar doors are closed and sealed.
Car is scaled with Navy strap-type scal.
Each railear used to transport hazardous materials is appropriately placarded by the shipping activity in accordance with DOT regulations. Placards shall be securely attached to each end and to each side of the railear, or to placard boards provided for the purpose. Placard requirements for railears are specified

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- 10.7.1 Railcar impact test requirements. On a reasonably straight track, free of switches, set up a minimum of 5 buffer cars with slack out of couplers and all brakes set. Total weight of the buffer string shall be at least 250 short tons. The specimen cars, loaded in accordance with the proposed method (inert loaded ordnance may be used), shall roll freely into the buffer string successively at speeds of 4, 6, and 8 miles per hour (mph). The specimen car shall then be reversed and impacted at 8 mph. Suitable instrumentation shall be employed to measure impact speeds and to record the before and after condition of lading.
- 10.7.2 Upon completion of tests there shall be no damage to the contents, toppling, nor movement of the load likely to produce damage to the contents or to railroad equipment.
- 10.8 Trial shipments. A trial shipment is conducted to verify that loading instructions do, in fact, provide the protection required. Trial shipments shall be coordinated with the originating carrier and, in the case of ammunition explosives and dangerous articles with the Bureau of Explosives and with NAVSEASYSCOM (SEA-044, SEA-045, and SEA-65161).
- 10.8.1 Trial shipment procedure. The following steps shall be followed by the organization responsible for the conduct of the trial:
 - (a) Load the packaging system on the railcar exactly as required by the carload plan.
- (b) Record the position of the packaging system together with the dunnage and fastenings used to constrain it. (Sketches and photographs, or both).
- (c) Arrange for the transport of the packaging system over a suitable prescribed route. The car containing the packaging system shall be interchanged between carriers made up into at least three different trains.
- (d) Upon receipt of shipment and prior to each loading or unloading, inspect the packaging system and the constraining dunnage and fastenings. Record any evidence of damage or inadequacies.
- (e) After unloading, the contained item shall be tested to ascertain any change in its original operating or functional characteristics. Any indication of shipping damage shall be recorded accordingly.
- 10.8.2 Test acceptance criteria. There shall be no change in the original physical and functional characteristics of the contained components or assemblies. There shall be no indication of any transmission of excessive vibration or shock stresses to any component or assembly. The packaging system shall not display any evidence of functional degradation. Negligible material damage to the packaging system, such as chipped paint, minute dents, or scratches, shall not be deemed to be sufficient cause of rejection.

- 10.9 Test report. A report shall be prepared as a separate document or as a part of the request for approval. This report shall define all tests performed and give complete results of the tests, including any minor damage which may not be considered as cause for rejection. Photographs of the unit load before and after testing shall be made a part of this report. Additional photographs showing any special test setups shall also be included in the report.
- 10.10 Classification. A new explosive, except samples for laboratory examination by the Bureau of Explosives, may not be shipped unless it has been classified as specified in 4.2.3.1.
- 10.11 Quality conformance inspection. Quality conformance inspection shall consist of visual examinations on railcars and loads to be accomplished before, during, and after loading to ensure that the railcar is safe for transportation of the intended load, the loading procedures are in accordance with approved standards, and the materials are loaded and secured in accordance with approved loading plans and practices.

10.12 Examination of carloads. Carloads shall be examined as follows:

- (a) Carloads and less than carloads that have an approved MIL-STD-1325 dash number sheet shall be examined to assure that the loading has been accomplished in accordance with the approved document. Particular emphasis shall be placed on assuring that the lading, when called for, is tightly positioned against the end walls and side walls of the car and that dunnage tightly fills all void spaces longitudinally and laterally.
- (b) Carloads and less than carloads that do not have an approved MIL-STD-1325 dash number sheet and all mixed carloads and less than carloads shall be examined to assure that the loading has been accomplished in accordance with the applicable paragraphs of this standard as referenced in table X and the rules and regulations of the Department of Transportation, the Bureau of Explosives, and the Association of American Railroads.
- 10.13 Rejection criteria. Nonconformance with the acceptance criteria listed in table X for corresponding examination shall be cause for rejection of the railcar or carload as applicable. Minor repairs are permitted in order to bring the railcar to an acceptable level of serviceability.
- 10.14 Railcar signoff. Prior to releasing the railcar to the carrier, the load inspector shall complete items 14 through 30 of NAVORD Form 8023 and sign the form. If the railcar has been loaded by the shipping activity, part 2 of the railroad car certificate must be signed by the representative of the shipping activity and by the carrier's representative. If the railcar has been loaded by the carrier, only the carrier's representative shall sign part 2 of the certificate. All deficiencies shall be corrected before the railcar is released to the carrier for shipment to the destination.

STD-1325A Overso

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STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

OMB Approval No. 22-R255

INSTRUCTIONS: The purpose of this form is to solicit beneficial comments which will help achieve procurement of suitable products at reasonable cost and minimum delay, or will otherwise enhance use of the document. DoD contractors, government activities, or manufacturers/vendors who are prospective suppliers of the product are invited to submit comments to the government. Fold on lines on reverse side, staple in comer, and send to preparing activity. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements. Attach any pertinent data which may be of use in improving this document. If there are additional papers, attach to form and place both in an envelope addressed to preparing activity.

MIL-STD-1325A, RAILCAR LOADING OF	HAZARDOUS M	ATERIALS
NAME OF ORGANIZATION AND ADDRESS	CONTRACT NUMBER	
NAME OF ORGANIZATION AND MEDICAL		
	MATERIAL PROCURE	D UNDER A
		MENT CONTRACT SUBCONTHACT
1. HAS ANY PART OF THE DOCUMENT CREATED PROBUSE?	LEMS OR REQUIRED	NTERPRETATION IN PROCUREMENT
A. GIVE PARAGRAPH NUMBER AND WORDING.		
B RECOMMENDATIONS FOR CORRECTING THE DEF	CIENCIES	
	•	
2. COMMENTS ON ANY DOCUMENT REQUIREMENT CON	SIDERED TOO RIGID	
2. COMMENTS ON ANY DOCUMENT REQUIREMENT SON		
3. IS THE DOCUMENT RESTRICTIVE		
YES NO (If "Yes", in what way?)		
4. REMARKS		
SUBMITTED BY (Frinted or typed name and address - Opti	onal)	TELEPHONE NO.
		DATE

....

POSTAGE AND FEES PAID

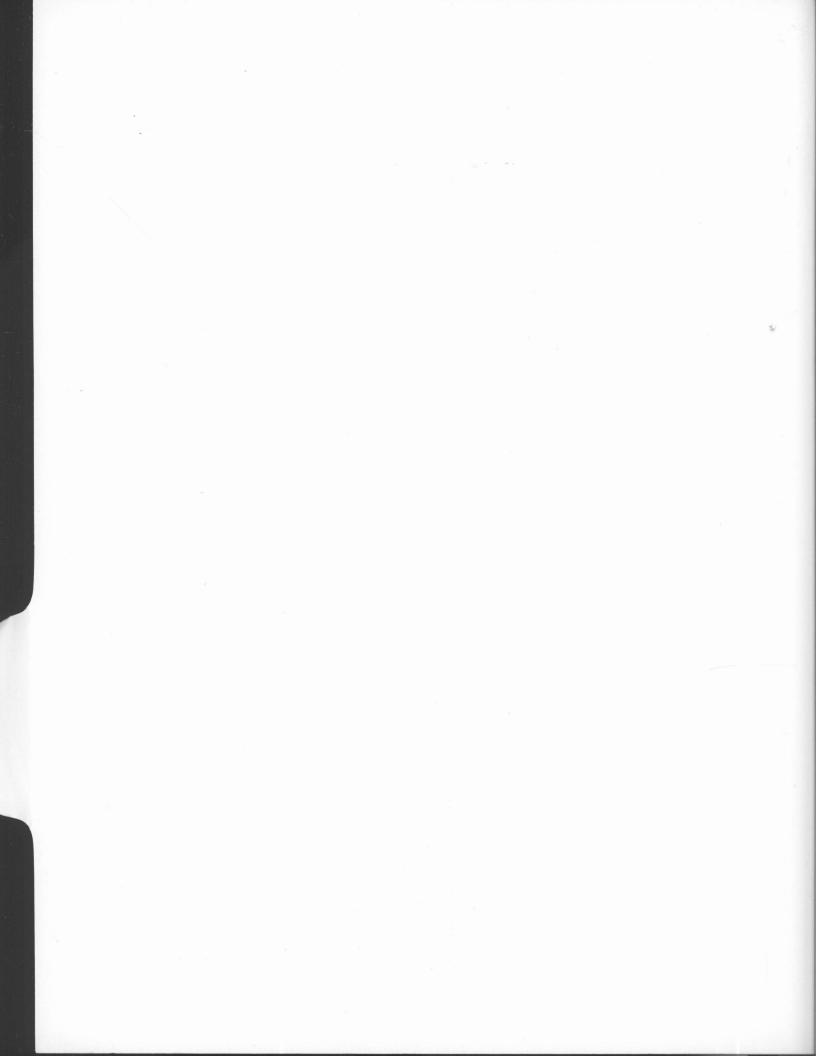


OFFICIAL BUSINESS PENALTY FOR PRIVATE USE \$300

> Commanding Officer Naval Ordnance Station Standardization Division (502) Indian Head, MD 20640

FOLD





MILITARY STANDARD

RAILCAR LOADING OF HAZARDOUS MATERIALS

PROJECTILES 5/54 IN PALLET ADAPTER MK II AND MODS FLEET ISSUE UNIT LOAD

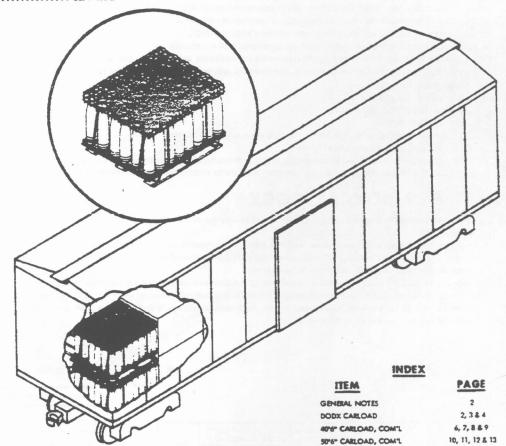
MIL-STD 1325-15 (NAVY)

22 DEC 1975

SUP ERS E DING WR 52/15 23 MAR CH 1965

UNIT LOAD DATA

UNIT LOAD DRAWINGS WR-54/6 AND WR-54/271 WEIGHT SEE TABLE I DIMENSIONS SEE TABLE I QUBE SEE TABLE I MAZARD CLASSIFICATION SEE TABLE II



- 1. LINEESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES.
- FOR CROSS REFERENCE TO ASSOCIATED PALLETIZING, TRUCK-LOADING AND CONTAINBRUDADING MILITARY STANDARDS, REFER TO INDEX TO STANDARDS MIL-HDBK-236 (NAVY).

FSC 8140

AUTHORIZED AND RELEASED FOR GENERAL USE.

DATE TECHNICAL DIRECTION AGENT (TDA) 2/11/75 SEASYSCON BY DIRECTION SIGNATURE

APPROVED BY BUREAU OF EXPLOSIVES

DUMMY UNIT LOAD

10/28/75 SUPERVISOR, MILITARY & INTERMODEL SERVICES SIGNATURE

ORIGINATOR

SIGNATURE NAVAL WEAPONS HANDLING LABORATORY

NAD EARLE, NEW JERSEY PAGE 1 OF 14

GENERAL NOTES

- FOR GENERAL INFORMATION CONCERNING ORDERING, INSPECTING, AND PREPARING CARS, AND FOR DUNINAGING MATERIALS, DESIGN, AND INSTALLATION OF DUNINAGE SEE THE GENERAL DOCUMENT MIL-STD-1325 (NAVY) "RAILCAR LOADING OF HAZARDOUS MATERIALS".
- WHEN PLANNING SHIPMENTS ORDER THE MINIMUM NUMBER OF CARS OF THE CAPACITY REQUIRED FOR THE SHIPMENT. LITELTY LOADER CARS SHALL BE SERIES DODX 29000.
- 3. LOADING PLANS SHOWN ARE FOR DODX UTILITY LOADER CAR WITH 50 FT 6 INCHES INSIDE LENGTH, 107 3/4 INCHES INSIDE WIDTH BETWEEN RAILS (111 INCHES INSIDE WIDTH BETWEEN SIDE WALLS), COMMERCIAL BOXCARS WITH 40 FT 6 INCHES INSIDE LENGTH, 110 INCHES INSIDE WIDTH, AND COMMERCIAL BOXCARS WITH 50 FT 6 INCHES INSIDE LENGTH, 110 INCHES INSIDE WIDTH.
- THE "LOAD LIMIT" OF A CAR MUST NOT BE EXCEEDED NOR SHOULD THE RAILCAR BE LOADED SO THAT MORE THAN ONE-HALF OF
 THE "LOAD LIMIT" IS CARRIED BY ONE SET OF TRUCKS.
- 5. IF BND WALLS OF CARS ARE NOT SQUARE THEY MUST BE SQUARED OFF BEFORE STARTING TO LOAD CAR.
- 6. THE LOAD CONSISTS OF 5"/34 PROJECTILES PALLETIZED IN ACCORDANCE WITH WR-54/6 OR WR-54/271.
- 7. THE UNIT LOADS ARE HANDLED AND LOADED WITH A SUITABLE FORK LIFT TRUCK.
- 8. UNLESS OTHERWISE SPECIFIED MAILING SHALL BE IN ACCORDANCE WITH MIL-STD-1325 (NAVY).
- ALL STRAP JOINTS SHALL BE CRIMP-TYPE JOINTS MADE WITH A CRIMPING TOOL THAT DOES NOT CUT THE SEAL OR STRAP, BATHER
 THAN A TOOL THAT MAKES A NOTCH-TYPE JOINT. THE STRAPPING MUST BE IN ACCORDANCE WITH NAVSUP NOTICE 4642 DATED
 21 APRIL 1971.
- 10. APPLICABLE MATERIAL SPECIFICATIONS:

DUNNAGE LUMBER - FED. SPEC MM-L-751

NAILS - FED. SPEC FF-N-105

STRAPPING - FED. SPEC OG-S-781, TYPE I, HEAVY DUTY, CLASS A, DRY (UNLUBRICATED)

SEALS - FED. SPEC QQ-3-781, STYLE III, HEAVY DUTY

AFTER BLOCKING AND BRACING HAS BEEN INSPECTED ATTACH SHIPPING DOCUMENTS INSIDE THE CAR IN AN ACCESSIBLE AREA,
 CLOSE AND SEAL BOXCAR DOORS, AND ATTACH APPLICABLE PLACARDS TO THE OUTSIDE OF CAR AS PRESCRIBED IN OP 2165 (VOL. 1).

50 FT 6 IN. BOXCAR, DODX

- 1. THE CARLOAD CONSISTS OF 28 OR 30 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING.
- 2. A DETAILED DESCRIPTION AND OPERATING INSTRUCTIONS FOR THE UTILITY LOADER ARE CONTAINED IN OF 1750.
- TO PREVENT UNUSED "DP" EQUIPMENT FROM BECOMING DISLODGED QUEING TRANSIT OF DODX CAIS SECURE IT AT ANY LOCATION IN THE BOXCAR WHICH WILL NOT INTERFERE WITH UNLOADING.
- 4. WHEN LESS THAN CARLOAD R.CL.) QUANTITIES ARE REQUIRED TO BE SHIPPED IN DODX BOXGARS THE SAME PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE. ANY BAYS OR PORTION THEREOF MAY BE USED PROVIDING THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE AAR ARE COMPLIED WITH (SEE MIL-STD-1325 (NAVY)). BACH CROSSMEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN 2000 LBS OF THE LADING.

TABLE I

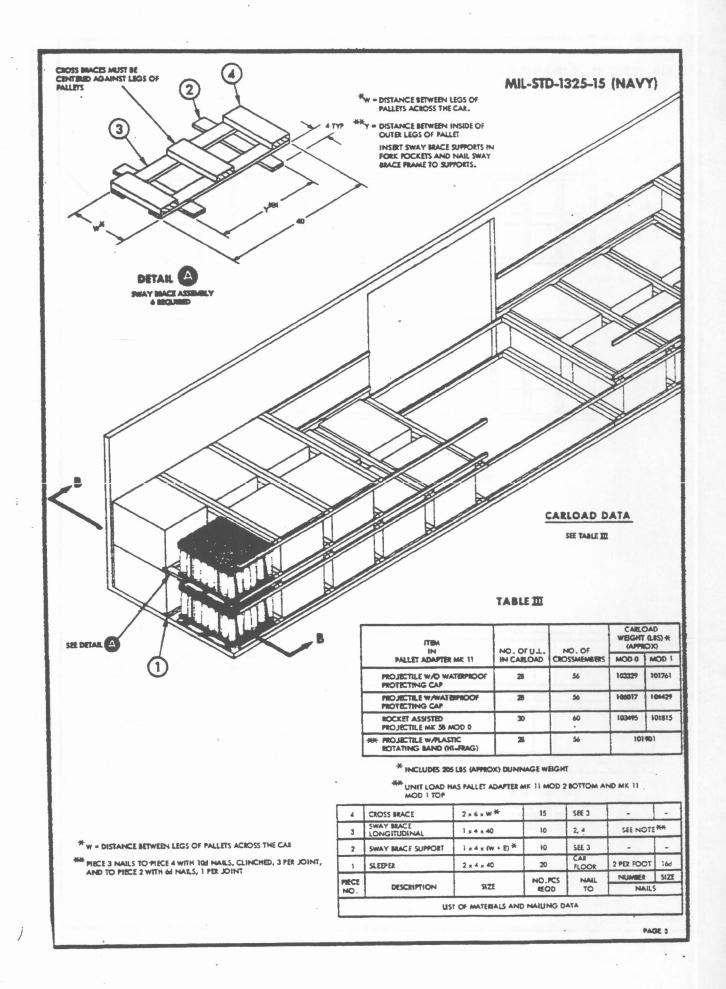
TYPE OF MOJECTILE	UNIT LOAD DIMENSIONS	PALLET AD	CLIBE	
	LWH	MOD 0	MOD 1	CUFT
PROJECTILE W/O WATERPROOF PROTECTING CAP	40 x 48 x 31 3/4	3683	3627	35.2
PROJECTILE W/WATERPROOF PROTECTING CAP	40 x 48 x 33 3/4	3779	3723	37.5
PROJECTILE MK: 58 MOD 0	40 = 48 x 34	3443	3387	37.9
PROJECTILE V/PLASTIC	40 x 48 x 34 3/4	363	2 ***	38.6

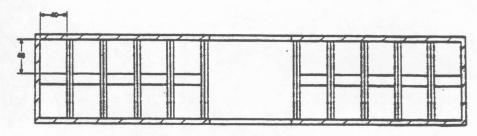
^{*} WEIGHTS ARE APPROXIMATE

TABLE II

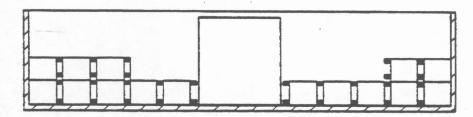
HAZARD CLASSIFICATION		
TYPE OF PROJECTILE	DOT	
TP	8	
HE-CVT	A	
CHAFF	8	
SMK-WP	A	
VT	A	
AAC	A	
HC	A	
COM	A	
ER	A	
ILLUM	8	
ME-PD	A	
VT-NF	8	
IR-NF	3	
MI-FRAG	A	

PALLET ADAPTER MK 11 MOD 2 SCTTOM AND MK 11 MOD 1 TOP

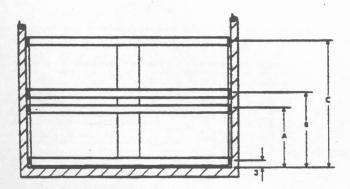




LOADING PLAN



LOADING PLAN BLEVATION



SECTION 8-8
SHOWING LOCATION OF WALL MEMBERS
USED FOR CROSSMEMBERS
SEE TABLE IX

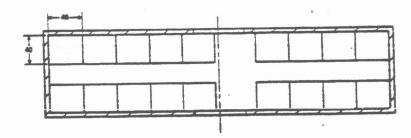
TABLE IX

ITEM	A	8	c
PROJECTILE W/O WATERFROOF PROTECTING CAP	32	38	64
PROJECTILE W/WATERPROOF PROTECTING CAP	32	40	46
ROCKET ASSISTED PROJECTILE MK 58 MOD 0	32	40	48
PROJECTILE W/PLASTIC ROTATING BAND (HI-PRAG)	32	40	68

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40 FT 6 IN. BOXCAR, COMMERCIAL

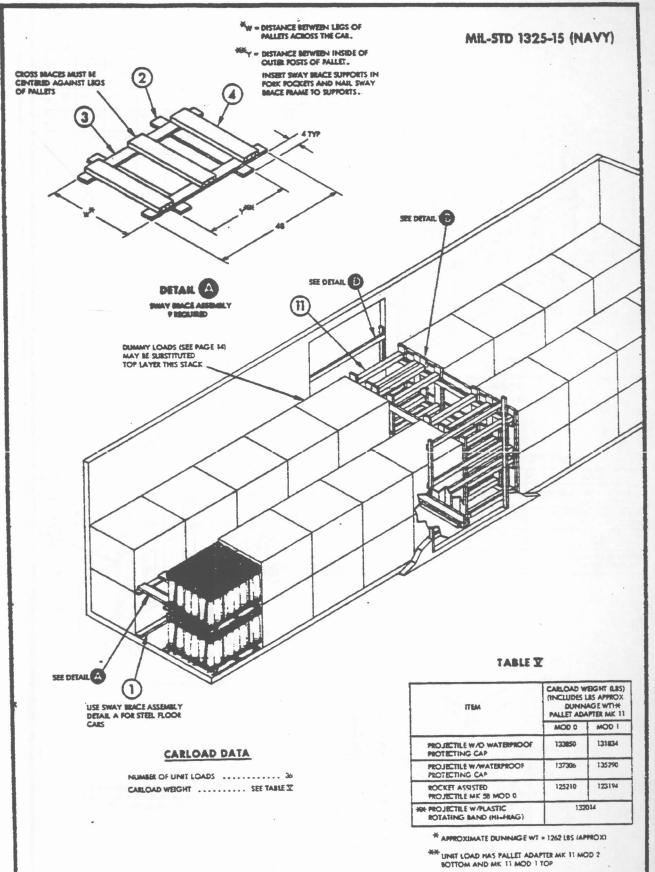
- 1. THE CARLOAD MAY CONSIST OF 36 UNIT LOADS WITH 18 IN THE FIRST LAYER AND 18 IN THE SECOND LAYER (48° DIMENSION OF U.L. LENGTHWISE IN THE CAR), OR 34 UNIT LOADS BY SUBSTITUTING DUMMY UNIT LOADS IN THE SECOND LAYER OF THE DOORWAY STACK. THE CARLOAD MAY ALSO CONSIST OF 22 UNIT LOADS IN A SINGLE LAYER (48° DIMENSION OF U.L. CROSSWISE IN THE CAR), OR A SINGLE LAYER OF 22 UNIT LOADS WITH A PARTIAL UPPER LAYER OF UP TO 12 UNIT LOADS (UPPER PARTIAL LAYER DIVIDED APPROXIMATELY EQUALLY EACH END OF THE CAR). THE PARTIAL LAYER SHALL BE DUININAGED BY PARTIAL LAYER BRACING IN ACCORDANCE WITH THE PROCEDURES DEPICTED IN MIL-STD-1325-100 (NAVY) AND/OR MIL-STD-1325-102 (NAVY). THE NUMBER OF UNIT LOADS IN THE CAR DEPENDS ON THE CUANTITY TO BE SHIPPED AND THE LOAD LIMIT OF THE BOXCAR.
- 2. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXICAES AND A PARTIAL LAYER REGULTS, THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF FIND BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN ACCORDANCE WITH WK-\$2/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE CENTER GATE HEIGHT SHOULD BE ADJUSTED AS REQUIRED. THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE AAR MUST BE COMPLIED WITH, SEE MILL-STD-1225 (NAVY).
- THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 6 FT WIDE DOORWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 6 FT WIDE PROVIDED DOORWAY PROTECTION WHEN REQUIRED IS INSTALLED IN ACCORDANCE WITH MIL-STD-1325 (NAVY).

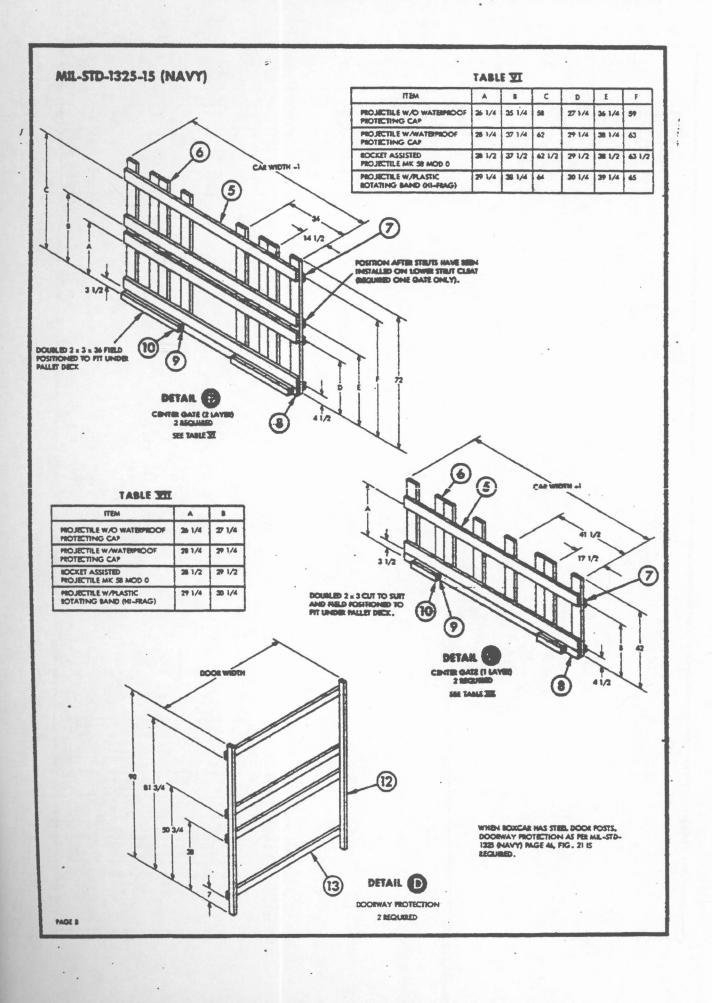


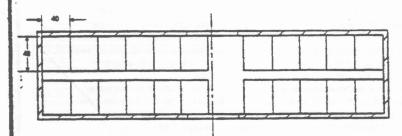
LOADING PLAN

- * LISE SWAY BRACE ASSEMBLY DETAIL A FOR STEEL FLOOR CARS
- W = DISTANCE BETWEEN LEGS OF PALLETS ACROSS THE CAR
- -96HP PIECE 3 MAILS TO PIECE 4 WITH 104 MAILS, CLINICHED, 3 PER JOHNT AND TO PIECE 2 WITH 4d MAILS, 1 PER JOHNT
- -MANN-2 $_{\rm 2}$ $_{\rm 6}$ STBJTS DOUBLED AND LAMINATED WITH 10s MAILS MAY BE SUBSTITUTED IN PLACE OF 4 = 4%.

						Commence of the	
13	HOEZONIAL DOOR- WAY MEMBER	2 x 4 x DOOR WIDTH			2PER JOHNT	104	
12	VERTICAL DOORWAY	2 x 3 x 90	4	DOOR POST	2 PER FOOT	204	
11	STRUT	WEDGE FIT HOUSE	32	6	2 PER JOHNT	144	
10	HOLD DOWN CLEAT	2 x 3 x CUT TO FIT	4	9	5	Med	
•	HOLD DOWN CLEAT	2 x 3 x CUT TO FIT	4	8	Ś	101	
8	HOLD DOWN SPACER	CAR WIDTH-I	2	6	THIOL 389 C	104	
7	CENTER GATE	2 x 4 x CAR WIDTH-1	8	6	THIOL SET E	104	
6	CENTER GATE VERTICAL	2 x 6 x 72	16	SEE 5	-	-	
5	CENTER GATE	2 x 6 x CAR WIDTH-1	8	6	THIOL SET E	104	
4	CROSS BRACE	2 x 6 x W ***	27	SEE 3	-	-	
3	SWAY BEACE	1 x 4 x 48	78	2,4	SEE NOTE	1004	
2	SWAY BRACE SUPPORT	1 = 4 = (W48) ***	18	SEE 3	-	-	
1	SLEEPER	2 x 4 x 48 *	18	FLOOR	2 PER POOT	lód	
			NO.PCS	MALL	NUMBER	SIZE	
MECE NO.	DESCRIPTION	SIZE	REQU	10	NAIL	S	
	LIST OF MATERIALS AND NAILING DATA						







LOADING PLAN

(SINGLE LAYER - 22 UNIT LOADS)

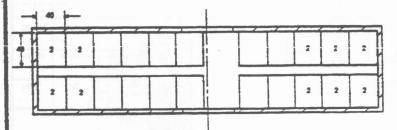
CARLOAD DATA

TABLE VIII

	PALLET ADAPTER MK 11		
MSTI	MOD 0	MOD 1	
PROJECTILE W/O WATERPROOF PROTECTING CAP	81641	80410	
PROJECTILE W/WATERPROOF PROTECTING CAP	83754	82522	
PROJECTILE MK SB MOD 0	76362	75130	
PROJECTILE W/PLASTIC * ROTATING BAND (HI-FRAG)	80520		

INCLUDES 616 LBS (APPROX.) DUNINAGE WT.

*U.L. HAS PALLET ADAPTER MK 11 MOD 2 BOTTOM AND MK 11 MOD 1 TOP



LOADING PLAN

PARTIAL UPPER LAYER - 32 UNIT LOADS SHOWN)

CARLOAD DATA

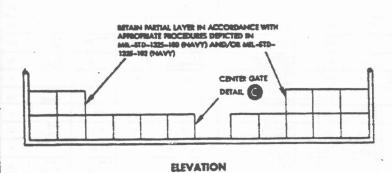
NUMBER OF UNIT LOADS 32
CARLOAD WEIGHT SEE TABLE X

TABLE IX

	CARLOAD WEIGHT (LE (APPROX) PALLET ADAPTER MK	
ITEM	MOD 0	MOD 1
PROJECTILE W/O WATERPROOF	119456	.117664
PROJECTILE W/WATERPROOF PROTECTING CAP	122526	120736
ROCKET ASSISTED PROJECTILE MK 58 MOD 0	111776	109984
HPROJECTILE W/PLASTIC ROTATING BAND (HI-FRAG)	117824	

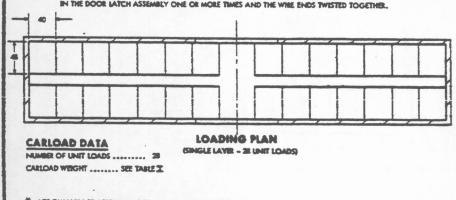
INCLUDES 1600 LBS (APPROX.) DUNNAGE WT.

*UNIT LOAD HAS PALLET ADAPTER MK 11 MOD 2 BOTTOM AND MK 1; MOD 1 TO?



50 FT 6 IN. BOXCAR, COMMERCIAL

- 1. THE CARLDAD MAY CONSIST OF EITHER 40 UNIT LOADS WITH 28 UNIT LOADS IN THE FIRST LAYER AND A PARTIAL LAYER OF 12 UNIT LOADS IN THE SECOND LAYER (48" DIMENSION OF U.L. CROSSWISE IN THE CAR), OR 28 UNIT LOADS COMPRISING THE FIRST LAYER ONLY. THE PARTIAL LAYER SHALL BE DUNNAGED IN ACCORDANCE WITH THE PROCEDURES DEPICTED IN THIS DOCUMENT WHEN LOADING BOXCASS WITH WOOD SIDEWALLS. WHEN LOADING PARTIAL LAYERS WITH OTHER THAN THE QUANTITY OF UNIT LOADS SHOWN OR WHEN LOADING PARTIAL LAYERS IN BOXCASS WITH METAL SIDEWALLS. DUNNAGING SHALL BE IN ACCORDANCE WITH THE PROCEDURES DEPICTED IN MIL-STD-1225-100 (NAVY) OR MIL-STD-1225-102 (NAVY) RESPECTIVELY, SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. QUANTITIES CAN ALSO BE ADJUSTED BY SUBSTITUTING DUMMY UNIT LOADS, (SEE PAGE 14) AS REQUIRED TO COMPLY WITH THE LOAD LIMIT OF THE BOXCAR.
- 2. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCARS AND A PARTIAL LAYER RESULTS, THE PARTIAL LAYER OF LABBING SMALL BE BRACED BY MEANS OF END BRACING AND/OR PARTIAL LAYER SRACING CONSTRUCTED IN ACCORDANCE WITH WH-52/100 OR PARTIAL LIPPER LAYER SRACING IN ACCORDANCE WITH MIL-STD-1325-102 (HAVY). SELECT THE TYPE OF SRACT TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE ARE MILET BE COMPLIED WITH, SEE MIL-STD-1325 (NAVY).
- 3. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 10 FT WIDE DOORWAY OFENINGS, AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 10 FT WIDE.
- 4. THE BEFICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG TYPE DOORS. DURNINGE MATERIAL MUST NOT BE NAFLED TO ANY PLUG DOOR, WHETHER MAIN OR ALBRILLARY, EXCEPT WHEN THE CAR HAS A COMMINATION OF A CONVENTIONAL SLIDING TYPE DOOR AND A PLUG TYPE DOOR, AND AN ADEQUATE MAILING STRIP IS PROVIDED ON THE PLUG TYPE DOOR. IF LLIMBER OF SUFFICIENT LENGTH TO SPAN DOORS IS NOT AVAILABLE, RANDOM LENGTH MATERIAL, DOUBLED AND SPLICED, BUT WITH JOINTS OF SPLICES OFFSET, MAY BE USED. STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOOBWAY AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED 1 1/4 ° STEEL STRAPS FOR STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CHIMPED SEALS AND A TOP SWAY BEACE CONSISTING OF A SUPPORT PIECE AND A CROSS PIECE, TWO FER STACK (SEE DETAIL D) MUST BE INSTALLED BETWEEN THE ROWS OF THE DOORWAY STACKS. STRAP IS SECURED TO SUPPORT PIECE WITH TWO 1 1/4 ° STAPLES, SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WINE ENDS TWISTED TOGETHER.



* LISE SWAY BRACE ASSEMBLY, DETAIL A, FOR STEEL FLOOR CARS.

HA W - DISTANCE BETWEEN LEGS OF PALLETS ACROSS THE CAR.

PAGE 10

WHR 2×6 STRUTS DOUBLED AND LAMINATED WITH 101 NAILS MAY BE SUBSTITUTED IN PLACE OF $4\times4\%$.

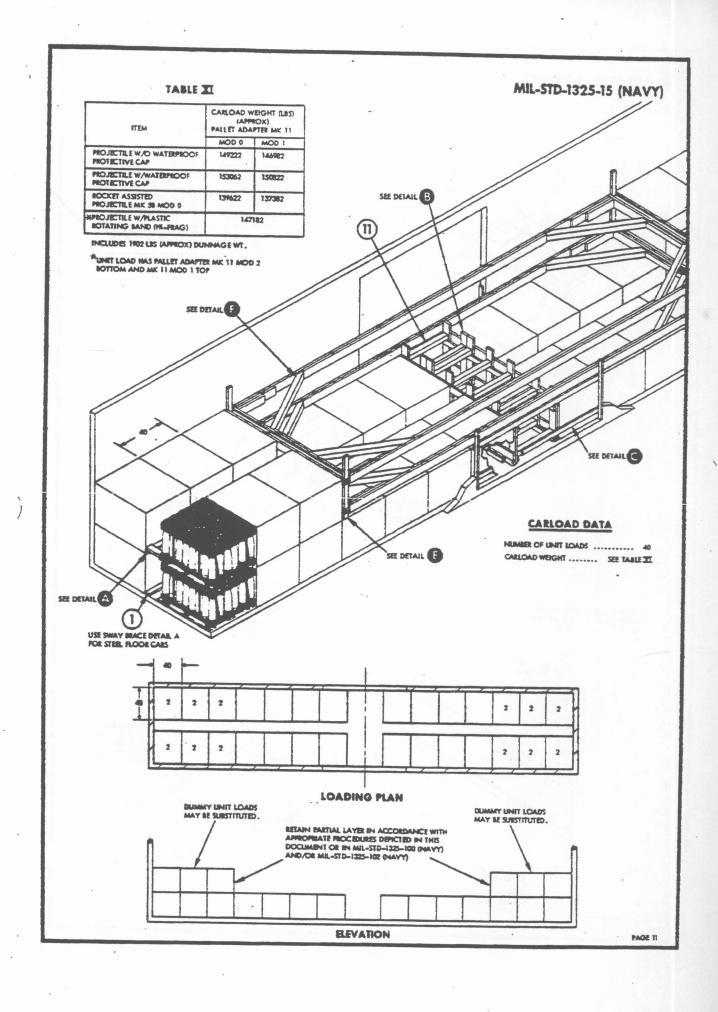
IAB	TE T		
ITEM	CARLOAD WEIGHT (LE (AJTROX) PALLET ADAPTER MK 1		
	MOD 0	MOD 1	
PROJECTILE W/O WATERPROOF PRO- TECTIVE CAP	100,671	100,300	
PROOF PROTECTIVE CAP	106,589	104,991	
MOCKET ASSISTED PROJECTILE MK 50 MOD 0	97,151	95,583	
HPMOJECTILE W/PLASTIC BOTATING BAND (HI-PRAG)	102	,443	

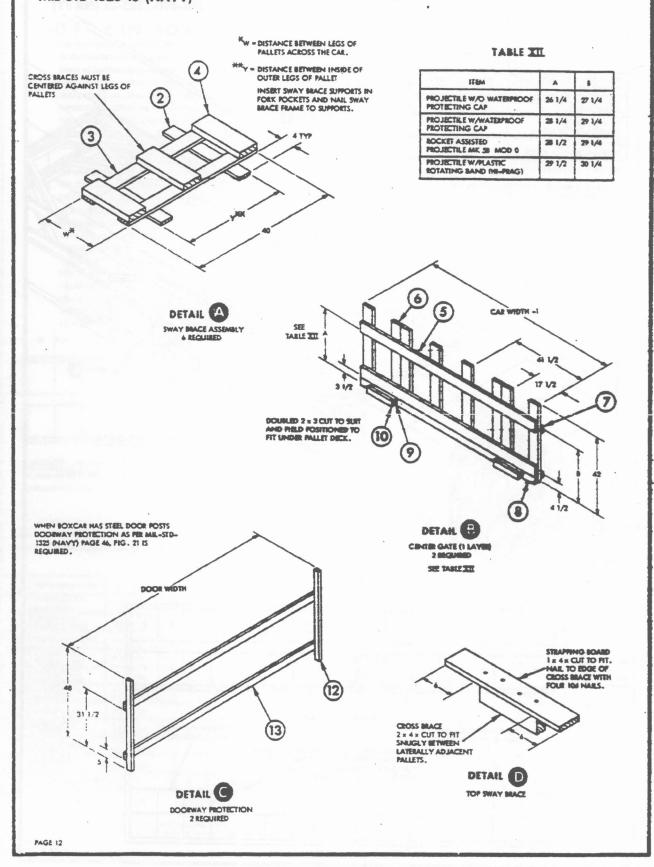
INCLUDES 747 LES (APPROX) DUNNAGE WT.

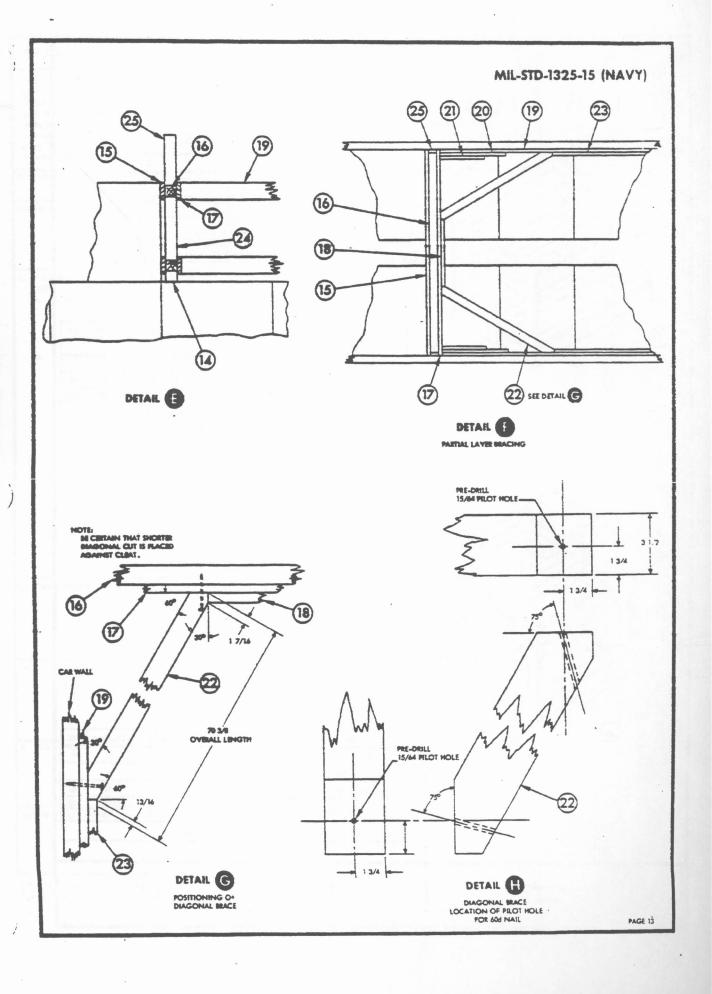
**UNIT LOAD HAS PALLET ADAPTER MK 17

MOD 2 BOTTOM AND MK 11 MCD 1 TOP.

NO.	DESCRIPTION	SIZE	NO .PCS.	NAIL TO	NAIL	_	MECE NO.	DESCRIPTION	SIZE	NO .PCS.	NAIL TO	NAU	SIZ
14 PIECE	LOWER WALL CLEAT	2 x 4 x 4	4	CAR WALL	3 NUMBER	10J SIZE	1	S.EPR	2 × 4 × 40 *	28	CAR FLOOR	2 PER FOOT	16
15	CROSS BRACE STIFFENER	CAR WIDTH	4	3	2 PER FOOT	104	2	SWAY BRACE SUPPORT	1 x 4 x (W + 8) ***	12	SEE 3		
16	CROSS BRACE	CAR WIDTH	4	SEE 14	-	-	3	SWAY BRACE LONGITUDINAL	1 x 4 x 40	12	2, 4	3 PER JOINT	10
17	CROSS BRACE STIFFENER	2 = 6 = CAR WIDTH	4	15	2 PER FOOT	126	4	CROSS BRACE	2 x 4 x W **	18	SEE 3		1
18	CENTER CLEAT	2x4x36	4	15	7	16d	5	CENTER GATE HORIZONTAL	CAR WIDTH -1	4	5	JOINT	10
19	HORIZONTAL WALL GLEAT	2 x 6 x EXTEND ACROSS DOOR	8	CAR WALL	40 -	101		CENTER GATE VERTICAL	2×6×42	16	SEE 4		
20	HORIZONTAL POCKET CLEAT	2=6=26	8	18 .	10	144	7	CENTER GATE	CAR WIDTH -1	4	5	3 PÉR JOHNT	11
21	HORIZONTAL POCKET CLEAT	2x6x24	8	19	7	164	8	HOLD DOWN SPACES	2 x 4 x CAR WIDTH -1	2	5	3 PER JOINT	31
22	DIAGONAL BRACE	4x4x703/8		16, 18	JEAGNO	404	9	HOLD DOWN CLEAT	2 x 3 x CUT TO PIT	4	7	5	10
23	HORIZONTAL BACK-UP CLEAT	2 x 6 x EXTEND ACROSS DOOR	8	6	18	164	10	HOLD DOWN CLEAT	2 x 3 x CUT TO FIT.	4	8	5	14
24	WALL CLEAT	2,x4 x 23	4	CARWALL	4	104	11	STRUT	4 x 4 x HUNE WEDGE FIT		5	2 PER JOSPET	14
25	UPPER WALL CLEAT	2 x 4 x 18	4	CAR WALL	4	101	12	DOORWAY MEMBER	2×3×42	4	DOOR POST	2 PER JOINT	2
							13	HORIZONTAL DOORWAY MEMBER	2 x 4 x DOOR WIDTH	4	71	JOHNT	71







DUMMY UNIT LOAD

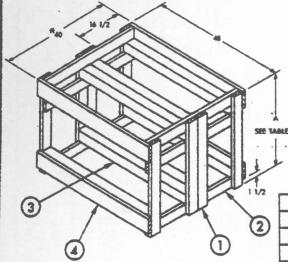


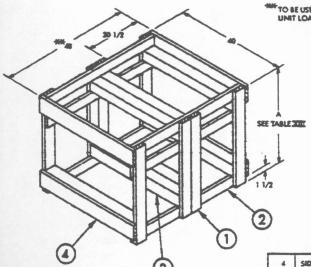
TABLE XIII

ITEM	A
PROJECTILE W/O WATERPROOF PROJECTING CAP	31 3/4
PROJECTILE W/WATERPROOF PROTECTING CAP	33.3/4
ROCKET ASSISTED PROJECTILE MK 58 MOD 0	34
PROJECTILE W/PLASTIC ROTATING BAND (HI-FRAG)	34 3/4

NO.	DESCRIPTION	SIZE MEGO	DESCRIPTION SIZE REGO TO			NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZE	
3	END VERTICAL	SEE TABLE "A"	8	3	2/JOINT	102	
2	CROSS BRACE	2 = 4 = 37	6	SEE ?	-	-	
3	STRUT	4 x 4 x 45	8	SEE 1	-	-	
4	SIDELONGITUDINAL	2 m 6 m 48	4	1 & 2	3PER JOINT	104	

 $[\]stackrel{\bigstar}{\sim}$ to be used when the 48° dimension of the unit load is lenthwise in the Car.

TO BE USED WHEN THE 48" DIMENSION OF THE UNIT LOAD IS CROSSWISE IN THE CAR.



NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZE
1	END VERTICAL	SEE TABLE "A"	8	2	2/JOINT 3/JOINT	109
2	CROSS BRACE	2 = 4 = 45	6	SEE 1	-	•
3	STRUT	4 x 4 x 37	8	SEE 1		•
4	SIDE LONGITUDINAL	2 x 6 x 40	4	142	3PERJOINT	104

UST OF MATERIALS AND NAILING DATA

REVIEW ACTIVITY

PREPARING ACTIVITY NAVY - OS (PROJECT NO.: 8140-N303)

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

OMB Approval No. 22-R255

INSTRUCTIONS: The purpose of this form is to solicit beneficial comments which will help achieve procurement of suitable products at reasonable cost and minimum delay, or will otherwise enhance use of the document. DoD contractors, government activities, or manufacturers/vendors who are prospective suppliers of the product are invited to submit comments to the government. Fold on lines on reverse side, staple in corner, and send to preparing activity. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements. Attach any pertinent data which may be of use in improving this document. If there are additional papers, strach to form and place both in an envelope addressed to preparing activity.

DOCUMENT IDENTIFIER AND TITLE			
NAME OF ORGANIZATION AND ADDRESS	CONTRACT NUMBER	R	
	MATERIAL PROCUR	ED UNDER A	
	DIRECT GOVES	NMENT CONTRACT	SUBCONTRACT
1. HAS ANY PART OF THE DOCUMENT CREATED PROBUSE?		Name and Address of the Owner, where the Party of the Owner, where the Party of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owne	
A. GIVE PARAGRAPH NUMBER AND WORDING.	1.	,	
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8. RECOMMENDATIONS FOR CORRECTING THE DEI	PICIENCIES		
			1.310 270 270
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2. COMMENTS ON ANY DOCUMENT REQUIREMENT COM	SIDERED TOO RIGID		
3. IS THE DOCUMENT RESTRICTIVE?			
☐ YES ☐ NO (Il "You", in what way?)			
· ·			
4. REMARKS			
<u> </u>			
SUBMITTED BY (Printed or typed name and address - Option	onal)	TELEPHONE NO.	
		DATE	

FOL

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COMMANDING OFFICER
NAVAL WEAPONS STATION EARLE
NAVAL WEAPONS HANDLING LABORATORY (803)
COLTS NECK, NEW JERSEY 07722

FOLD '





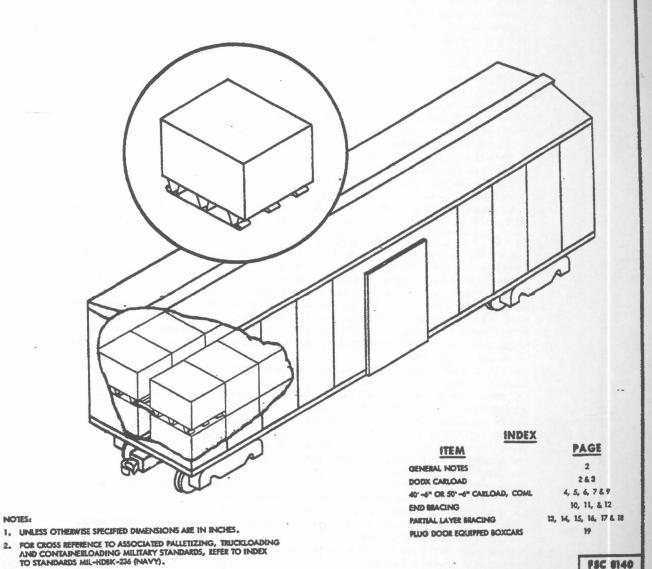
MILITARY STANDARD

RAILCAR LOADING OF HAZARDOUS MATERIALS

TYPICAL CARLOADING PROCEDURES FOR PALLETIZED UNIT LOADS (2 ROWS ACROSS CAR)

MIL-STD-1325-100 (NAVY)

7 FEBRUARY 1975 SUPERSEDING WR-52/100A 10 NOVEMBER 1970



AUTHORIZED AND RELEASED FOR GENERAL USE.

TECHNICAL DIRECTION AGENT (TDA) DATE SEASYSCOM BY DIRECTION SIGNATURE

APPROVED BY BUDGALL OF EXPLOSIVES

APPROVED BY BOKEAU OF EXIT	731453
L. F. Gramwek	1/29/75
SIGNATURE SUPERVISOR, MILITARY & INTERMODEL SERVICES	DATE
ORIGINATOR DWCsborn SIGNATURE	2/3/75
NAVAL WEAPONS HANDLING LABORATE	ORY

NAD EARLE, NEW JERSEY

PAGE 1 OF 19

FSC 8140

GENERAL NOTES

- FOR GENERAL INFORMATION CONCERNING ORDERING, INSPECTING, AND PREPARING CARS, AND FOR DUNNAGING MATERIALS,
 DESIGN, AND INSTALLATION OF DUNNAGE SEE THE GENERAL DOCUMENT MIL-STD-1325 (NAVY) RAILCAR LOADING OF HAZARDOUS
 MATERIALS. MIL-STD-1325 (NAVY) AND THE APPLICABLE SLASH/DASH NUMBER DOCUMENTS MAY BE ORDERED FROM NAVAL SUPPLY
 DEPOT, 5801 TABOR AVENUE, PHILADELPHIA, PA. 19120, USING DD FORM 1425.
- WHEN PLANNING SHIPMENTS ORDER THE MINIMUM NUMBER OF CARS OF THE CAPACITY REQUIRED FOR THE SHIPMENT. UTILITY LOADER CARS USED FOR SHIPPING HAZARDOUS MATERIALS SHALL BE SERIES DODX 29000.
- 3. LOADING PLANS SHOWN ARE FOR DODX UTILITY LOADER CAR WITH 50 FT 6 INCHES INSIDE LENGTH, 107 3/4 INCHES INSIDE WIDTH BETWEEN RAILS (111 INCHES INSIDE WIDTH SETWEEN SIDE WALLS), COMMERCIAL BOXCARS WITH 40 FT 6 INCHES OR 50 FT 6 INCHES INSIDE LENGTH, 110 INCHES INSIDE WIDTH. CARLOAD IS TO SE PREPARED IN ACCORDANCE WITH LOADING AND DUNNAGING PROCEDURE FOR THE TYPE AND SIZE OF CAR SELECTED.
- 4. IF END WALLS OF CARS ARE NOT SQUARE THEY MUST BE SQUARED OFF BEFORE STARTING TO LOAD CAR.
- 5. THE LOAD CONSISTS OF TYPICAL PALLETIZED UNIT LOADS OF AMMUNITION OR AMMUNITION COMPONENTS IN METAL OR WOOD CONTAINERS. THE UNIT LOADS MUST BE OF SUCH A SIZE THAT TWO ROWS ONLY MAY BE LOADED IN THE CAR. AS MANY UNIT LOADS AS POSSIBLE MAY BE LOADED, PROVIDED THE LOAD LIMIT OF THE CAR IS NOT EXCEEDED AND WEIGHT DISTRIBUTION BULES OF THE AAR ARE ADHERED TO.
- 6. THE PALLET MAY BE EITHER THE 40" x 48" OR 35" x 45 1/2" METAL OR WOOD PALLET, OR THE VARIABLE SIZED EXPENDABLE WOOD PALLET. BASED ON WEIGHT AND DIMENSIONS, THE UNIT LOAD MAY BE POSITIONED IN THE CAR WITH EITHER THE LONG OR SHORT DIMENSION PLACED LENGTHWISE IN THE CAR: WHICHEVER GIVES THE MOST EFFICIENT LOAD.
- 7. THE UNIT LOADS ARE HANDLED AND LOADED WITH A SUITABLE FORK LIFT TRUCK.
- 8. UNLESS OTHERWISE SPECIFIED, NAILING SHALL BE IN ACCORDANCE WITH WR-52.
- 9. APPLICABLE MATERIAL SPECIFICATIONS:

DUNNAGE LUMBER - FED. SPEC MM-L-751

NAILS - FED. SPEC FF-N-105

STRAPPING - PED. SPEC QQ-5-781, TYPE I, HEAVY DUTY, CLASS A, DRY (UNLUBRICATED).

SEALS - FED. SPEC QQ-S-781, STYLE III, HEAVY DUTY

10. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED ATTACH SHIPPING DOCUMENTS INSIDE THE CAR IN AN ACCESSIBLE AREA, CLOSE AND SEAL BOXCAR DOORS, AND ATTACH APPLICABLE PLACARDS TO THE OUTSIDE OF CAR AS PRESCRIBED IN OP 2165 (VOL. I).

50 FT 6 IN. BOXCAR, DODX

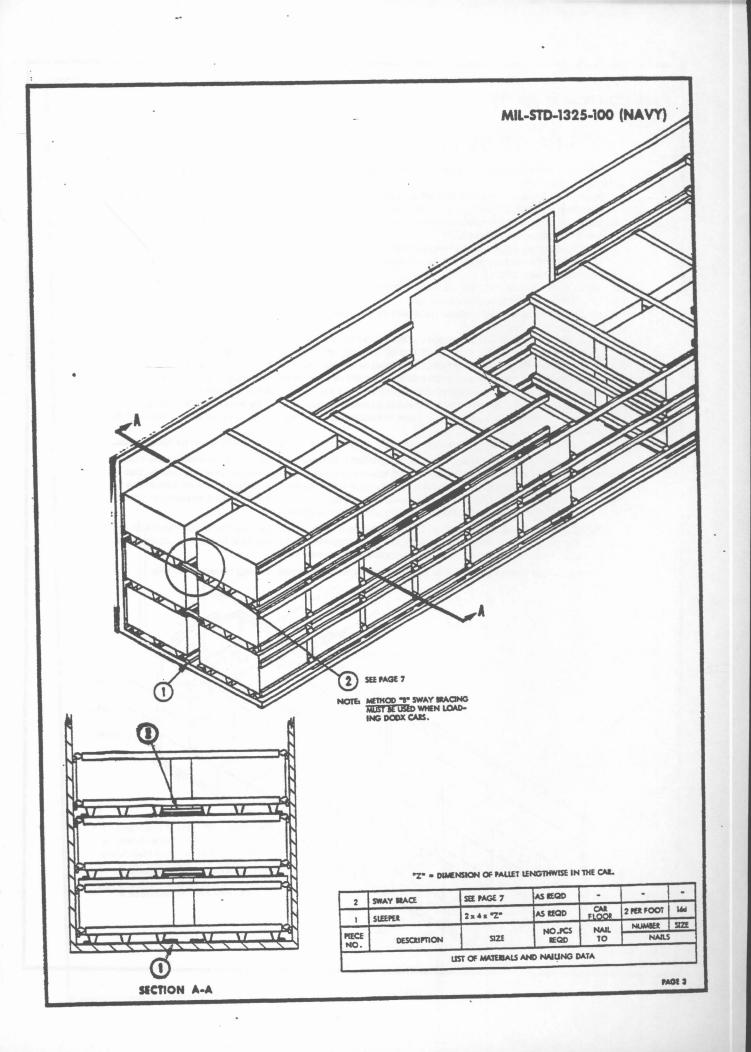
LOADING AND DUNINAGING PROCEDURE - A DETAILED DESCRIPTION AND OPERATING INSTRUCTIONS FOR THE UTILITY LOADER ARE
CONTAINED IN OP 1750. THE FOLLOWING PROCEDURE IS TO 8E USED FOR LOADING, BRACING, AND DUNINAGING A TYPICAL PALLETIZED UNIT LOAD:

- BASED ON THE WEIGHT AND DIMENSIONS OF THE UNIT LOAD, THE DIMENSIONS AND LOAD LIMIT OF THE CAR, AND THE SIXTY CROSS
 MEMBERS AVAILABLE IN EACH CAR DETERMINE THE NUMBER AND GRIENTATION OF THE PALLETIZED UNIT LOADS THAT MAY BE POSITIONED IN THE CAR.
- 2. EACH CROSS MEMBER HAS A CAPACITY RATING OF 3000 LBS. BASED ON THIS RATING AND WEIGHT OF THE UNIT LOADS, DETERMINE THE NUMBER OF STACKS IN EACH BAY AND THE NUMBER OF CROSS MEMBERS REQUIRED.
- DETERMINE HEIGHTS AT WHICH CROSS MEMBERS SHOULD BE POSITIONED SO THAT THEY WILL BEAR AGAINST THE UNIT LOAD IN AREAS
 OF GREATEST STRENGTH. BASED ON THIS INFORMATION, POSITION DETACHABLE WALL MEMBERS, IN ADDITION TO THE FIXED WALL
 MEMBERS. AT THE REQUIRED HEIGHTS.
- PLACE UNIT LOADS COMPRISING THE FIRST BAY IN THE CAR AS DETERMINED BY STEPS 1 & 2 ABOVE AND IN A SIMILAR MANNER AS SHOWN IN THE TYPICAL LOAD PLAN ON PAGE 3.
- 5. PLACE LONGITUDINAL SLEEPERS AGAINST PALLETS AND NAIL TO FLOOR WITH 166 NAILS STAGGERED EVERY 6 INCHES. SLEEPERS MAY BE POSITIONED PRIOR TO STEP 4 IF REQUIRED TO NAIL PROPERLY.
- 6. PABRICATE SWAY BRACING, (METHOD "B"), AND INSTALL AS SHOWN ON PAGE 7.
- 7. REPEAT STEP 6 FOR ADDITIONAL LAYER IF REQUIRED.
- 8. POSITION CROSS MEMBERS FOR FIRST BAY AT THE HEIGHTS DETERMINED IN STEP 3.
- LOAD SUCCEEDING BAYS, BOTH ENDS OF CAR, (EXCEPT FOR DOORWAY LOADS) AS ABOVE UNTIL THE NUMBER OF PALLETIZED UNIT LOADS DETERMINED BY STEPS 1 & 2 ARE LOADED IN THE CAR.
- POSITION DOORWAY MEMBERS, AT THE SAME HEIGHTS AS THE WALL MEMBERS IN USE, IN THE DOORWAY FARTHEST FROM THE LOADING PLATFORM. (THERE IS A MAXIMUM OF FIVE DOORWAY MEMBERS TO EACH DOORWAY.)
- 11. LOAD DOORWAY BAY OR BAYS, INSTALLING SLEEPERS AND SWAY BRACING AS IN STEPS 5 & 6.
- 12. POSITION DOORWAY MEMBERS IN DOORWAY NEAREST LOADING PALTFORM AT SAME HEIGHTS AS OTHER DOORWAY MEMBERS.
- 13. INSTALL CROSS MEMBERS RETAINING DOORWAY BAY.
- 14. TO PREVENT UNUSED "DF" EQUIPMENT FROM BECOMING DISLODGED DURING TRANSIT, SECURE IT AT ANY LOCATION ON THE SOXCAR WIRCH WILL NOT INTERPERE WITH UNLOADING.

WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED THE SAME PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE, ANY BAYS OR PORTION THEREOF MAY BE USED PROVIDING THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE AAR ARE COMPLIED WITH .

(SEE MIL-STD-1325 (NAVY). EACH CROSS MEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN 3000 LBS OF THE LADING.

COMMERCIAL BOXCARS EQUIPPED WITH MECHANICAL BRACING AND HAVING FIXED WALL MEMBERS MAY SE USED IF THE FIXED WALL MEMBERS ARE LOCATED AT MEIGHTS WHICH ALLOW THE REQUIRED NUMBER OF CROSS MEMBERS TO BE POSITIONED SO THAT THEY WILL BEAR AGAINS THE UNIT LOAD IN AREAS OF GREATEST STRENGTH. SUFFICIENT CROSS MEMBERS MUST BE AVAILABLE TO MAKE UP AN EFFICIENT CARLOAD. IN LOADING COMMERCIAL BOXCARS EQUIPPED WITH MECHANICAL BRACING, EACH CROSS MEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN THE SAFE LOAD DESIGNATED FOR THE MEMBER. IN THE ARSENCE OF ANY DESIGNATED LOAD CARRYING CAPACITY, THE LOAD PER CROSS MEMBER WILL BE LIMITED TO 3000 LBS.



40 FT 6 IN. OR 50 FT 6 IN. BOXCAR, COMMERCIAL

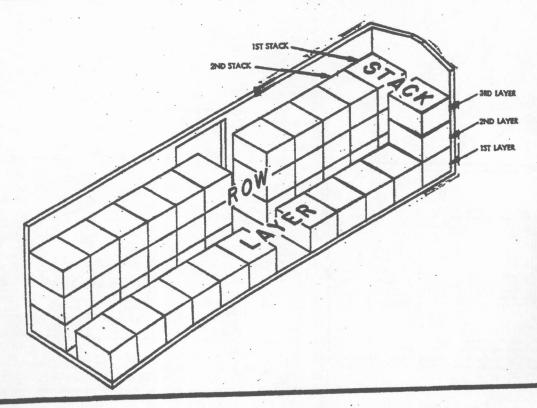
LOADING AND DUNNAGING PROCEDURE - THE FOLLOWING PROCEDURE IS TO BE USED FOR LOADING, BRACING, AND DUNNAGING A TYPICAL PALLETIZED UNIT LOAD:

- 1. BASED ON THE WEIGHT AND DIMENSIONS OF THE UNIT LOAD THE DIMENSIONS OF THE CAR AND THE LOAD LIMIT OF THE CAR DETERMINE THE NUMBER AND ORIENTATION OF THE PALLETIZED UNIT LOADS THAT MAY BE POSITIONED IN THE CAR.
- 2. PLACE UNIT LOADS COMPRISING THE PIRST STACK IN THE CAR AS DETERMINED BY STEP 1 ABOVE IN A SIMILAR MANNER AS SHOWN IN THE TYPICAL LOAD PLANS PAGES 5.4.4.
- PLACE LONGITUDINAL SLEEPERS AGAINST PALLETS AND NAIL TO FLOOR WITH 16d NAILS STAGGERED EVERY 6 INCHES. SLEEPERS MAY BE POSITIONED PRIOR TO STEP 2: IF REQUIRED TO NAIL PROPERLY. IF CAR FLOOR IS NOT NAILABLE INSTALL SWAY BRACE FRAME SIMILAR TO LUPPER LAYER SWAY BRACING.
- 4. FABRICATE SWAY BRACING, SELECTING THE REQUIRED METHOD, AND INSTALL BETWEEN SECOND LAYER PALLETS AS SHOWN ON PAGE 7.
- 5. REPEAT STEP 4 FOR ADDITIONAL LAYERS IF REQUIRED.
- LOAD SUCCEEDING STACKS, BOTH ENDS OF CAR, AS ABOVE UNTIL THE NUMBER OF PALLETIZED UNIT LOADS DETERMINED BY STEP 1
 ARE LOADED IN THE CAR.
- 7. PREASSEMBLE CENTER GATES AS SHOWN IN DETAIL A, PAGE 9, AND POSITION WITH HORIZONTAL GATE MEMBERS (PIECE 1) AGAINST THE LAST STACK OF UNIT LOADS. TO HOLD GATE ASSEMBLY DOWN BE SURE DOUBLED 2 x 4 x CUT TO SUIT (2 x 3 MATERIAL MAY BE USED IF 2 x 4 DOES NOT FIT) FITS UNDER FALLET DECK OR OVERHANG OF THE UNIT LOAD SO AS TO PREVENT THE GATE ASSEMBLY FROM RISING. GATE CLEAT IS REQUIRED ONLY WHEN GATE IS IN DOORWAY AREA AND DOORWAY PROTECTION IS NOT REQUIRED.
- 8. POSITION CENTER GATE ASSEMBLIES WITH HORIZONTAL GATE MEMBERS (PIECE 3) AGAINST LAST STACK OF UNIT LOADS.
- 9. POSITION STRUTS (PIECE 9) ON STRUT CLEATS (PIECE 5) AND TOENAIL TO VERTICAL GATE MEMBERS (PIECE 4) WITH TWO 124 NAILS. NOMINAL 2 x 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 x 4 to DO NOT NAIL GATES OR STRUTS TO CAR FLOOR OR WALLS.
- 10. Install doorway protection as shown on page 9. When more than half of a unit load falls within the doorway area.

WHEN CARLOAD OR LESS THAN CARLOAD (LCL) QUANTITIES ARE SHIPPED IN COMMERCIAL BOXCARS HAVING WOOD SIDEWALLS AND A PARTIAL LAYER RESULTS, THE PARTIAL LAYER OF LADING MAY BE RETAINED BY MEANS OF END BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN ACCORDANCE WITH DETAILS, PAGES 10 THROUGH 18. IF THE BOXCAR HAS METAL SIDEWALLS OR WOOD SIDEWALLS. THE PARTIAL LAYER MAY BE RETAINED IN ACCORDANCE WITH MIL-STD-1325-102 (NAVY). SELECT THE TYPE OF BRACING TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE CENTER GATE SHOULD BE ADJUSTED AS REQUIRED.

THE LOADS AS SHOWN ARE BASED ON 6 FT WIDE DOORWAY OPENINGS IN A 40" -6" BOXCAR AND 10 FT WIDE OPENINGS IN A 50" -6" BOXCAR EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN THESE WIDTHS.

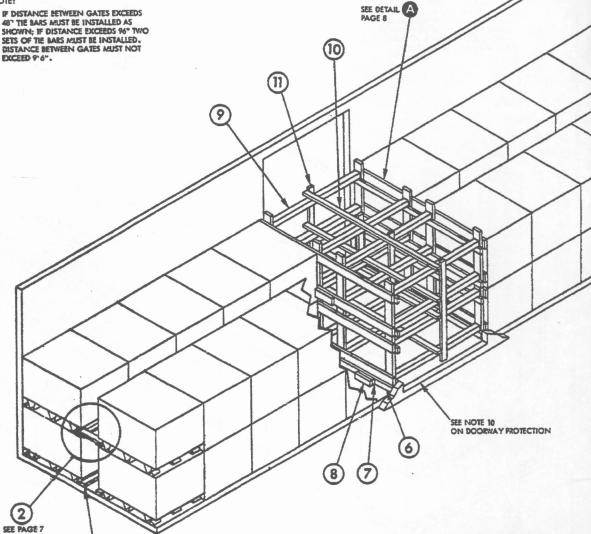
WHEN PLUG DOOR EQUIPPED BOXCARS ARE TO BE LOADED, THE ADDITIONAL PROCEDURES OUTLINED ON PAGE 19 ARE TO BE FOLLOWED.



40'-6" BOXCAR, COMMERCIAL

NOTE:

F DISTANCE BETWEEN GATES EXCEEDS
48" THE BARS MUST BE INSTALLED AS
SHOWN; IF DISTANCE EXCEEDS 96" TWO
SETS OF THE BARS MUST BE INSTALLED.
DISTANCE BETWEEN GATES MUST NOT



Y - DIMENSION OF UNIT LOAD LENGTHWISE IN THE CAR.

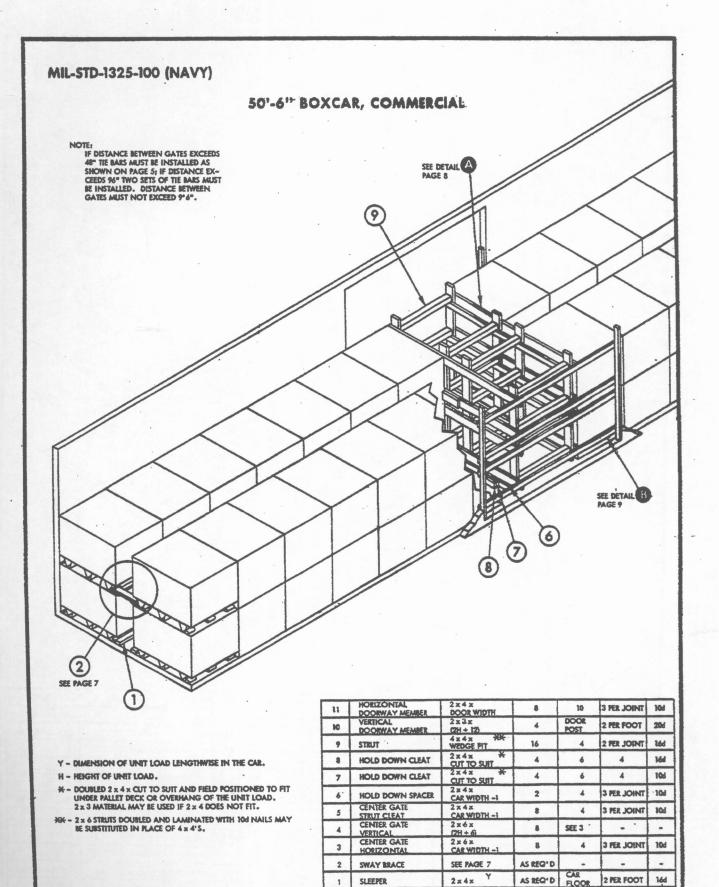
H - HEIGHT OF UNIT LOAD.

* - DOUBLED 2 x 4 x CUT TO SUIT AND FIELD POSITIONED TO FIT UNDER PALLET DECK OR OVERHANG OF THE UNIT LOAD. 2 x 3 MATERIAL MAY SE USED IF 2 x 4 DOES NOT FIT.

304 - 2×6 Struts doubled and laminated with 10d Nails May be substituted in place of $4 \times 4^\circ S$.

PRECE NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
			NO.PCS	NAIL	NUMBER	SIZI
1	SLEEPER	2×4× Y	AS REQ'D	FLOOR	2 PER FOOT	160
2	SWAY BRACE	SEE PAGE 7	AS REQ'D		-	-
3	CENTER GATE HORIZONTAL	2 x 6 x CAR WIDTH-1	8	4	3 PER JOINT	100
4	CENTER GATE VERTICAL	2 x 6 x (2H - 6)	8	SSE 3	-	
5	CENTER GATE STRUT CLEAT	CAR-WIDTH-1	8	4	3 PER JOINT	100
6	HOLD DOWN SPACER	2×4× CAR WIDTH-I	2	4	3 PER JOINT	100
7	HOLD DOWN CLEAT	CUT TO SUIT	4	6	4	100
8	HOLD DOWN CLEAT	2 x 4 x ×	4	7	4	160
9	STRUT	4×4× ** WEDGE FIT	16	4	2 PER JOINT	160
10	HORIZONTAL TIE BAR	2 x 4 x CAR WIDTH-1	4	9	2 PER JOINT	tód
17	VERTICAL TIE BAR	2 x 4 x TO SUIT	4	9	2 PER JOINT	166

PAGE 5



DESCRIPTION

NO.

NUMBER SIZE

NAILS

NAIL

NO.PCS

SIZE

LIST OF MATERIALS AND NAILING DATA

PAGE 6

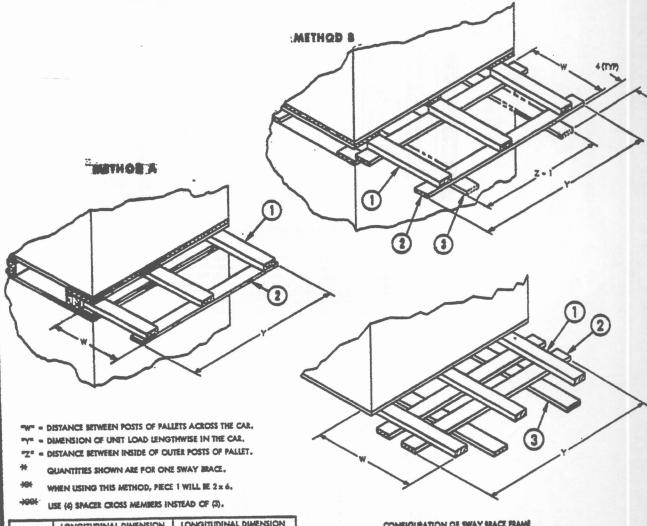
SWAY BRACE

FABRICATION AND INSTALLATION OF SWAY BRACING

THE SWAY BRACE CONSISTS OF A FRAME MADE UP OF ITEMS 1 AND 2 OR OF THE FRAME AND FRAME SUPPORTS, ITEM 3. THE FRAME IS FABRICATED BY NAILING STRINGERS (ITEM 2) TO CROSS MEMBERS (ITEM 1) WITH THREE 10d NAILS, CLINCHED, EACH JOINT. THE CROSS MEMBERS MUST BE POSITIONED AGAINST POSTS OF ADJACENT PALLETS.

WHEN USING METHOD A, THE FRAME IS FABRICATED AND SLID INTO PLACE BETWEEN PALLETS AS SHOWN. IF CENTER GATE MEMBERS ARE NOT LOCATED SO THAT THEY RETAIN THE FRAMES IN POSITION A SUITABLE LENGTH 2 × 4 MEMBER, WHICH WILL RETAIN THE FRAMES, MUST BE NAILED TO THE GATE WITH 10d NAILS.

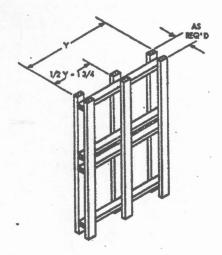
WHEN USING METHOD B, FRAME SUPPORTS (ITEM 3) ARE INSERTED BETWEEN PALLET POSTS AS SHOWN. THE FRAME IS "ABRICATED AND POSITIONED BETWEEN PALLETS ON TOP OF FRAME SUPPORTS. STRINGERS (ITEM 2) ARE NAILED TO SUPPORTS (ITEM 3) WITH ONE 66 NAILEACH JOINT.



PALLET	LONGITUDINAL DIMENSION OF PALLET PLACED CROSSWISE IN THE CAR	LONGITUDINAL DIMENSION OF PALLET PLACED LENGTHWISE IN THE CAR
MK 12	METHOD A 101	8 COHTSM
MK 3	METHOD A	METHOD 8-104
MK 2	METHOD A	METHOD 8 XX
MK 7	METHOD A XXX	METHOD 8
15011 (WOOD)	METHOD A	METHOD 8
3938 (WOOD)	METHOD A	METHOD 8 THE
1350881 (WOOD)	METHOD B	METHOD 8

CONFIGURATION OF SWAY BRACE FRAME FOR UNIT LOADS WITH OVERHANG THAT INTERPERES WITH NAILING TO SUPPORT PIECE.

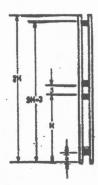
		ST OF MATERIALS AN	D NAILING DA	IA		
PIECE NO.	DESCRIPTION	SIZE	REQD *	TO	NAIL	5
			NO.PCS	NAIL	NUMBER	SIZE
1	SPACER CROSS MEMBER	2 x 4 x "W"	3	SEE 2		-
2	SPACER STRINGER	1×4×"Y"	2	1, 3	ABOVE	_
3	SPACER FRAME SUPPORT	1 x 4 x (W - 8)	2	SEE 2	SEE NOTE	-



Y - DIMENSION OF UNIT LOAD LENGTHWISE IN THE CAR.

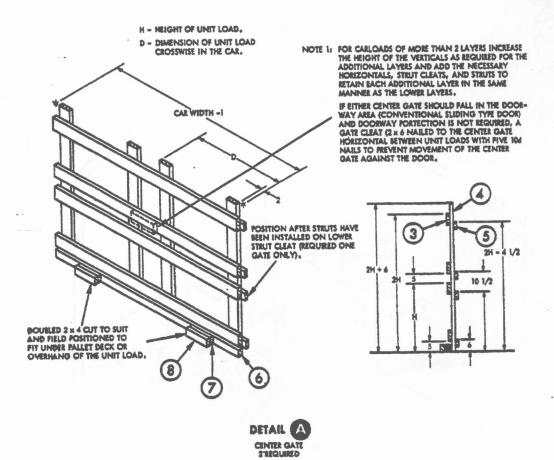
H - HEIGHT OF UNIT LOAD.

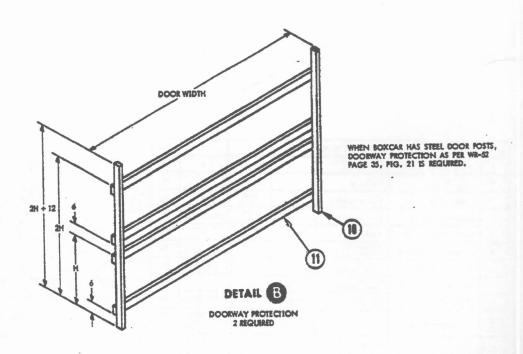
MATERIAL SIZE - 2 INCH THICK BY WIDTH AS REQUIRED.



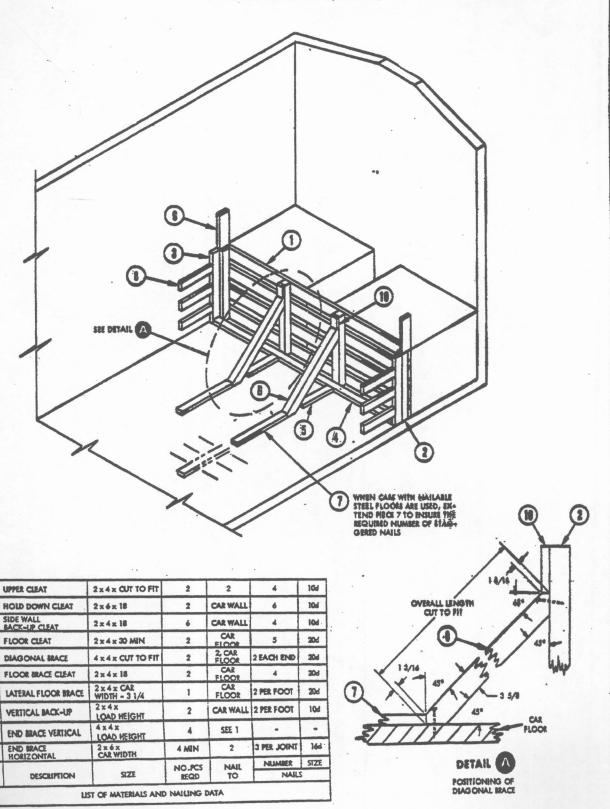
SWAY BRACE FRAME FOR VOIDS 8 INCHES OR LESS

NOTE: WIDTH OF SWAY BRACE FRAME MAY BE VARIED BY MAILING THE VERTICALS TO EITHER THE WIDTH OR THICKNESS DIMENSION OF THE HORIZONTALS AND/OR BY ADDING MATERIAL TO THE VERTICALS. FOR CARLOADS OF MORE THAN 2 LAYERS INCREASE THE HEIGHT OF THE VERTICALS AS REGUIRED FOR THE ADDITIONAL LAYERS AND ADD THE NECESSARY HORIZONTALS TO RETAIN EACH ADDITIONAL LAYER IN THE SAME MANNER AS THE LOWER LAYERS.





END BRACE LCL SHIPMENTS UP TO 5,000 LBS



10

8

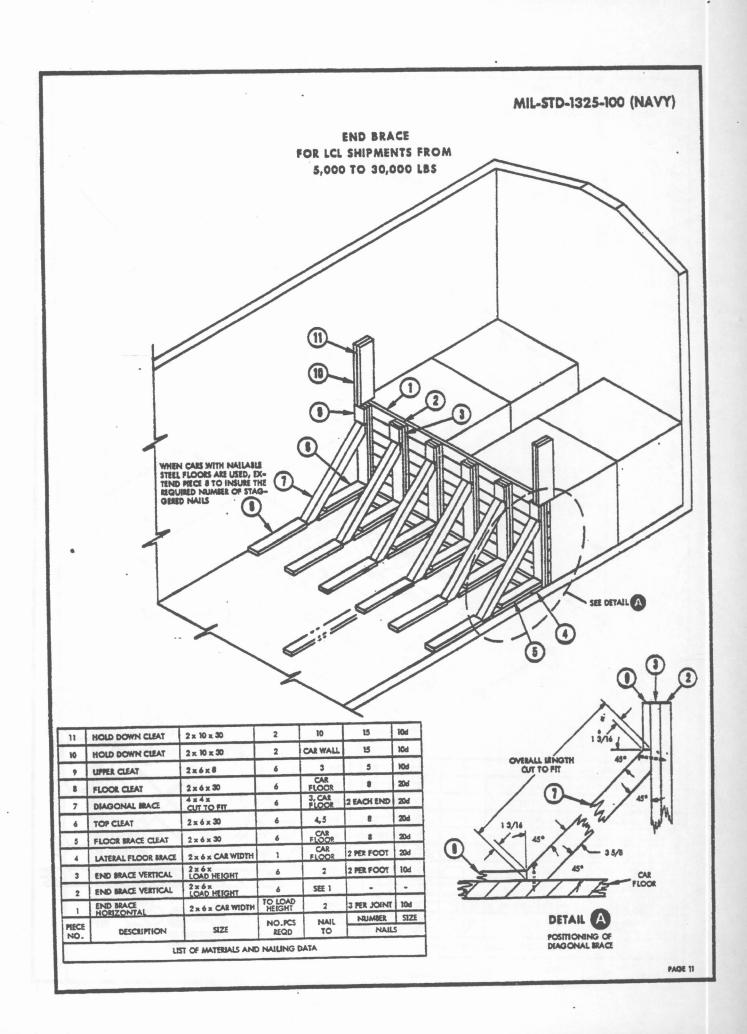
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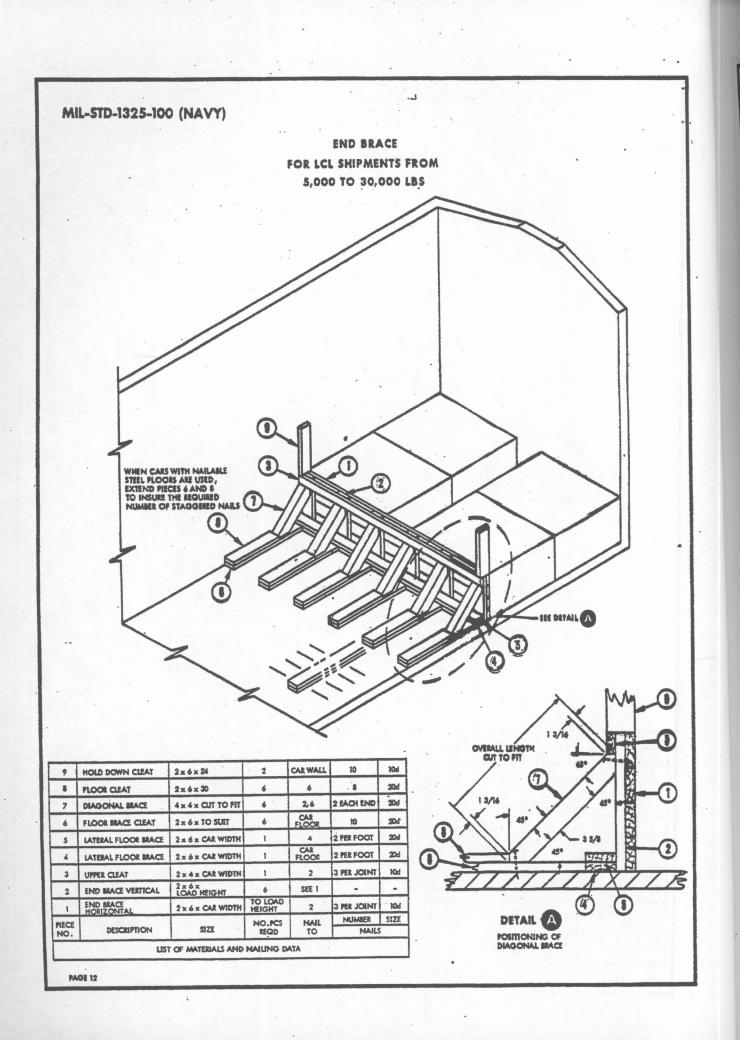
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3

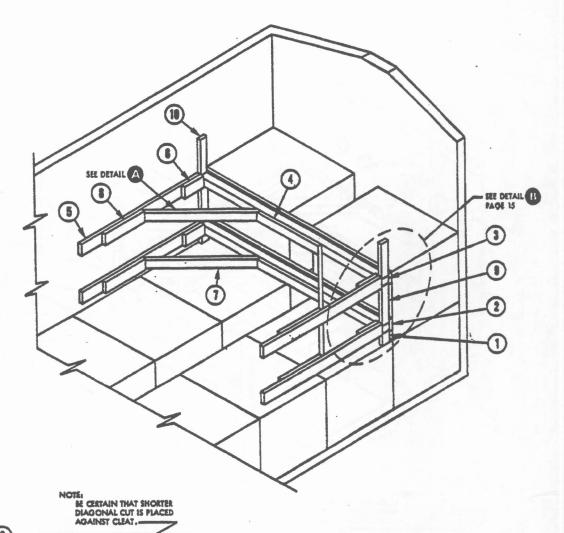
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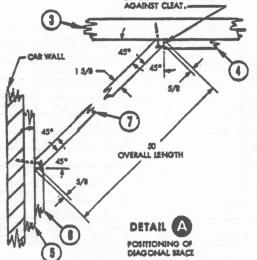
PIECE NO.





PARTIAL LAYER BRACING UP TO 8,000 LBS

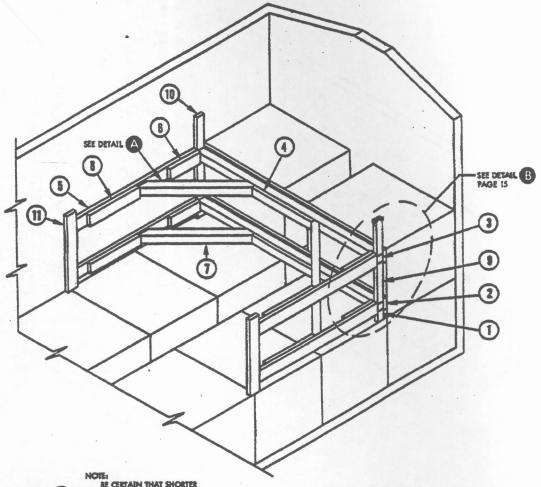


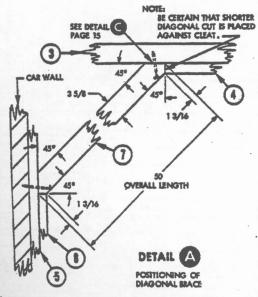


MECE NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
MEGE			NO.PCS	NAIL	NUMBER	SIZI
1	LOWER WALL CLEAT	2×4×6	2	CAR WALL	3	104
2	CROSS BRACE STIFFENER	2 x 6 x CAR WIDTH	2	3	2 PER FOOT	124
3	CROSS BRACE	4 x 4 x CAR WIDTH	2	SEE 2	-	-
4	CENTER CLEAT	2 x 4 x 36	2	3	7	16d
5	HORIZONTAL WALL CLEAT	2×6×72	4	CAR WALL	16	10d
6	HORIZONTAL POCKET CLEAT	2×6×12	A	5	4	16d
7	DIAGONAL BRACE	2 x 4 x 50	4	3,5	I EACH END	16d
8	HORIZONTAL BACK-UP CLEAT	2×6×24	4	5	8	166
9	INTERMEDIATE WALL CLEAT	2x4x CUT TO FIT	2	CAR WALL	4	104
10	UPPER WALL CLEAT	2×4×18	2	CAR WALL	4	106



PARTIAL LAYER BRACING 8,000 LBS TO 14,000 LBS

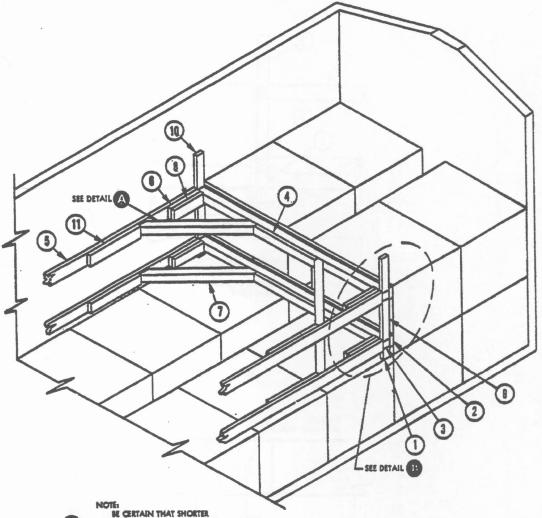


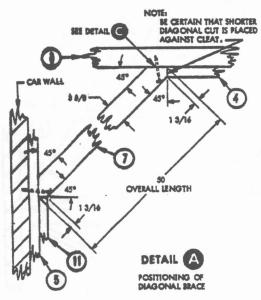


PAGE 14

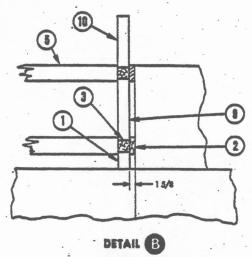
NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZ
3	LOWER WALL CLEAT	2×4×6	2	CAR WALL	3	10
2	CROSS BRACE STIFFENER	2 x 6 x CAR WIDTH	2	3	2 PER FOOT	12
3	CROSS BRACE	4 x 4 x CAR WIDTH	2	SEE 2	-	
4	CENTER CLEAT	2 x 4 x 36	2	3	7	16
5	HORIZONTAL WALL CLEAT	2×6×72	4	CAR WALL	16	100
6	HORIZONITAL POCKET CLEAT	2×6×18	4	5	7	160
7	DIAGONAL BRACE	4x4x50	4	3,5	I EACH END	600
8	HORIZONTAL BACK-UP CLEAT	2x6x30	4	5	14	160
9	INTERMEDIATE WALL CLEAT	2 x 4 x CUT TO FIT	2	CAR WALL	4	100
10	UPPER WALL CLEAT	2 x 4 x 18	2	CAR WALL	4	106
11	VERTICAL BACK-UP CLEAT	2 x 6 SLIGHTLY ABOVE LOAD	2	CAR WALL	8	104

PARTIAL LAYER BRACING 14,000 LBS TO 20,000 LBS

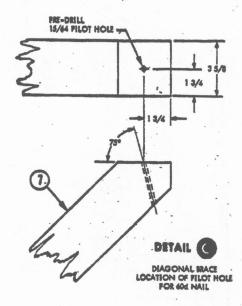


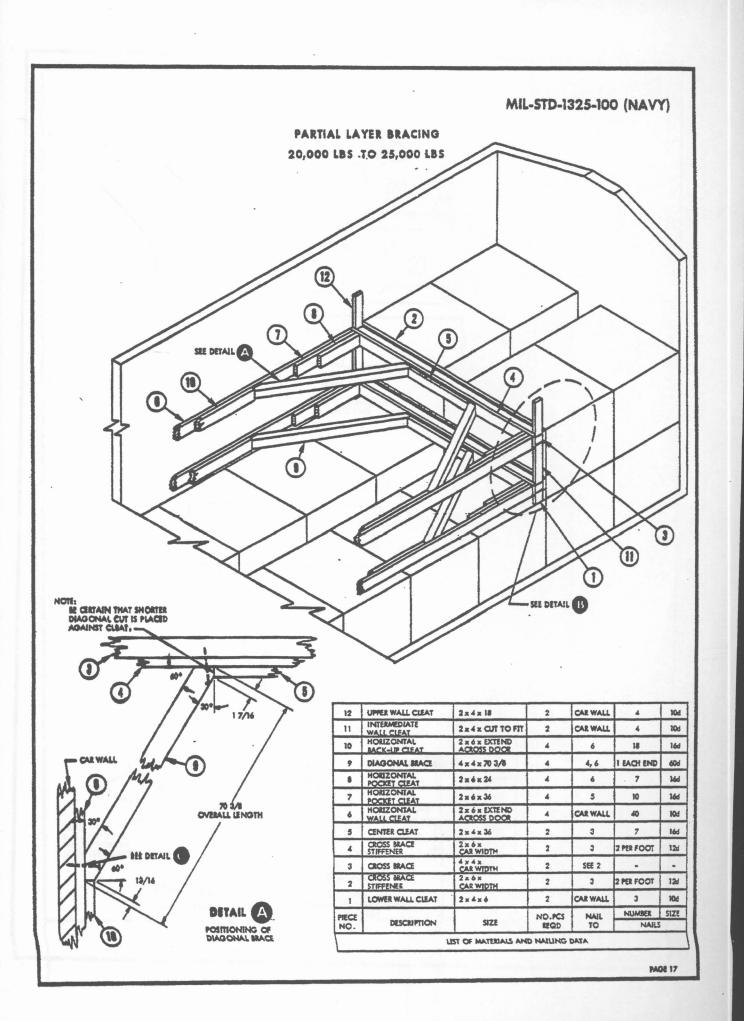


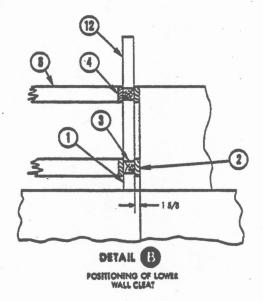
NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZ
3	LOWER WALL CLEAT	2×4×6	2	CAR WALL	3	100
2	CROSS BRACE STIFFENER	2 x 6 x CAR WIDTH	2	3	2 PER FOOT	120
3	CROSS BRACE	4 x 4 x CAR WIDTH	2	SEE 2	-	•
4	CENTER CLEAT	2 x 4 x 36	2	3	7	166
5	HORIZONTAL WALL CLEAT	2 x 6 x EXTEND ACROSS DOOR	4	CAR WALL	40	100
6	HORIZONTAL POCKET CLEAT	2×6×18	4	5	7	160
7	DIAGONAL BRACE	4 x 4 x 50	4	3,5	1 EACH END	600
8	HORIZONTAL POCKET CLEAT	2x6x18	4	6	7	160
9	INTERMEDIATE WALL CLEAT	2×4× CUT TO FIT	2	CAR WALL	4	100
10	UPPER WALL CLEAT	2x4x18	2	CAR WALL	4	100
11	HORIZONTAL BACK-UP CLEAT	2 x 6 x 30	4	5	14	166

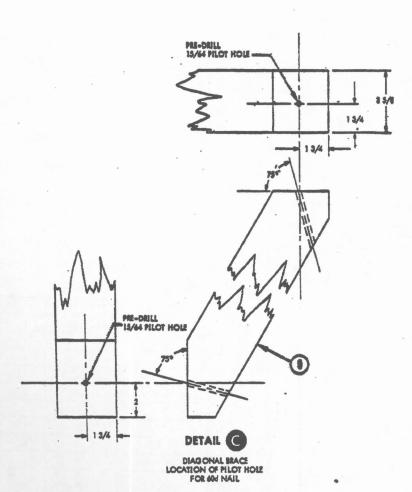






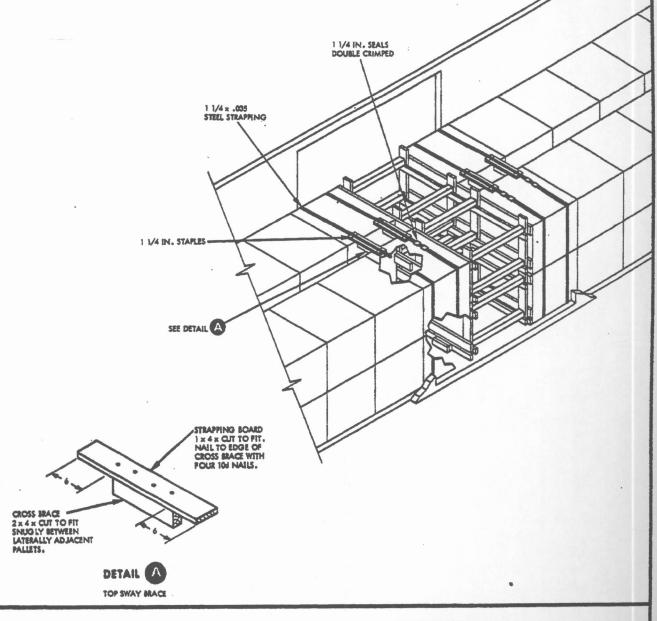






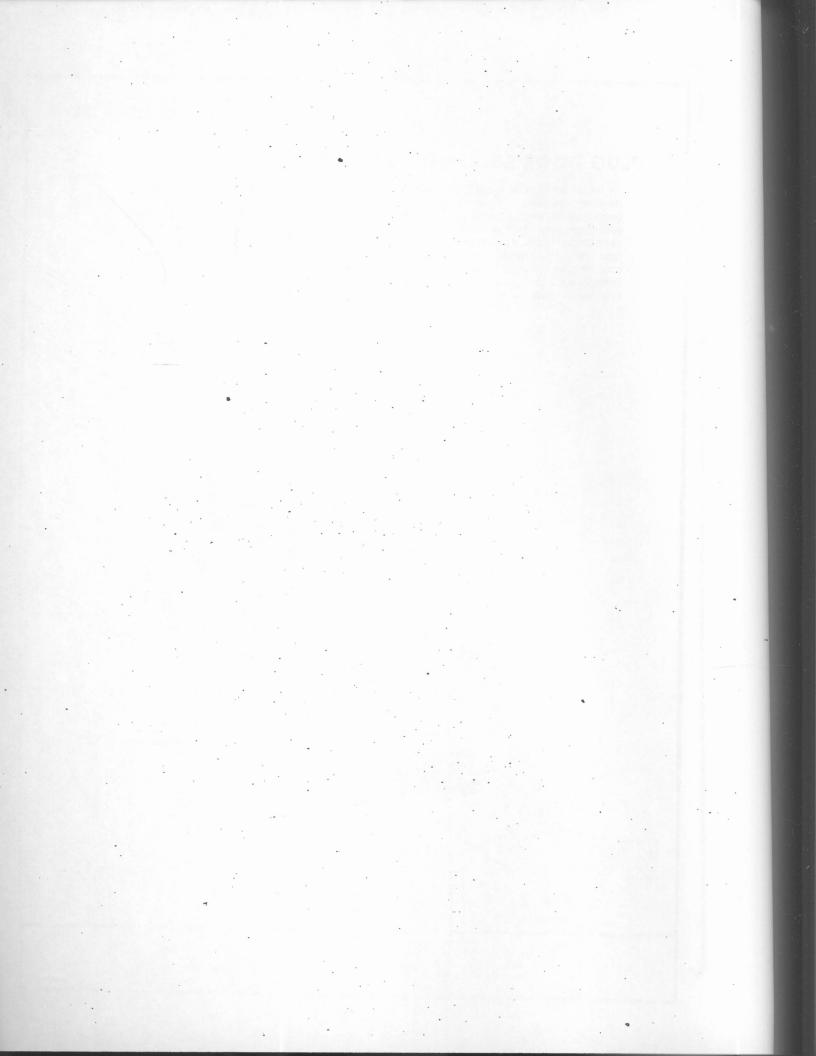
PLUG DOOR EQUIPPED BOXCARS.

THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG TYPE DOORS, STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOORWAY AREA MUST BE UNITIZED FOR DOORWAY PROTECTION WITH TWO LATERALLY APPLIED 1 1/4" STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CRIMPED SEALS AND A TOP SWAY BRACE CONSISTING OF A STRAPPING BOARD AND CROSS BRACE, TWO PER STACK (SEE DETAIL A) MUST BE INSTALLED BETWEEN THE ROWS OF THE DOORWAY STACKS. STRAP IS SECURED TO STRAPPING BOARD WITH TWO 1 1/4" STAPLES. DIMENSIONAL LUMBER DOORWAY PROTECTION IS NOT REQUIRED WHEN PLUG DOOR EQUIPPED BOXCARS ARE USED, EXCEPT WHEN CAR HAS A COMBINATION OF PLUG DOOR AND CONVENTIONAL SLIDING DOOR. THEN DIMENSIONAL LUMBER DOORWAY PROTECTION IS REQUIRED FOR THE CONVENTIONAL DOOR. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.

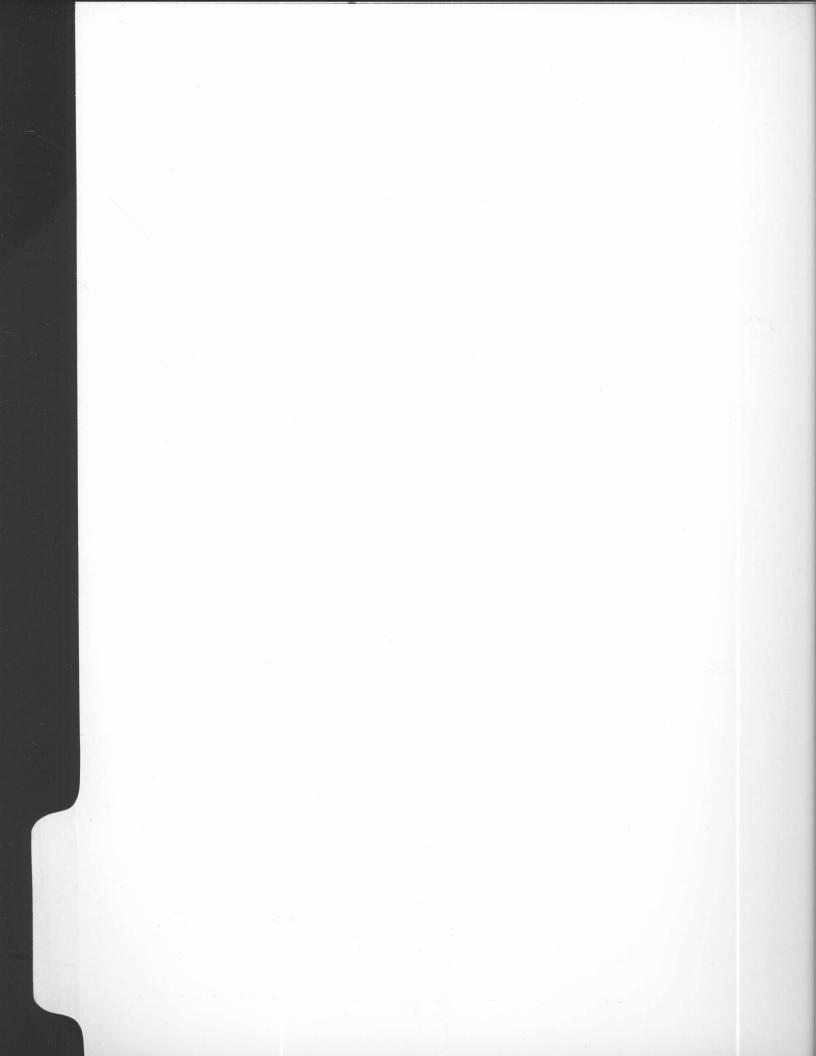


REVIEW ACTIVITY

PREPARING ACTIVITY NAVY - OS (PROJECT NO. 8140-N274)





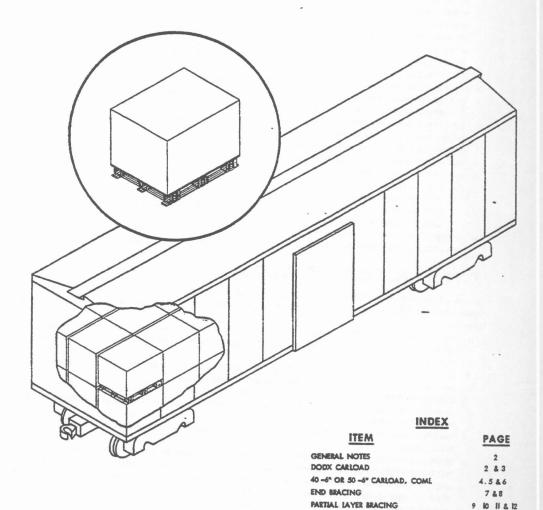


MILITARY STANDARD

RAILCAR LOADING OF HAZARDOUS MATERIALS

TYPICAL CARLOADING PROCEDURES FOR PALLETIZED UNIT LOADS (3 ROWS ACROSS CAR) MIL-STD-1325-101 (NAVY)

> 26 FEBRUARY 1975 SUPERSEDING WR-52/101 11 JULY 1968



NOTES:

- 1. UNILESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES.
- FOR CROSS REFERENCE TO ASSOCIATED PALLETIZING, TRUCKLOADING AND CONTAINER OADING MILITARY STANDARDS, REFER TO INDEX TO STANDARDS MIL-HDBK-236 (NAVY).

FSC 814

13

AUTHORIZED AND RELEASED FOR GENERAL USE.

SIGNATURE SEASYSCOM BY DIRECTION DATE

APPROVED BY BUREAU OF EXPLOSIVES

PLUG DOOR EQUIPPED BOXCARS

SIGNATURE SUPERVISOR, MILITARY & INTERMODEL SERVICES

ORIGINATOR

SIGNATURE

1/29/75

SIGNATURE

1/29/75

SIGNATURE

NAVAL WEAPONS HANDLING LABORATORY

N A D EARLE, NEW JERSEY

PAGE 1 OF 13

GENERAL NOTES

- FOR GENERAL INFORMATION CONCERNING ORDERING, INSPECTING, AND PREPARING CAIS, AND FOR DUNNAGING MATERIALS,
 DESIGN, AND INSTALLATION OF DUNNAGE SEE THE GENERAL DOCUMENT MIL-STD-1325 (NAVY) BAILCAR LOADING OF HAZARDOUS
 MATERIALS. MIL-STD-1325 (NAVY) AND THE APPLICABLE SLASH/DASH NUMBER DOCUMENTS MAY BE ORDERED FROM NAVAL SUPPLY
 DEPOT, 5801 TABOR AVENUE, PHILADELPHIA, PA. 19120, USING DD FORM 1425.
- WHEN'FLANNING SHIPMENTS ORDER THE MINIMUM NUMBER OF CARS OF THE CAPACITY REQUIRED FOR THE SHIPMENT. UTILITY LOADER
 CARS USED FOR SHIPPING HAZARDOUS MATERIALS SHALL BE SERIES DODX 29000.
- 3. LOADING PLANS SHOWN ARE FOR DODX UTILITY LOADER CAR WITH 50 FT. 6 INCHES INSIDE LENGTH, 107.3/4 INCHES INSIDE WIDTH BETWEEN
 RAILS (111 INCHES INSIDE WIDTH BETWEEN SIDE WALLS), COMMERCIAL BOXCARS WITH 40 FT. 6 INCHES OR 50 FT. 6 INCHES INSIDE LENGTH,
 110 INCHES INSIDE WIDTH. CARLOAD IS TO BE PREPARED IN ACCORDANCE WITH LOADING AND DUNNAGING PROCEDURE FOR THE TYPE AND
 SIZE OF CAR SELECTED.
- 4. IF END WALLS ARE NOT SQUARE THEY MUST BE SQUARED OFF BEFORE STARTING-TO LOAD CAR.
- 5. THE LOAD CONSISTS OF TYPICAL PALLETIZED UNIT LOADS OF AMMUNITION OR AMMUNITION COMPONENTS IN METAL OR WOOD CONTAINERS.
 THE UNIT LOADS MUST BE OF SUCH A SIZE THAT THREE ROWS MAY BE LOADED IN THE CAR. AS MANY LOADS AS POSSIBLE MAY BE LOADED IN THE CAR, PROVIDING LOAD LIMIT OF CAR IS NOT EXCEEDED AND WEIGHT DISTRIBUTION RULES OF THE AAR ARE ADHERED TO.
- 6. THE UNIT LOAD MUST HAVE A LENGTH OR WIDTH DEMENSION WHICH WILL ALLOW PLACING THREE LOADS ACROSS THE CAR.
- 7. THE UNIT LOADS ARE HANDLED AND LOADED WITH A SUITABLE FORK LIFT TRUCK.
- 8. UNLESS OTHERWISE SPECIFIED, NAILING SHALL BE IN ACCORDANCE WITH WR-52.
- 9. APPLICABLE MATERIAL SPECIFICATIONS:

DUNNAGE LUMBER - FED. SPEC. MM-L-751

NAILS - FED. SPEC. FF-N-105

STRAPPING - FED. SPEC QQ-S-781, TYPE 1, HEAVY DUTY, CLASS A, DRY (UNILUBRICATED)

SEALS - FED. SPEC QQ-5-781, STYLE III, HEAVY DUTY

 AFTER BLOCKING AND BRACING HAS BEEN INSPECTED ATTACH SHIPPING DOCUMENTS INSIDE THE CAR IN AN ACCESSIBLE AREA, CLOSE AND SEAL BOXCAR DOORS, AND ATTACH APPLICABLE PLACARDS TO THE OUTSIDE OF CAR AS PRESCRIBED IN OP 2165 (VOL. 1).

50 FT 6 IN. BOXCAR, DODX

LOADING AND DUNNAGING PROCEDURE - A DETAILED DESCRIPTION AND OPERATING INSTRUCTIONS FOR THE UTILITY LOADER ARE CONTAINED IN OP 1750. THE FOLLOWING PROCEDURE IS TO BE USED FOR LOADING, BRACING, AND DUNNAGING A TYPICAL PALLETIZED UNIT LOAD:

- BASED ON THE WEIGHT AND DIMENSIONS OF THE UNIT LOAD, THE DIMENSIONS AND LOAD LIMIT OF THE CAR, AND THE SIXTY CROSS
 MEMBERS AVAILABLE IN EACH CAR DETERMINE THE NUMBER AND ORIENTATION OF THE PALLETIZED UNIT LOADS THAT MAY BE POSITIONED
 IN THE CAR.
- 2. EACH CROSS MEMBER HAS A CAPACITY RATING OF 3000 LBS. BASED ON THIS RATING AND WEIGHT OF THE UNIT LOADS, DETERMINE THE NUMBER OF STACKS IN EACH BAY AND THE NUMBER OF CROSS MEMBERS REQUIRED.
- DETERMINE HEIGHTS AT WHICH CROSS MEMBERS SHOULD BE POSITIONED SO THAT THEY WILL BEAR AGAINST THE UNIT LOAD IN AREAS
 OF GREATEST STRENGTH. BASED ON THIS INFORMATION, POSITION DETACHABLE WALL MEMBERS, IN ADDITION TO THE FIXED WALL
 MEMBERS, AT THE REQUIRED HEIGHTS.
- 4. PLACE UNIT LOADS IN THE CAR AS DETERMINED BY STEPS 1 AND 2 ABOVE AND IN A SIMILAR MANNER AS SHOWN IN THE TYPICAL LOAD PLAN ON PAGE 3.
- 5. BEFORE LOADING DOORWAY AREA, POSITION DOORWAY MEMBERS AT THE SAME HEIGHTS AS THE WALL MEMBERS IN USE, IN THE DOORWAY MAY FARTHEST FROM THE LOADING PLATFORM. (THERE IS A MAXIMUM OF FIVE DOORWAY MEMBERS TO EACH DOORWAY.)
- 6. AFTER LOADING DOORWAY AREA POSITION DOORWAY MEMBERS IN DOORWAY NEAREST LOADING PLATFORM AT THE SAME HEIGHTS AS OTHER DOORWAY MEMBERS. THEN INSTALL CROSS MEMBERS RETAINING DOORWAY LOADS.
- 7. TO PREVENT UNUSED "DF" EQUIPMENT FROM BECOMING DISLODGED DURING TRANSIT OF DODX CARS SECURE IT AT ANY LOCATION IN THE BOXCAR WHICH WILL NOT INTERFERE WITH UNLOADING.

WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN DODX BOXCARS THE SAME PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE. ANY BAYS OR PORTION THEREOF MAY BE USED PROVIDING THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE AAR ARE COMPLIED WITH (SEE MIL-STD-1325 (NAVY)). EACH CROSS MEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN 2000 LBS OF THE LADING.

COMMERCAIL BOXCARS EQUIPPED WITH MECHANICAL BRACING AND HAVING FIXED WALL MEMBERS MAY BE USED IF THE FIXED WALL MEMBERS AND DOORWAY MEMBERS ARE LOCATED AT HEIGHTS WHICH ALLOW THE REQUIRED NUMBER OF CROSS MEMBERS TO BE POSITIONED SO THAT THEY WILL BEAR AGAINST THE UNIT LOAD IN AREAS OF GREATEST STRENGTH. SUFFICIENT CROSS MEMBERS MUST BE AVAILABLE TO MAKE UP AN EFFICIENT CARLOAD. IN LOADING COMMERCIAL BOXCARS EQUIPPED WITH MECHANICAL BRACING, EACH CROSS MEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN THE SAFE LOAD DESIGNATED FOR THE MEMBER. IN THE ABSENCE OF ANY DESIGNATED LOAD CARRYING CAPACITY, THE LOAD PER CROSS MEMBER WILL BE LIMITED TO 3000 LBS.

MIL-STD-1325-101 (NAV) SECTION A-A

40 FT 6 IN. OR 50 FT 6 IN. BOXCAR, COMMERCIAL

LOADING AND DUNNAGING PROCEDURE - THE FOLLOWING PROCEDURE IS TO BE USED FOR LOADING, BRACING, AND DUNNAGING A TYPICAL PALLETIZED UNIT LOAD:

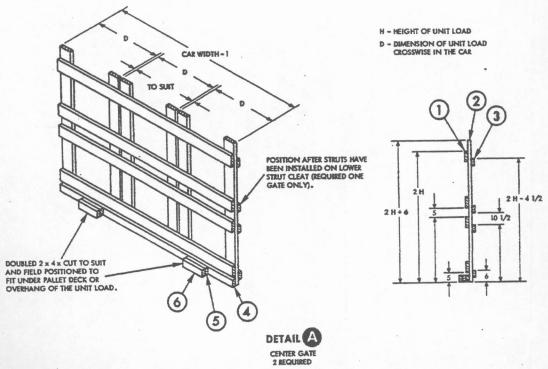
- BASED ON THE WEIGHT AND DIMENSIONS OF THE UNIT LOAD, THE DIMENSIONS AND THE LOAD LIMIT OF THE CAR, DETERMINE THE
 NUMBER AND ORIENTATION OF THE PALLETIZED UNIT LOADS THAT MAY BE POSITIONED IN THE CAR.
- 2. PLACE UNIT LOADS IN THE CAR AS DETERMINED BY STEP 1 ABOVE AND IN A SIMILAR MANNER AS SHOWN IN THE TYPICAL LOAD PLANS PAGES 5-AND 6.
- 3. PREASSEMBLE CENTER GATES AS SHOWN IN DETAIL A AND POSITION WITH HORIZONTAL GATE MEMBERS (PIECE 1) AGAINST THE LAST STACK OF UNIT LOADS. TO HOLD GATE ASSEMBLY DOWN BE SURE DOUBLED 2 x 4 x CUT TO SUIT (2 x 3 MATERIAL MAY BE USED IF 2 x 4 DOES NOT FIT) FITS UNDER PALLET DECK OR OVERHANG OF THE UNIT LOAD SO AS TO PREVENT THE GATE ASSEMBLY FROM RISING.
- 4. POSITION STRUTS (PIECE 7) ON STRUT CLEATS (PIECE 3) AND TOENAIL TO VERTICAL GATE MEMBERS (PIECE 2). NOMINAL 2 x 6 STRUTS DOUBLED AND LAMINATED WITH 104 NAILS MAY BE SUBSTITUTED IN PLACE OF 4 x 4*s. DO NOT NAIL GATES OR STRUTS TO CAR FLOOR OR WALLS.
- 5. WHEN MORE THAN HALF OF A UNIT LOAD FALLS WITHIN THE DOORWAY AREA INSTALL DOORWAY PROTECTION AS SHOWN IN

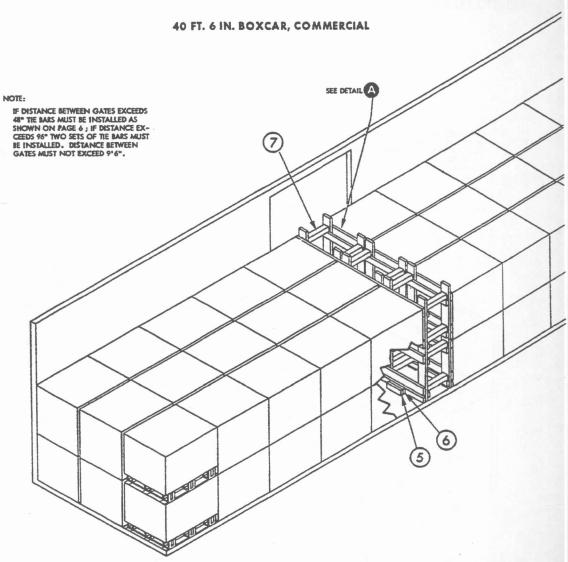
WHEN CARLOAD OR LESS THAN CARLOAD (LCL) QUANTITIES ARE SHIPPED IN COMMERCIAL BOXCARS HAVING WOOD SIDEWALLS AND A PARTIAL LAYER RESULTS, THE PARTIAL LAYER OF LADING MAY BE RETAINED BY MEANS OF END BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN ACCORDANCE WITH DETAILS, PAGES 7 THROUGH 12. IF THE BOXCAR HAS METAL SIDEWALLS OR WOOD SIDEWALLS THE PARTIAL LAYER MAY BE RETAINED IN ACCORDANCE WITH MIL-STD-1325-102 (NAVY). SELECT THE TYPE OF BRACING TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE CENTER GATE SHOULD BE ADJUSTED AS REQUIRED.

THE LOADS AS SHOWN ARE BASED ON CARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS WHICH ARE 6 FT. WIDE FOR 40 FT. 6 BOXCARS AND 10 FT. WIDE FOR 50 FT. 6 BOXCARS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN THESE WIDTHS.

WHEN BOXCARS GREATER THAN 9 FT. 2 IN. WIDE ARE USED AND THE ACCUMULATED VOID SPACE LATERALLY IN THE CAR IS GREATER THAN 5 INCHES, SUFFICIENT DUNNAGE SHALL BE NARLED TO THE SIDE WALLS OF THE CAR OR INSERTED BETWEEN ROWS TO DECREASE THE LATERAL VOID SPACE TO 5 INCHES OR LESS.

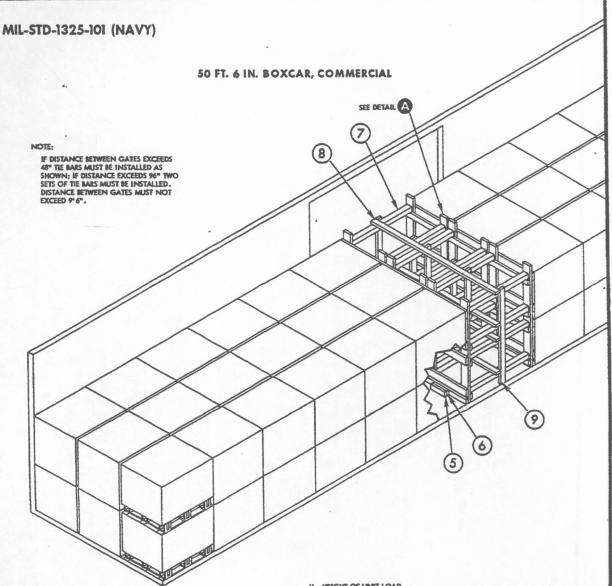
WHEN PLUG DOOR EQUIPPED BOXCARS ARE TO BE LOADED, THE ADDITIONAL PROCEDURES OUTLINED ON PAGE IS ARE TO BE FOLLOWED.





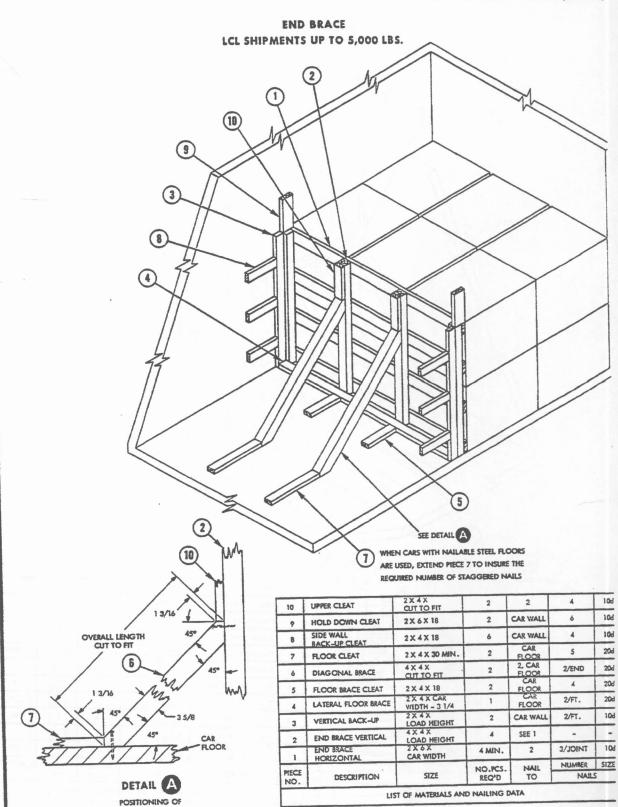
- H HEIGHT OF UNIT LOAD.
- * DOUBLED 2 x 4 x CUT TO SUIT AND FIELD POSITIONED TO FIT UNDER PALLET DECK OR OVERHANG OF THE UNIT LOAD. 2 x 3 MATERIAL MAY BE USED IF 2 x 4 DOES NOT FIT.
- 300 2 x 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 x 4 $^{\circ}$ 5.

PIECE NO.	DESCRIPTION	SIZE	REQD	TO	NAILS	
nuce.			NO.PCS	NAIL	NUMBER	SIZ
1	CENTER GATE HORIZONTAL	CAR WIDTH-1	8	2	3 PER JOINT	100
2	CENTER GATE VERTICAL	2 x 6 x (2H+6)	12	SEE 1	-	-
3	CENTER GATE STRUT CLEAT	2 x 4 x CAR WIDTH - 1	8	2	3 PER JOINT	100
4	HOLDDOWN SPACER	2 x 4 x CAR WIDTH	2	2	3 PER JOINT	10d
5	HOLDDOWN CLEAT	CUT TO SUIT *	4	4	4	100
6	HOLDDOWN CLEAT	2 x 4 x X	4	5	4	160
7	STRUT	4×4× XX WEDGE FIT	24	2	2 PER JOINT	160

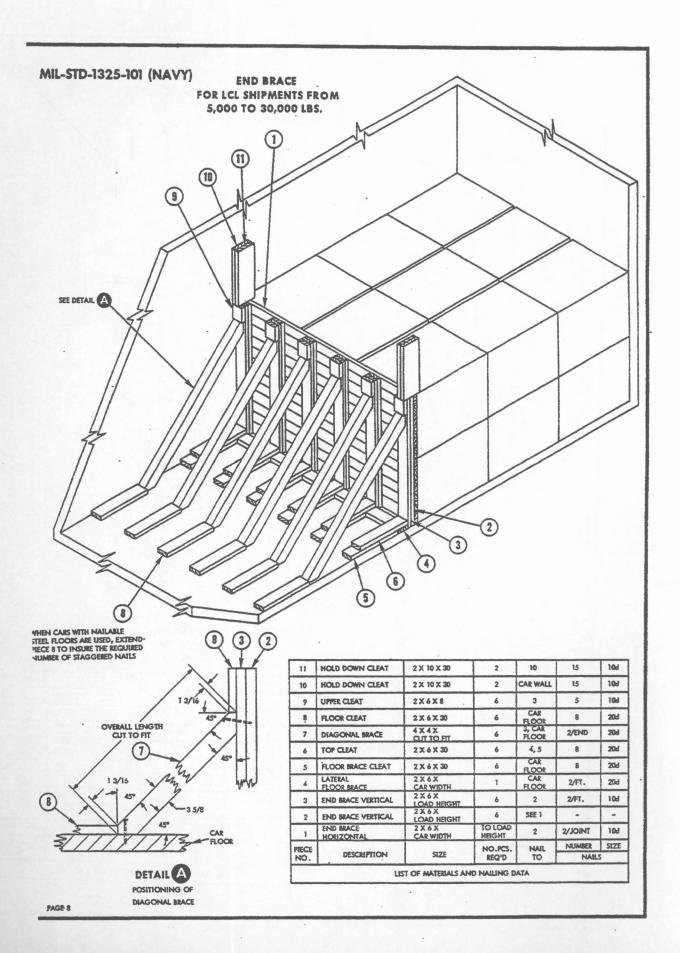


- H HEIGHT OF UNIT LOAD.
- % DOUBLED 2 x 4 x Cut to suit and field positioned to fit under pallet deck or overhang of the unit load. 2 x 3 material may be used if 2 x 4 does not fit.
- -906 2 \times 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 \times 4 $^{\circ}$ s.

NO.	DESCRIPTION	SIZE	REGD	TO	NAILS	
PIECE			NO.PCS	NAIL	NUMBER	SIZ
1	CENTER GATE HORIZONTAL	CAR WIDTH -1	8	2	3 PER JOINT	100
2	CENTER GATE VERTICAL	2 x 6 x (2H +6)	12	SEE 1	-	-
3	CENTER GATE STRUT CLEAT	2 x 4 x CAR WIDTH -1	8	2	3 PER JOINT	100
4	HOLDDOWN SPACER	2 x 4 x CAR WIDTH - 1	2	2	3 PER JOINT	100
5	HOLDDOWN CLEAT	2 x 4 x X	4	4	4	100
6	HOLDDOWN CLEAT	2x4x *	4	5	4	166
7	STRUT	4 x 4 x XX WEDGE FIT	24	2	2 PER JOINT	160
8	HORIZONTAL TIE BAR	2 x 4 x CUT TO SUIT	4	7	3 PER JOINT	108
9	VERTICAL TIE BAR	2 x 4 x CUT TO SUIT	6	7	3 PER JOINT	100

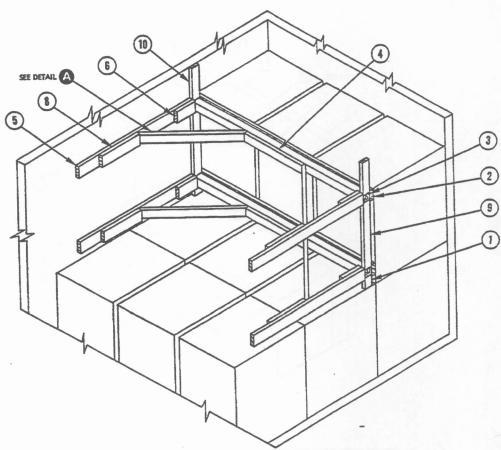


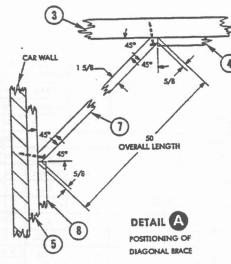
DIAGONAL BRACE



MIL-STD-1325-101 (NA

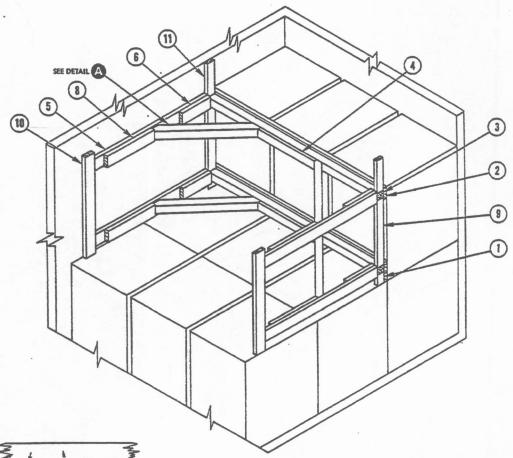
PARTIAL LAYER BRACING UP TO 8,000 LBS.

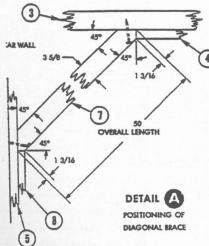




MECE NO.	DESCRIPTION	SIZE	NO.PCS. REQ'D	TO	NAI
1	LOWER WALL CLEAR	- A-A-	110.000	NAIL	NUMBER
	LOWER WALL CLEAT	2×4×6	2	CAR WALL	3
2	CROSS BRACE STIFFENER	2 X 6 X CAR WIDTH	2	3	2/FT.
3	CROSS BRACE	4 X 4 X CAR WIDTH	2	SEE 2	•
4	CENTER CLEAT	2 X 4 X 36	2	3	7
5	HORIZONTAL WALL CLEAT	2 X 6 X 72	4	CAR WALL	16
6	HORIZONTAL POCKET CLEAT	2 X 6 X 12	4	5	4
7	DIAGONAL BRACE	2 X 4 X 50	4	3, 5	1/END
8	HORIZONTAL BACK-UP CLEAT	2 X 6 X 24	4	5	8
9	INTERMEDIATE WALL CLEAT	2 X 4 X CUT TO FIT	2	CAR WALL	4
10	UPPER WALL CLEAT	2 X 4 X 18	2	CAR WALL	4

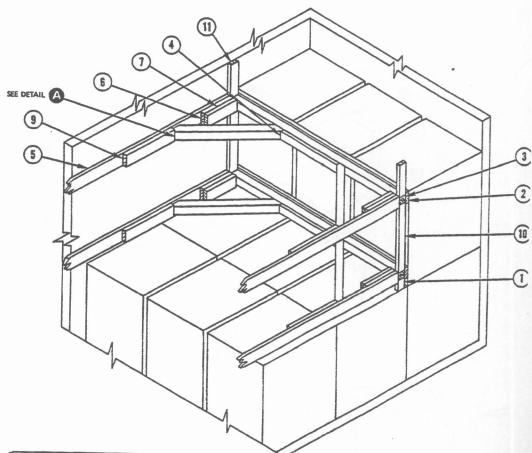
PARTIAL LAYER BRACING 8,000 LBS. TO 14,000 LBS.

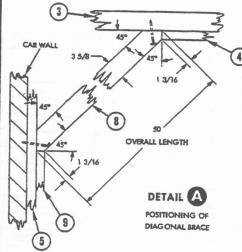




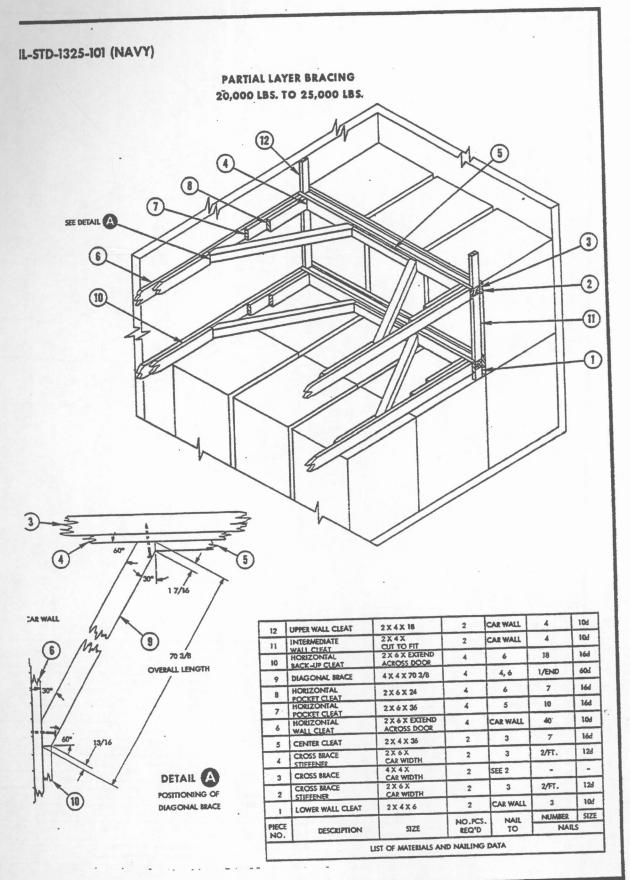
NO.	DESCRIPTION	SIZE	REQ'D	TO	NAIL	5
PIECE			NO.PCS.	NAIL	NUMBER	SIZ
1	LOWER WALL CLEAT	2×4×6	2	CAR WALL	3	106
2	CROSS BRACE STIFFENER	2 X 6 X CAR WIDTH	2	3	2/FT.	126
3	CROSS BRACE	4 X 4 X CAR WIDTH	2	SEE 2	-	-
4	CENTER CLEAT	2 X 4 X 36	2	3	7	lód
5	HORIZONTAL WALL CLEAT	2 X 6 X 72	4	CAR WALL	16	108
6	HORIZONTAL POCKET CLEAT	2 X 6 X 18	4	5	7	16d
7	DIAGONAL BRACE	4 X 4 X 50	4	3, 5	1/END	608
8	HORIZONTAL BACK-UP CLEAT	2 X 6 X 30	4	5	14	166
9	INTERMEDIATE WALL CLEAT	2 X 4 X CUT TO FIT	2	CAR WALL	4	104
10	VERTICAL BACK-UP CLEAT	2 X 6 SLIGHTLY ABOVE LOAD	2	CAR WALL	8	104
11	UPPER WALL CLEAT	2 X 4 X 18	2	CAR WALL	4	104

PARTIAL LAYER BRACING 14,000 LBS. TO 20,000 LBS.



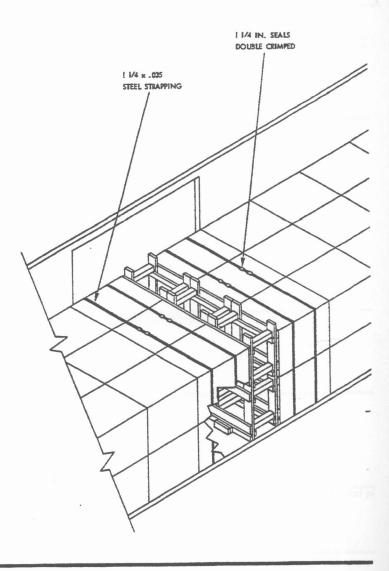


PIECE NO.	DESCRIPTION	SIZE	NO.PCS. REQ'D	NAIL TO	NUMBER	SI
1	LOWER WALL CLEAT	2 X 4 X 6	2	CAR WALL	3	1
2	CROSS BRACE STIFFENER	2 X 6 X CAR WIDTH	2	3	2/FT.	1
3	CROSS BRACE	4 X 4 X CAR WIDTH	2	SEE 2		T
4	CENTER CLEAT	2 X 4 X 36	2	3	7	T
5	HORIZONTAL WALL CLEAT	2 X 6 X EXTEND ACROSS DOOR	4	CAR WALL	40	T
6	HORIZONTAL POCKET CLEAT	2 X 6 X 18	4	5	7	T
7	HORIZONTAL POCKET CLEAT	2 X 6 X 18	4	6	7	+
8	DIAGONAL BRACE	4 X 4 X 50	4	3, 5	1/END	T
9	HORIZONTAL BACK-UP CLEAT	2 X 6 X 30	4	5	14	T
10	INTERMEDIATE WALL CLEAT	2 X 4 X CUT TO FIT	2	CAR WALL	4	T
11	UPPER WALL CLEAT	2 X 4 X 18	2	CAR WALL	4	T



PLUG DOOR EQUIPPED BOXCARS

THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG DOORS. DUNNAGE MATERIAL MUST NOT BE NAILED TO ANY PLUG DOOR, WHETHER MAIN OR ALBILLARY. THE STACKS THAT ARE IN THE DOORWAY AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED I I/4" STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CRIMPED SEALS. WHEN THE ACCUMULATED VOID SPACE LATERALLY IN THE CAR IS GREATER THAN 5 INCHES, SUFFICIENT DUNNAGE SHALL BE NAILED TO THE SIDE WALLS OF THE CAR AND/OR INSERTED BETWEEN ROWS TO DECREASE THE LATERAL VOID SPACE TO 5 INCHES OR LESS. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.



REVIEW ACTIVITY
NAVY-05

PREPARING ACTIVITY
NAVY - 05
(PROJECT NO. 8140-N275)

SPECIFICATION ANALYSIS SHEET	Budget Bureau No. 22-R
INSTRUCTIONS: This sheet is to be filled out by personnel, either Government use of the specification in procurement of products for ultimate use by the Depis provided for obtaining information on the use of this specification which will be procured with a minimum amount of delay and at the least cost. Commonwill be appreciated. Fold on lines on reverse side, staple in corner, and send and suggestions submitted on this form do not constitute or imply authorizative referenced document(s) or serve to amend contractual requirements.	artment of Defense. Into Si Il insure that suitable produ- ents and the return of this fo to preparing activity. Comm
MIL-STD-1325-101 (Navy)	
ORG ANIZATION	
CITY AND STATE CONTRACT NUMBER	
MATERIAL PROGURED UNDER A DIRECT GOVERNMENT CONTRACT SUBCONTRACT	
1. HAS ANY PART OF THE SPECIFICATION CREATED PROBLEMS OR REQUIRED MENT USE?	INTERPRETATION IN PROCU
A. GIVE PARAGRAPH NUMBER AND WORDING.	
year -	
B. RECOMMENDATIONS FOR CORRECTING THE DEFICIENCIES	
2. COMMENTS ON ANY SPECIFICATION REQUIREMENT CONSIDERED TOO RIGID	
·	
3. IS THE SPECIFICATION RESTRICTIVE?	
YES NO (If "yes", in what way?)	
*	
4. REMARKS (Attach any pertinent data which may be of use in improving this specific ettach to form and place both in an envelope addressed to preparing activity)	cation. If there are additional pa
SUBMITTED BY (Printed or typed name and activity - Optional)	DATE

POSTAGE AND FEES PA

FFICIAL BUSINESS

Commanding Officer
Naval Weapons Station Earle
Naval Weapons Handling Laboratory (803)
Colts Neck, New Jersey 07722





MUTARY STANDARD

MIL-STD-1325-157 A

RAILCAR LOADING OF HAZARDOUS MATERIALS

BOMB, 500 LB. MK 82 MOD 2 (THERMALLY PROTECTED)

ON PALLET, MHU-122/E

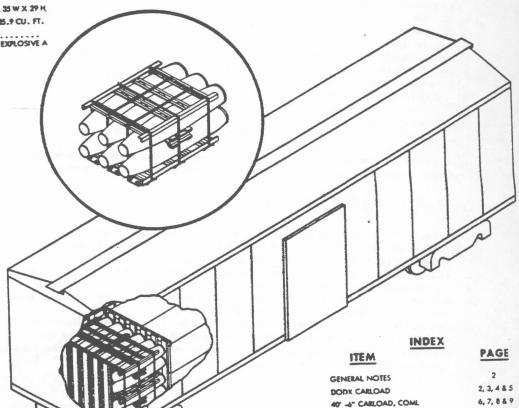
FLEET ISSUE UNIT LOAD

(NAVY)

7 SEPTEMBER 1973

SUPERSEDING MIL-STD-1325-157 9 JANUARY 1973

UNIT LOAD DATA



NOTES:

1. UNLESS OTHERWISE SPECIFIED DIMENSIONS

"ARE IN INCHES.

2. FOR CROSS REFERENCE TO ASSOCIATED

PALLETIZING, TRUCKLOADING AND

GENTAINER LOADING MILITARY STANDARDS,

METER TO

.DS MIL-HOBK-236 (NAVY

GENERAL NOTES	2
DODX CARLOAD	2, 3, 4 & 5
40" -6" CARLOAD, COML	6, 7, 8 & 9
40" -6" CARLOAD, COML (ALTERNATE METHOD)	10, 11 & 12
50" -: CARLOAD, COML	14, 15 & 16
50" -6" CARLOAD, COML VALTERNATE METHOD"	18 THRU 23
50" -6" CARLOAD COML (ALTERNATE METHOD)	24 THRU 29
50' -6" CARLUAD COM!	30 THRU 34
DUMM', UNIT LOAD	36 & 37

FSC 8140

AUTHORIZED AND RELEASED FOR

Manufact Land

ESPONICAL DIRECTION AGENT (TDA) DATE

SIGNATURE (AIR) SYSTOM BY DIRECTION

16/72

APPROVED BY
BUREAU OF EXPLOSIVES

BATE 8/1,73

ORIGINATOR

Charle . the Voude : Kid 73

ALTERNATE SWAY BRACE FRAMES

NAVAL WEAPONS HANDLING LABORATORY

N A D EARLE, NEW JERSEY

PAGE 1 OF 39

350

GENERAL NOTES

- 1. FOR GENERAL INFORMATION CONCERNING ORDERING, INSPECTING, AND PREPARING CARS, AND FOR DUNNAGING MATERIALS, DESIGN, AND INSTALLATION OF DUNNAGE SEE THE GENERAL DOCUMENT MIL-STD 1325 (NAVY).
- WHEN PLANNING SHIPMENTS ORDER THE MINIMUM NUMBER OF CAIS OF THE CAPACITY REGURED FOR THE SHIPMENT. UTILITY LOADER CARS SHALL BE SERIES DODX 28000.
- 3. LOADING PLANS SHOWN ARE FOR DODX UTILITY LOADER CAR WITH 50 FT 6 INCHES INSIDE LENGTH, 167 3/4 INCHES INSIDE WIDTH BETWEEN RAILS (III INCHES INSIDE WIDTH BETWEEN SIDE WALLS), COMMERCIAL BOXCARS WITH 40 FT 6 INCHES INSIDE LENGTH, 110 INCHES INSIDE WIDTH, AND COMMERCIAL BOXCARS WITH 50 FT 6 INCHES INSIDE LENGTH, 110 INCHES INSIDE WIDTH.
- 4. THE "LOAD LIMIT" OF A CAR MUST NOT BE EXCEEDED NOR SHOULD THE RAILCAR BE LOADED SO THAT MORE THAN ONE-HALF OF THE "LOAD LIMIT" IS CARRIED BY ONE SET OF TRUCKS.
- 5. IF END WALLS OF CARS ARE NOT SQUARE THEY MUST BE SQUARED OFF BEFORE STARTING TO LOAD CAR.
- 6. THE LOAD CONSISTS OF 500 LB. MK 82 MOD 2 (THERMALLY PROTECTED) BOMBS PALLETIZED IN ACCORDANCE WITH WR-54/239.
- 7. THE UNIT LOADS ARE MANDLED AND LOADED WITH A SUITABLE FORK LIFT TRUCK.
- 8. UNLESS OTHERWISE SPECIFIED NAILING SHALL BE IN ACCORDANCE WITH MIL-STD-1325 (NAVY).
- 9. APPLICABLE MATERIAL SPECIFICATIONS:

DUNNAGE LUMBER - FED. SPEC MM-L-751

NAILS - FED. SPEC FF-N-105

STRAPPING - FED. SPEC QO-S-781, TYPE I, HEAVY DUTY, CLASS A, DRY (UNLUBRICATED).

SEALS - FED. SPEC OQ-S-781, STYLE III, HEAVY DUTY

10. AFTER BLOCKING AND BRACING HAS BEEN INSPECTED ATTACH SHIPPING DOCUMENTS INSIDE THE CAR IN AN ACCESSIBLE AREA, CLOSE AND SEAL BOXCAR DOORS, AND ATTACH APPLICABLE PLACARDS TO THE OUTSIDE OF CAR AS PRESCRIBED IN OP 2165 (VOL. 1).

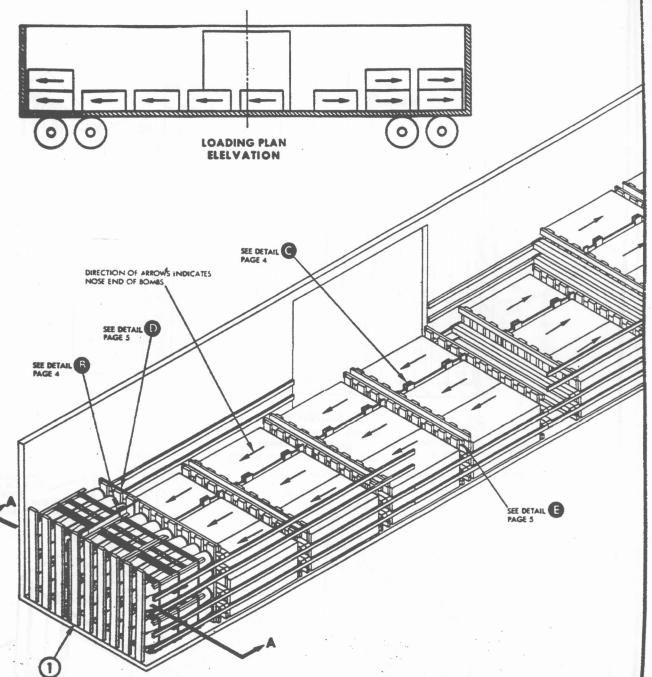
50 FT 6 IN. BOXCAR, DODX

- 1. THE CARLOAD CONSISTS OF 33 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING. HOWEVER, THIS QUANTITY SHALL SE ADJUSTED BY SUBSTITUTING DUMMY UNIT LOADS (SEE PAGE 36) AS REQUIRED TO COMPLY WITH LOAD LIMIT OR WEIGHT DISTRIBUTION RULES OF THE AAR.
- IF UNABLE TO LOAD DOORWAY STACK AS SHOWN, SEE DETAIL G, PAGE 5 FOR ALTERNATE DOORWAY STACK LOCATION.
- 3. A DETAILED DESCRIPTION AND OPERATING INSTRUCTIONS FOR THE UTILITY LOADER ARE CONTAINED IN OP 1750.
- 4. TO PREVENT UNUSED "DF" EQUIPMENT FROM BECOMING DISLODGED DURING TRANSIT OF DODX CARS SECURE IT AT ANY LOCATION IN THE BOXCAR WHICH WILL NOT INTERFERE WITH UNLOADING.
- 5. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN DODX BOXCARS THE SAME PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE. ANY BAYS OR PORTION THEREOF MAY BE USED PROVIDING THE WEIGHT DISTRIBUTION REQUIREMENTS OF THE AAR ARE COMPLIED WITH (SEE MIL-STD-1325 (NAVY). EACH CROSSMEMBER WILL BE USED IN SUCH A MANNER THAT IT WILL RETAIN NOT MORE THAN 2400 LBS OF THE LADING.

* CLINCHED

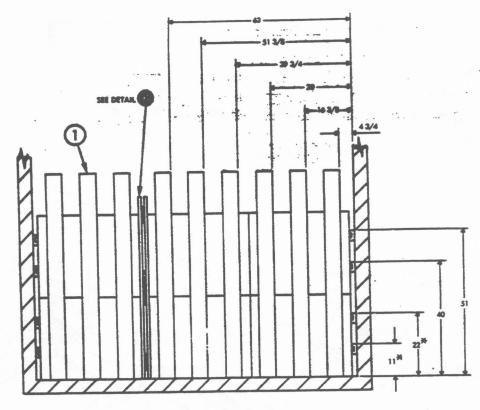
NO.	DESCRIPTION	SIZE	REGO	TO	NAIL	5
PIECE			NO.PCS	NAIL	NUMBER	SIZI
1	END WALL MEMBER	2 x 6 x 72	18	CAR	1 PER FOOT	104
2	SWAY BRACE VERTICAL	1 x 4 x 63 1/2	6	3	3 PER JOINT	663
3	SWAY BRACE HORIZONTAL	1 x 6 x 64	12	SEE 2	-	-
4	SWAY MACE VERTICAL	1 x 6 x 63 1/2	12	3	3 PER JOINT	64
5 .	SEPARATOR GATE VERTICAL	2 x 6 x 60	30	٥	3 PER JOINT	104
6	TIE PIECE	2 x 4 x 107	8	SEE 5		-
7	SEPARATOR GATE VERTICAL	2 x 6 x 36	90	8	3 PER JOINT	104
8	TIE MECE	2 x 4 x 107	20	SEE 7	-	-
,	SWAY BRACE VERTICAL	1 x 4 x 34 1/2	10	10	3 PER JOINT	6d×
10	SWAY BRACE HORIZONTAL	1 x 6 x 64	10	SEE 9	-	-
11	SWAY BRACE VERTICAL	1 x 5 x 34 1/2	20	10	3 PER JOINT	ód

UST OF MATERIALS AND NAILING DATA



CARLOAD DATA

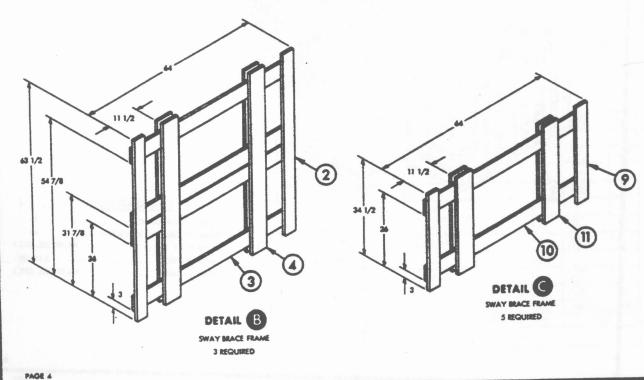
NUMBER OF UNIT L	Ú	A	D:	5			•				•	•		33
NUMBER OF CRUSS	u	EA	A	E	R	5	R	E	0)				44
LOAD WEIGHT													102,102	LES. (EST.)
DUNNAGE WEIGHT										•				2,159 LBS.
CARLOAD WEIGHT													104,261	US. (EST.)

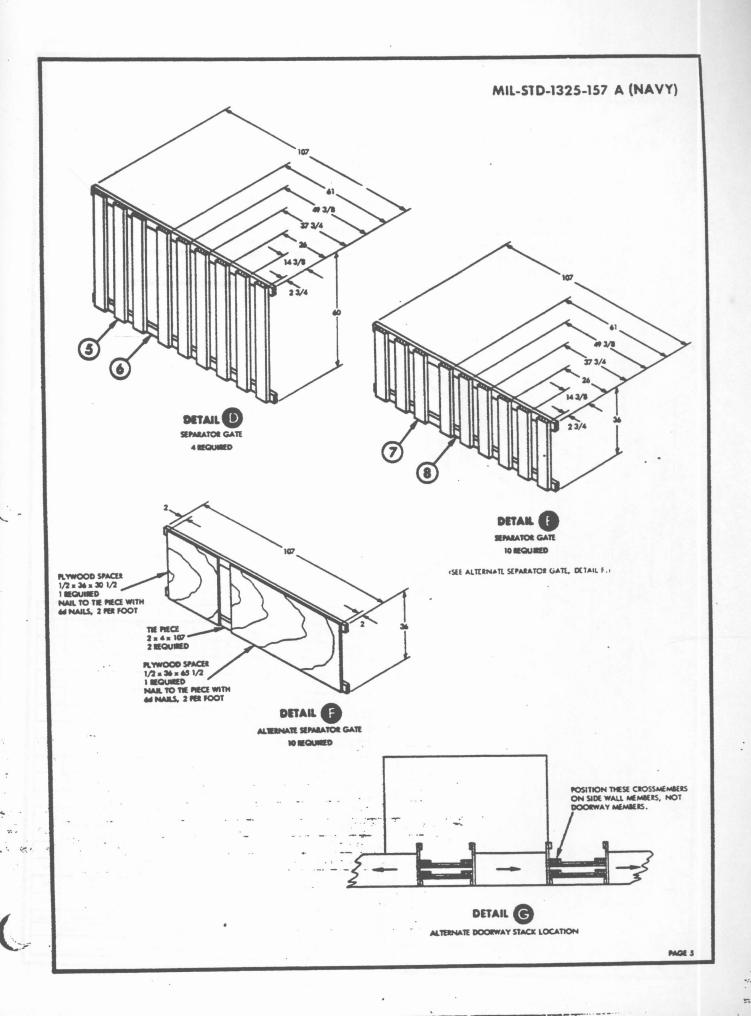


SECTION A-A

SHOWING LOCATION OF WALL MEMBERS
USED FOR CROSS MEMBERS
ALSO LOCATION OF END WALL MEMBERS

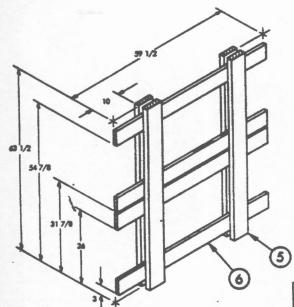
*DOORWAY MEMBER LOCATIONS





40 FT 6 IN. BOXCAR, COMMERCIAL

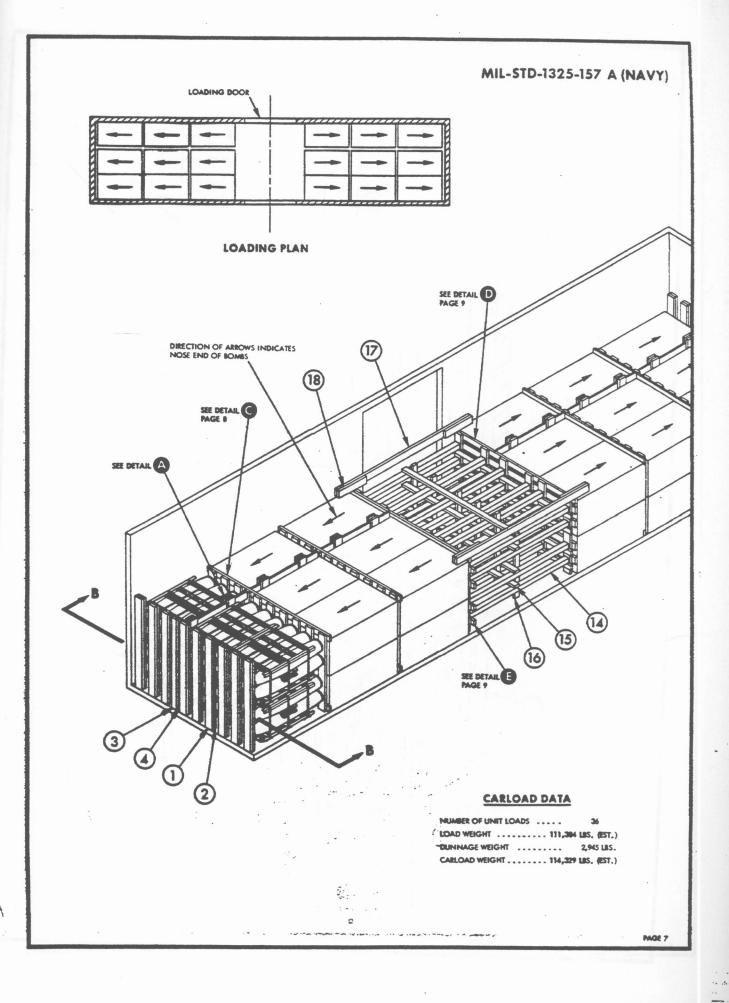
- 1. THE CARLOAD CONSISTS OF 36 UNIT LOADS WHICH MLIST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING.
- 2. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCARS AND A PARTIAL LAYER RESULTS, THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF END BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN ACCORDANCE WITH WR-52/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE CENTER GATE HEIGHT SHOULD BE ADJUSTED AS REQUIRED.
- 3. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 6 FT WIDE DOORWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 6 FT WIDE, PROVIDED DOORWAY PROTECTION WHEN REQUIRED IS INSTALLED IN ACCORDANCE WITH MIL-STD-1325 (NAVY).
- 4. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT. 2 IN. USE ALTERNATE SWAY BRACE FRAMES SHOWN ON PAGE 38



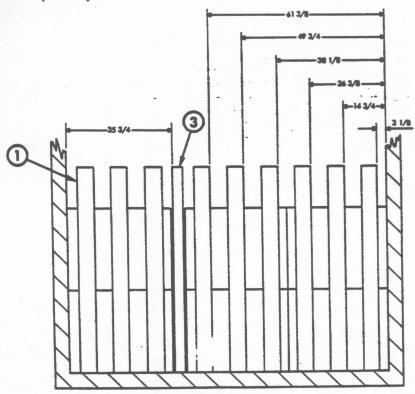
*2 x 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 x 4 5.

DETAIL A
SWAY BRACE FRAME
6 REQUIRED

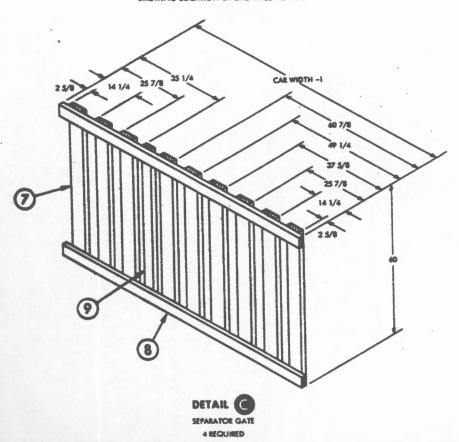
NO.	DESCRIPTION	SIZE	REQD	TO	NAIL	5
PIECE			NO.PCS	NAIL	NUMBER	SIZ
1	END WALL MEMBER	2 x 6 x 72	18	CAR	1 PER FOOT	108
2	END WALL MEMBER	2 x 6 x 72	18	1	FOOT	108
3	END WALL MEMBER	2 x 4 x 72	2	CAR WALL	1 PER FOOT	108
4	END WALL MEMBER	2 x 4 x 72	2	3	1 PER FOOT	104
5	SWAY BRACE VERTICAL	2 x 6 x 63 1/2	24	6	JOINT	104
6	SWAY BRACE HORIZONTAL	1 x 6 x 59 1/2	24	SEE 5	-	-
7	SEPARATOR GATE VERTICAL	2 - 4 - 40	36	SEE 8	-	-
8	SEFARATOR GATE HORIZONTAL	CAR V/IDTH-I	i.	1,9	3 PER JOINT	104
9	SWAY BRACE STOP	2 - 4 = -0	4	SEE C	-	-
10	CENTER GATE HORIZONTAL	2 x 6 x CAR WIDTH-1	8	11	3 PER JOINT	104
11	CENTER GATE VERTICAL	2 x 6 x 60	12	SEE 10	-	-
12	CENTER GATE STRUT CLEAT	CAR WIDTH-1	8	11	3 PER JOINT	108
13	TOP HORIZONTAL	CAR WIDTH-1	2	11	3 PER JOINT	106
14	STRUT	4 x 4 x WEDGE FIT*	24	11	JOINT	16d
15	HORIZONTAL TIE BAR	CAR WIDTH-1	4	14	2 PER JOSSET	16d
16	VERTICAL TIE BAR	4 0	5	14	2 PER JOINT	166
17	GATE HOLD DOWN	2 x 6 x 10 PT.	2	CAR WALL	5 EACH END	10a
18	HOLD DOWN CLEAT	2 x 6 x 24	4	17	5	104

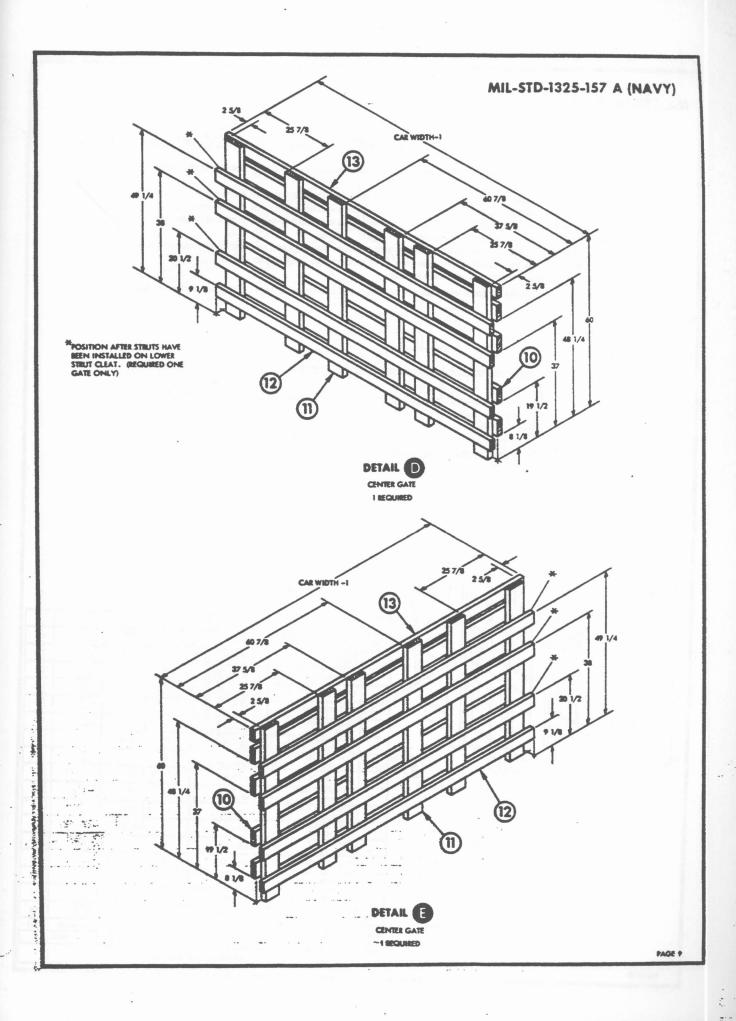






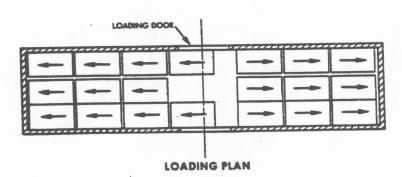
SECTION B-8
SHOWING LOCATION OF END WALL MEMBERS

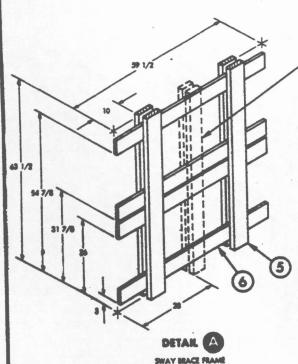




40 FT 6 IN. BOXCAR, COMMERCIAL (ALTERNATE METHOD)

- 1. THE CARLOAD CONSISTS OF 40 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING.
- 2. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCAIS AND A PARTIAL LAYER RESULTS, THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF END BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN ACCORDANCE WITH WR-S2/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE CENTER GATE HEIGHT SHOULD BE ADJUSTED AS REQUIRED.
- 3. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 6 FT. WIDE DOORWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCAIS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 6 FT. WIDE.
- 4. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT. 2 IN. USE ALTERNATE SWAY BRACE FRAMES SHOWN ON PAGE 38 IN PLACE OF DETAIL A.





7 REQUIRED

*2 x 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF

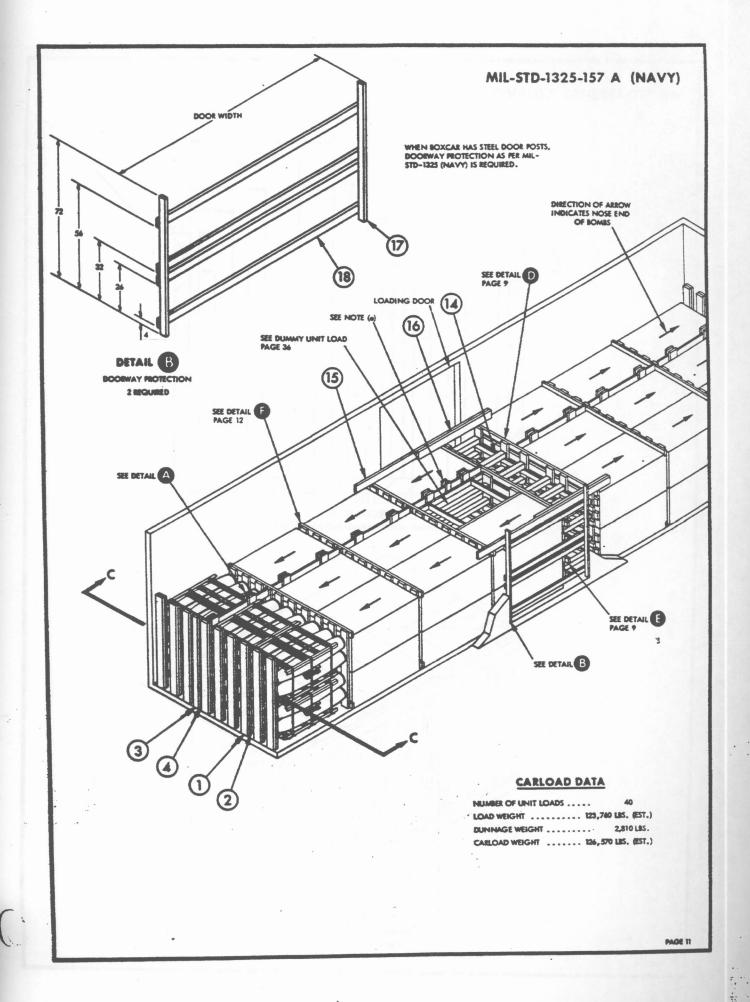
4 x 4'S.

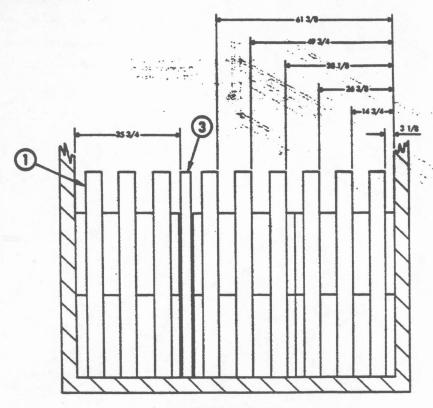
NOTE:

SPACER
2 x 4 x 63 1/2
SEE NOTE (a)

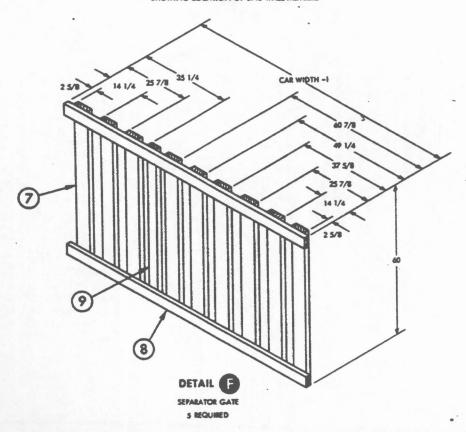
(a) WHEN POSITIONING DUMMY LOAD NEXT TO SWAY BRACE FRAME, 2 x 4 SPACERS MUST BE INSTALLED ON EACH SIDE OF FRAME. THIS IS NOT REQUIRED WHEN 3 DUMMY LOADS ARE LOADED ACROSS THE CAR.

MECE NO.	DESCRIPTION	SIZE	REQD	TO	NAIL	S
1	DIO WALL HEMSER	-	NO.PCS	NAIL	NUMBER	SIZ
	END WALL MEMBER	2 = 6 = 72	18	CAR	I PÉR FOOT	104
2	END WALL MEMBER	2 x 6 x 72	18	- 1	FOOT	104
3	END WALL MEMBER	2 x 4 x 72	2	CAR WALL	FOOT	108
4	END WALL MEMBER	2 x 4 x 72	2	3	FOOT	100
5	SWAY BRACE VERTICAL	2 x 6 x 63 1/2	28	6	3 PER JOINT	10
6	SWAY BRACE HORIZONTAL	1 x 6 x 59 1/2	28	SEE 5	-	-
7	SEPARATOR GATE VERTICAL	2 x 6 x 60	45	SEE 8		-
	SEPARATOR GATE HORIZONTAL	CAR WIDTH-1	10	7, 9	JOINT	108
,	SWAY BRACE STOP	2 x 4 x 60	- 5	SEE 8	3 PER	-
10	CENTER GATE HORIZONTAL	2 x 6 x CAR WIDTH-1	8	11	JOINT	104
11	CENTER GATE VERTICAL	2 x 6 x 60	12	SEE 10	3 PER	•
12	CENTER GATE STRUT CLEAT	CAR WIDTH-1	8	11	JOINT	104
13	TOP HORIZONTAL	2 x 4 x CAR WIDTH-I	2	11	JOINT 3 PER	104
14	STRUT	WEDGE FIT*	24	11	2 PER JOINT	16d
15	GATE HOLD DOWN	2 x 6 x 10 FT.	2	CAR WALL	5 EACH END	104
16	HCLD DOWN CLEAT	2 x 5 x 66	. 2	15	FCCT	104
	VERTICAL DOORWAY MEMBER	2 x 3 x 72		DOOR POST	2 PER FOOT 2 PER	20d
18	HORIZONTAL DOORWAY MEMBER	DOOR WIDTH	8	17	2 PER JOINT	104





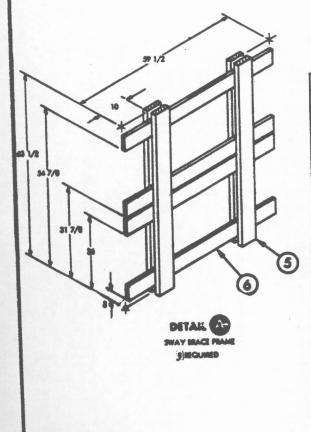
SECTION C-C SHOWING LOCATION OF END WALL MEMBES



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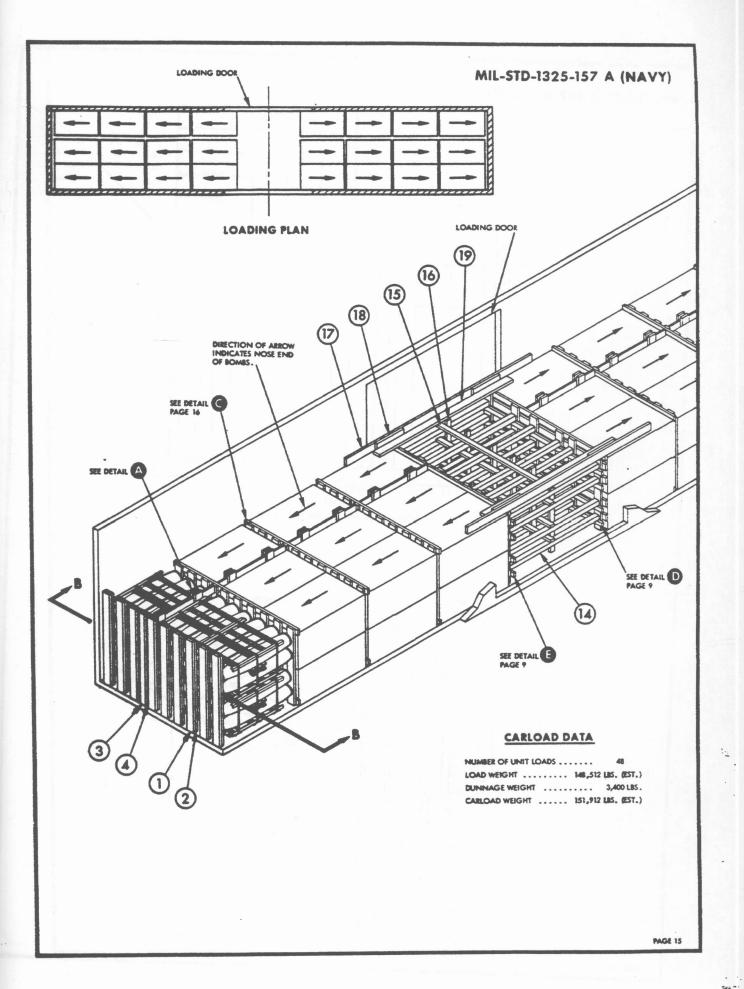
50 FT 6 IN. BOXCAR, COMMERCIAL

- 1. THE CARLOAD CONSISTS OF 48 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING.
- WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCARS AND A PARTIAL LAYER RESULTS,
 THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF END BRACING AND/OR PARTIAL LAYER BRACING CONSTRUCTED IN
 ACCORDANCE WITH WR-52/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED. THE
 CENTER GATE HEIGHT SHOULD BE ADJUSTED AS REQUIRED.
- 3. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 10 FT. WIDE DOCKWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 10 FT. WIDE PROVIDING THE LENGTH OF PIECE 17 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING.
- 4. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG TYPE DOORS
 PROVIDING THE LENGTH OF PIECE 17 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING. DUNINAGE MATERIAL
 MUST NOT BE NABLED TO ANY PLUG DOOR, WHETHER MAIN OR AUXILLARY, EXCEPT WHEN THE CAR HAS A COMBINATION OF A
 CONVENTIONAL SLIDING TYPE DOOR AND A PLUG TYPE DOOR, AND AN ADEQUATE NAILING STRIP IS PROVIDED ON THE PLUG TYPE
 DOOR. IF LUMBER OF SUFFICIENT LENGTH TO SPAN PLUG DOORS IS NOT AVAILABLE, RANDOM LENGTH MATERIAL, DOUBLED AND
 SPLICED, BUT WITH JOINTS OF SPLICES OFFSET, MAY BE USED. STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOORWAY
 AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED 1 1/4" STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO
 DOUBLE CRIMPED SEALS. DOORWAY PROTECTION IS NOT REQUIRED WHEN PLUG DOOR EQUIPPED BOACARS ARE USED, EXCEPT WHEN
 CAR HAS A COMBINATION OF PLUG DOOR AND CONVENTIONAL SLIDING DOOR. THEN DOORWAY "ROTECTION IS REQUIRED FOR
 THE CONVENTIONAL DOOR. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH
 THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.
- 5. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT. 2 IN. USE ALTERNATE SWAY BRACE FRAMES SHOWN ON PAGE 38 IN PLACE OF DETAIL A.

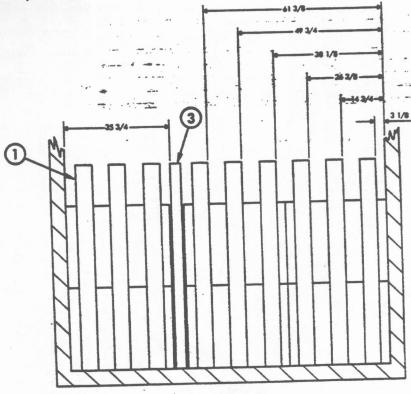


* 2 X 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 X 4'S.

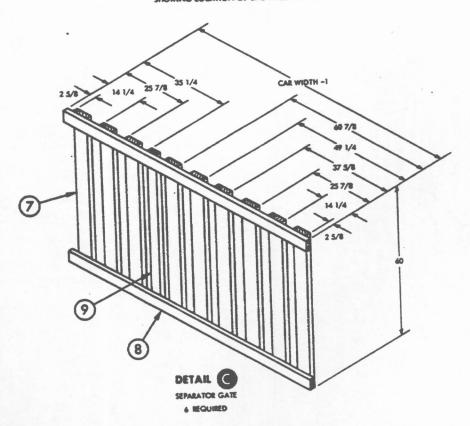
MECE NO.	DESCRIPTION	SIZE	REQU	TO	NAIL	S
			NO.PCS	NAIL	NUMBER	SIZE
1	END WALL MEMBER	2 × 6 × 72	36	CAR	1 PER FOOT	104
2	END WALL MEMBER	2×6×72	18	1	1 PER	104
3	END WALL MEMBER	2 x 4 x 72	2	CAR	1 PER FOOT	108
4	END WALL MEMBER	2 x 4 x 72	2		PER FOOT	108
5	SWAY BRACE	2 x 6 x 63 1/2	32	6	3 PER JOINT	10d
6	SWAY BRACE HORIZONTAL	1 x 6 x 59 1/2	32	SEE 5	-	-
7	SEPARATOR GATE VERTICAL	2 x 6 x 60	54	SEE 8	-	-
8	SEPARATOR GATE HORIZONTAL	CAR WIDTH-I	12	7, 9	3 PER JOINT	108
,	SWAY BRACE STOP	2 x 4 x 60	6	SEE 8	-	-
10	CENTER GATE HORIZONTAL	CAR WIDTH-I	8	11	3 PER JOINT	108
11	CENTER GATE VERTICAL	2 x 5 x 60	12	SEE 10	-	•
12	CENTER GATE STRUT CLEAT	CAR WIDTH-I	8	13	3 PER JOINT	104
13	TOP HORIZONTAL	2 x 4 x CAR WIDTH=1	2	11	3 PER JOINT	104
14	STRUT	4 x 4 x WEDGE FIT*	24	11	2 PER JOINT	166
15	HORIZONTAL TIE BAR	2 x 4 x CAR WIDTH-1	4	14	2 PER JOINT	166
16	VERTICAL TIE BAR	2 x 4 x 60	6	14	2 PER JOINT	16d
17	GATE HOLD DOWN	2 x 6 x 14 FT.	2	WALL	5 EACH END	104
18	HOLD DOWN CLEAT	2 = 6 = 24	4	17	5	104
	CENTER GATE SWAY BRACE	2 x 0 x 10 FT.	2	13	3 PER JOINT	160







SECTION 8-8 SHOWING LOCATION OF END WALL MEMBERS



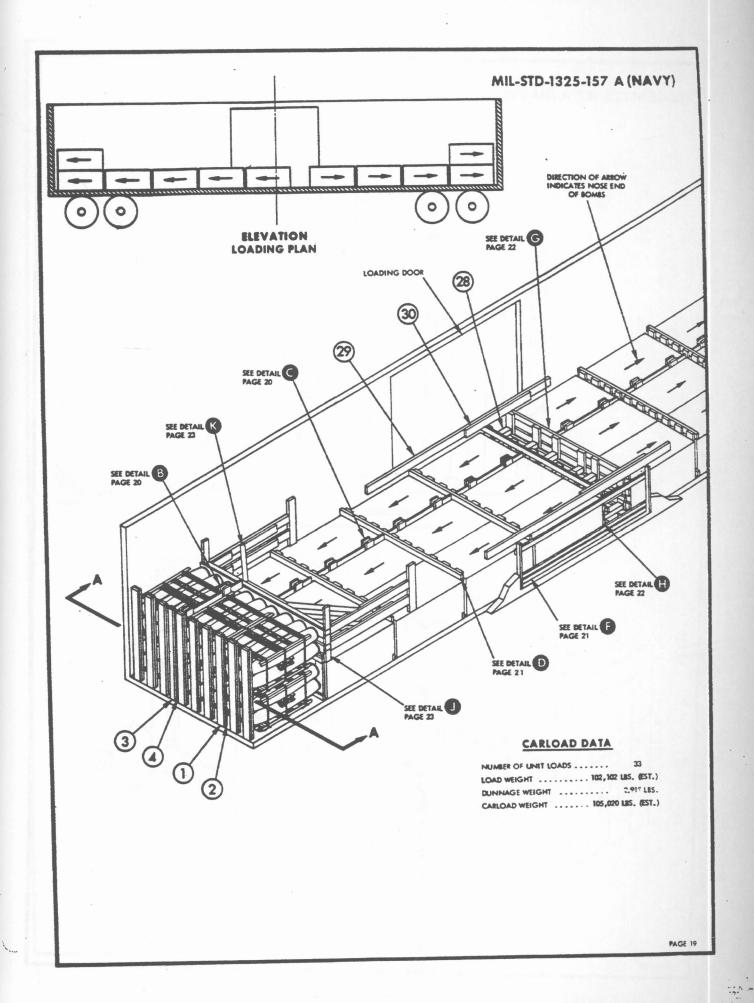
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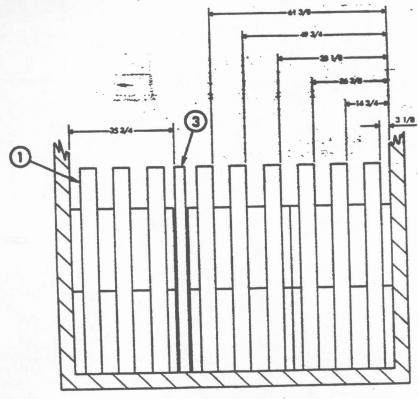
50 FT 6 IN. BOXCAR, COMMERCIAL (ALTERNATE METHOD)

- THE CARLOAD CONSISTS OF EITHER 33 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS
 PROCEDURAL DRAWING OR 27 UNIT LOADS COMPRISING THE FIRST LAYER ONLY OF THIS PROCEDURAL DRAWING.
- WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCARS AND A PARTIAL LAYER
 RESULTS, THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF END BRACING AND FOR PARTIAL LAYER BRACING
 CONSTRUCTED IN ACCORDANCE WITH WR-S2/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS
 TO BE RETAINED.
- 3. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 10 FT. WIDE DOCRWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 10 FT. WIDE PROVIDING THE LENGTH OF MECE 29 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING.
- 4. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG TYPE DOORS PROVIDING THE LENGTH OF PRECE 29 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING. DUNINAGE MATERIAL MUST NOT BE NAILED TO ANY PLUG DOOR, WHETHER MAIN OR AUXILLARY, EXCEPT WHEN THE CAR HAS A COMBINATION OF A CONVENTIONAL SLIDING TYPE DOOR AND A PLUG TYPE DOOR, AND AN ADEQUATE NAILING STRIP IS PROVIDED ON THE PLUG TYPE DOOR. IF LUMBER OF SUFFICIENT LENGTH TO SPAN PLUG DOORS IS NOT AVAILABLE, RANDOM LENGTH MATERIAL, DOUBLED AND SPLICED, BUT WITH JOINTS OF SPLICES OFFSET, MAY BE USED. STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOORWAY AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED 1 1.14" STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CRIMPED SEALS AND DOORWAY PROTECTION, PIECES 31 AND 32, IS NOT REQUIRED WHEN PLUG DOOR EQUIPPED SOXCARS ARE USED, EXCEPT WHEN CAR HAS A COMBINATION OF PLUG DOOR AND CONVENTIONAL SLIDING DOOR. THEN DOORWAY PROTECTION IS REQUIRED FOR THE CONVENTIONAL DOOR. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.
- 5. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT. 2 IN. USE ALTERNATE SWAY BRACE SHOWN ON PAGE 38 IN PLACE OF DETAIL B AND C.

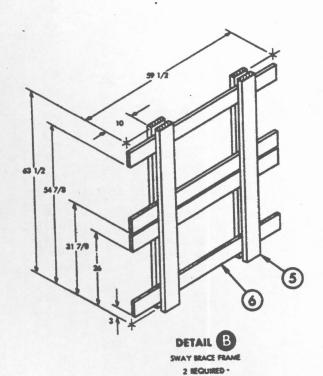
* 2 X 6 STRUTS DOUBLED AND LAMINATED WITH 10d NAILS MAY BE SUBSTITUTED IN PLACE OF 4 X 4'S.

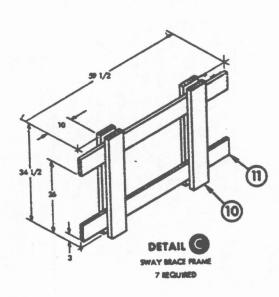
NO.		ST OF MATERIALS AN	#£00	10	NAR	3	NO.	UESCEPTION II		#EG0	10	NAIL	5
PRICE	DESCRIPTION	9128	NO.FCS	NAIL	NUMBER	SIZE	MICE	DESCRIPTION	922	NO.PCS	MAIL	NUMBER	92
17	CENTER GATE	CAR WIDTH-1	4	16	3 PER JOHNT	104	1	END WALL MEMBER	2 = 6 = 72	10	WALL	POOT	104
10	TOP HORIZONTAL	CAR WIDTH-1	2	16	JOINT	104	2	END WALL MEMBER	2 x 6 x 72	18	1	FOOT	104
19	SWAY BRACE STOP	2 x 6 x 22	2	16	3 PER JOINT	104	3	END WALL MEMBER	2 x 4 x 72	2	WALL -	POOT	104
20	WALL CLEAT	2=4=73/4	4	WALL	3	104	4	END WALL MEMBER	2 = 4 = 72	2	3	1 PER POOT	102
21	BACK-UP CLEAT	2=6=36	4	WALL	8	104	5	SWAY BRACE .	2 = 6 = 63 1/2		6	3 PER JOINT	104
22	UPPER WALL CLEAT	2 x 4 x 16	4	WALL	4	104	4	SWAY BLACE HORZONTAL	1 = 6 = 59 1/2		S82 5	-	-
23	CENTER CLEAT	2 = 4 = 36	4	14	. 7	144	7	SEPARATOR GATE VERTICAL	2 x 6 x 34	. 43	SEE 8	-	-
24	HORZONTAL WALL CLEAT	2 x 6 x 72		WALL	16	104	8	SEPARATOR GATE HORIZONTAL	CAR WIDTH-I	14	7, 9	JOINT	104
25	HORZONTAL POCKET CLEAT	2 x 6 x 18	. 1	24	7 .	166	,	SWAY BRACE STOP	2 x 4 x 34	7	SEE 8		-
26	DIAGONAL BRACE	4 x 4 x 50		14,24	1 EACH END	404	10	SWAY BRACE VERTICAL	2 x 6 x 34 1/2	28	11	3 PER JOHNT	104
27	HORZONTAL BACK-UP CLEAT	2 x 4 x 30		24	14	164	11	NORIZONIAL	1 x 6 x 59 1/2	14	SEE 10	-	-
28	STRUT	WEDGE PIT *	12	16	2 PER JOINT	16d	12	LOWER WALL CLEAT	2×4×9	4	WALL	3	104
29	DOWN	2 x 6 x 14 FT.	2	WALL	5 EACH END	104	13	CROSS BRACE STIFFENER	CAR WIDTH	4	14	2 PER POOT	Mid
30	HOLD DOWN CLEAT	2 = 6 = 40	2	29	2 PER FOOT	104	14	CROSS BRACE	CAR WIDTH	4	SEE 13		-
. 1	VERTICAL DOORWAY MEMBER	2 x 3 x 36	4	DOOR POST	2 PER POOT	204	15	CENTER GATE HORIZONTAL	CAR WIDTH-3	4	16	JOINT	104
	HORZONTAL COORWAY MEMBER	DOOR WIDTH		31	JOINT	100	16	CENTER GATE VERTICAL	2 x 6 x 36	12	SEE 15		-

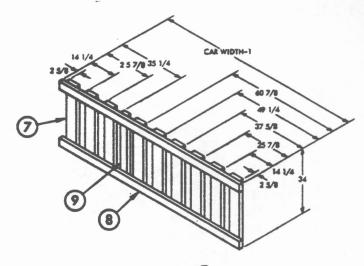




SECTION A-A
SHOWING LOCATION OF END WALL MEMBERS

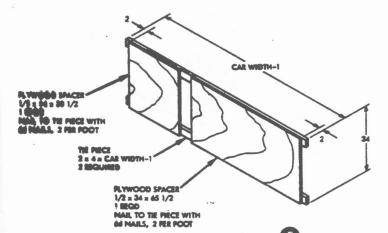






DETAIL D

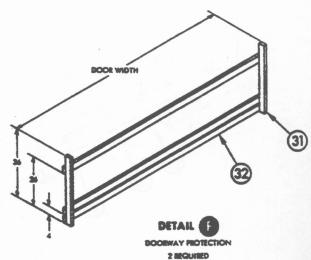




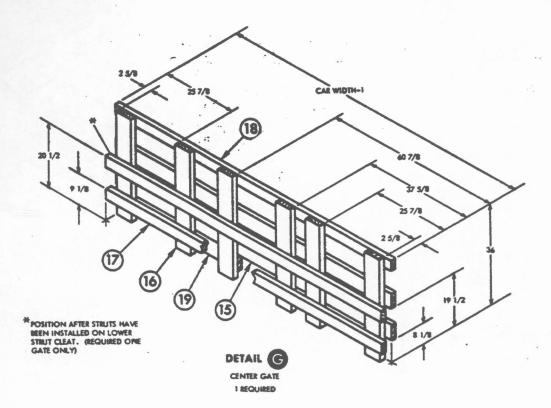
DETAIL (3

ALTERNATE SEPARATOR GATE

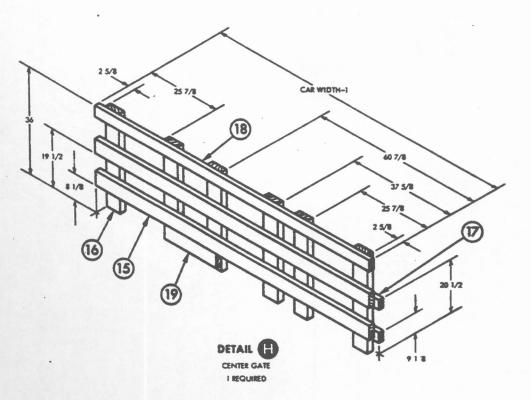
7 REQUIRED

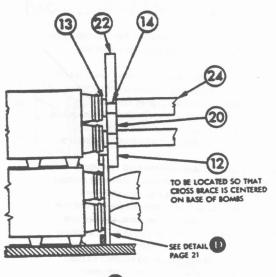


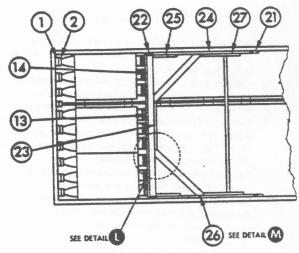
WHEN BOXCAR HAS STEEL DOOR POSTS DOORWAY PROTECTION AS FER MIL-STD-1325 (NAVY) PAGE 46, FIG. 21 IS REQUIRED.



4.50

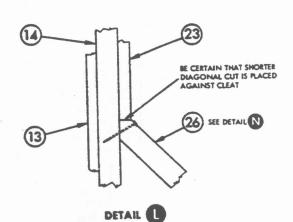




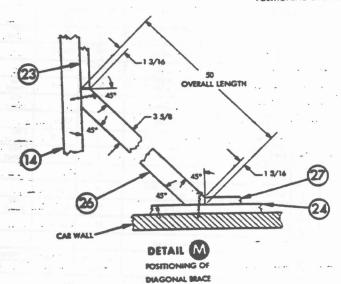


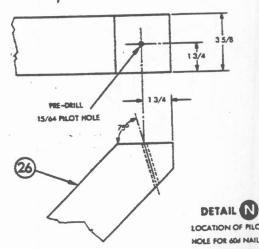
DETAIL K PARTIAL LAYER BRACING

DETAIL 1



POSITIONING OF DIAGONAL BRACE



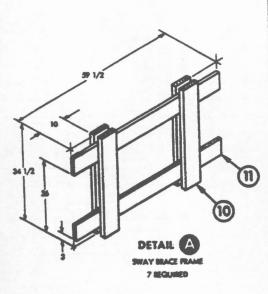


LOCATION OF PILOT HOLE FOR 600 NAIL

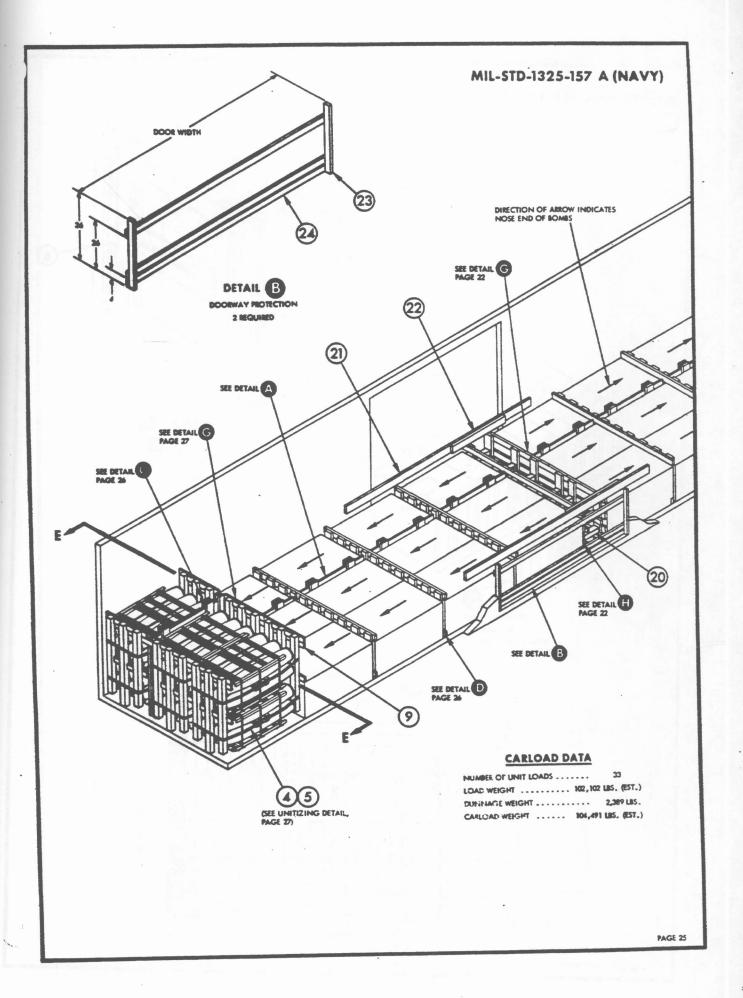
50 FT 6 IN. BOXCAR, COMMERCIAL (ALTERNATE METHOD)

- 1. THE CARLOAD CONSISTS OF EITHER 39 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING, OR 39 UNIT LOADS IN ACCORDANCE WITH THE ALTERNATE FLAN AND DETAILS DEPICTED ON PAGES 28 & 29 OF THIS PROCEDURAL DRAWING.
- PROCEDURAL DRAWING.

 2. WHEN LESS THAN CARLOAD R.C.L.) GUANTITIES ARE REGUIRED TO BE SHIPPED IN COMMERCIAL BOXICARS AND A PARTIAL LAYER RESULTS,
 THE PARTIAL LAYER OF LADING SHALL BE BRACED BY MEANS OF END BRACING AND/OR METHAL LAYER BRACING CONSTRUCTED IN
 ACCORDANCE WITH WE-52/100. SELECT THE TYPE OF BRACE TO COMPLY WITH THE WEIGHT OF THE UNITS TO BE RETAINED.
- 3. THE LOADS AS SHOWN ARE BASED ON CAIS WHICH HAVE 10 FT. WIDE DOCEWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 10 FT. WIDE PROVIDING THE LENGTH OF PIECE 21 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING.
- 4. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIRED WITH PLUG TYPE DOORS PROVIDING THE LENGTH OF PIECE 21 IS ADJUSTED AS REQUIRED TO SUIT THE PARTICULAR DOORWAY OPENING. DUNNAGE MATERIAL MUST NOT BE NARLED TO ANY PLUG DOOR, WHETHER MAIN OR ALXILLARY, EXCEPT WHEN THE CAR HAS A COMBINATION OF A CONVENTIONAL SLIDING TYPE DOOR AND A PLUG TYPE DOOR, AND AN ADEQUATE NARLING STRIP IS PROVIDED ON THE PLUG TYPE DOOR. IF LUMBER OF SUFFICIENT LENGTH TO SPAN PLUG DOORS IS NOT AVAILABLE, RANDOM LENGTH MATERIAL, DOUBLED AND SPLICED, BUT WITH JOHNTS OF SPLICES OFFSET, MAY BE USED. STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOORWAY AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED 1 1/4" STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CRIMPED SEALS AND DOORWAY PROTECTION, PRECES 23 AND 24, IS NOT REQUIRED WHEN PLUG DOOR EQUIPPED BOXCARS ARE USED, EXCEPT WHEN CAR HAS A COMBINATION OF PLUG DOOR AND CONVENTIONAL SLIDING DOOR. THEN DOORWAY PROTECTION IS REQUIRED FOR THE CONVENTIONAL DOOR. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.
- 5. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT. 2 IN. USE ALTERNATE SWAY BRACE FRAMES SHOWN ON PAGE 38 IN PLACE OF DETAIL A AND C.



MECE NO.	DESCRIPTION	925	₩Q0	TO	NAIL	S
1	UPRIGHT	-11-10-	NO.PCS	NAIL	NUMBER	SIZ
2		414164	12	SEE 3		1-
	UPRIGHT	4 = 4 = 59	24	SEE 3	JOINT	-
3	THE PIECE	19FT.	24	1, 2	2 PER	166
4	STRAP	1 1/4 x .035 x	12	-		-
5	SEAL	17'4	24	-	-	-
6	SWAY BRACE VERTICAL	2 x 4 x 63 1/2		8	3 PER JOINT	100
7	SWAY BRACE VERTICAL	2×5×431/2	8	8	3 FER JOINT	104
	SWAY STACE	1 x 6 x 63	8	SEE 6	-	-
,	THE PRECE	2 x 4 x CAR WIDTH-1	4	1, 2	I PER JOINT	166
10	SWAY BRACE VERTICAL	2 x 6 x 34 1/2	28	11	JOINT	106
11	SWAY BRACE HOBIZONTAL	1 = 6 = 59 1/2	14	SEE 10	-	•
12	SEPARATOR GATE VERTICAL	2 x 6 x 34	45	SEE 13	-	-
13	SEPARATOR GATE HORIZONTAL	2 x 4 x CAR WIDTH-1	10	12, 14	3 PER JOINT	104
14	SWAY BRACE STOP	2×4×34	5	SEE 13		
15	CENTER GATE HORIZONTAL	2 x 6 x CAR WIDTN-1	4	16	3 PER JOINT	104
16	CENTER GATE VERTICAL	2 x 6 x 36	12	SEE 15	-	-
17	CENTER GATE STRUT CLEAT	CAR WIDTH-1	4	16	3 PER JOINT	104
18	TOP HORIZONTAL	CAR WIDTH-1	2	16	3 PER JOINT	108
19	SWAY BRACE STOP	2 x 6 x 22 .	2	16	3 PER JOINT	10d
20	STRUT	4 x 4 x WEDGE FIT	12	16	2 PER JOINT	166
21	GATE HOLD DOWN	2 x 6 x 14 FT.	2	WALL	5 EACH END	108
22	HOLD DOWN CLEAT	2 x 6 x 48	2	21	FOOT	108
23	VERTICAL DOORWAY MEMBER	2 x 3 x 36	4	DOOR POST	2 PER FOOT	204
24	HORIZONTAL DOORWAY MEMBER	2 x 4 x DOOR WIDTH	6	23	2 PER JOINT	104
25	SPACER	2 x 4 x 8 1/4	48	3	3	10d



MIL-STD-1325-157 A (NAVY) **⑥** 63 1/2 31 7/8 CAR WIDTH-1 60 7/8 49 1/4 DETAIL D SEPARATOR GATE SEQUIRED (SEE ALTERNATE SEPARATOR GATE, DETAIL E, PAGE 21-SEE DETAIL SEE DETAIL

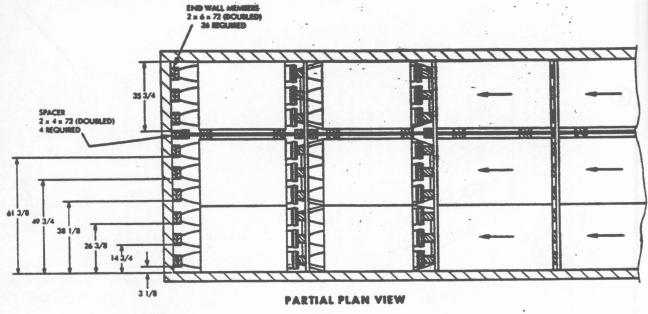
SECTION E-E

1. 377

MIL-STD-1325-157 A (NAVY) SEE DETAIL SEE DETAIL DETAIL F 3 UNITIZING DETAIL TENSION AND SEAL WITH TWO DOUBLE CRIMPED SEALS PER STRAP 2 DETAIL G PARTIAL LAYER BLOCKING 12 REQUIRED DIRECTION OF ARROW INDICATES NOSE END OF BOMBS. ELEVATION LOADING PLAN PAGE 27

: u.

ALTERNATE PLAN FOR 39 UNIT LOADS



SEE DETAIL SEE DETAIL A REGIO

SEE DETAIL A REGIO

NAIL TO UPRIGHT WITH 16d

ARGO

SEE DETAIL A

PAGE 24

SEE DETAIL A

SEE DETAIL A

PAGE 24

SREQO

STRAP

1 1/4 x ... COS x 19 FT.

12 REGIO

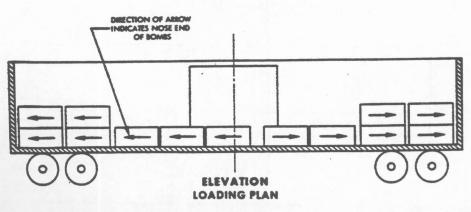
3 REGIO

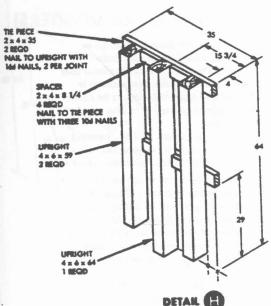
3 REGIO

3 REGIO

3 REGIO

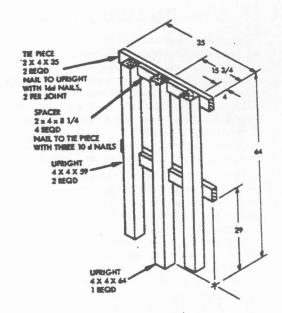
PARTIAL ELEVATION



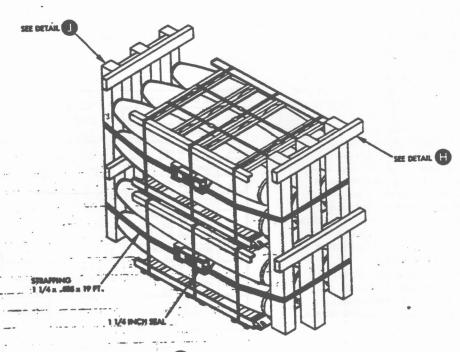


PARTIAL LAYER BLOCKING

4 REQUIRED



DETAIL . IJ
PARTIAL LAYER BLOCKING
6 REQUIRED



DETAIL K
UNITIZING BETAIL
ENGION AND SEAL WITH TWO BOURLE
CRIMMED SEALS FOR STRAP

50 FT 6 IN. BOXCAR, COMMERCIAL (USING LOAD DIVIDERS)

- 1. THESE PROCEDURES DEPICT THE METHOD OF LOADING THE PLEET ISSUE UNIT LOAD OF MIX 82 BOMBS (THERMALLY PROTECTED) IN CUSHIONED BOXCARS WHICH ARE EQUIPPED WITH LOAD DIVIDERS AND WITH OR WITHOUT ADJUSTABLE SIDE FILLEIS. ONLY::

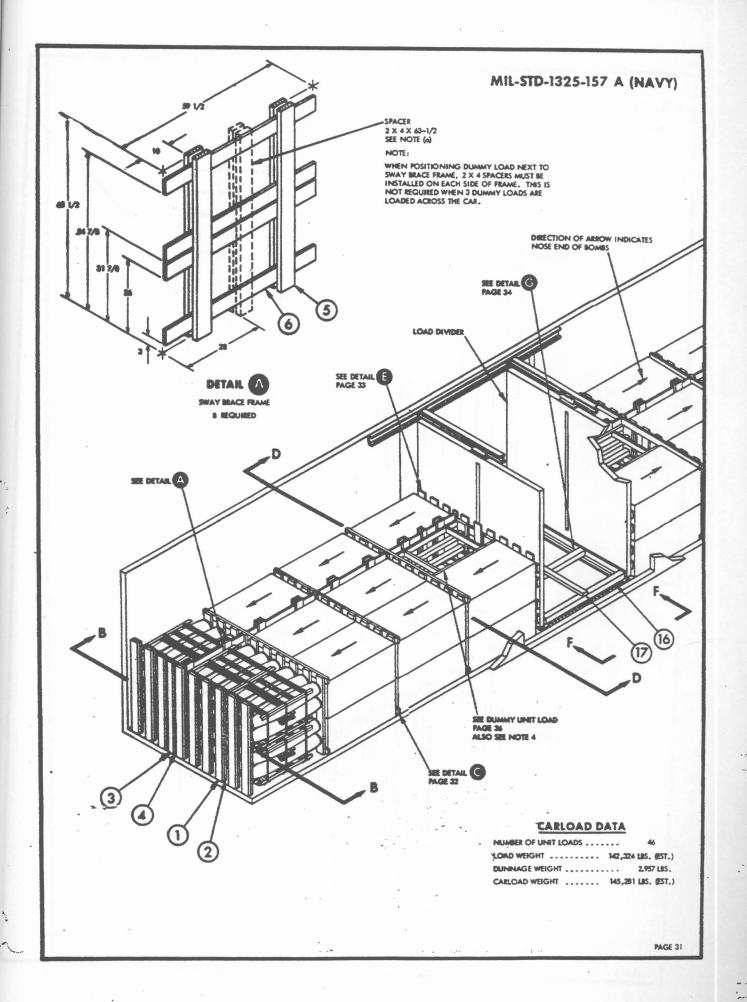
 CUSHIONED CARS THAT HAVE SLIDING CENTER SILL TYPE CUSHIONING DEVICES OR END-OF-CAR TYPE DEVICES WHICH HAVE AT LEAST 15 INCHES OF TRAVEL ARE ACCEPTABLE. (ONLY THOSE CUSHIONED BOXCARS EQUIPPED WITH LOAD DIVIDERS MANUFACTURED BY EVANS, EQUIPCO AND PRECO HAVE BEEN TESTED AND APPROVED BY THE AAR, BLIX.) THE LOAD DIVIDERS WILL REPLACE THE CENTER GATE ASSEMBLY. A STRUT ASSEMBLY, DETAIL G, WILL BE REQUIRED BETWEEN THE LOAD DIVIDERS AS SHOWN IN THE LOAD VIEWS, IF EITHER LOAD DIVIDER IS REQUIRED TO RETAIN A LADING WEIGHT OF SQ.000 POUNDS OR MORE.
- 2. BOXCARS EQUIPPED WITH ADJUSTABLE SIDE FILLERS THAT HAVE 3/8 INCH OR THICKER PANELS MAY BE USED. HOWEVER, THESE SIDE FILLERS MUST NOT BE USED FOR LATERAL BLOCKING. THEY MUST BE RETRACTED AND LOCKED AGAINST THE CAR SIDE WALL, AND A FILL PIECE INSTALLED IN THE VOID, IF ONE EXISTS, BETWEEN THE CAR SIDE WALL AND THE SIDE FILLER PANEL. (SEE DETAIL H, PAGE 34-)
- 3. PRIOR TO LOADING A CAR EQUIPPED WITH LOAD DIVIDEIS, A VERY CAREFUL INSPECTION MUST BE MADE TO ENSURE THAT THE CAR AND THE CAR EQUIPMENT IS IN GOOD CONDITION. THE CONDITION OF THE LOAD DIVIDERS SHOULD BE CHECKED THOROUGHLY. BREAKS IN WELDING, BENT OR OTHERWISE DAMAGED LOCKING PINS, AND BENT OR DEFORMED BULKHEADS ARE REASONS FOR REJECTING CARS. AFTER THE LOAD DIVIDERS ARE POSITIONED AGAINST THE LADING, AND THE LOCKING PINS ARE ENGAGED IN THE HOLES OF THE RAILS, THE LOCKING PINS MUST BE INSPECTED TO ENSURE THAT THE PINS ARE FULLY ENGAGED IN THE LOCKING HOLES. IF THE LOWER PINS ARE NOT FULLY SEATED IN THE HOLES, THE LINKAGE MECHANISM SHOULD BE ADJUSTED AS REQUIRED SO THAT THE PINS WILL BE FULLY SEATED INTO THE LOCKING HOLES OF THE LOWER RAILS. IF PRESENT, DEBRIS MUST BE REMOVED FROM BENEATH THE LOCKING HOLES SELECTED FOR SECURING A DIVIDER.
- 4. THE CARLOAD CONSISTS OF 46 UNIT LOADS WHICH MUST BE LOADED AND DUNNAGED IN ACCORDANCE WITH THIS PROCEDURAL DRAWING. THERE ARE 23 UNIT LOADS AND ONE DUMMY UNIT LOAD IN EACH END OF THE CAR. THE DUMMY UNIT LOAD IS REQUIRED TO FILL OUT THE VOID SPACE AND MUST BE CONSTRUCTED AS SHOWN ON PAGE 36. (IF LOAD LIMIT OF CAR PERMITS, REPLACE DUMMY LOADS WITH BOMB LOADS.)
- 5. WHEN LESS THAN CARLOAD (LCL) QUANTITIES ARE REQUIRED TO BE SHIPPED IN COMMERCIAL BOXCARS, ENTIRE STACKS SHALL BE ELIMINATED WHERE POSSIBLE, OTHERWISE ADDITIONAL DUMMY UNIT LOADS SHALL BE USED TO FILL OUT THE VOIDS IN A STACK.
- 6. THE LOADS AS SHOWN ARE BASED ON CARS WHICH HAVE 10 FT WIDE DOORWAY OPENINGS AND ARE EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE APPLICABLE TO BOXCARS EQUIPPED WITH CONVENTIONAL SLIDING TYPE DOORS OTHER THAN 10 FT WIDE PROVIDING DOORWAY PROTECTION IS INSTALLED WHEN REQUIRED. (SEE DETAIL B. PAGE 11.)
- 7. THE DEPICTED PROCEDURES AND METHODS OF BLOCKING ARE ALSO APPLICABLE TO BOXCARS EQUIPPED WITH PLUG TYPE DOORS. DUNNAGE MATERIAL MUST NOT BE NAILED TO ANY PLUG DOOR, WHETHER MAIN OR AUXILIARY, EXCEPT WHEN THE CAR HAS A COMBINATION OF A CONVENTIONAL SLIDING TYPE DOOR AND A PLUG TYPE DOOR, AND AN ADEQUATE

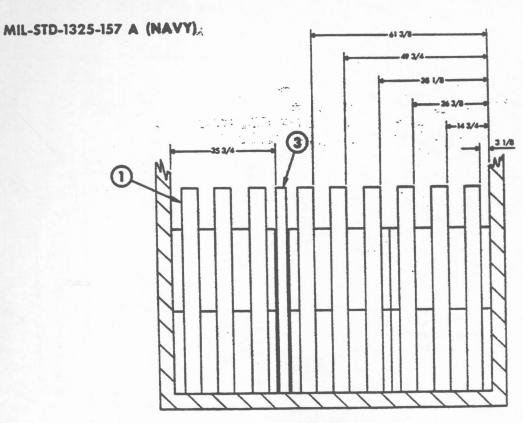
NAILING STRIP IS PROVIDED ON THE PLUG TYPE DOOR. STACKS WITH MORE THAN HALF OF THE UNIT LOAD IN THE DOORWAY AREA MUST BE UNITIZED WITH TWO LATERALLY APPLIED 1 1/4 INCH STEEL STRAPS PER STACK, EACH TENSIONED AND SEALED WITH TWO DOUBLE CRIMPED SEALS. DOORWAY PROTECTION IS NOT REQUIRED WHEN PLUG DOOR EQUIPPED BOXCARS ARE LISED. EXCEPT WHEN CAR HAS A COMBINATION OF **PLUG DOOR AND CONVENTIONAL SLIDING** DOOR. THEN DOORWAY PROTECTION IS REQUIRED FOR THE CONVENTIONAL DOOR. SECURELY CLOSE DOORS AND WIRE TOGETHER WITH A STRONG FLEXIBLE STEEL WIRE INSERTED THROUGH THE HOLES IN THE DOOR LATCH ASSEMBLY ONE OR MORE TIMES AND THE WIRE ENDS TWISTED TOGETHER.

8. WHEN LOADING BOXCARS WITH AN INSIDE WIDTH GREATER THAN 9 FT., 2 IN. USE ALTERNATE SWAY BRACE FRAMES SHOWN ON PAGE 38 IN PLACE OF DETAIL A.

NO.	DESCRIPTION	SIZE	REQO	10	NAIL	5
PIECE			NO.PCS	NAIL	NUMBER	SIZ
1	END WALL MEMBER	2 x 6 x 72	18	CAR WALL	1 PER FOCT	100
2	END WALL MEMBER	2 x 6 x 72	18	1	1 PER FOOT	100
3	END WALL MEMBER	2×4×72	2	CAR	1 PER FOOT	100
4	END WALL MEMBER	2×4×72	2	3	1 PER FOOT	100
5	SWAY BRACE VERTICAL	2 x 6 x 63 1/2	32	6	3 PER JOINT	10
6	SWAY BRACE HORIZONTAL	1 = 6 = 59 1/2	32	SEE 5	-	-
7	SEPARATOR GATE VERTICAL	2 x 6 x 60	54	SEE 8	-	-
8	SEPARATOR GATE HORIZONTAL	2 x 4 x CAR WIDTH-1	12	7, 9	3 PER JOINT	10
9	SWAY BRACE STOP	2 x 4 x 60	6	SEE 8	-	-
10	SEPARATOR GATE VERTICAL	1 x 6 x 61 7/8	18	11	JOINT	6d
11	SEPARATOR GATE HORIZONTAL	CAR WIDTH-1	8	SEE 10	-	-
12	SWAY BRACE STOP	1 x 4 x 61 7/8	2	11	3 PER JOINT	ód
13	HOLD DOWN	1 x 6 x "W" *	2	14	1 PER FOOT	64
14	STRUT LEDGER	2 x 4 x CAR WIDTH-1	2	15	FOOT	100
15	BUFFER PIECE	2 x 4 x CAR WIDTH=3	2	SEE 14	-	-
16	STRUT	4 x 4 CUT TO FIT	4	15	2 EACH END	160
17	TIE BAR	CAR WIDTH-1	1	16	3 PER JOINT	106

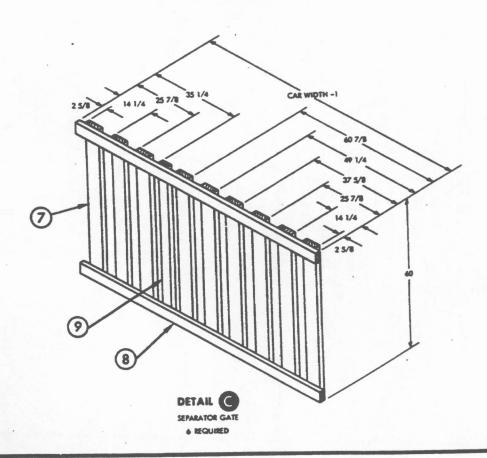
*"W" = DISTANCE BETWEEN LOCKING PINS AT EACH SIDE OF THE LOAD DIVIDER.

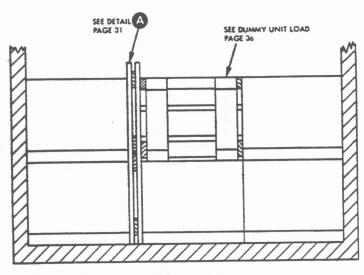




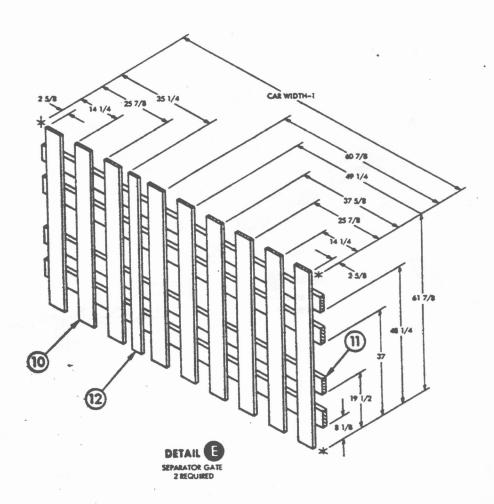
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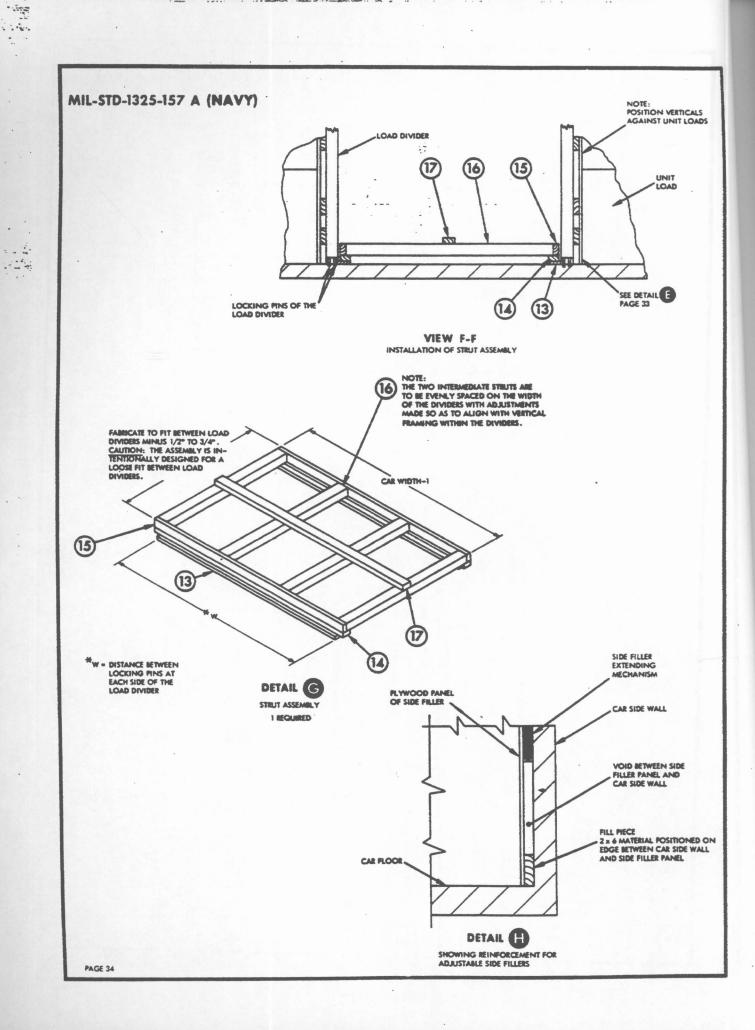
SECTION 8-8 SHOWING LOCATION OF END WALL MEMBERS





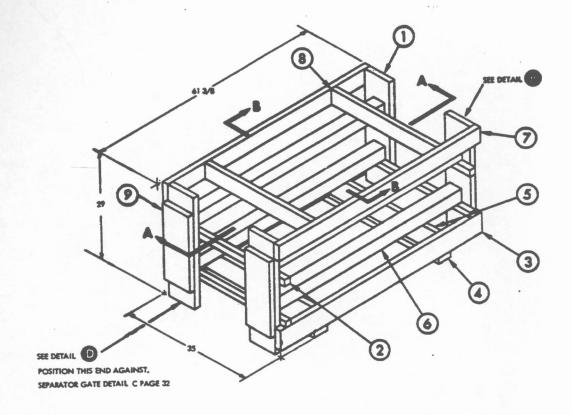
SECTION D-D





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DUMMY UNIT LOAD

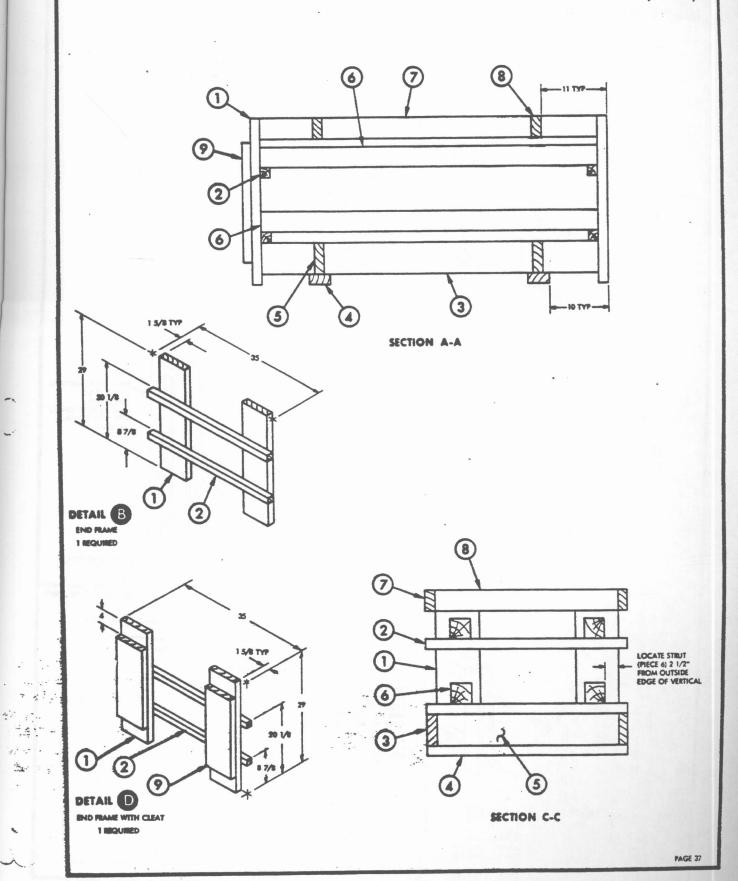


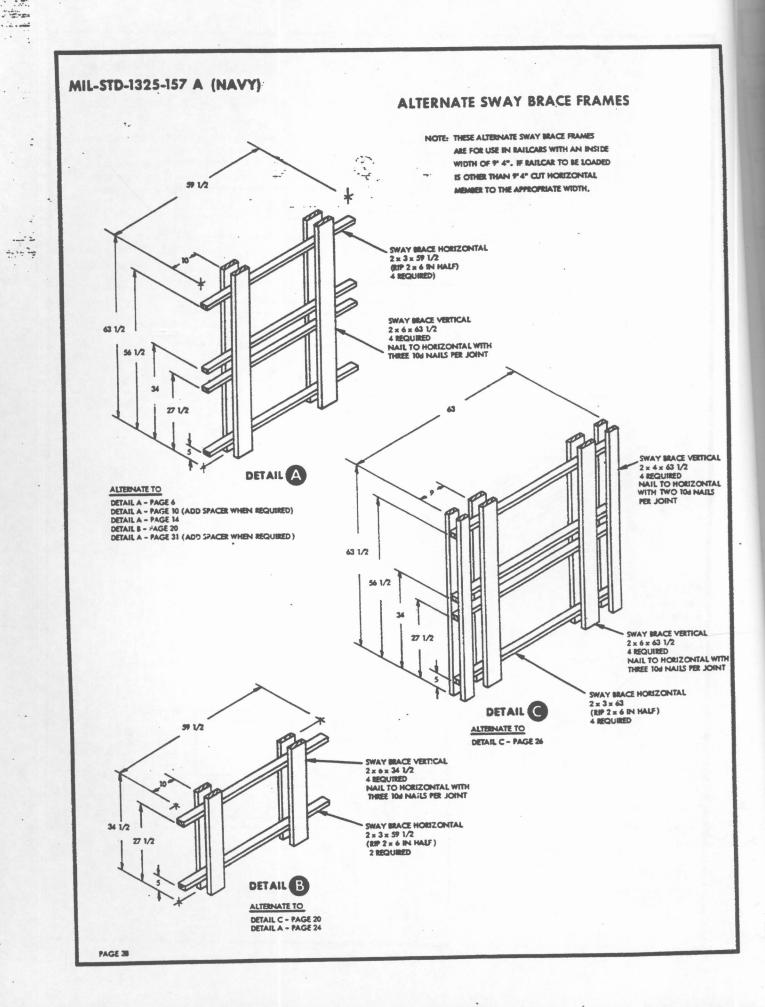
NOTES:

- (1) NAIL SUPPORT (PIECE 4) TO LONGITUDINAL (PIECE 3) WITH 16d NAILS, 2 PER JOINT, AND TO CROSS BRACE (PIECE 5) WITH 5-16d NAILS.
- (2) TOENAIL STRUT TO VERTICAL WITH 16d NAILS, 3 EACH END (TOP AND BOTH SIDES), ALSO END NAIL THROUGH VERTICAL WITH 16d NAILS, 2 EACH END.

NO.	DESCRIPTION	SIZE	RECOD	то	NAI	S
PIECE			NO. PCS	NAIL	NUMBER	SIZE
1	VERTICAL	2 x 8 x 29	4	SEE 2		-
2	STRUT CLEAT	2 x 2 x 35	4	1	3 PER JOINT	CLNH!
3	LONGITUDINAL	2 x 6 x 59 7 8	2	1,5	3 PER JOINT	164
4	SUPPORT	2 x 4 x 35	2	3, 5	SEE NO	TE (1)
5	CROSS BRACE	2 x 6 x CUT TO FIT	2	SEE 3	-	1.
6	STRUT	4 z 4 z CUT TO FIT	4	1	SEE NO	TE (2)
7	LONGITUDINAL	2 x 4 x 59 7/8	2	1, 8	2 PER JOINT	16d
	CROSS BRACE	2×4× CUT TO FIT	2	SEE 7	-	
9	VERTICAL CLEAT	2 x 8 x 21	2	1	4	104

MIL-STD-1325-157 A (NAVY)





MIL-STD-1325-157 A (NAVY)

REVIEW ACTIVITY

NAVY-OS, AS

PREPARING ACTIVITY:

NAVY-OS

(PROJECT NO. 8140-N200)

PAGE 39

1. DOCUME

b. ADDRE

5. PROBL

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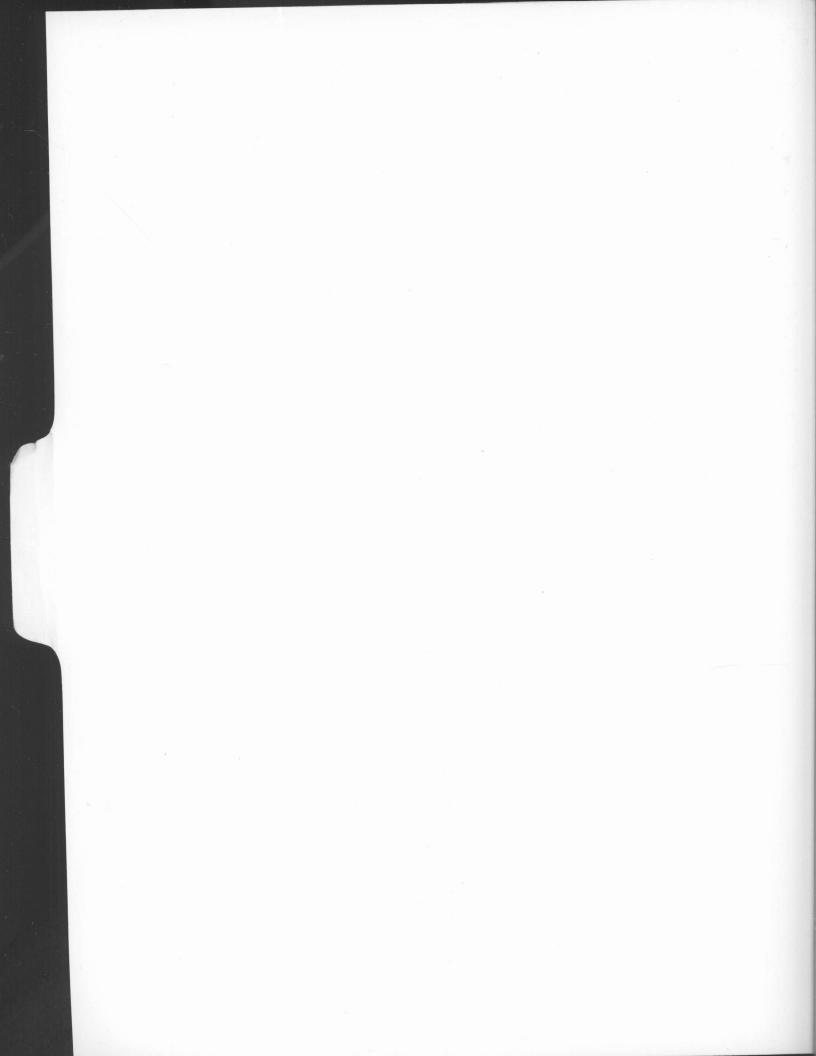
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FOREWORD

- 1. This military standard is approved for use by all Departments and Agencies of the Department of Defense (DOD).
- 2. Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Chief, Logistics Support Activity Packaging, Storage, and Containerization Center, ATTN: AMXLS-TP-P, 11 Midway Road, Tobyhanna, PA 18466-5097, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

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1. SCOPE

- 1.1 Purpose. This standard provides the minimum requirements for the uniform marking of ammunition and explosives for shipment and storage. It accommodates the requirements for movement processing as specified in DOD 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP); DOD 4000.25-2-M, Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP); and DOD 4500.32-R, Military Standard Transportation and Movement Procedures (MILSTAMP).
- 1.2 Applicability. The marking and labeling of ammunition and explosives for shipment and storage shall be accomplished, applied, and positioned on all containers as specified herein. For other than ammunition and explosives, medical material, and subsistence, the marking of all supplies and equipment shall be as specified in the latest revision of MIL-STD-129, Marking for Shipment and Storage. Medical material shall be marked for shipment and storage as specified in MIL-STD-129-2, Marking for Shipment and Storage - Medical Material. Subsistence shall be marked for shipment and storage as specified in MIL-STD-129-3, Marking for Shipment and Storage - Semiperishable and Perishable Subsistence. As defined in ASTM D996, Standard Terminology of Packaging and Distribution Environments, marking is "the application of numbers, letters, labels, tags, symbols, or colors to provide identification and to expedite handling during shipment and storage."
- 1.2.1 Exceptions, exemptions, and additions. The marking requirements specified in this standard are not all inclusive. Any marking exception, exemption, or addition to the requirements herein must be specified in the acquisition document.

2. APPLICABLE DOCUMENTS

2.1 Government documents.

2.1.1 Specifications and standards. The following specifications and standards form a part of this document to the extent specified herein. Unless otherwise specified, the issues of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and supplement thereto, cited in the solicitation.

SPECIFICATIONS

FEDERAL

A-A-900	- Tag, Shipping	(Paper)
A-A-1907	- Protector, Pac	king List
UU-T-81	- Tag. Shipping	and Stock
PPP-E-540	- Envelope, Wate	er Resistant, for Packing
	Lists and Ship	pping Documents
PPP-T-60	- Tape, Packagin	ng, Waterproof
PPP-T-76	- Tape, Pressure	e-sensitive Adhesive,
	Packaging/Pape	er (for Carton Sealing)

MILITARY

MIL-L-61002 - Labels, Pressure-sensitive Adhesive, for Bar Codes and Other Markings

STANDARDS

FEDERAL

FED-STD-595 - Color (Requirements for Individual Color Chips (3X5 Supplements))

MILITARY

MIL-STD-129 - Marking for Shipment and Storage
MIL-STD-1168 - Lot Numbering of Ammunition
MIL-STD-1189 - Bar Code Symbology

(Unless otherwise indicated, copies of Federal and military specifications and standards are available by mail from the DODSSP - Customer Service, Standardization Documents Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.1.2 Other Government documents and publications. The following other Government documents and publications form a part of this document to the extent specified herein. Unless otherwise specified, issues are those cited in the solicitation.

CODE OF FEDERAL REGULATIONS (CFR)

Title 49 CFR - Transportation

(Application for copies should be addressed to Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.)

JOINT MILITARY

AFR 71-4/TM 38-250/NAVSUP - Packaging and Materials Handling - Preparing Hazardous Materials PUB 505/MCO P4030.19/ for Military Air Shipments DLAM 4145.3 - Performance Oriented Packaging DLAR 4145.41/AR 700-143/ of Hazardous Materials AFR 71-5/NAVSUPINST 4030.55/MCO 4030.40 - MILSTRAP DOD 4000.25-2-M - DOD Activity Address Directory DOD 4000.25-6-M - Metric System of Measurement DOD 4120.18 - Storage and Materials Handling DOD 4145.19-R-1 - MILSTAMP DOD 4500.32-R

(Joint military publications listed above should be requisitioned through the applicable Service/Agency publications distribution office. All non-DOD activities should obtain copies of the publications from the Defense Logistics Agency, ATTN: DLA-XPD, Cameron Station, Alexandria, VA 22304-6100, Commercial Phone: (703) 274-6011.)

NORTH ATLANTIC TREATY ORGANIZATION (NATO) (Quadripartite Standardization Agreements (QSTAG) and Standardization Agreements (STANAG))

- Color Code and Markings for Ammunition and QSTAG 481 Its Packaging

STANAG 2316 - Marking of Ammunition (and its Packaging)

of a Calibre Below 20mm

STANAG 2322 - Minimum Markings for the Identification of Ammunition (and its Packaging)

(Copies of QSTAGs and STANAGs are available by mail from the DODSSP - Customer Service, Standardization Documents Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia, PA 19111-5094.)

2.2 Non-Government publications. The following documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are DOD adopted are those listed in the issue of the DODISS cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DODISS are the issues of the documents cited in the solicitation.

INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)

Dangerous Goods Regulations

(Application for copies should be addressed to International Air Transport Association, 2000 Peel Street, Montreal, Quebec, Canada H3A 2R4.)

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

Technical Instructions for the Safe Transportation of Dangerous Goods by Air

(Application for copies should be addressed to International Regulations Publishing and Distributing Organization, P.O. Box 60105, Chicago, IL 60660.)

INTERNATIONAL MARITIME ORGANIZATION (IMO)

International Maritime Dangerous Goods (IMDG) Code

(Application for copies should be addressed to International Maritime Organization, 4 Albert Embankment, London SE1 7SR, England.)

(Non-Government standards and other publications are normally available from the organizations that prepare or distribute the documents. These documents also may be available in or through libraries or other informational services.)

2.3 Order of precedence. In the event of a conflict between the text of this document and the references cited herein, the text of this document takes precedence. Nothing in this document, however, supersedes applicable laws and regulations unless a specific exemption has been obtained.

3. DEFINITIONS

For purposes of this standard, the following definitions apply:

3.1 Abbreviations and acronyms. The abbreviations and acronyms used in this standard are defined as follows:

AMMO - Ammunition

ASTM - American Society for Testing and Materials

CFR - Code of Federal Regulations CONUS - Continental United States

DCMAO - Defense Contract Management Area Operations

DOD - Department of Defense

DODAAC - Department of Defense Activity Address Code

DODIC - DOD Identification Code

DODISS - Department of Defense Index of Specifications

and Standards

DOT - Department of Transportation
DTS - Defense Transportation System

FMS - Electrostatic Discharge
FMS - Foreign Military Sales
FSC - Federal Supply Class
HAZMAT - Hazardous Materials

HC/D - Hazard Class/Division HRI - Human-readable Interpretation

HRI - Human-readable Interpretation

IATA - International Air Transport Association

ICAO - International Civil Aviation Organization

IMDG - International Maritime Dangerous Goods

IMO - International Maritime Organization

IMO - International Maritime Organization
ISO - International Standards Organization

MDD - Maintenance Due Date

MILSTAMP - Military Standard Transportation and Movement
Procedures

MILSTRAP - Military Standard Transportation Reporting and

Accounting Procedures

MILSTRIP - Military Standard Requisitioning and Issue

Procedures
MILVAN - Military-owned Demountable Container

NA - North American

NALC - Navy Ammunition Logistic Code

NATO - North Atlantic Treaty Organization

NEW - Net Explosive Weight

NIIN - National Item Identification Number

NMCS - Not Mission Capable Supply
NSN - National/NATO Stock Number

OCONUS - Outside Continental United States

OF - Optional Form

PN/MFR - Part Number/Manufacturer

- Port of Debarkation POD - Port of Embarkation POE

- Performance-oriented Packaging POP

- Proper Shipping Name PSN

- Quadripartite Standardization Agreement OSTAG

- Quantity Per Unit Pack OUP - Required Delivery Date RDD - Report of Discrepancy ROD

- Storage Activity SA

- Storage Compatibility Group SCG - Standardization Agreement STANAG - Transportation Control Number

TCN

- Transportation Priority TP

- Unit of Issue UI - United Nations UN - White Phosphorus WP

- Weight WT

- 3.2 Ammunition. A device that is charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in connection with defense or offense, including demolitions. Ammunition includes the device and all its components and materials, as well as arming wires, torpedoes, fins, associated containers, inert training rounds, and all items assigned DOD Identification Codes (DODIC) or Navy Ammunition Logistic Codes (NALC).
- 3.3 Bar code. An array of rectangular bars and spaces in a predetermined pattern representing coded elements of data that can be read and interpreted by automatic bar code reading devices.
- 3.4 Cognizant activity. The activity having responsibility for a contract or jurisdiction over it. At a contractor's facility, the cognizant activity is the administrative contracting officer or the procuring contracting officer. Contractor personnel do not qualify as the cognizant activity. At DOD installations, this is the head of the agency, bureau, command, or service that is responsible for storage and shipment.
- 3.5 Consignee (receiver). Party to whom materiel is shipped and whose name and address appear in the "ULTIMATE CONSIGNEE OR MARK FOR" block of the shipping label.
- 3.6 Consignor (shipper). Party who ships materiel and whose name and address appear in the "FROM" block of the shipping label.
- 3.7 Date packed. The date on which the product (item) was packed in the unit pack, regardless of the date of exterior packing, additional processing, or shipping.

- 3.8 <u>Defense Transportation System (DTS)</u>. The DTS consists of military-controlled or -operated terminal facilities, Air Mobility Command controlled or arranged airlift, Military Sealift Command controlled or arranged sealift, and Government-controlled air or land transportation.
- 3.9 DOD Identification Code or Navy Ammunition Logistic Code. The DODIC or NALC consists of one letter and three numerals or two letters and two numerals assigned to an ammunition generic description within the Federal supply class (FSC).
- 3.10 Explosive. An explosive is any substance or article, including a device, which is designed to function by explosion (i.e., an extremely rapid release of gas and heat) or which, by chemical reaction within itself, is able to function in a similar manner even if it is not designed to function by explosion.
- 3.11 Exterior container. A container, bundle, or assembly that is sufficient by reason of material, design, and construction to protect unit packs and intermediate containers and their contents during shipment and storage. It can be a unit pack or a container with a combination of unit packs or intermediate containers. An exterior container may or may not be used as a shipping container.
- 3.12 Hazardous materials (HAZMAT). Substances or materials which have been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which have been so designated in Title 49 CFR and in other HAZMAT publications.
- 3.13 Human-readable interpretation (HRI). Exact interpretation of the encoded bar code date presented in a human-readable font.
- 3.14 Intermediate container. A wrap, box, or bundle that contains two or more unit packs of identical items.
- 3.15 Item description. Exact name and description of an item as it appears in the contract, purchase order, or requisition.
- 3.16 <u>Kit</u>. A packed unit or group of items normally used in modification, installation, or survival.
- 3.17 National/NATO stock number (NSN). A 13-digit number that is divided into two parts, the FSC number and the national item identification number (NIIN). The FSC is the first four digits of the NSN and establishes its relationship to other items within the same FSC. The NIIN is the last nine digits of the NSN. The first two digits identify the country assigning the number and the remaining seven digits are a serially assigned number. The NIIN

fixes the identity of an item of supply and differentiates it from all other items of supply. Ammunition NSNs reflect the packaging, quantity per unit pack, and the contents of the pack.

- 3.18 Packaging. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, and marking.
- 3.19 Packing. The assembly of items into unit packs and intermediate or exterior containers, with the necessary blocking, bracing, cushioning, weatherproofing, reinforcement, and marking.
- 3.20 Palletized unit load. A quantity of items, packed or unpacked, which is arranged on a pallet in a specified manner and is secured, strapped, or fastened on the pallet so that the whole palletized load is handled as a single unit.
- 3.21 Port of debarkation (POD). Authorized point of entry into a foreign country or the continental United States (CONUS).
- 3.22 Port of embarkation (POE). Authorized point of departure from a foreign country or CONUS.
- 3.23 Proper shipping name (PSN). The name of a hazardous material shown in Roman print (not italics) in part 172 of Title 49 CFR and in other hazardous materials related publications.
- 3.24 Protected cargo. Protected cargo includes items required to be secured, accounted for, identified, segregated, or handled in such a manner as to ensure their safeguard or integrity. Protected cargo is subdivided into classified, controlled, pilferable, and sensitive cargo. Ammunition and explosives are classified as sensitive cargo.
- 3.25 Quantity. The number of units of issue (1b, oz, ea) in a unit pack, an intermediate container, or a shipping container or in a bundle or a secure lift.
- 3.26 Quantity per unit pack (QUP). The quantity of items in a unit pack given in the terminology of the definitive unit of issue (UI) (see 3.34.1). If a nondefinitive UI is assigned to the stock item (see 3.34.2), the UI shall be further quantified by a unit of measure and measurement quantity.
- 3.27 Required delivery date (RDD). The day of the year (e.g., 087, 198, etc.) specified on the requisition when material is required by the requisitioner or the consignee.
- 3.28 <u>Serial number</u>. The number on the item assigned by the manufacturer or the Government for identification or control.

- 3.29 Shelf-life. The total period of time beginning with the manufactured date, cured date, assembled date, or packed date that an item may remain in the combined wholesale and retail storage system and still be suitable for issue and/or use by the user.
- 3.30 Shipping container. A container which meets carrier regulations and is of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing either as a primary pack or as an outer container for unit packs (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).
- 3.31 Stamping. Impressing or imprinting by metal dies or rubber stamps.
- 3.32 Transportation control number (TCN). The single standard shipment identification number for all DOD-sponsored movements (i.e., materiel and equipment and all vendor shipping transactions involving DOD materiel). The TCN is a 17-position alpha-numeric data element assigned to control a shipment unit through the transportation pipeline (to include CONUS shipments, shipments entering the DTS, and commercial systems).
- 3.33 Unitization. Assembly of containers comprised of one or more line items of supply into a single load so that the load can be handled as a unit through the distribution system.
- 3.34 Unit of issue. The UI is a standard or basic quantity that is expressed as a unit and indicated in a requisition, contract, or order as the minimum quantity issued (e.g., bottle, can, dozen, each, foot, gallon, gross, pair, pound, yard, etc.).
- 3.34.1 Definitive unit of issue. A definitive UI is a type of UI designation that indicates an exact quantity of volume, linear measurement, weight, or count (e.g., assembly, kit, set, etc.).
- 3.34.2 Nondefinitive unit of issue. A nondefinitive UI is a type of UI designation that does not indicate an exact quantity of volume, linear measurement, weight, or count such as drum, can, box, or roll. When a nondefinitive UI is specified, it must be accompanied by a quantitative expression (e.g., 1 RO (150 ft)).
- 3.35 Unit pack. The first tie, wrap, or container applied to a single item, or a quantity thereof, or to a group of items of a singled stock number, preserved or unpreserved, which constitutes a complete or identifiable package. A unit pack is also often referred to as a "package" or merely as a "pack."

4. GENERAL REQUIREMENTS

- 4.1 Identification markings on unit packs, intermediate containers, and unpacked items (see figure 1). The following identification markings shall be placed on unit packs, intermediate containers, and unpacked items. Words such as "NSN/NATO stock number," "item description," and "quantity" shall not be included as part of the identification markings.
 - a. NSN/NATO stock number. When no NSN/NATO stock number is available, a management control number or part number/manufacturer (PN/MFR) shall be used.
 - b. DODIC/NALC. The DODIC/NALC shall be placed on the same line as the NSN/NATO stock number.
 - c. Quantity (UI). The unit of issue (UI) is not marked except when it is other than each (e.g., lb, ft, etc.). The quantity always precedes the item description.
 - d. Item description (see 3.14).
 - e. Lot number and serial number (when assigned). When specified, the lot number and serial number shall be shown. The abbreviations "LOT" and "SER" shall precede the lot number and serial number, respectively. For the formating of lot numbers, see MIL-STD-1168.
 - 4.2 Exterior container identification markings (see figure 1). In addition to the information required by 4.1, exterior container identification markings shall include the following information. Also, in addition to the marking requirements in 4.1, unpacked items shall be marked with the information in "b" and "c" below.
 - a. Gross weight. The capital letters "WT" shall precede the gross weight. The gross weight shall be numerically expressed in pounds rounded up to the nearest pound.
 - b. Proper shipping name (PSN) and North American (NA) or United Nations (UN) identification number (see 4.2.1). The UN number contains the serial number assigned to the article or substance under the UN classification system. It is sometimes referred to as the UN Serial No.
 - c. Any special precautionary markings and hazardous materials (HAZMAT) labels required by Title 49 CFR and the applicable international documents, such as ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air; IATA Dangerous Goods Regulations; and the IMO IMDG Code for water shipments, for the commodity described by the PSN.

- NOTE: No HAZMAT warning label is shown on the container in figure 1. If this container was shipped as part of a full carload or full truckload shipment, no HAZMAT warning label would be required (see 4.5.1e).
- d. DODIC/NALC and lot number. The DODIC/NALC and lot number shall be placed on both ends of the exterior container, unless otherwise specified.
- e. Lot number on the side of the container. The lot number located on the side of the container shall be underlined (see figure 1). Only one lot number shall be packed per exterior container, except for surveillance samples, test samples, or material destined for demilitarization.
- f. Performance-oriented packaging (POP) certification markings (see 4.3).
- figure 1). As part of exterior container identification markings, the PSN and identification number shall be placed on the outside of each shipping container (see 4.2b). The PSN and identification number must be unobscured and located away from any other markings that could substantially reduce their effectiveness. PSNs and NA or UN identification numbers are listed in the latest revision of Title 49 CFR, part 172.101, and in AFR71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19/DLAM 4145.3, chapter 4. It should be noted that NA numbers are not authorized for international shipments. For both domestic and international shipments, PSNs for n.o.s. items must be followed by a technical name in parentheses.
- 4.2.2 Empty containers. Unless otherwise directed by the shipping authority, empty containers shall have the identification markings obliterated prior to shipment or shall have "EMPTY" labels used as specified in AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19/DLAM 4145.3.
- 4.2.3 Commercial air shipments. Each container that is packed for shipment by commercial air must be marked with the letters "NEW" (Net Explosive Weight) followed by the net quantity of explosive. The NEW is the total net explosive weight per package. This information shall be placed under the gross weight marking on the container.
- 4.3. UN-recommended performance-oriented packaging certification markings. The UN-recommended POP certification markings, including the symbol, that are specified by the cognizant design activity in the contract or on the drawing shall be placed on the

side of the container that is opposite the identification-marked side. The markings shall conform to the UN marking requirements that are described in figure 2, or they shall conform to the applicable packing and marking drawings. These POP markings shall not be placed on the bottom of the container. Figure 1 shows an example of the UN-recommended POP certification markings and their recommended placement on an ammunition container.

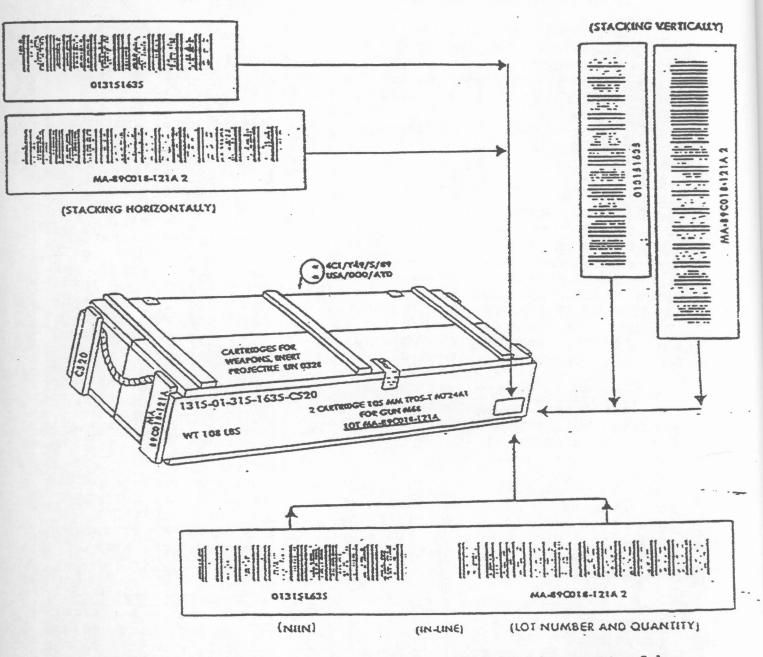


FIGURE 1. Identification markings and the placement of bar code labels for exterior ammunition containers.

u 4G/X6/S/92 usa/***

where

- is the symbol used to CERTIFY that packaging complies with UN recommendations for the item and packaging.
 - is the UN recognized symbol for a fiberboard box which has been successfully tested to UN recommended drop, stack, vibration, and water absorptive performance criteria.
 - is a letter designating the packing group for which the fiberboard box configuration has been successfully tested. X is used for Packing Group I. Y is used for Packing Group II. Z is used for Packing Group III. Unless the requirements of Title 49 CFR, 173.24a, are met, items of a lesser packing group may be packaged in a box, marked, and tested to a higher packing group provided the tested weight is not exceeded.
 - is the maximum authorized gross weight for solids, expressed in kilograms, for which the packaging has been tested.
 - s indicates packaging inner contents are either solids or other inner containers (e.g., cans or bottles).
 - 92 is the last two digits of the year during which the packaging was manufactured.
 - USA is State (country) authorizing allocation of the mark.
 - *** is the symbol of the party that is responsible for ensuring that the UN recommendations have been met. The appropriate symbol shall be the contractor's authorized symbol or as stated in the contract, order, purchase agreement, specification, special packaging instruction, or other written direction by the packaging design agency or by higher headquarters.

FIGURE 2. Example of UN packaging certification markings (for a fiberboard box).

- 4.3.1 UN symbol and size of lettering (see figures 1 and 2). The symbol "un" (lower case) shall be encircled, with the circle being sufficiently large enough to provide a minimum clear spacing around the "un" symbol. For embossed metal packagings, the upper case letters "UN" may be applied as the symbol. The UN logo and other codes shall be in letters that are not less than one half inch in size. For very small packages, the size of the lettering shall be proportionate with the overall size of the package. The methods of marking shall be as specified in 5.1.8 and shall not interfere with or cause confusion with those markings which identify the contents or their hazardous nature. If the party that is responsible for ensuring that the UN recommendations have been met has a certification symbol, the certification symbol must be registered with the U.S. Department of Transportation (DOT), Associate Administrator for Hazardous Materials Safety. When the contractor packing the shipment does not have a DOT-registered symbol, the name and address of the responsible party must be clearly marked on the container in lieu of a certification symbol. The symbol "DOD" has been assigned to the U.S. Department of Defense and is so registered. It is only authorized for use by DOD activities as identified in DLAR 4145.41/AR 700-143/AFR 71-5/NAVSUPINST 4030.55/MCO 4030.40.
 - 4.3.2 Contractor's responsibilities. Unless otherwise stated in the procurement contract or order, contractors must certify the packagings themselves as meeting the UN performance requirements or must have the packagings certified by a DOT-approved testing facility. The contractor is also responsible for determining the use of the registered symbol of the contractor, packaging manufacturer, or the DOT-approved testing facility as part of the UN packaging certification markings. The contractor's certification symbol requirements shall be as specified in 4.3.1 above.
 - 4.3.3 Containers manufactured to a Government drawing, packaging drawing, or specification. When a container is manufactured to a Government-approved drawing or specification, it shall be identified as such, normally by the container manufacturer. When the complete package (inner packing pieces, inner containers, and shipping container) is covered by a detailed procedure in a specification or packaging drawing (shipping container drawing), the applicable specification or packaging drawing shall be marked on the container in accordance with the container drawing and/or the specification, as applicable. This additional marking need not be applied to containers with name-plates when the container is peculiar to the contents (e.g., an MK 46 Torpedo in an MK 535 container).
 - 4.3.4 Overpack/multipack containers. When the authorized packaging configuration has successfully passed the UN-recommended performance tests and the packaging is marked with the applicable

UN packaging certification markings, and when military requirements specify overpacking of the packaging configuration in an outer container (placing a fiberboard box in a wood box), then the testing and subsequent marking of the outer container is unnecessary. In addition to the marking requirements specified in 4.2.1, conformance with UN recommendations shall be shown by marking the outer container with the following words: PACKAGES COMPLY WITH PRESCRIBED SPECIFICATIONS." This marking, however, is not sufficient for combination packages consisting of overpacked inner packagings which contain liquids and are transported by aircraft. For military air shipments of applicable HAZMAT liquids, the outer container shall be marked with the words "AIR ELIGIBLE" to indicate that either the inner receptacles or the outer container meet the internal pressure requirements for air eligibility. Multipack containers comprised of performancetested packagings shall also be marked with this information to certify conformance with UN recommendations.

- 4.4 Transportation special handling/protective services.
 Non-hazardous shipments moving by military controlled aircraft
 (including military contract airlift) requiring special handling/
 protective services shall have a DD Form 1387-2 (Special Handling
 Data/Certification) label affixed to the address-marked side of
 the exterior container. The form shall be prepared as specified
 in DOD 4500.32-R for non-hazardous, classified/protected materiel.
- 4.4.1 Documentation for hazardous materials. The shipper is responsible for the completion of a prescribed declaration form for every military air shipment that contains dangerous goods, including hazardous materials. See Joint Service Regulation including hazardous materials. See Joint Service Regulation AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19/DLAM 4145.3 for instructions on how to properly complete the required form.
- 4.5 Palletized unit load (see figure 3). The identification markings on palletized unit loads shall include the following:
 - a. NSN.
 - b. DODIC/NALC.
 - c. Lot Number.
 - d. Quantity.
 - (1) By lot (if more than one lot).
 - (2) Total quantity (if one lot).
 - e. Item description.

- f. Gross weight.
- g. PSN and identification number (see 4.2b).
- h. POP certification markings (see 4.3).

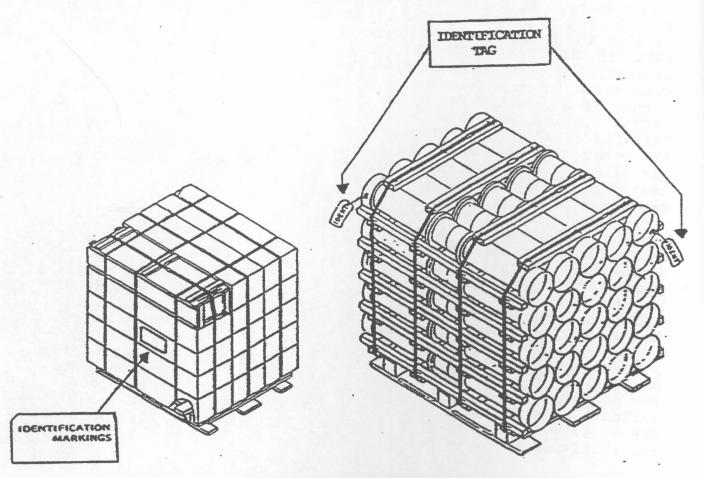


FIGURE 3. Identification markings for a pallet load of ammunition.

4.5.1 Application of identification markings.

- a. Unit loads.
 - Unit loads require addition of only the identification marking that is not visible on the boxes. This additional marking is normally limited to quantity and partial nomenclature such as 100 grenades or 30 cartridges, gross weight of the unit load, applicable mixed lot identification, and any light box/empty box data (quantity per box or number of empty boxes).

- (2) Unless otherwise specified, unit loads may have one or more boxes turned to present a blank surface for marking. Markings shall be applied as prescribed in section 5 herein and shall be in the largest practical size lettering.
- (3) Boxes which must have all nose ends pointed in the same direction such as some rockets and white phosphorus (WP) rounds shall not be turned.
- (4) When the unit load is configured in such a way that the box tops are turned inward on the load, the top layer shall be turned top out to permit the PSN and identification number to be visible. When it is not practical to turn the entire top layer, two diagonal corner boxes on the top layer shall be turned to expose the PSN and the identification number.
- (5) UN-recommended POP certification markings shall also be exposed on at least one place on the unit load.
- b. Unit loads of unpackaged ammunition.
 - (1) Unit loads of otherwise unpackaged ammunition such as separate loading projectiles require addition of only those identification markings that are not visible on the projectiles. Any additional markings are normally limited to quantity, nomenclature, gross weight, and mixed lot identification, including quantity per lot.
 - (2) Markings may be applied directly to the pallet by stenciling, embossing, stamping, or machine printing. Tags may be used when the markings cannot be applied directly to the pallet load.
 - (3) The location and content of identification markings shall be specified on the ammunition packaging and marking drawings for separate loading projectiles.
 - c. Unit loads of cylindrical containers.
 - (1) Unit loads of cylindrical containers such as propelling charges may be marked with labels (see 5.1.2) or tags (see 5.1.3).
 - (2) The total weight and quantity shall be marked.
 - (3) Markings shall be applied diagonally opposite near the ends of the upper layer (see figure 3).

- (4) Containers shall be positioned so that the PSN and identification number are visible on at least one container on one side of the load.
- d. Unit loads comprised of multiple lots.
 - (1) Unit loads of ammunition and explosives comprised of more than one lot shall be marked with the appropriate lot numbers. In addition, the lot number and quantity of each lot in unit loads of mixed lots shall be listed on a plain white label or tag, as applicable, and shall be placed adjacent to other identification markings.
 - (2) The maximum size of the label or tag shall be 4 by 6 inches, and the lettering shall be not less than a quarter of an inch in height.
- e. Full carload or full truckload shipments.
 - (1) Packages of military ammunition and explosives shipped by or on behalf of DOD in freight container loads, car loads, or truck loads (including exclusive use) and loaded and unloaded by the shipper or by DOD are exempt from labeling requirements. Also, unitized or palletized breakbulk shipments by cargo ship under charter to DOD may be shipped with a single label per unit load. However, when the logistics flow of material is unknown, general labeling requirements shall be met.
 - (2) See 5.2.4 for special requirements for shipments consigned to foreign countries.
- 4.6 Address markings. Military and contractor- or vendororiginated address markings shall be accomplished and applied as specified in 4.6.1 and 4.6.2, respectively.
- 4.6.1 Military address markings (see figure 4). DD Form 1387 (Military Shipment Label) shall be used as the address marking on all shipments of DOD cargo, including ammunition, originated by DOD shipping activities. It shall be completed as specified herein and in DOD 4500.32-R and shall be prepared by automated or manual means (typewriter). Address labels prepared by automated means must be readable by humans and electronic devices. Address labels prepared manually must be readable by employees who are responsible for the movement of cargo. Transportation priority (TP) 1, 2, or 3 shall be identified by a machine-printed, stamped, stenciled, hand-printed, or stick-on numeral placed in the TP block of the DD Form 1387. The minimum height of the TP numeral shall be three-fourths of an inch. When an automatic marking system is used, the applicable TP (1, 2, or 3) shall be identified by preprinting the TP numeral (printed with the same color ink as

other data on the label). Bar coded entries on the DD Form 1387 shall be as specified in 4.6.7. Hand printing is not authorized on the label except for blocks 6, 10, 12, 13, 14, 16, and 17. If hand-printed entries are not readable by the receiving activity, hand-printed entries are not readable by the receiving activity, a report of discrepancy (ROD) should be prepared. When a DD Form 1387 interferes with or obscures other required markings on a shipping container, the label shall be attached to a paper-shipping tag (NSN 8135-01-256-1109) conforming to A-A-900. The tag is large enough (8" long by 7 1/2" wide) to accommodate the label without folding. Separate tags shall be used for identification and address markings.

MILITARY SHIPMENT LABEL	Form App	reved OMB No. 0704-016
TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
FROM		▲ TYPE SERVICE
SIMP TO/POE		6 TRANS PRIORITY
		1
7. 000		& PROJECT
9. CELTIMATE CONSIGNEE OR MARK FOR	TOWE one and	11, 800
	12.03881	13. CHARGES
	TADATE SHIPPED	15. FMS CASE NUMBER
	IC PIECE HUMBE	R
	17. TOTAL PIECE	S

FIGURE 4. DD Form 1387 (Military Shipment Label). The label may be attached to a paper shipping tag.

- 4.6.1.1 Format of the DD Form 1387 (see figure 4). The format of the DD Form 1387 and the instructions for its completion are specified below and in DOD 4500.32-R, volume I.
 - a. The address label shall be completed as follows:
 - (1) Transportation Control Number: Enter the 17-character (alphanumeric) TCN, bar coded and in-the-clear. For consolidated shipments, a lead TCN must be placed in this block.
 - (2) Postage Data: Leave blank.
 - (3) From: Enter shipping activity's DOD Activity Address Code (DODAAC) and in-the-clear address. (See DOD 4000.25-6-M)
 - (4) Type Service: Enter Air Express, Overnight Delivery, etc., as applicable. If none, leave blank.
 - (5) Ship-to/Port of Embarkation (POE): Enter three digit air/water port code and in-the-clear port address.
 - (6) Transportation Priority: Enter applicable TP.
 - (7) Port of Debarkation (POD): Enter three digit-POD port designator from MILSTAMP, if appropriate.
 - (8) Project: Enter project code, if applicable.
 - (9) Ultimate Consignee/Mark For: Enter consignee's DODAAC, bar coded and in-the-clear, and it's complete address.
 - (10) Weight (this piece): Enter actual weight.
 - (11) Required Delivery Date (RDD): Enter RDD (day of the year such as 087 or 198), if appropriate. If the RDD is not appropriate, enter "000."
 - (12) CUBE (this piece): Enter the cube. To calculate the cube, multiply the length by the width by the height of the exterior shipping container in inches and then divide the answer by 1728. The resulting cube shall be expressed in decimals and shall be rounded up to the nearest tenth of a cubic foot. Irregular, cylindrical, or round items shall be considered to be rectangular solids.
 - (13) Charges: Enter the CONUS inland freight charge on the label of the number one piece of the shipment unit

- (entry is mandatory for Foreign Military Sales (FMS) shipments).
- (14) Date Shipped: Enter four-digit date (day of the year) (e.g., 0181) or in-the-clear date (e.g., 29 Jun 92).
- (15) FMS Case Number: Enter, as appropriate.
- (16) Piece Number: Enter bar coded and in-the-clear.
- (17) Total pieces: Enter total pieces in shipment unit.
- 4.6.2 Contractor- or vendor-originated address markings. When making a shipment, contractors or vendors may apply address markings by tagging, silk-screening, stenciling, or alternate labeling (other than a DD Form 1387), provided that the procurement costs are not increased and the markings conform to the requirements of this standard. While it is preferred that contractors and vendors use the latest edition of the DD Form 1387 when shipping cargo to a CONUS (domestic) location, mandatory use of the label is not yet required. Contractors and vendors are also not yet required to bar code the DD Form 1387 for deliveries to CONUS locations. However, when contractor- or vendor-originated shipments are destined for outside continental United States (OCONUS) locations and are shipped through the Defense Transportation System (DTS), they shall comply with the address marking instructions contained in DOD 4500.32-R, volume I, which require the address markings to be placed on a bar coded DD Form 1387. For these shipments, bar code labels may be affixed to the DD Form 1387 as an alternative to direct bar coding of the DD Form 1387 (see 4.6.7). Destinations such as Hawaii, Alaska, Puerto Rico, Canada, and Mexico are considered OCONUS sites and require bar coded DD Form 1387 address labels. Military shipment labels shall be completed as specified in 4.6.1.1. The domestic shipment address for contractor- or vendor-originated shipments shall contain the following minimum information in the order listed. Any additional data required by the procurement contract shall be applied below the piece number and total pieces.
 - a. Control Number or Reference Number: As a minimum, the TCN shall be provided as the single standard shipment identification number. The contract number, purchase order number, or Government Bill of Lading number may also be provided.
 - b. From: Name and address of consignor (DODAAC and in-theclear address, if applicable).
 - c. To: Name and address of the consignee (DODAAC and in-the-clear address, if applicable).

- d. Project Code and required delivery date, when required.
- e. Weight and Cube (see 4.6.5). For information on cube computation, see 4.6.1.1a(12).
- f. Piece Number and Total Pieces (see 4.6.5).
- g. Additional data, when required.
- 4.6.3 Affixing the contractor/vendor or military address label to the shipping container. When the surface of the shipping container or the surface of a material such as steel or wood does not lend itself to direct application of the address label, the label shall be attached to a paper shipping tag (see 5.1.3) or a marking board or marking panel (see 5.1.9).
- 4.6.4 Full carload and full truckload shipments. Full carload and full truckload shipments within CONUS do not require address markings to be placed on the packages. They do, however, require at least one completed address label attached to the container or palletized load that is located closest to the door. All other shipments, including shipments to freight forwarders and air or ocean terminals, require 100 percent address markings.
- 4.6.5 Shipment address. Piece number, total pieces, weight, and cube are not required as part of the address markings on surface shipments.
- 4.6.6 Palletized loads: Unless otherwise specified in the unitization drawing, space for overseas address markings for palletized loads shall be provided by positioning the box(es) to present a smooth, unmarked surface suitable for the application of address markings. Markings may be applied directly to the palletized load by stenciling, stamping, machine printing using 1/4-inch minimum lettering, or by labeling (waterproofed and stapled) with 1/8-inch minimum lettering. A unit load that does not present a suitable surface such as a pallet load of projectiles shall have the address markings applied by use of a DD Form 1387.
- 4.6.7 Data to be bar coded on the DD Form 1387 (see figure 5). Using either the preprinted or generated form, those DOD sites having the capability shall bar code the following data on the DD Form 1387 in accordance with DOD 4500.32-R. This is in addition to the human-readable data that is required. See 4.7 for specific information on bar code marking requirements.
 - a. TCN in block 1 (17 characters).
 - b. Ultimate Consignee (DODAAC) in block 9 (6 characters).
 - c. Piece Number in block 16 (4 characters).

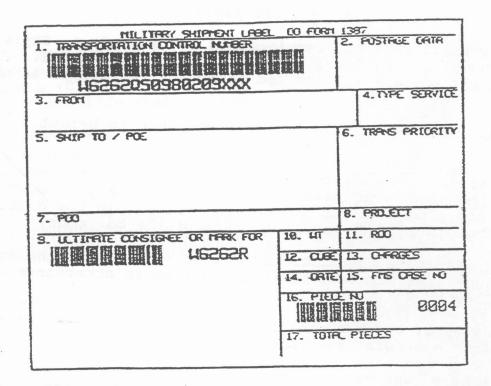


FIGURE 5. Sample of a bar coded DD Form 1387.

- 4.6.7.1 Human-readable interpretation (see figure 5). The HRI of the bar coded DODAAC and piece number shall appear either below the bar code or in-line with the bar code. When in-line, a 0.25 inch quiet zone is required between the bar code and the HRI. The bar code symbology shall be in accordance with MIL-STD-1189 except for bar code restrictions listed in 4.7.2.2.
- 4.6.8 Size of the DD Form 1387. For those sites having the capability to generate the DD Form 1387 as well as the data, the form may be reduced in size but shall not be any smaller than 4.0 inches in height by 5.0 inches in width (101.6 by 127.0mm) or 5.0 inches in height by 4.0 inches in width (127.0 by 101.6mm). The basic format shall remain the same. The labels and bar codes in figures 4 and 5 have been reduced in size for ease in publication.
 - 4.7 Bar code marking requirements.
- 4.7.1 Bar code applicability. Bar code markings shall be applied by means of a label or by direct printing on the packaging material upon authorization by the cognizant activity.
- 4.7.2 Bar code labels. Unless otherwise specified by the cognizant activity, bar code labels shall meet the following requirements:

- a. They shall meet the requirements for a Grade A, Style 2, Composition (b) label as specified in MIL-L-61002. The requirement for solvent and detergent resistance is not required.
- b. They shall be three-quarters of an inch in height.
- 4.7.2.1 <u>Labels on wood containers</u>. Pressure-sensitive labels shall be affixed to wood containers by stapling both ends of the label to the wood. Any commercial-type staple may be used as long as it is not placed within the bar code or within the quiet zone of the label (0.25 inch on either side of the bar code).
- 4.7.2.2 Bar code restrictions. Except for the following restrictions, the bar code shall be printed in accordance with MIL-STD-1189.
 - a. Density of the bar code shall be 9.4 characters per inch, unless otherwise specified.
 - b. Height of the bar code shall be 0.25 inch or greater. The height of the bars may extend to the edge of the label.
 - c. Distance between the bar code and the HRI will be between 0.003 and 0.10 inch. The preferred distance is 0.03.
 - d. Height of the HRI shall be between 0.09 and 0.15 inch. The preferred height is 0.09.
- 4.7.3 Data elements to be bar coded. The information to be bar coded is as follows:
 - a. The National Item Identification Number (NIIN) shall be the only data element encoded in a message unless otherwise specified (see 4.7.6). The NIIN shall be encoded without the dashes (see figure 1).
 - b. The lot number and quantity shall be encoded in the same message. On new production, the lot number, including dashes, shall be encoded, as specified in MIL-STD-1168. On ammunition and explosives that were produced prior to the date of this standard, the lot number shall be bar coded exactly as it appears on applicable reporting records or as it appears on the exterior container. A space (encoded) shall be provided between the lot number and quantity (see figure 1). If the lot number cannot be determined or read, the word "UNKNOWN" shall be encoded as the lot number. When no lot number is assigned, "NONE" shall be encoded.

c. The maintenance due date (MDD) or shelf-life expiration date (when specified) is a 4-digit data element representing the month (01 thru 12) and last two digits of the year. The MDD or shelf-life shall be encoded between the lot number and the quantity. A space (encoded) shall be placed between the lot number and the MDD and between the MDD and the quantity (see figure 6).

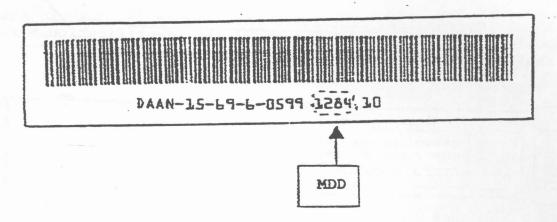


FIGURE 6. Bar coding the maintenance due date.

d. Serial number (when specified) shall be encoded in lieu of the lot number and shall be preceded by an encoded slash. For Navy use only, an encoded slash shall not be placed before the serial number when there is no lot number. When the lot number and serial number are specified, they shall be coded and a slash (encoded) shall be placed between the lot number and the serial number (see figure 7).

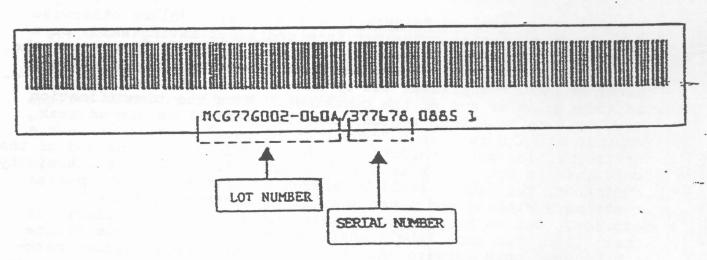


FIGURE 7. Bar coding lot number and serial number on the same line.

- 4.7.4 Placement of bar codes on exterior containers. Bar codes shall be applied to exterior containers as specified herein.
- 4.7.4.1 Rectangular containers (see figure 1). Bar code labels shall be placed in the lower right quadrant and may be positioned as shown. If sufficient space is not available, the two labels shall be placed in the most convenient space on the front (marked side) of the container.
- 4.7.4.2 Cylindrical containers (see figure 8). Labels shall be applied immediately to the left of the identification markings and shall always be placed along the container length.

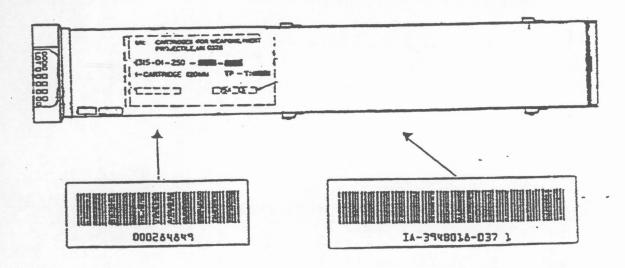


FIGURE 8. Placement of bar code labels on cylindrical containers.

4.7.4.3 Special containers (see figure 9). Unless otherwise specified, a special container is a container having skids or a cube greater than 10 cubic feet. Unless otherwise specified, the required labels shall be applied just above the identification markings, and a duplicate set of labels shall be placed on the adjacent side or end of the container. When the identification markings are absent on a side, the labels shall be placed near another marking such as a "center of balance" marking or near a distinguishing characteristic on the container. If the end of the container is equipped with a servicing facility such as a humidity indicator, the labels shall be placed at that end. For special containers stacked and lined against each other in magazine storage, such as missile containers and oversized containers of ammunition, bar code labels shall be applied on each end of the containers (both forward and aft) above the identification markings, if present. If the identification markings are not present, bar code labels shall be placed on the most conspicuous, smooth area. For special bar code requirements, see 4.7.6.

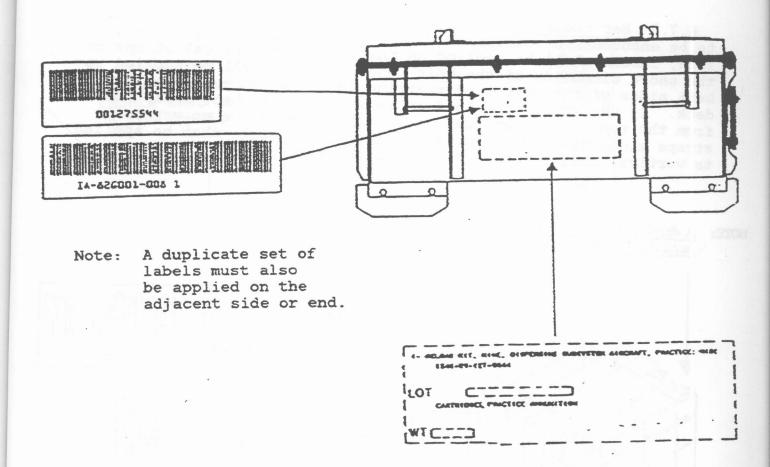


FIGURE 9. Placement of bar code labels on special containers.

- 4.7.4.4 More than one serial number (see figure 1). When there is more than one serialized item per container, a label that encodes each different serial number and associated quantity and lot number must be applied. These additional labels shall be applied directly after the preceding lot/serial label using one of the placement methods shown in figure 1.
- 4.7.4.5 Stacking labels. When stacking labels horizontally or vertically (see figure 1), do not overlap the labels. Spacing between the labels shall be not more than 0.375 inch.
- 4.7.4.6 <u>In-line messages/labels</u>. A space of at least 0.5 inch shall be provided between bar coded messages on the same label. No spacing is required between labels that do not overlap.

4.7.5 Bar coding unit loads (see figure 10). The data elements to be encoded are identified in 4.7.3. Unless otherwise specified, labels shall be applied on the far right vertical straps on the short dimension of the unit load. Labels shall be applied to both sides of the unit load starting 18 inches above the pallet deck. If the top of the load is less than 18 inches, apply labels from the top of the vertical strap. When there are no vertical straps along the short dimension, the labels shall then be applied to vertical straps along the long dimension.

NOTE: A duplicate set of labels must also be applied on the opposite side.

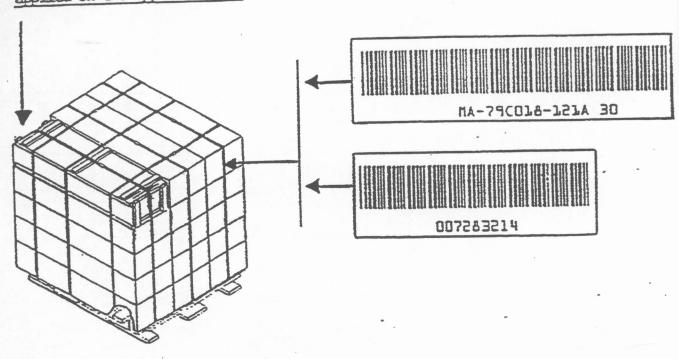


FIGURE 10. Placement of bar code labels on palletized unit loads.

4.7.5.1 More than one lot. Multiple lot labels shall be placed in sequence (see figure 11). If there is not sufficient space on the strapping on the short dimensions, labels shall be placed on a locally fabricated, moisture-proof display board, preferably aluminum, and shall be attached to the unit load (see figure 12).

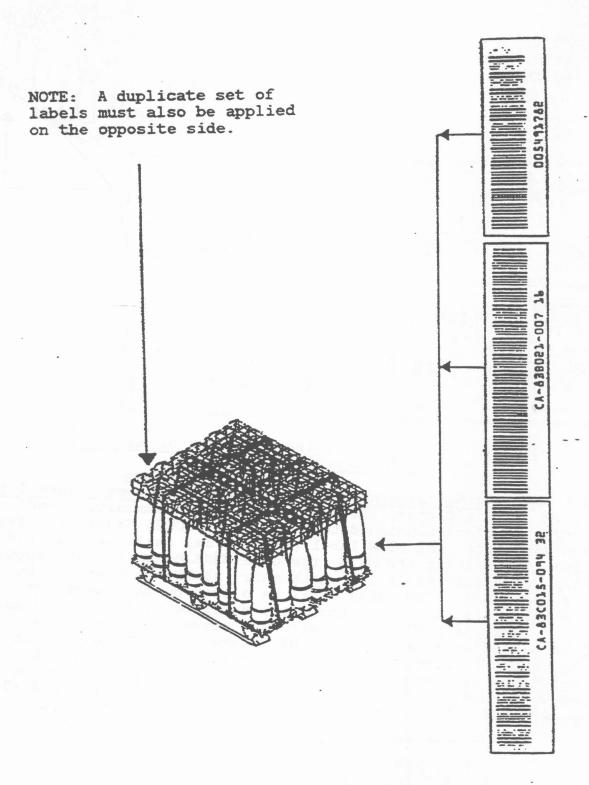
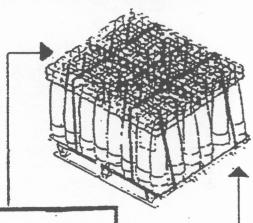


FIGURE 11. Placement of multiple lots on pallet strapping.

NOTE: A duplicate set of labels must also be applied on the opposite side.



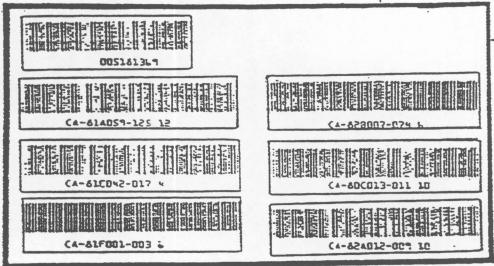


FIGURE 12. Example of the placement of multiple lots on marking boards.

4.7.6 Bar coding shipments to Naval activities (see figure 13). For Navy-, Marine Corps-, and Coast Guard-owned ammunition and explosives that are consigned to a CONUS or OCONUS Naval activity or to a Navy ship, the NIIN label (see 4.7.3a) shall be replaced by a label containing the NIIN, the ownership code, and the supply condition code (see table I). Each entry shall be separated by a space (encoded). The label shall be placed on the outermost package being shipped or, if unitized, shall be placed on the unit load. If there is a NIIN label already present, the new label shall be placed over the existing NIIN label. This requirement does not apply to Army, Air Force, or Marine Corps ammunition and explosives consigned through a port for further transfer to a non-Navy activity. The ownership code shall be Coast Guard (7), Marine Corps (4), Navy (5), and Special Operations Forces (Q).

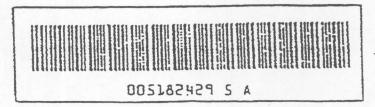


FIGURE 13. NIIN bar code label for Navy shipments.

TABLE	I.	Application of supply condition codes
		to shelf-life items

CODE	TITLE .	DEFINITION
A	SERVICEABLE (ISSUABLE WITHOUT QUALIFICATION)	Shelf-life remaining is more than 6 months.
B	SERVICEABLE (ISSUABLE WITH QUALIFICATION)	Shelf-life remaining is from 3 to 6 months.
С	SERVICEABLE (CUSTOMER CONCURRENCE REQUIRED PRIOR TO ISSUE)	Shelf-life remaining is less than 3 months.
E	UNSERVICEABLE (LIMITED RESTORATION)	Materiel which involves limited expense or effort to restore to a serviceable condition and which is accomplished in the Storage Activity (SA) where the stock is located.
G	UNSERVICEABLE (INCOMPLETE)	Materiel requiring additional parts or components to complete the end item prior to issue.
H	UNSERVICEABLE (CONDEMNED)	Type I shelf-life materiel that has passed the expiration date and Type II shelf-life materiel that has passed its inspection or test date and cannot be extended.
J	SUSPENDED (IN STOCK)	Type II shelf-life materiel that has reached the inspection or test date and is awaiting inspection, test, or restoration.

	TABLE I. Application of sto shelf-life it	supply condition codes cems - Continued.
CODE	TITLE	DEFINITION
K	SUSPENDED (RETURNS)	Materiel returned from customers or users and awaiting condition classification.
L	SUSPENDED (LITIGATION)	Materiel held pending litigation or negotiation with contractors or common carriers.
R	SUSPENDED (RECLAIMED ITEMS, AWAITING CONDITION DETERMINATION)	Assets turned in by reclamation activities which do not have the capability (e.g., skills, manpower, or test equipment) to determine the materiel condition. The actual condition will be determined prior to induction into maintenance activities for repair/modification.

5. DETAILED REQUIREMENTS

- 5.1 Markings and marking materials.
- 5.1.1 Marking materials. Marking materials to be used shall be those materials specified in this standard or alternate choices approved by the cognizant activity. Contractors may obtain the DOD-unique tags and labels discussed herein from commercial sources after obtaining samples from either the procuring activity of the local Defense Contract Management Area Operations (DCMAO).
- 5.1.1.1 Waterproofing materials used as protective coatings for labels. Transparent, waterproofing materials such as spar varnish, acrylic coating compound, sealing compound, label adhesive, and pressure-sensitive tape shall be used as protective coatings on container markings.
- 5.1.1.2 Stencil-marking material. Unless otherwise specified by the cognizant activity, any opaque, nonfading, fast drying, weather resistant stencil ink, lacquer, paint, or enamel shall be used for stencil marking. However, applicable packaging drawings that specify other finishes shall take precedence over the above requirements.
- 5.1.1.3 Obliterating lacquer, enamel, or paint. Unless otherwise specified by the cognizant activity, any quick-drying, opaque lacquer, ink, enamel, or paint that approximates the color of the container shall be used for the obliteration of markings.
- 5.1.1.4 Lithographing, embossing, roller coating, or stamping. When lithographing, embossing, or roller coating of markings is authorized, commercial enamels, lacquers, or inks in the color specified shall be used. When stamping is specified, commercial waterproof and petroleum-resistant inks, in the color specified, must offer the greatest durability on exposure to field service.
- 5.1.2 Labels, paper, pressure-sensitive, water-resistant. Unless otherwise authorized by the cognizant activity, paper labels shall be made of sized white paper stock having a smooth finish and a minimum base weight of 20 pounds. Labels shall be of a water-resistant grade of paper, film, fabric, or plastic and shall be coated on the unprinted side with a water-insoluble, homogeneous, pressure-sensitive, permanent type adhesive. The adhesive shall adhere to metal, plastic, or fiberboard surfaces under high and low temperatures. The labels shall have a finish capable of withstanding normal handling during both shipment and storage. They shall be suitable for printing and writing on with ink without feathering or spreading. The applied label must remain securely in position under anticipated conditions of handling, shipment, and storage.

- 5.1.2.1 Protective coating of labels. If labels for exterior containers are not inherently waterproof, they shall be waterproofed by coating the entire outer surface of the label with a transparent, waterproofing material (see 5.1.1.1). Labels on metal or plastic drums, pails, or cans used as exterior containers shall also be waterproofed.
- 5.1.3 Tags. Unless otherwise specified by the cognizant activity, paper shipping tags conforming to A-A-900 shall be used. A metal, cloth, plastic, or paper shipping tag such as UU-T-81, bearing the required markings, shall be used when specified in this standard or when it is impractical to stencil mark or apply a label on the container or unpacked item. Tags shall be attached to the container or item with a corrosion-resistant wire. shall not damage the item and shall be capable of withstanding repeated handling. Markings on cloth or paper tags shall be machine printed or typed with waterproof ink, while markings on metal tags shall be with dies or punches. Markings on plastic tags shall be by stamping, stenciling, embossing, machine printing (not hand printing), perforating, or, when specified, by other processes such as silkscreening, lithographing, photo marking, or by applying transfers or decals. In addition to using wire, tags may also be attached by staples or nails.
- 5.1.4 Water-resistant envelopes. Water-resistant envelopes for packing lists and material release/receipt documents shall conform to PPP-E-540. A water-resistant, pressure-sensitive, tape such as PPP-T-60 or PPP-T-76 shall be used to attach the envelope to the package or container.
- 5.1.5 Packing list protectors. Packing list protectors shall conform to A-A-1907.
- 5.1.6 Conditions of surfaces to be marked. All surfaces to be marked shall be clean, dry, and free of contaminants. All marks not applicable to the shipment shall be covered with obliterating lacquer, ink, enamel, or paint. When shipping containers are consolidated into container vans for shipment to an ultimate consignee, obliteration of current address markings is not required.
- 5.1.7 Legibility, durability, and color of markings. All markings shall be clear, legible, durable, and nonfading and shall be not less than the size specified. Unless otherwise specified by the cognizant activity, the color of all markings shall be black except when applied to a surface on which black is not legible. In this case, the marking color used shall be one that provides a definite contrast with the surface being marked. For container markings, for example, yellow or white lettering shall be applied over forest-green coloring.

- 5.1.8 Methods of marking unit packs, intermediate and exterior containers, and loose or unpacked items. Unless otherwise authorized, identification markings shall be accomplished by stamping, stenciling, machine printing, silk-screening, or embossing. Hand printing of identification markings is not authorized.
- 5.1.8.1 Stenciling. Stenciling may be accomplished by rolling, brushing, or spraying with the materials specified in 5.1.1.2.
- 5.1.8.2 Machine Printing. The required markings may be machine printed directly on all interior and exterior containers at the time of manufacture (see 5.1.8). Self-inked, porous stencils impressed by a data processing machine or typewriter may also be used.

5.1.8.3 Labels.

- 5.1.8.3.1 Use of labels. Unless otherwise specified in the procurement contract or order, bar code labels and address labels are required on all levels of military packaging. Without any special surface preparation, pressure-sensitive labels that meet the requirements of 5.1.2 may be used on containers other than wood. Pressure-sensitive labels may be used on wood containers after the labeling area has been given either a smooth coat of spar varnish or an acrylic, polyurethane, or epoxy coating. Bar code labels shall be stapled to wood containers as specified in 4.7.2.1. Unless it is specifically authorized by the procuring activity, labels shall not be used to apply identification markings or hazardous materials PSNs and identification numbers to packages. The lettering on labels must not smear, fade, or blur under anticipated conditions of handling, shipment, and storage.
- 5.1.9 Marking board or marking panel. Unless authorized by the responsible command or when necessitated by the conditions described in 4.6.3, marking boards or marking panels shall not be used. However, when marking boards or marking panels are authorized by the responsible command, the marking board or marking panel shall be constructed of weather-resistant fiberboard, plywood, or wood-based panel (1/4-inch minimum thickness).
- 5.1.10 Size of markings. Unless otherwise specified on the applicable packaging documentation, the letter size on packages shall be in capital letters of equal height and shall be clearly legible and proportionate to the available marking space. Also, unless otherwise specified on the packaging documents, all identification markings shall be not less than one-fourth of an inch nor more than one inch in height. The lot marking shall be in the largest practical size lettering, and it shall be underlined.

- 5.2 Special markings. The special markings discussed in this standard are not all inclusive and are examples of the types of special markings that may be required to be placed on a container. Special markings such as "FRAGILE," "CENTER OF BALANCE," arrows, shelf-life, project codes, or Method II shall be specifically identified in the procurement document as being required markings. Supply-type optional form (OF) labels listed in table II shall be applied, as required. Unless otherwise specified in the contract or order or by the cognizant activity, special markings shall be placed in a conspicuous location on the identification-marked side of the container. If sufficient space is not available on the identification-marked side of the container, the special markings shall be placed on the side of the container that is opposite the identification-marked side or on the end of the container that is to the left of the identification-marked side. No markings shall be placed on the bottom of the container. When MIL-STD-1168 lot numbering is used, the date manufactured, date cured, or date assembled is not required as part of the shelf-life markings.
 - 5.2.1 Special orientation marking. Packages which require a special orientation under certain conditions shall be marked in a manner which will alert the shipper/storer to the applicable restrictions. An example would be marking "nose end" on packaged rockets or WP-filled ammunition.
 - 5.2.2 Light box/light load markings. The light box/light load markings on the exterior shipping containers for light boxes/containers (less than a full box) and empty boxes/containers shall be as follows:
 - a. A light box/container less than 3 cubic feet in size shall be painted orange, except for the bottom, similar to color chip 32246 of FED-STD-595, and shall be marked with the words "LIGHT BOX" in a contrasting color on the top and on the identification-marked side, if there is sufficient space. If sufficient space is not available, "LIGHT BOX" markings shall be placed on the adjacent end panel. When the bottom surface of a light box is visible within a unit load, the bottom must also be painted orange and marked with the words "LIGHT BOX."
 - b. A light box/container, 3 cubic feet or larger, shall be marked with the words "LIGHT BOX" in orange paint similar to color chip 32246 of FED-STD-595, on the top, sides, and ends of the box in the largest practical letters. When the bottom surface of a light box is visible within a unit load, the bottom must also be marked in orange with the words "LIGHT BOX." On loose box shipments, the words "LIGHT BOX"

must be applied in one visible location only, preferably on the top or the available space on the front (identificationmarked) side or on the back (POP-marked) side.

- c. Empty boxes in unit loads of ammunition shall be identified by painting the entire box orange, except for the bottom, similar to color chip 32246 of FED-STD-595, and marking the word "EMPTY" in a contrasting color on the top, both ends, and at least one side of the box. When the bottom of an empty box is visible in the unit load, the bottom must also be painted orange and must be marked with the word "EMPTY."
- d. It is permissible to neatly mask existing markings when painting containers in order to avoid remarking.
- e. Unit loads containing empty or light boxes shall be identified by quantity per box and/or number of empty boxes and shall be added with other pallet data to the pallet data card attached to two adjacent sides of each pallet.
- f. Less than full unit loads of unpackaged ammunition such as separate loading projectiles shall be identified by an orange tag, similar to color chip 32246 of FED-STD-595, placed on two diagonal corners of the load, with the tag marked as "LIGHT LOAD." Such loads must be constructed so that the longitudinal center of gravity is the same as for a full load.
- g. Light box identification of ammunition that is known to be scheduled for demilitarization may be linked to the application of orange tags or placards marked "LIGHT BOX" or "LIGHT LOAD." All other markings required by 4.1, 4.2, and 5.2.1 are required.
- h. Identification markings for light boxes/containers (less than a full box) and empty boxes/containers for use in the shipment and storage of retail materiel/ammunition are the responsibility of the using service or command and may be identified by any method/color that meets their needs.
- 5.2.3 Temperatures. When temperature control is required for storage or when firing temperature limits apply, the temperature limits shall be enclosed in a square(s) with the words, "STORAGE TEMPERATURE LIMITS" or "FIRING TEMPERATURE LIMITS," or both, when applicable. The temperature shall be indicated by a specific temperature number represented by either degrees Fahrenheit (F) or degrees Celsius (C).

- 5.2.4 Method II marking. Method II packs shall bear a Method II cautionary marking on the identification-marked side. On unit packs and intermediate containers, the Method II marking may be applied by stamping or by labeling (OF 73 or OF 74). On exterior containers, the Method II marking may be applied by labeling, machine printing, or stenciling. When the Method II marking is machine printed or stenciled on the container, red marking ink that is waterproof, bleed-resistant, and resistant to ultraviolet ray degradation shall be used. When space is not available for a Method II label, the words "METHOD II PACKAGE DO NOT OPEN UNTIL READY FOR USE" shall be machine printed, stamped, or stenciled on the container adjacent to the identification markings.
- 5.2.5 Foreign country requirements. All OCONUS shipments (except those in intermodal containers) require that at least one UN hazard label be affixed to each unit load of palletized cargo or to each exterior package of loose cargo in accordance with Title 49 CFR and the applicable international modal document requirements. The marking and labeling requirements imposed by foreign governments shall be observed as prescribed by the service directing the shipment. Shipments to the United Kingdom must have labels or labeled tags applied to all four exterior sides of the unit load. Labels shall not be applied directly to the end item.
- 5.2.6 Materiel condition markings. As prescribed in DOD 4145.19-R-1, materiel condition tags or labels shall be-used whenever materiel may become mixed during storage or shipment within or between installations or where physical evidence is necessary for materiel control to prevent duplicate inspections, Federal supply condition codes are defined in appendix B of DOD 4000.25-2-M, which is the official source for Federal supply condition codes, and in various departmental implementing Organizations that use computer automation to produce documents. materiel condition tags and labels may centrally or locally procure or manufacture tags and labels suitable for handling by a computer printer, as long as the tags and labels conform to the color, design, and material (to include the strength of the paperboard) of the government produced item. Computer-generated, adhesive-backed labels may be used in conjunction with materiel condition tags. Required information for the applicable DD Form 1570-series tag should be printed on a computer-generated label. The label should then be permanently affixed to the face of the appropriate color-coded tag, ensuring that the label does not obstruct or cover the colored-coded border of the tag. When a computer-generated label is used to cover a color-coded tag, the letters on the face of the tag shall be black rather than the same color as the border of the tag. The size of the lettering on materiel condition tags and labels shall be as specified by

the respective departments and agencies. The following forms are authorized for use to indicate the condition(s) of the materiel and to identify the individual article or contents of the package, bundle, or container to which they are securely attached. These forms are not for indiscriminate use on serviceable materiel that presents no problem in storage and transfer.

- a. DD Form 1574 (Serviceable Tag Materiel) and DD Form 1574-1
 (Serviceable Label Materiel). Materiel that is serviceable (e.g., issuable without qualification, issuable with qualification, or priority issue) shall be conspicuously marked with a serviceable materiel condition tag or label. The tag and label shall have yellow borders and letters. While it is preferable to have the letters be the same color as the border, there may be cases when preprinted letters are not legible, especially in poorly lighted warehouses. In these cases, black lettering may be used. To assist in identification, a 1- by 5-inch yellow stripe may also be printed on the back of each tag.
- b. DD Form 1577-2 (Unserviceable (Reparable) Tag Materiel) and DD Form 1577-3 (Unserviceable (Reparable) Label-Materiel). Materiel that is unserviceable (e.g., limited restoration, reclamation, reparable, or incomplete) shall be conspicuously marked with an unserviceable (reparable) materiel condition tag or label. The tag and label shall have green borders and letters. To assist in identification, a 1- by 5-inch green stripe may also be printed on the back of each tag.
- DD Form 1577 (Unserviceable (Condemned) Tag Materiel) and DD Form 1577-1 (Unserviceable (Condemned) Label Materiel). Materiel that is unserviceable (e.g., condemned or scrap) shall be conspicuously marked with an unserviceable (condemned) materiel condition tag or label. The tag and label shall have red borders and letters. To assist in identification, a 1- by 5-inch red stripe may also be printed on the back of each tag.
- d. DD Form 1575 (Suspended Tag Materiel) and DD Form 1575-1 (Suspended Label Materiel). Materiel that is suspended (e.g., stocks awaiting classification, returns awaiting classification, ammunition suitable for emergency combat use only, reclaimed items awaiting condition determination quality deficiency exhibits, or stocks that are being held pending negotiation or litigation) shall be conspicuously marked with a suspended materiel condition tag or label. The tag and label shall have brown borders and letters. To assist in identification, a 1- by 5-inch brown stripe may also be printed on the back of each tag.

- e. DD Form 1576 (Test/Modification Tag Materiel) and DD Form 1576-1 (Test/Modification Label Materiel). Serviceable materiel that requires technical data markings, testing, alteration, modification, conversion, disassembly, etc., prior to issue, shall be conspicuously marked with a test modification materiel condition tag or label. The tag and label shall have blue borders and letters. To assist in identification, a 1- by 5-inch blue stripe may also be printed on the back of each tag.
- 5.2.6.1 Materiel condition tags. When the requirements of 4.7.6 are met, materiel condition tags must be applied to the materiel. Individual services retain the prerogative of applying materiel condition tags to any stock in their custody.
- 5.3 Packing lists. When a packing list is required for a shipment, the packing list shall be placed inside the shipping container. A DD Form 250 (Materiel Inspection and Receiving Report) should be used as a packing list for contractor shipments. Any locally prepared or procured packing list may be used for shipments generated by DOD activities. Contents of the listing shall be organized so that they can be readily understood and shall not include information that has no bearing on the items or to the receiving activity. A packing list is not required on a unit load of an ammunition end item such as bomb fins, which are otherwise shipped unpackaged but with associated hardware packaged separately and included on the unit load. The contents of such hardware packages shall be individually identified. Packing lists are also not required on palletized loads of explosives.
- 5.4 DD Form 1348-1 (DOD Single Line Item Release/Receipt Document) and DD Form 1348-1A (Issue Release/Receipt Document). Two copies of a DD Form 1348-1 or DD Form 1348-1A shall be sealed in a water-resistant envelope conforming to PPP-E-540, class 4, style 1, 2, 3, or 4, that shall be attached in a protected location on the exterior of the shipping container or unit load. When a shipment involves multiple containers or unit loads, the water-resistant envelope shall be placed on the container or unit load nearest the door, when loading. This will assist in identification when off-loading. Unless otherwise specified, overseas shipments shall be further protected by placing the envelope in a packing list protector conforming to A-A-1907. The words "MATERIAL RELEASE/RECEIPT DOCUMENTS" shall be marked on the outside of the packing list protector. When requested by the consignee or at the shippers's discretion, additional copies of the DD Form 1348-1 or DD Form 1348-1A may be provided.
 - 5.5 <u>Previous marking requirements</u>. When remarking is required for maintenance or renovation purposes, marking of new production

and existing stocks shall be in accordance with applicable packing and marking drawings. These drawings shall incorporate the marking requirements of this standard. Remarking of current stocks merely to comply with this standard is not required. If a marking drawing does not exist for an item, then this standard shall be used. Bar coding shall be applied to exterior containers when unit loads are broken down. Otherwise, bar codes shall be applied to unit loads only.

- January 1988. Government-owned dangerous goods packaged prior to 1.

 January 1988. Government-owned dangerous goods that were packaged prior to 1 January 1988 and destined for international surface shipment or domestic or international military air shipment may be marked in accordance with Title 49 CFR (dated prior to 1 October 1991). In this case, the shipping papers shall be annotated with the following clause: "Government-owned goods packaged prior to 1 January 1988." All shipping containers that are identified for international air shipment and those packaged after 1 January 1988 shall be marked and documented in accordance with the appropriate modal regulations.
- 5.6 Military-owned demountable container (MILVAN)/International Standards Organization (ISO) container marking. A 14- by 14-inch square placard or marking board or panel, with a white background, shall be affixed to a container loaded with ammunition or explosives. The white square shall contain the following information:
 - a. Identification NO.
 - b. Net Explosive Weight (NEW).
 - c. Hazard Class/Division (HC/D).
 - d. Storage Compatibility Group (SCG).

The information presented on the white square shall be in black or dark letters 3 inches high. The white square shall be removed when the container becomes empty. Since the white square placard or marking board/panel is for temporary use only, it should be constructed of a light weight material such as plastic or fiber-board. If the container holds multiple UN identification numbers or hazard classes/divisions, the identification number of the highest class/division shall be placed on the white square. If the container holds multiple identification numbers or hazard classes/divisions, the "NEW" shall be a total of all the classes which have been loaded. This white square shall not substitute for any markings or placards required by Title 49 CFR and the IMDG regulations.

- 5.7 Order of precedence. In the event of a conflict between the requirements of this standard and the requirements of product specifications, item technical publications, or drawings, the order of precedence shall be:
 - a. The requirements of the drawings.
 - b. The requirements of item technical publications.
 - c. The requirements of product specifications.
 - d. The requirements of this standard.
- 5.8 Marking for North Atlantic Treaty Organization countries. The marking of ammunition for shipment to NATO countries shall be as specified in this standard, in the current edition of MIL-STD-129, and in the following QSTAG and STANAGS: QSTAG 481 for color coding and marking of ammunition, STANAG 2316 (AMMO) for marking of ammunition of a caliber below 20mm, and STANAG 2322 (AMMO) for marking of ammunition of a caliber of 20mm and above.
- 5.9 English-metric conversion. In order to accommodate the requirements of DOD 4120.18, tables III and IV which describe the English-metric conversion applicable to this standard are provided at the end of this section. For convenience in calculation, the metric equivalents are expressed to two decimal places (nearest hundredth), wherever practical.

TABLE II. Supply-type labels

NOTE: Use existing supplies of OF's 87, 87A, and 88 until they are exhausted or until 31 December 1993, whichever comes first. The OF numbers and NSNs for the new Electrostatic Discharge (ESD) Sensitive Devices labels discussed in MIL-STD-129M will be requested upon implementation of MIL-STD-129M. At that time, OF's 87, 87A, and 88 will be canceled.

2.0			
Optional Form	<u>Title</u>	Size (in inches)	NSN
70A	Fragile (gummed)	2 1/2 by 2 1/2	7540-00-559-2335
71A	Fragile (gummed)	4 by 4	7540-00-559-2337
73	Method II Package	2 1/2 by 1	7540-00-139-4738
74	Method II Package	6 by 2 1/2	7540-00-139-4752
80	999	2 by 2	7540-00-139-4831
81	999	4 by 4	7540-00-139-4832
83 ·	NMCS	3 by 1 1/2	7540-00-139-4834
84	NMCS	3 by 5	7540-00-139-4835
87	Caution-Sensitive Electronic Devices	2 by 2	7540-01-109-8815
87A	Caution-Sensitive Electronic Devices	4 by 4	7540-01-110-4906
88	Caution-Sensitive Electronic Devices	2 by 5/8	7540-01-317-7371
274	Equipment Warranty	3 by 2	7540-01-044-7185

TABLE III. Standard English-metric equivalents

Volume:

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1 fluid ounce = 29.57 milliliters 1 quart = 0.95 liter
1 pint = 0.47 liter 1 gallon = 3.79 liters
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Weight:

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1 ounce (avoirdupois) = 28.35 grams
1 pound (avoirdupois) = 453.59 grams or 0.454 kilogram
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Length:

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1 inch = 2.54 centimeters
1 foot = 30.48 centimeters or 0.305 meter
39.37 inches = 1 meter (3.28 feet = 1 meter)
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TABLE	IV.	MIL-STD-129-1	English-metric	conversions

Volume (Liqu	iids):	Weight:
Gallons	= <u>Liters</u>	Ounces = Grams
1 5 50 55	3.79 18.95 189.50 208.45	1 28.35 10 283.50 (1000 grams = 1 kilogram)
Volume (Soli	lds):	
Cubic feet	= <u>Cubic meter</u>	<u>Cubic feet</u> = <u>Cubic meters</u>
1.0 1.2 1.3 2.0 2.5 3.0 4.1 4.7 5.3	0.030 0.036 0.039 0.060 0.075 0.090 0.123 0.141 0.160	6.0 0.18 6.5 0.195 8.4 0.25 9.0 0.27 10.0 0.30 12.0 0.36 30.0 0.90 60.0 1.80 66.5 1.995
Pounds =	Kilograms	Pounds = Kilograms
1. 2.2 10. 11. 50. 52. 65. 75.	0.45 1.0 4.54 4.99 22.7 23.61 29.51 34.05	100 45.4 125 56.75 144 65.37 150 68.10 200 90.80 500 227.0 1000 454.0 1700 771.8
Inches =	Centimeters	<u>Inches</u> = <u>Centimeters</u>
0.0258 0.03 0.0625 0.095 (3/3)	0.07 0.08 0.16 0.24	0.50 1.27 0.875 (7/8) 2.22 0.90 2.29 1.0 2.56

TABLE IV. MIL-STD-129-1 English-metric conversions - Continued.

Inches =	Centimeters	Inches	= <u>Centimeters</u>
0.10	0.25	1.5	3.81
0.125 (1/8)	0.32	2.0	5.08
0.123 (1/0)		2.5	6.35
0.375 (3/8)	0.95	3.0	7.62
4.0	10.16	50.0	127.0
5.0	12.70	100.0	254.0
10.0	25.40	144.0	365.76

NOTE: 10 millimeters equals 1 centimeter.

Feet	=	Meters
1		0.305
3.28		1.0
25		7.62
50		15.24
150		45.73

Temperature conversion:

To change degrees Celsius (C) to degrees Fahrenheit (F), multiply temperature by 1.8 and add 32 degrees F.

To change degrees Fahrenheit (F) to degrees Celsius (C), subtract 32 from the temperature and divide by 1.8.

Degrees	Fahrenheit	=	Degrees	Celsius
	0		-	18
	32			0
	35			2
	46			8
	100			38
	212		1	00

6. NOTES

THIS SECTION IS NOT APPLICABLE TO THIS STANDARD.

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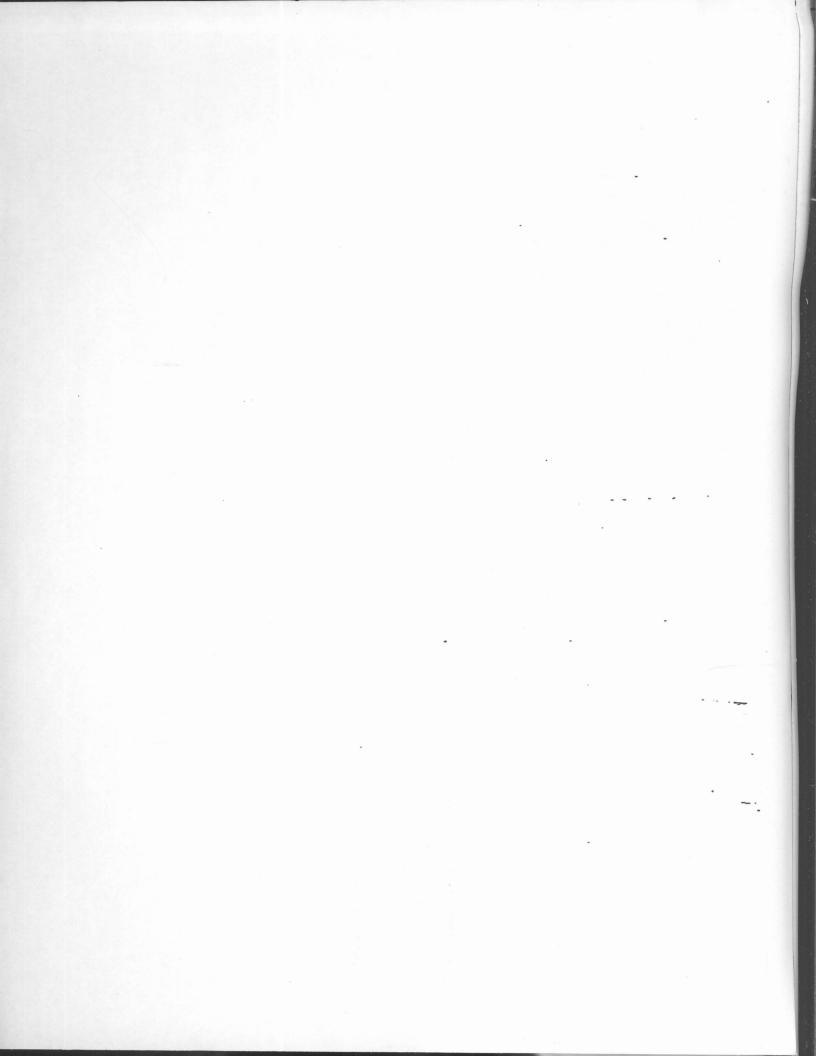
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