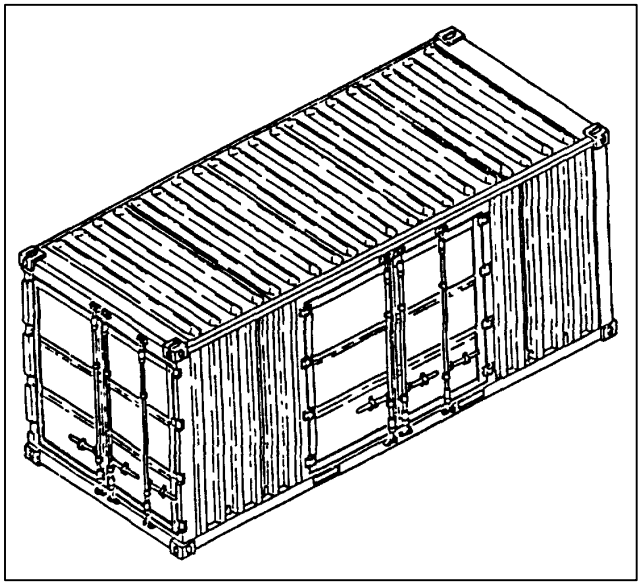
TECHNICAL MANUAL

UNIT AND DIRECT SUPPORT

MAINTENANCE MANUAL

(INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST)



EQUIPMENT DESCRIPTION AND DATA

PRINCIPLES OF OPERATION

SERVICE UPON RECEIPT

PREVENTIVE MAINTENANCE CHECKS AND SERVICES

DIRECT SUPPORT MAINTENANCE

MAINTENANCE ALLOCATION CHART

REPAIR PARTS AND SPECIAL TOOLS LIST

EXPENDABLE SUPPLIES AND MATERIALS LIST

ILLUSTRATED LIST OF MANUFACTURED ITEMS

GENERAL CARGO CONTAINER
NSN 8115-01-241-7524

Approved for public release; distribution is unlimited.

HEADQUARTERS, DEPARTMENT OF THE ARMY
16 AUGUST 1991

WARNINGS

Be careful when lifting to remove the door to avoid injury. Three men will be required to lift and move the door (Approximate weight is 190 pounds)

Provide adequate ventilation from toxic fumes. Do not wear contact lenses

Block container (1, fig. 3-6) into this position to avoid. Injury to personnel resulting from an accidental hoist release.

TECHNICAL MANUAL

NO. 55-8115-204-23&P

HEADQUARTERS,
DEPARTMENT OF THE ARMY
WASHINGTON, D.C, 16 August 1991

UNIT AND DIRECT SUPPORT MAINTENANCE MANUAL (INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST)

GENERAL CARGO CONTAINER
NSN 8115-01-241-7524

Current as of 15 April 1991

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this manual. If you find any mistakes or If you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms) or DA Form 2028-2 located In the back of this manual directly to: Commander, U.S. Army Troop Support Command, ATTN: AMSTR-MMTS, 4300 Goodfellow Boulevard, St. Louis, MO 63120-1798. A reply will be furnished directly to you.

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CHAPTER 1
INTRODUCTION

SECTION I. General Information

1-1. Scope. This manual covers unit and direct support maintenance for the General Cargo Container, Model ML100, Figure 1-1. Maintenance shall be conducted with the intent of providing a serviceable, weather-proof container. The container has doors on one side and at one end, and is designed for general purpose storage.

1-2. Maintenance forms, records, and reports. Maintenance forms and records that are required are as follows:

a. DA Form 2404, Equipment Inspection and Maintenance Worksheet.
b. DA Form 2407, Maintenance Request Used for Requesting Support Maintenance.
c. DA Form 2407-1, Continuation Sheet Used for Requesting Support Maintenance.
d. For further information, refer to DA PAM 738-750, The Army Maintenance Management System (TAMMS).
e. DA Form SF 361, Transportation Discrepancy Report.

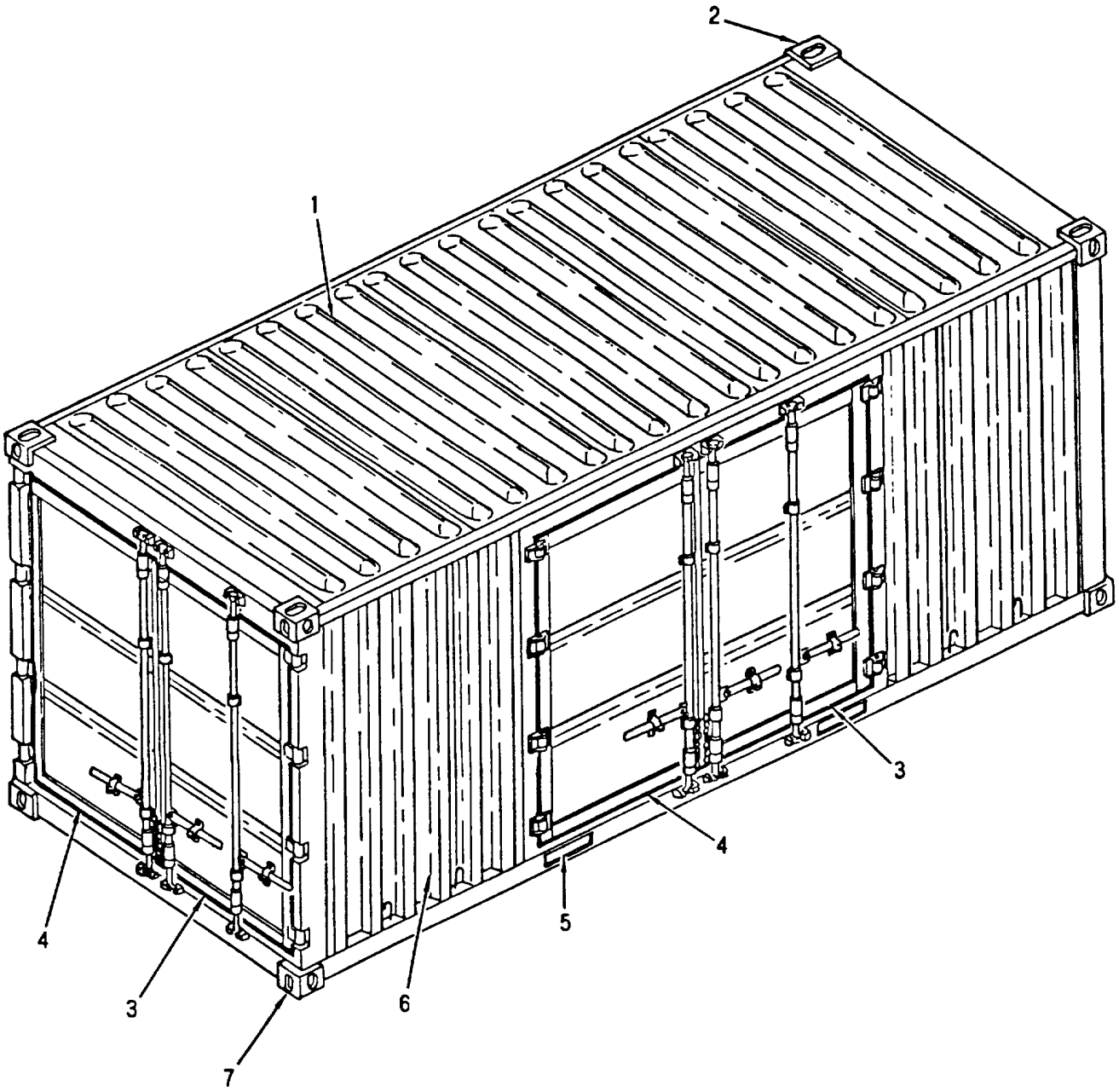
1-3. Storage. Store cargo containers as follows.

a. Preparation for Storage. Visually inspect the outer surfaces of the cargo container for damage or corrosion. Ensure that the latching mechanisms and hinges are adequately lubricated. Refer to Chapters 2 and 3 for necessary maintenance.

b. Storage Site. Select the best available site for administrative storage. Separate stored equipment from equipment that is in use.

(1) Covered space is preferred. When sufficient covered space is not available, priority should be given to items which are most susceptible to deterioration from the elements.

(2) Open sites should be improved hardstand, if available. Unimproved sites should be firm, and well-drained locations kept free of excessive vegetation.



1. ROOF
2. TOP CORNER FITTING (ISO)
3. RIGHT DOOR
4. LEFT DOOR
5. FORK LIFT OPENING
6. SIDE PANEL
7. BOTTOM CORNER FITTING (ISO)

Figure 1-1. General Cargo Container

c. Storage Plan.

(1) Store the cargo containers to provide maximum protection from the elements. Access shall be provided so that inspection may be made. Anticipate removal and redeployment requirements.

(2) Take into account environmental conditions such as extreme heat or cold, high humidity, blowing sand, dust, heavy snows, mud, soft ground, earthquakes, debris, or combinations thereof and take adequate precautions.

(3) Establish a fire plan and provide for adequate firefighting equipment and personnel.

d. Care of Equipment in Administrative Storage.

(1) After the cargo container has been placed in administrative storage, suspend all regularly scheduled maintenance services and inspect cargo containers as specified.

(2) Visually inspect cargo containers by walking around the cargo containers to observe any deficiencies. Inspect the cargo containers that are in open storage weekly. Those that are in covered storage should be inspected monthly. Inspect all cargo containers immediately after any severe storm or environmental change. Look for the following during visual inspection:

(a) Check for condition of paint

(b) Check for corrosion or other deterioration.

(c) Check for damage to door gaskets.

(d) Check for missing or damaged parts.

(e) Check for any other readily recognizable shortcomings or deficiencies.

(3) Placement of equipment in administrative storage should be for short periods of time when a shortage of maintenance effort exists. Items should be in mission readiness within 24 hours or within the time factors as determined by the directing authority. During the storage period, appropriate maintenance records will be kept.

(4) Before placing equipment in administrative storage, current maintenance services and equipment serviceable criteria (ESC) evaluations should be completed, shortcomings and deficiencies should be corrected, and all modification work orders (MWOs) should be applied.

(5) Inside storage is preferred for items selected for administrative storage. If inside storage is not available, trucks, vans, cortex containers, and other containers may be used.

1-4. Destruction of Army Material to Prevent Enemy Use

a. General. Methods of destruction should provide damage to the cargo container and its contents so that it will not be possible to restore the equipment.

to a usable condition in a combat zone.

b. Authorization. The authority for ordering the destruction of equipment is to be vested in divisional and higher commanders, who may delegate authority to subordinate commanders when the situation requires it.

c. Methods of Destruction.

(1) Fire. Use fire to destroy equipment when fuel and flammable materials are available. Fires should be lit with the cargo container doors open and after mechanical destruction has been accomplished.

(2) Demolition Tape a 1/2 pound (226.80g) charge to the roof interior and a similar charge in one fork lift channel and detonate. Refer to TM 750-244-3, Procedures for Destruction of Equipment to Prevent Enemy Use.

(3) Torch cut door latching mechanisms and side walls of cargo container.

1-5. Reporting Equipment Improvement Recommendations (EIR). ElRs will be prepared on Standard Form SF 368, Quality Deficiency Report. Instructions for preparing EIRs are provided in DA Pam 738-750, The Army Maintenance Management System. Mail EIRs directly to Commander, U.S. Army Troop Support Command, ATTN. AMSTR-MOF, 4300 Goodfellow Blvd., St. Louis, MO 63120-1798. A reply will be furnished directly to you.

SECTION II. Equipment Description and Data

1-6. Description. The general cargo container, Figure 1-1, is a Type I cargo container conforming to the requirements of MIL-C-52661B(ME). The steel container is 8 by 8 by 20 feet and has a tare weight of 5150 pounds. Access to the cargo container is provided by two sets of doors. One set of doors is located on one side and the other is located at one end. The cargo container has fork lift channels and four International Standards Organization (ISO) corner fittings at the top and bottom corners so that it can be lifted or moved Cargo containers are designed to be stacked six high and may be used singly or in tandem to form a 40-foot-length (12.19m) for road transport purposes.

1-7. Tabulated Data.

a. U.S Army Data Plate. The data or identification plate is located on the right door at the end of the cargo container. It contains the following information:

(1) Container, Cargo
(2) Specification: MIL-C-52661B(ME)
(3) National Stock Number: 8115-01-241-7524
(4) Control Number: USAH-000001 through USAH-003171
(5) Tare Weight: 5150 lbs. (2318 kg)
(6) Contract Number: DAAK01-88-C-C020
(7) Manufactured by: Mid-States Metal-Lines, Inc.
(8) Date: Month, Year (as applicable)
(9) Technical Manual: TM 55-8115-204-23&P

b. Dimensions and Weights.

General Cargo Container, Type I

Length (external)	19 ft. 10 1/2 in. (6.06 m)
Width (external)	8 ft. (2 44 m)
Height (external)	8 ft. (2.44 m)
Length (internal)	19 ft. 4 in (5.80 m)
Width (internal)	7 ft 6 in (2.25 m)
Height (internal)	7 ft. 3 3/8 in (2.18 m)
Width (end door opening)	7 ft. 7 in. (2.28 m)
Height (end door opening)	6 ft. 11 5/8 in. (2.09 m)
Width (side door opening)	7 ft. 7 in. (2.28 m)
Height (side door opening)	6 ft 11 5//8 in. (2.09 m)
Tare Weight	5150 lbs (2318 kg)
Maximum Gross Weight	44,800 lbs (20,160 kg)
Internal Capacity	1064.8 cu. ft (31.9 cu. m)

1-8. Safety Care and Handling

a. Each cargo container weighs 5150 pounds empty. Proper lifting equipment is required to safely move and stack cargo containers. Lifting and moving containers is covered in Section III of this chapter.

b. Cargo containers, when loaded, may weigh up to 44,800 pounds (20,160 kg). It is, therefore, essential to observe the utmost safety precautions when moving or lifting empty or loaded cargo containers. When lifting use slings and hoists that are capable of lifting 50,000 pounds, and insure that the slings are securely

fastened to the corner ISO fittings. Stacking cargo containers should only be accomplished when the bottom unit is on a firm level surface. Never stand under a cargo container when it is being lifted.

SECTION III. Principles of Operation

1-9. Lifting and Moving. The cargo container has a set of fork lift pockets that will permit moving and lifting of the container. A 25 ton fork lift truck will be required. Stacking cargo containers up to six high will require hoists and slings connected to the corner fittings. Slings and hoists must be able to lift 50,000 pounds. Always observe utmost safety when moving, lifting, or stacking the cargo containers.

1-10. Doors. Doors are opened using the latching mechanism. When opened, the restraining chain should be hooked to the side of the container. When closing the doors, unhook the restraining chains. Close the left door first. No other instructions are required.

CHAPTER 2

UNIT MAINTENANCE INSTRUCTIONS

SECTION I. Repair Parts and Special Tools List (RPSTL) and Support Equipment

2-1. Special Tools and Support Equipment. Refer to Maintenance Allocation Chart (MAC), Appendix B and RPSTL, Appendix C. Inspection will in most circumstances determine the maintenance that will be necessary.

2-2. Repair Parts. Some repair parts are designed to replace original equipment. For example, a damaged side panel will be repaired using a panel section specifically designed to repair a section of a side panel rather than repairing a total side panel section. Refer to the Repair Parts and Special Tools List, Appendix C, for identification of these repair items

SECTION II. Service Upon Receipt

2-3. Inspection Upon Receipt. Prior to loading the cargo container, make a visual inspection as follows:

a. Inspect exterior side walls for damage or corrosion.

b. Inspect roof for damage or corrosion.

c. Inspect end front panel for damage or corrosion.

d. Inspect painted surfaces to determine need for repainting.

e. Refer to Table 2-1 for unit maintenance inspection.

2-4. Inspection Upon Receipt of Loaded Cargo Container. Upon receipt of a loaded cargo container, it will be necessary to determine if the cargo container has been damaged during transit. Except for opening the side and rear doors to visually determine any damage. inspection is limited to an inspection of the cargo container exterior. Refer to Table 2-1 for unit maintenance inspection requirements.

SECTION III. Preventive Maintenance Checks and Services

2-5. Preventive Maintenance Checks. Periodic checks should be made based upon environmental conditions such as temperature, humidity, blowing sand and dust, rain and snow. Unusual or abnormal conditions will require checks at shorter intervals. Preventive maintenance checks will require a walk-around check to determine if damage requiring maintenance is required. Refer to Table 2-1 for maintenance checks and services intervals.

2-6. Services. Services are limited to checking for adequate lubrication of the door latching mechanism. Refer to Table 2-1 and Figure 2-1 for inspection intervals and for lubrication instructions.

Table 2-1. Preventive Maintenance Checks and Services
W = Weekly M = Monthly

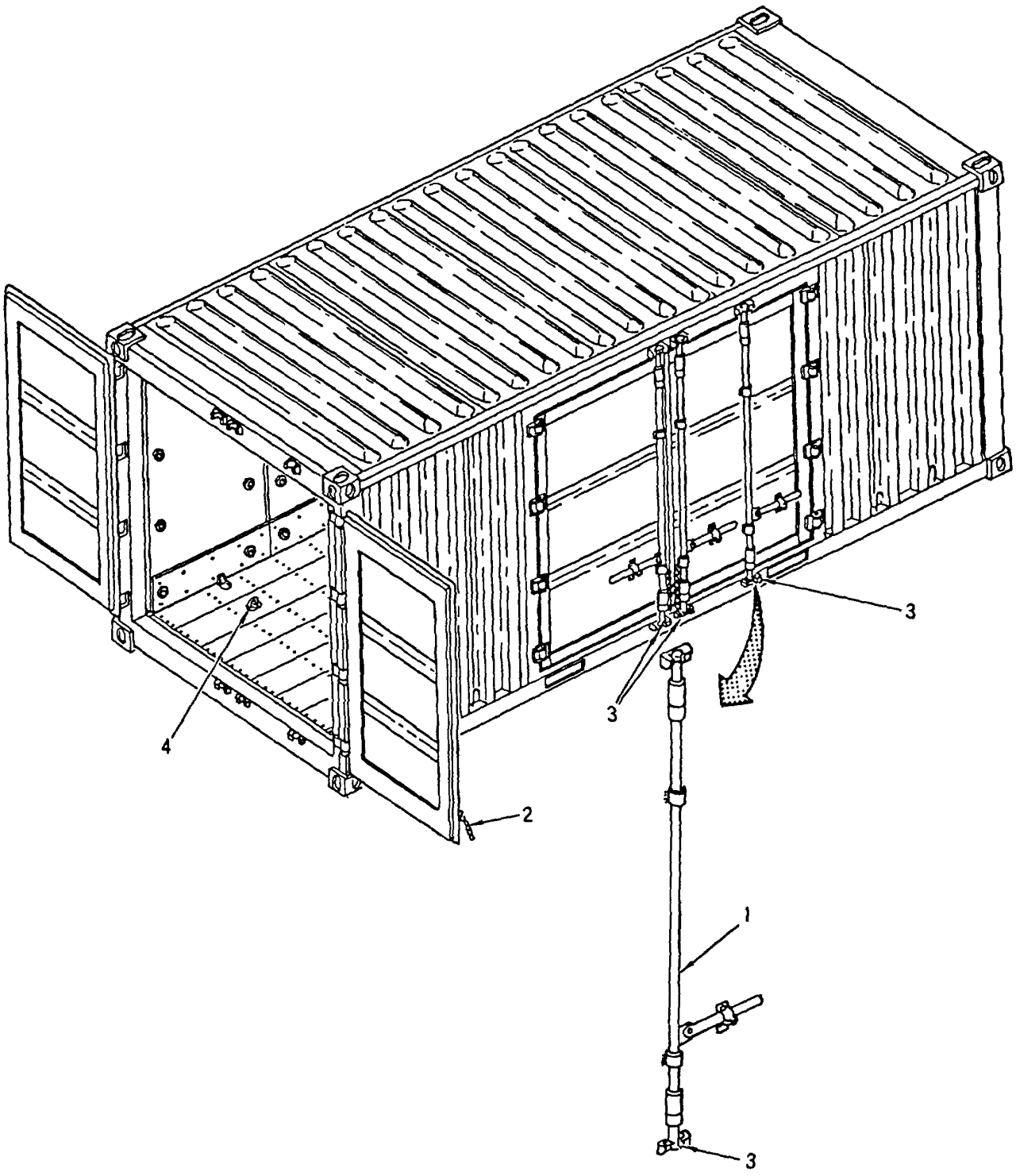
Item No.	Interval W	Interval M	Item To Be Inspected	Procedures
1		X	Cargo Container Exterior	• Visually inspect exterior side wall surface for damage or corrosion under normal* environmental conditions.
		X		• Visually inspect end wall surfaces for damage or corrosion under normal* environmental conditions.
		X		• Visually inspect top wall for damage (deformation) or corrosion under normal* conditions.
		X		• Inspect external walls to determine if surfaces need painting.
2	X			• Perform step 1 procedures under unusual** environmental conditions.
3		X	Door Assemblies, Right and Left	• Check door latching mechanisms (1, fig. 2-1) for damage such as bent rods or handles.
		X		• Inspect door panels for punctures, dents, or other damage.
		X		• Open the doors (1 and 2, fig. 2-2) and inspect all surfaces for corrosion and areas that need painting.
		X		• Inspect restraining chains (2, fig. 2-1) for damage.
		X		• Check door latching mechanism to insure that rod latching ends are adequately lubricated. Lubricate latching mechanism at points shown in Figure 2-1 using

Table 2-1. Preventive Maintenance Checks and Services - Cont.
W = Weekly M = Monthly

Item No.	Interval W	Interval M	Item To Be Inspected	Procedures
3		X	Door Assemblies, Right and Left	graphite grease (3, Appendix D). Insure that latching mechanism operates freely. Doors should open and close easily.
	X			• Inspect door gaskets for damage or tears that would allow moisture to enter cargo container. The door gasket, (1, fig. 2-3) has two sealing lips. Open the doors and examine both lips for tears, damage, or deformation that would prevent an adequate seal.
4		X	Plywood Panels	• Open cargo container doors and inspect plywood panels (1, 2, and 3, fig. 2-4) for damage.
		X		• Check kickplate (2, fig. 2-5) to insure that it is securely fastened to plywood sheet (1).
		X		• Check nuts (3, fig. 2-5). Insure that nuts are in place and are tightly fastened. Tighten loose nuts with a 1/4-inch alien wrench.
5		X	Panel Joint	• Inspect panel joints (4, fig. 2-4) for damage.
6	X		Floor Gasket	• Inspect floor gasket (4, fig. 2-6) for damage.
7		X	Floor Planks	• Inspect eight floor planks (1, 2, and 3, fig. 2-6) that make up the floor of the cargo container. Inspect for holes or punctures that extend through the floor planks.
8		X	Tie-Downs	• Inspect tiedowns (4, fig. 2-1) in floor planks for damage.

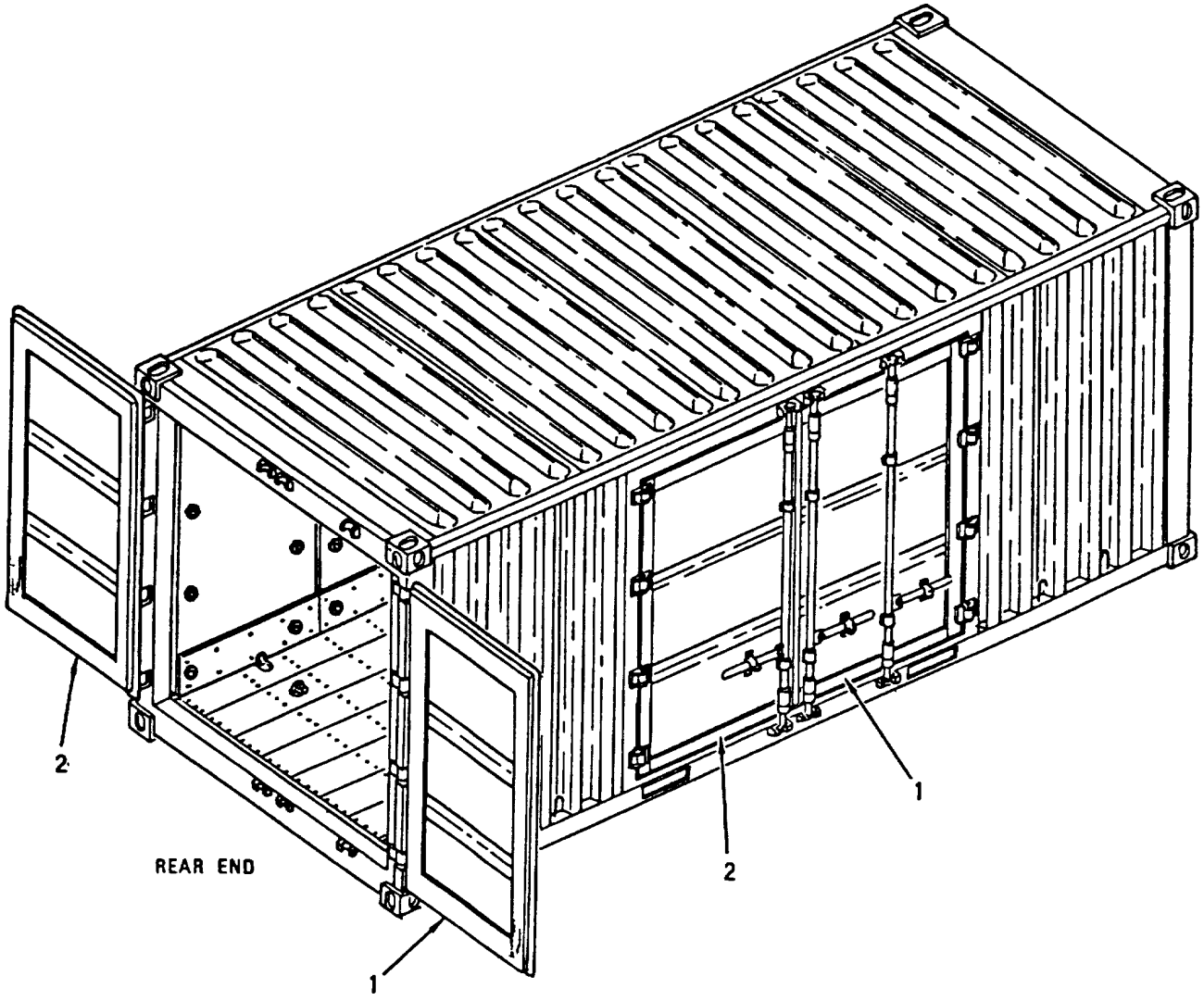
* NORMAL CONDITIONS. Mild weather in temperatures between 32°F (0°C) and 100°F (38°C).

** UNUSUAL CONDITIONS. Severe weather such as high relative humidity of 90 to 100% for a week, temperatures below 32°F (0°C) and above 100°F (38°C) for a week, or blowing sand or dust, heavy rain or snow.



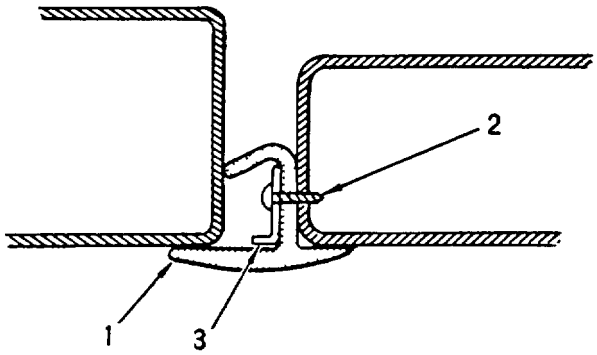
1. DOOR LATCHING MECHANISM
2. RESTRAINING CHAIN
3. LUBRICATION POINTS
4. TIE-DOWN

Figure 2-1. Door Latching Mechanism and Lubrication Points



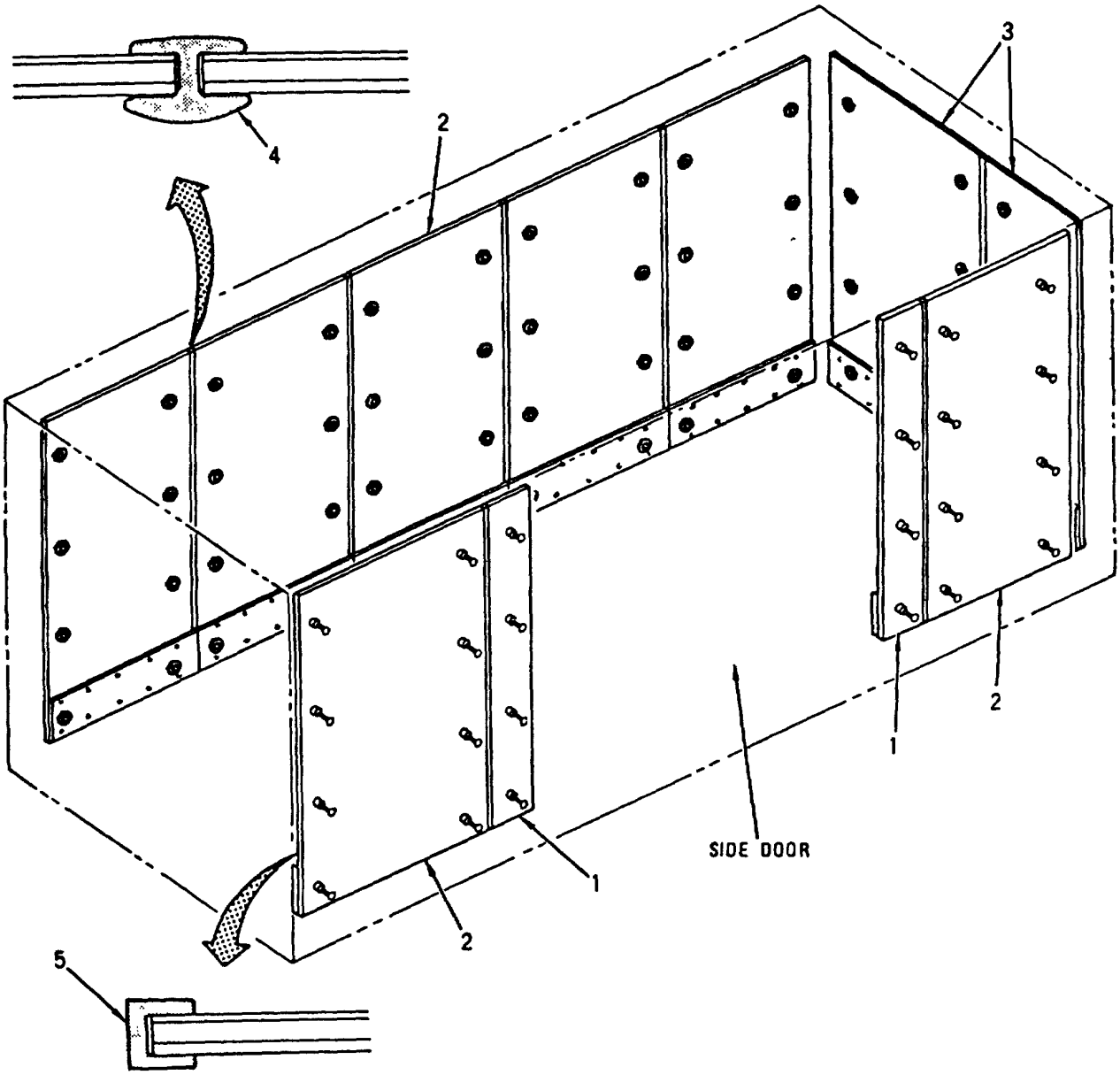
1. DOOR RIGHT HAND
2. DOOR LEFT HAND

Figure 2-2. Rear and Side Doors



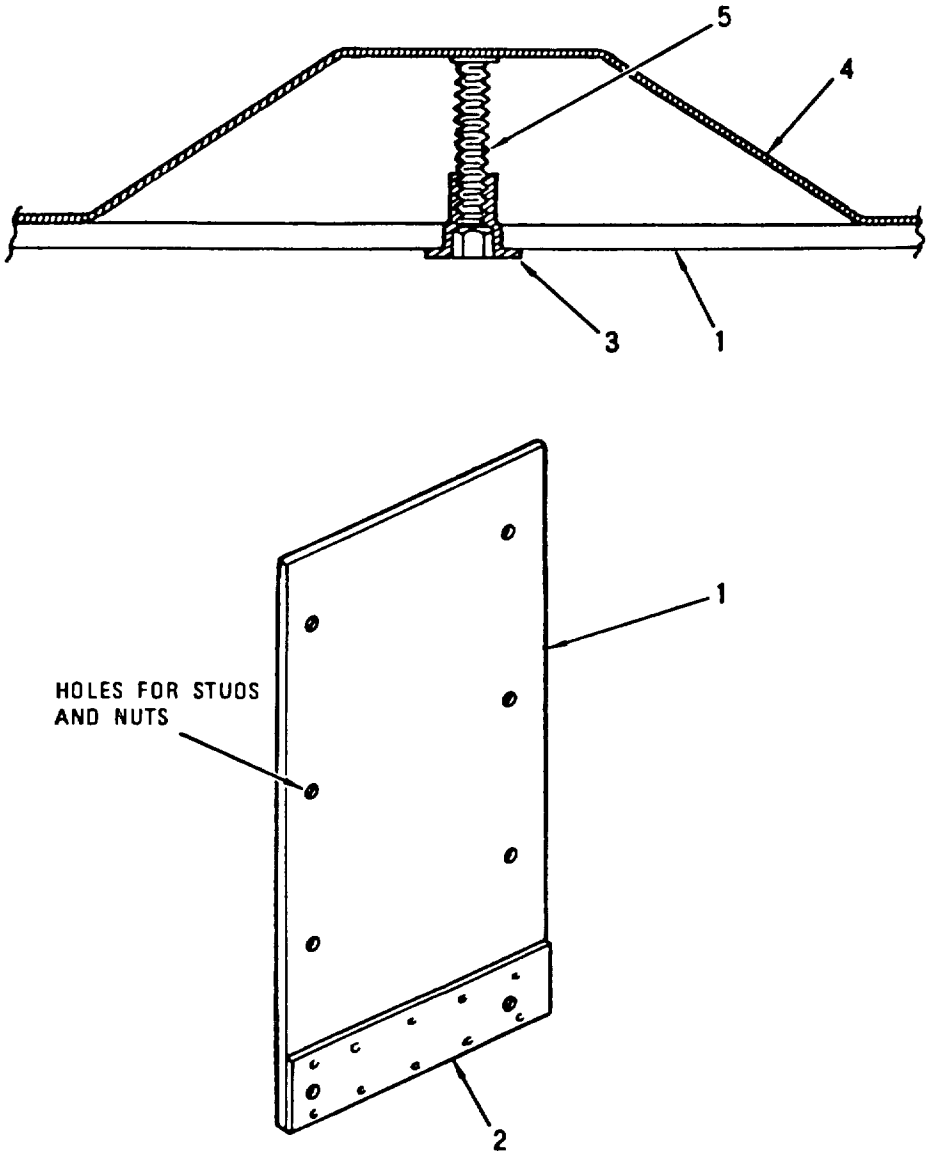
1 GASKET
2 FASTENER
3 BAND STRIP

Figure 2-3. Door Gasket, Cross Section



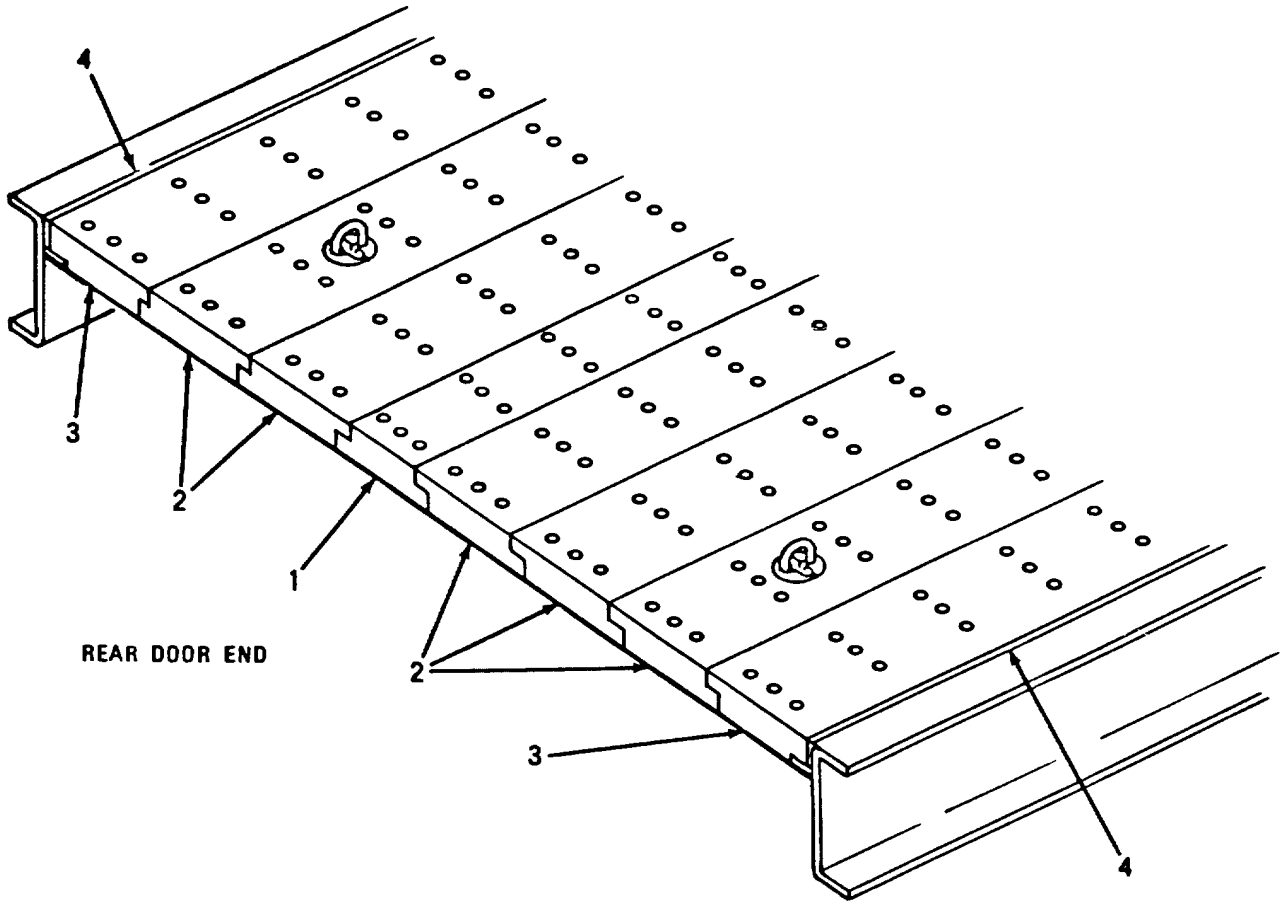
1. PLYWOOD PANEL, DOOR SIDE REAR
2. PLYWODD PANEL, DOOR SIDE FRONT
3. PLYWOOD PANEL, FRONT WALL
4. PANEL JOINT
5. PANEL JOINT, END

Figure 2-4. Plywood Panels



1 PLYWOOD SHEET
2 KICKPLATE
3 NUT
4. CARGO CONTAINER WALL
5. WELD STUD

Figure 2-5. Typical Plywood Panel



1. CENTER FLOOR PLANK
2. FLOOR PLANK
3. EDGE FLOOR PLANK
4. FLOOR GASKET

Figure 2-6. Floor Plank Arrangement

SECTION IV. Unit Maintenance

2-7. General. Unit maintenance includes maintenance conducted by personnel at the unit level. This technical manual covers only the unit and direct support levels. Refer to the Maintenance Allocation Chart, Appendix B. for unit maintenance coverage.

CHAPTER 3
DIRECT SUPPORT MAINTENANCE INSTRUCTIONS

SECTION I. Repair Parts and Special Tools List (RPSTL) and Support Equipment

3-1. Special Tools and Support Equipment. Refer to Maintenance Allocation Chart (MAC), Appendix B and RPSTL, Appendix C. Inspection will in most circumstances determine the maintenance that will be necessary. It will be conducted at unit level.

3-2. Repair Parts. Direct support maintenance functions are identified in the Maintenance Allocation Chart, Appendix B. Repair parts to support maintenance are identified in the Repair Parts and Special Tools List, Appendix C.

SECTION II. Direct Support Maintenance

3-3. Maintenance.

a. Cleaning and Decontamination. Clean all parts in accordance with the following:

(1) For general cleaning, wash the exterior of the container with an suitable detergent. Thoroughly rinse with fresh water and allow to air dry.

(2) For decontamination, procedures required by TM 743-200, Storage and Materials Handling, shall apply. Each deck-stored container must be washed by using organization after each ocean voyage to retard paint and metal deterioration.

b. Replacement of Rear and Side Doors (both right and left). The rear and side doors are identical. Severe damage to the latching mechanism will require that the door be replaced. Bent latching mechanism parts that can be bent back into place do not need to be replaced. Conduct maintenance as follows:

(1) Release door levers (1, fig. 3-1) on right door and move door to open position. Release door lever on left door and move it to the open position.

NOTE

Hinge pins at top of rear door are in an upside down position.

(2) Torch cut tack welds at end of hinge pins (2).

WARNING

Be careful when lifting to remove the door to avoid injury. Three men will be required to lift and move the door. (Approximate weight is 190 pounds.)

(3) Lift door to take pressure off hinge pins (2) and tap hinge pins out of hinge.

(4) Using three men, remove door from cargo container. Retain hinge pins (2), washers (3), and bearings (6) for reuse.

(5) Using three men, lift replacement door and place into position with bearings (6) and washers (3) in position; then, insert hinge pins (2).

(6) Tack weld hinge pins (2) to bracket (4). Apply just enough weld to hold hinge pins in place.

c. Repair of Rear and Side Doors. Repair of the cargo container doors is limited to restoring bent parts to their original configuration, repair of dents, and repair of the door gasket. Repair dents by pounding out dents placing the door in a useable condition. Repair and replace door gaskets as follows:

(1) Replacement of Door Gasket. The configuration of the door gasket is shown in figure 2-3. The right door gasket completely surrounds the door; the left door gasket is attached to three sides. Replace the complete gasket when the vulcanized corners are damaged. Door gasket sections can be repaired if the

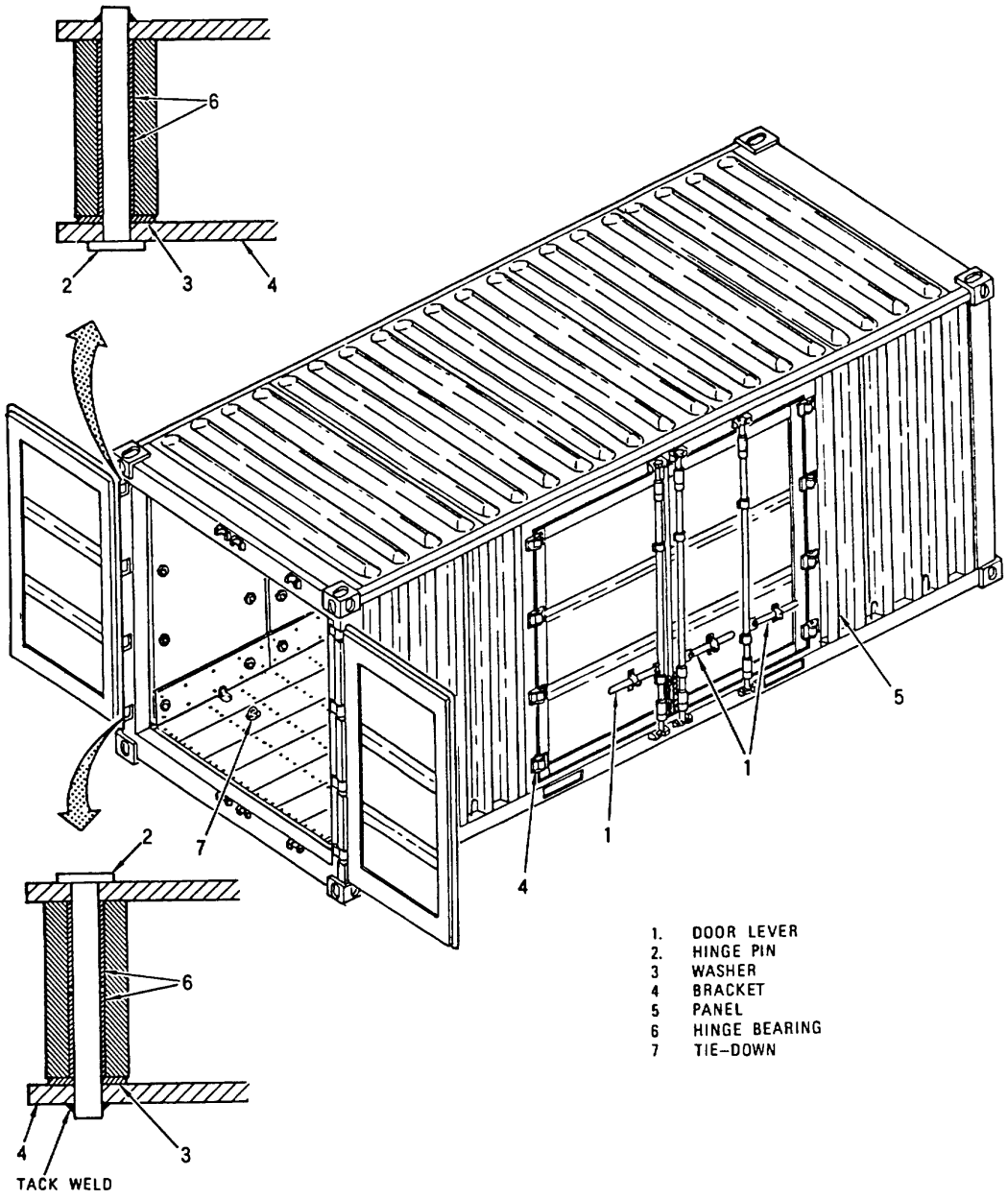


Figure 3-1. Doors.

vulcanized corners are not damaged. Replace door gaskets as follows:

(a) Open cargo container doors with damaged gasket.

(b) Remove fasteners (2, fig 2-3) using a cold chisel

(c) Remove band strip (3) and gasket (1).

(d) Place new gasket in place and assemble band strip as shown in Figure 2-3.

(e) Drill 1/8-inch dia. holes spaced 6 inches apart through band strip and into door frame.

(f) Hammer fasteners (2) in place.

(2) Repair of Door Gasket. The configuration of the door gasket is shown in Figure 2-3. Sections of the door gasket may be replaced; however, replacement must be carefully done to insure that a watertight seal is attained. Repair a damaged section of the door gasket as follows:

(a) Open cargo container door with damaged gasket.

(b) Carefully mark damaged section of gasket to be removed. Marks should be made on the outside surface of the gasket.

(c) Cut gasket (1, fig. 2-3) to be removed at marks with a sharp knife.

(d) Cut band strip (3) and remainder of gasket (1) with a hacksaw.

(e) Remove fasteners (2) from damaged section using a cold chisel. Save band strip for reuse.

(f) Cut new section of gasket to the exact length required and place new section of gasket and band strip into position.

(g) Drill 1/8-inch dia. holes 6 inches apart through band strip and gasket and into door frame.

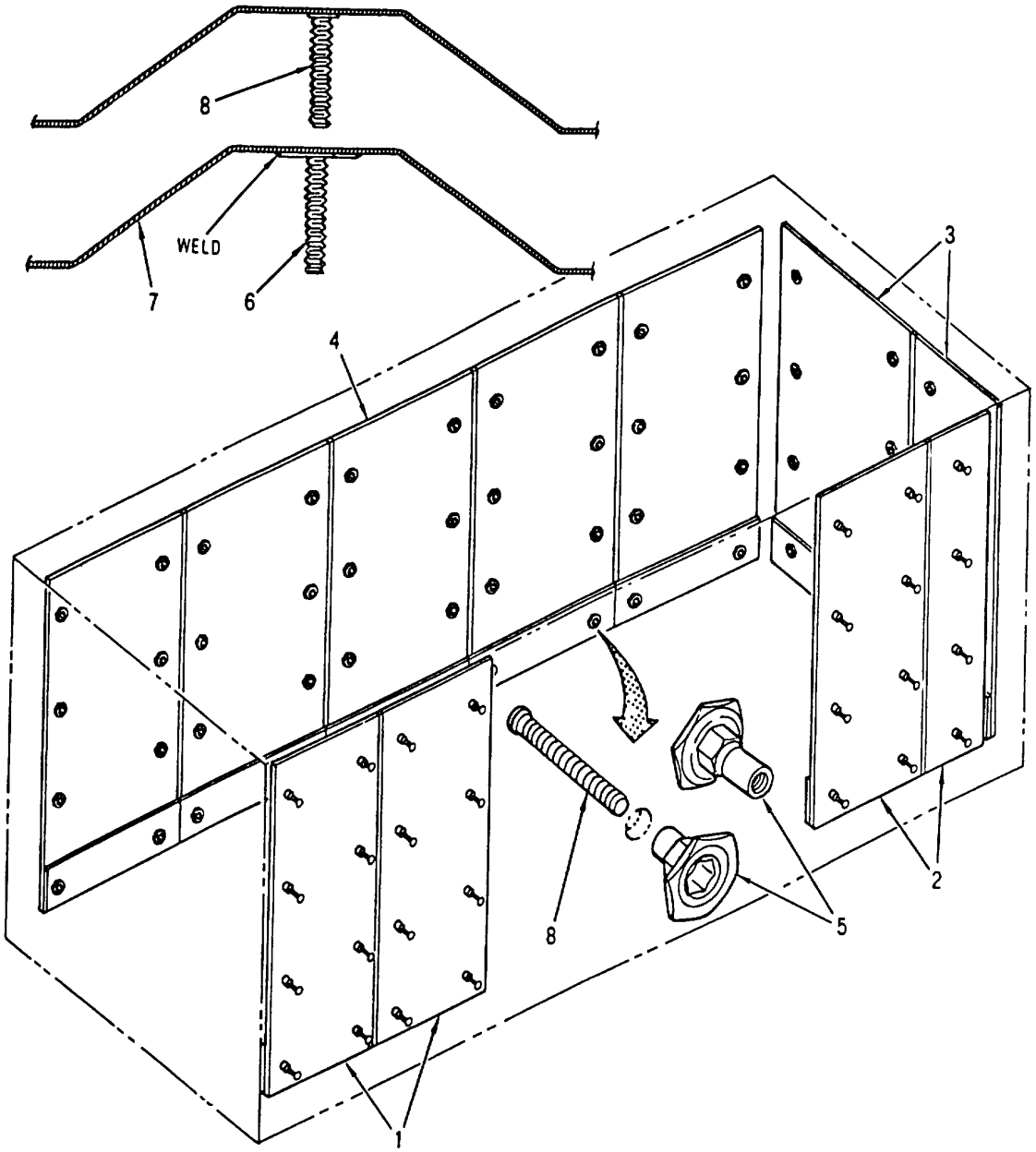
(h) Hammer fasteners (2) in place.

(i) Seal joints of gasket (when new section abuts existing section) with adhesive (1, Appendix D).

d. Plywood Panel Replacement (fig. 3-2). Plywood panels are assemblies, which include a kick plate riveted to the plywood. Replace a plywood panel as an assembly. Specific identification of plywood panels is made in the Repair Parts and Special Tools List, Appendix C. Replace plywood panels as follows:

(1) Remove nuts (5, fig. 3-2), using a ¼-inch allen wrench, holding damaged plywood panel in place. Retain nuts for reuse.

(2) Remove plywood panel.



1. PLYWOOD PANEL, DOOR SIDE REAR
2. PLYWOOD PANEL, DOOR SIDE FRONT
3. PLYWOOD PANEL, FRONTWALL
4. PLYWOOD PANEL, STRAIGHT SIDE WALL
5. NUT
6. REPLACEMENT STUD
7. WALL
8. ORIGINAL STUD

Figure 3-2. Plywood Panels, Typical Construction.

(3) Inspect inner wall (7) of cargo container for damaged or broken studs (8). Mark location of damaged or broken studs, and grind damaged studs from interior wall.

CAUTION

Panel material is 16 gauge steel (approximately 1/16-inch thick). Be careful not to burn through when welding.

NOTE

Replacement studs should be welded around stud base plate**.**

(4) Install replacement studs (6) by welding to inner wall.

(5) Install replacement plywood panel using nuts retained in step (1).

e. Panel Joint Replacement (4, fig. 2-4). Replace panel joints as follows:

(1) Loosen eight nuts (5, fig. 3-2) holding plywood liner next to damaged panel joint and remove panel joint.

(2) Slide in replacement panel joint.

(3) Tighten eight nuts loosened in step (1).

f. Floor Gasket Replacement (1, fig. 3-3). The full length of the floor gasket should be replaced when it has been damaged for more than 50 percent of its length.

(1) Remove floor gasket as follows:

(a) Remove screws holding floor plank (2, fig. 3-3) in position and lift out floor plank.

(b) Remove floor gasket starting at cod opposite rear door.

(c) The floor gasket is glued in place for about a foot at the rear door end. It will be necessary to scrape out the section of gasket.

(d) Cut new gasket to length and install in position. Apply adhesive (1, Appendix D) to bottom of gasket for about one foot at rear door end.

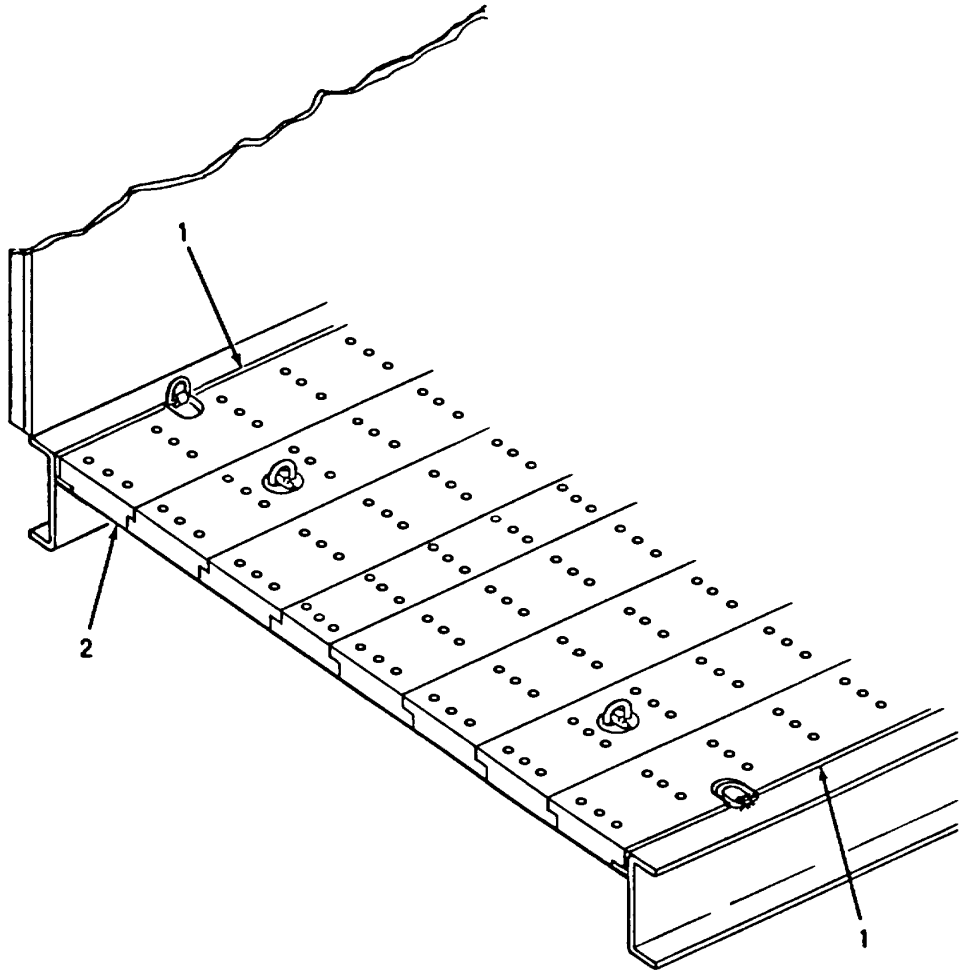
(e) Reinstall floor plank removed in step (a) Insure that floor gasket is flush with floor plank.

(2) Repair sections of floor gasket as follows:

(a) Scrape out damaged gasket section.

WARNING

Provide adequate ventilation from toxic fumes. Do not wear contact lenses.



1. EDGE GASKET
2. FLOOR PLANK

Figure 3-3. Floor Gasket

(b) Fill in floor gasket cavity with Silicone (8, Appendix D). Insure that Silicone is level with floor plank.

g. Center Floor Plank Replacement. Floor planks when damaged should be completely replaced. Replace center floor plank (1, fig. 2-6) as follows:

(1) It will be necessary to first remove one of the adjacent floor planks (2, fig. 2-6). Do this by inserting floor plank tool (Appendix E) into a ½-hp, reversing drill. Insert tool into screw heads, and remove screws from center and adjacent floor planks with drill in the reverse mode. Retain all screws for reuse.

(2) Remove silicone (1, fig. 3-4) from ends of center and adjacent floor plank.

(3) Pry up floor plank (2, fig 2-6) from door end and remove.

(4) Remove damaged center floor plank (1) and discard.

(5) Place new center floor plank into position first, and then reinstall adjacent floor plank (2).

(6) Reinstall screws in adjacent floor plank (2) with a reversing drill in the clockwise mode.

(7) Drill 3/16-inch diameter holes into center floor plank (1) 1-3/8 inches deep. Locate holes as shown in Figure 3-5.

(8) Install screws, retained for reuse, using the floor plank tool inserted into a reversing drill. Screw heads should be flush with center floor plank.

WARNING

Provide adequate ventilation from toxic fumes. Do not wear contact lenses.

(9) Replace silicone removed in step (2) with silicone (8, Appendix D).

NOTE

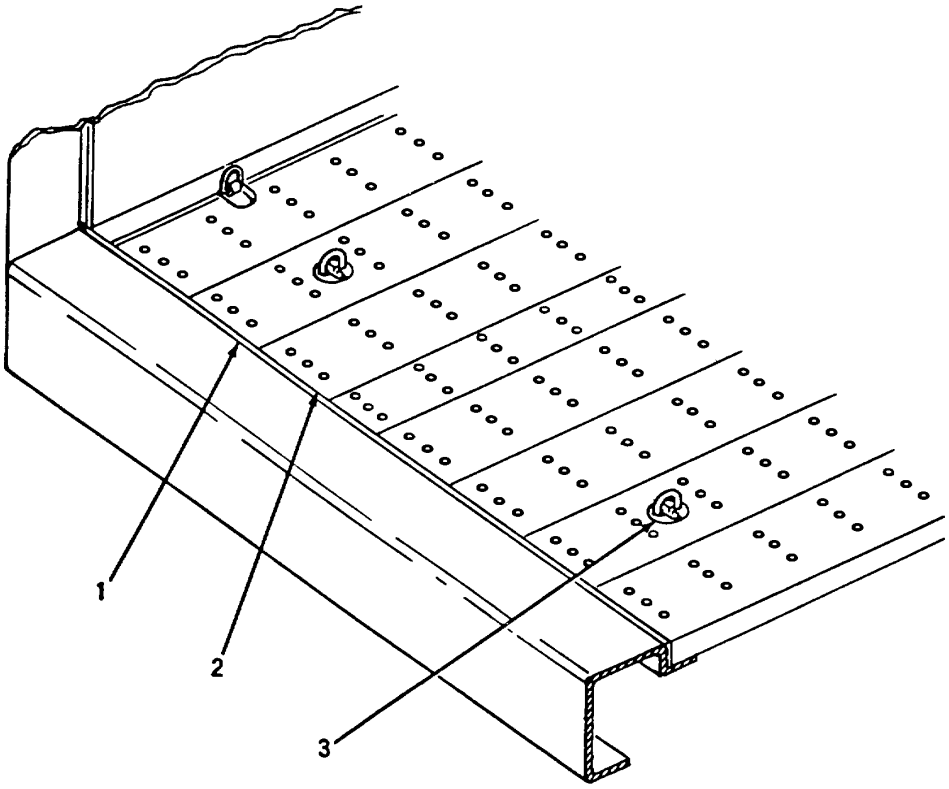
Two of the 5 common floor planks have holes for tiedowns. Tiedowns are fastened to the bottom of the floor plank.

h. Common Floor Plank Replacement. Five of these floor planks (2, fig. 2-6) are installed in the floor. Remove and replace a damaged floor plank as follows:

(1) Insert floor plank tool (Appendix E) into a reversing drill. Insert tool into screw heads and remove screws with drill in the reverse mode. Retain all screws for reuse.

(2) Remove silicone (1, fig 3-4) from ends of damaged floor plank (2, fig 2-6).

(3) Pry up floor plank (2) from door end and remove.



1. SILICONE
2. FLOOR PLANK
3 TIE-DOWN

Figure 3-4. Silicone Joint.

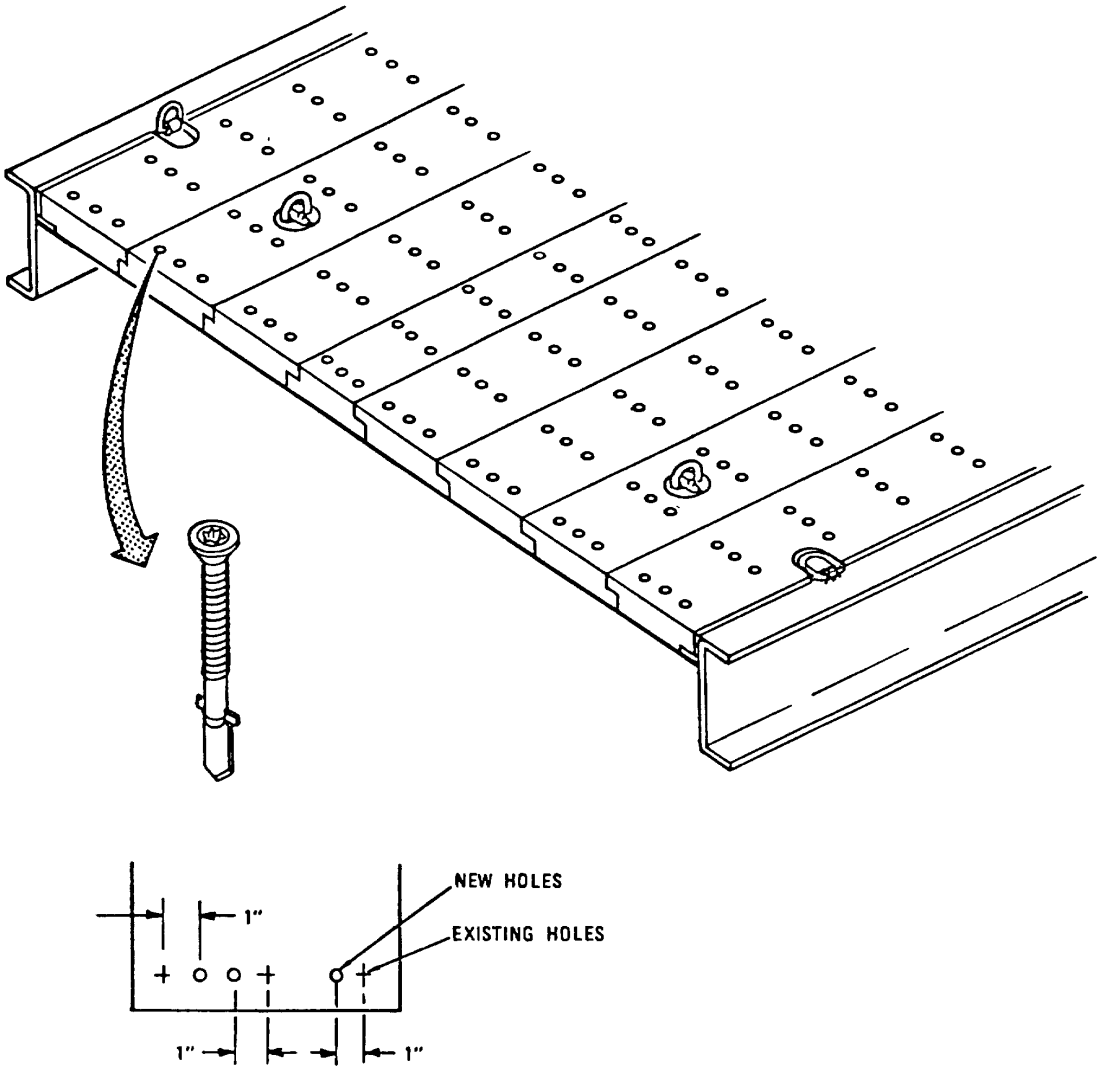


Figure 3-5. Floor Plank Drilling.

(4) If replacement floor plank has tiedown holes, install tiedowns with four screws.

(5) Place new floor plank (2) into position.

(6) Drill 3/16-inch diameter holes 1-3/8 inches deep into new floor plank (2). Locate holes as shown in Figure 3-5.

(7) Install screws, retained for reuse in step (1), using the floor plank tool inserted into a reversing drill.

WARNING

Provide adequate ventilation from toxic fumes. Do not wear contact lenses.

(8) Replace silicone removed in step (2) with silicone (8, Appendix D)

i. Edge Floor Plank Replacement. Two of these floor planks (3, fig. 2-6) are installed in the floor. Remove and replace a damaged edge floor plank as follows:

(1) Insert floor plank tool (Appendix E) into a reversing drill Insert tool into screw heads and remove screws with drill in the reverse mode. Retain all screws for reuse.

(2) Remove silicone (1, fig. 3-4) from end of damaged edge floor plank (3, fig 2-6).

(3) Pry up edge floor plank (3) from door end and remove.

(4) Place new edge floor plank (3) into position.

(5) Drill 3/16-inch diameter holes 1-3/8 inches deep into the new edge floor plank (3). Locate holes as shown in Figure 3-5.

(6) Install screws, retained for reuse, using the floor plank tool inserted into a reversing drill. Screw heads should be flush with edge floor plank.

WARNING

Provide adequate ventilation from toxic fumes. Do not wear contact lenses.

(7) Replace silicone removed in step (2) with silicone (8, Appendix D).

j. Repair Cargo Container Walls. Cargo container walls may be damaged by a puncture or tear. Standardized 22 x 24-inch steel wall sections are furnished as repair parts. Refer to the Repair Parts and Special Tools List, Appendix C, for identification of these panels. Repair a puncture or tear in the cargo container wall as follows:

(1) Determine if damage to the cargo container steel wall also includes damage to the plywood liner. If damage to the plywood liner has occurred, remove and replace it as specified in this chapter.

(2) Remove plywood liner on inside of damaged wall.

(3) Torch cut out the damaged section of the steel wall.

(4) Sand or grind section of steel wall and repair section where welding will take place.

CAUTION

Panel material is 16 gauge steel (approximately 1/16 inch thick). Be careful not to burn through when welding.

(5) Weld repair section over hole in cargo container wall. Grind weld smooth.

(6) Prime and paint using primers and paints (5, 6, 7, and 9 Appendix D). Allow one hour for each coat to dry.

(7) Reinstall or install new plywood liners.

k. Repair Floor Plank Tie-Downs. Damage to the tiedowns (3, fig. 3-4) usually occurs to the U-bolt. Damage to the U-bolt requires replacing the tiedown assembly. Replace the assembly as follows:

(1) Attach a hoist to the four upper corner ISO fittings, and lift the container approximately 4 feet off the ground.

WARNING

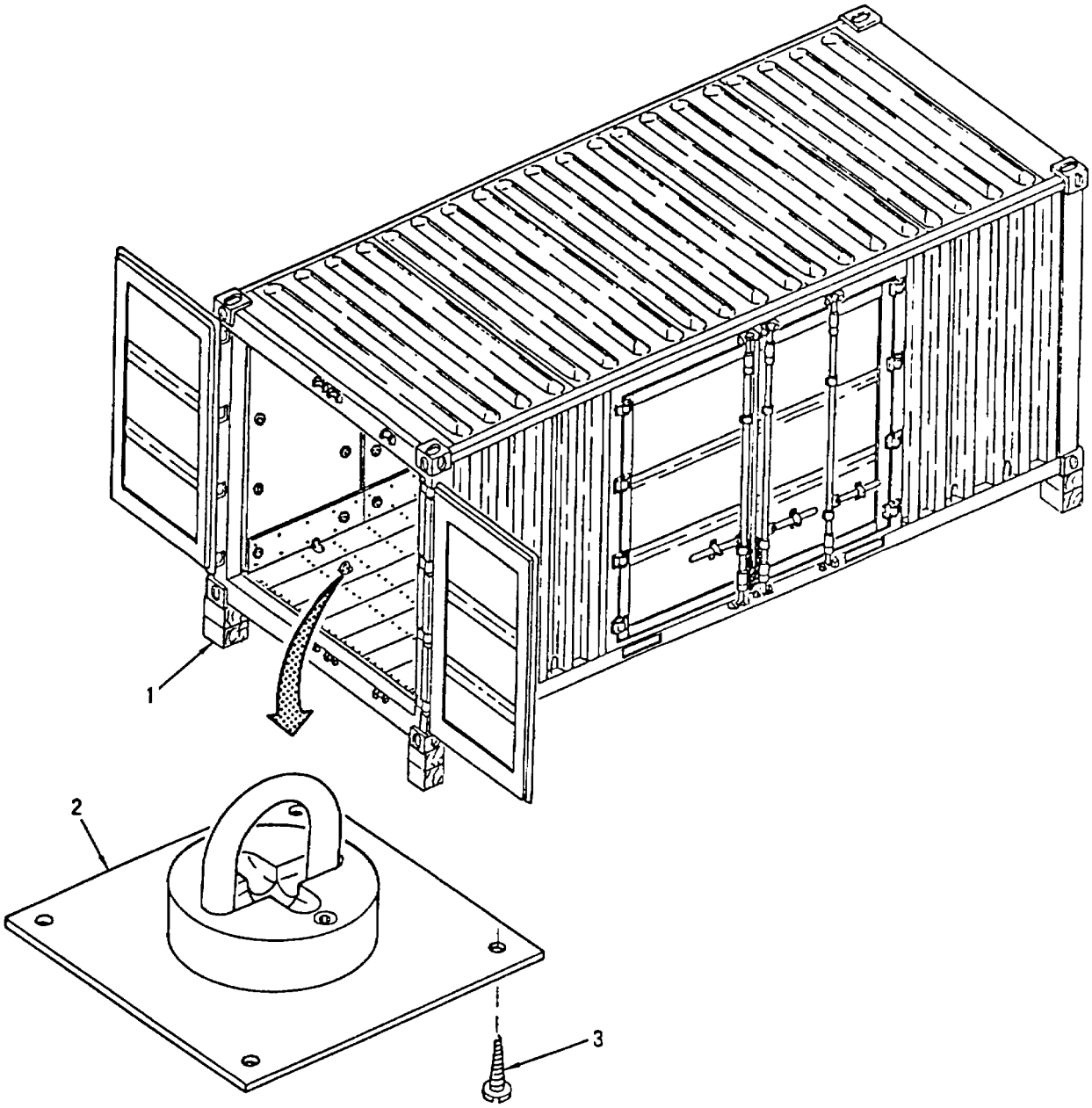
Block container (1, fig 3-6) into this position to avoid injury to personnel resulting from an accidental hoist release

(2) The tiedown (2, fig. 3-6) is attached to the bottom of the floor plank by four screws (3, fig. 3-6). Remove screws and retain for reuse.

(3) Install replacement tiedown.

(4) Hoist container slightly, and remove blocks supporting container.

(5) Lower container to ground.



1. BLOCKS
2. TIE-DOWN
3. SCREWS

Figure 3-6. Tie-Down.

APPENDIX A

REFERENCES

A-1. Scope

This appendix lists all forms and miscellaneous publications referenced in this manual.

A-2. Forms

DA Form 2404	Equipment Inspection and Maintenance Worksheet
DA Form 2407	Maintenance Request
DA Form 2407-1	Maintenance Request-Continuation Sheet
SF 368	Product Quality Deficiency Report
SF 361	Transportation Discrepancy Report

A-3. Technical Manuals

DA PAM 738-750	The Army Maintenance Management System (TAMMS)
TM 740-90-1	Administrative Storage of A-l Equipment
TM 750-244-3	Procedures for Destruction of Equipment to Prevent Enemy Use
TM 9-214	Inspection, Care and Maintenance of Anti-Friction Bearings
TM 743-200	Storage and Materials Handling

A-4. Army Regulations

AR 750-17	Maintenance of MILVAN Semi-Trailer, MILVAN

APPENDIX B

MAINTENANCE

ALLOCATION CHART

SECTION I

Introduction

B-1. General

a. This section provides a general explanation of all maintenance and repair functions authorized at various maintenance categories.

b. The Maintenance Allocation Chart (MAC) in Section II designates overall authority and responsibility for the performance of maintenance functions on the identified end item or component. The application of the maintenance functions to the cod item or component will be consistent with the capacities and capabilities of the designated maintenance categories.

c. Section III lists the tools and test equipment (both special tools and common tool sets) required for each maintenance function as referenced from Section II.

d. Section IV contains supplemental instructions and explanatory notes for a particular maintenance function.

B-2. Maintenance Functions. Maintenance functions will be limited to and defined as follows:

a. Inspect. To determine the serviceability of an item by comparing its physical, mechanical, and/or electrical characteristics with established standards through examination (e.g. by sight, sound, or feel).

b. Test. To verify serviceability by measuring the mechanical, pneumatic, hydraulic, or electrical characteristics of an item and comparing those characteristics with prescribed standards.

c. Service. Operations required periodically to keep an item in proper operating condition, i.e., to clean (includes decontaminate, when required), to preserve, to drain, to paint, or to replenish fuel, lubricants, chemical fluids, or gases.

d. Adjust. To maintain or regulate, within prescribed limits, by bringing into proper or exact position, or by setting the operating characteristics to specified parameters.

e. Align. To adjust specified variable elements of an item to bring about optimum or desired performance.

f. Calibrate. To determine and cause corrections to be made or to be adjusted on instruments or test, measuring, and diagnostic equipment used in precision measurement. Consists of comparisons of two instruments, one of which is a certified standard of known accuracy, to detect and adjust any discrepancy in the accuracy of the instrument being compared.

g. Remove/Install. To remove and install the same item when required to perform service or other maintenance functions. Install may be the act of emplacing, seating, or fixing into position a spare, repair part, or module (component or assembly) in a manner to allow the proper functioning of an equipment or system.

h. Replace. To remove an unserviceable item and install a serviceable counterpart in its place. Replaces is authorized by the MAC and is shown as the third position code of the SMR code.

i. Repair. The application of maintenance services, including fault location/troubleshooting, removal/installation, disassembly/assembly procedures, and maintenance actions to identify troubles and restore serviceability to an item by correcting specific damage, fault, malfunction, or failure in a part, subassembly, module (component or assembly), end item, or system.

j. Overhaul. That maintenance effort (service/action) prescribed to restore an item to a completely serviceable/operational condition as required by maintenance standards in appropriate technical publications (i.e., DMWR). Overhaul is normally the highest degree of maintenance performed by the Army. Overhaul does not normally return an item to like new condition.

k. Rebuild. Consists of those services/actions necessary for the restoration of unserviceable equipment to a like new condition in accordance with original manufacturing standards. Rebuild is the highest degree of materiel maintenance applied to Army equipment. The rebuild operation includes the act of returning to zero those age measurements (hours/miles, etc.) considered in classifying Army, equipment/components.

B-3. Explanation of Columns in the MAC, Section II

a. Column 1. Group Number. Column 1 lists functional group code numbers, the purpose of which is to identify maintenance significant components, assemblies, subassemblies, and modules with the next higher assembly. End item group number shall be “00”.

b. Column 2. Component/Assembly. Column 2 contains the names of components, assemblies, subassemblies, and modules for which maintenance is authorized.

c. Column 3. Maintenance Function. Column 3 lists the functions to be performed on the item listed in Column 2. (For detailed explanation of these functions, see paragraph B-2).

d. Column 4. Maintenance Category. Column 4 specifies, by the listing of a work time figure in the appropriate subcolumn(s), the category of maintenance authorized to perform the function listed in Column 3. This figure represents the active time required to perform that maintenance function at the indicated category of maintenance.

If the number or complexity of the tasks within the listed maintenance function vary at different maintenance categories, appropriate work time figures will be shown for each category. The work time figure represents the average time required to restore an item (assembly, subassembly, component, module, end item, or system) to a serviceable condition under typical field operating conditions. This time includes preparation time (including any necessary disassembly/assembly time), troubleshooting/fault location time, and quality assurance/quality control time in addition to the time required to perform the specific tasks identified for the maintenance functions authorized in the maintenance allocation chart. The symbol designations for the various maintenance categories are as follows:

C	Operator or crew
O	Organizational maintenance
F	Direct Support Maintenance
H	General Support Maintenance
D	Depot maintenance

e. Column 5. Tools and Equipment. Column 5 specifies, by code, those common tool sets (not individual tools) and special tools, TMDE, and support equipment required to perform the designated function.

f. Column 6. Remarks. This column shall, when applicable, contain a letter code, in alphabetic order, which shall be keyed to the remarks contained in Section IV.

B-4. Explanation of Columns in Tool and Test Equipment Requirements, Section III.

a. Column 1. Reference Code. The tool and test equipment reference code correlates with a code used in the MAC, Section II, Column 5.

b. Column 2. Maintenance Category. The lowest category of maintenance authorized to use the tool or test equipment.

e. Column 3. Nomenclature. Name or identification of the tool or test equipment.

d. Column 4. National Stock Number. The National Stock Number of the tool or test equipment.

e. Column 5. Tool Number. The manufacturer's part number.

B-5. Explanation of Columns in Remarks, Section IV.

a. Column 1. Reference Code. The code recorded in column 6, Section II.

b. Column 2. Remarks. This column lists information pertinent to the maintenance function being performed as indicated in the MAC, Section II.

SECTION II. MAINTENANCE ALLOCATION CHART

NOMENCLATURE OF END ITEM: CONTAINER, GENERAL CARGO

(1) GROUP NUMBER	(2) COMPONENT/ ASSEMBLY	(3) MAINTENANCE FUNCTION	(4) MAINTENANCE LEVEL					(5) TOOLS AND EQUIPMENT	(6) REMARKS
			UNIT		DS	GS	DEPOT		
			C	O	F	H	D		
00	Container, Cargo	Inspect		0.3					
		Repair			3.0			1, 2	
01	Door Assembly, Right			0.1					
		Service		0.1					
		Replace			2.0			1	
		Repair						1, 2	
02	Door Assembly, Left	Inspect		0.1					
		Service		0.1					
		Replace			2.0			1	
		Repair			2.0			1, 2	
03	Plywood Panels	Inspect		0.1					
		Replace			2.5			1	A
04	Joint, Panel	Inspect		0.1					
		Replace			0.75			1, 3	
05	Gasket, Floor	Inspect		0.1					
		Replace			5.0			1	
		Repair			0.8			1	
06	Floor Plank, Center	Inspect		0.1					
		Replace			6.0			1, 3	B
07	Floor Plank, Common	Inspect		0.1					
	and w/ Holes	Replace			4.0			1, 3	
08	Floor Plank, Edge,	Inspect		0.1					
	LH and RH	Replace			4.0			1, 2	
09	Cargo Container Walls	Inspect		0.1					
		Repair			3.0			1, 2	C
10	Tie-Down, Floor	Inspect		0.2					
		Replace			0.75			4	

SECTION III. TOOL AND TEST EQUIPMENT REQUIREMENTS FOR CARGO CONTAINER

TOOL OR TEST EQUIPMENT REF CODE	MAINTENANCE CATEGORY	NOMENCLATURE	NATIONAL/NATO STOCK NUMBER	TOOL NUMBER
1	F	GENERAL MECHANICS TOOL SET	5180-00-177-7033	SC 5180-90-CL-N26
2	F	MIG WELDING SET	3431-00-691-1415	MIL-W-52161 CAGE 81349
3	F	REVERSING DRILL	5130 00-017-6074	7254 CAGE 21030
4	F	LIFTING DEVICE	—	SEE NOTE
		NOTE Lifting devices used at various locations that handle cargo containers will vary in configuration.. This lifting device must be compatible with International Standards Organization (ISO) fittings located at the top four corners of the cargo container. The lifting device shall be capable of lifting 50,000 lbs. (20 160 kg).		

SECTION IV

Remarks

Reference Code	Remarks
A	Plywood panels are an assembly comprising a plywood panel and a kickplate riveted to the panel. Replace as an assembly.
B	When replacing, a center floor plank, it will be necessary to first remove one of the adjacent floor planks.
C	Mix each gallon of paint with one quart of catalyst.

UNIT AND DIRECT SUPPORT MAINTENANCE MANUAL

(INCLUDING REPAIR PARTS AND SPECIAL TOOLS LIST)

SECTION I. INTRODUCTION

1. SCOPE. This RPSTL lists and authorizes spares and repair parts; special tools; special test, measurement, and diagnostic equipment (TMDE); and other special support equipment required for performance of unit, direct support, and general support maintenance of the Cargo Container. It authorizes the requisitioning, issue, and disposition of spares, repair parts and special tools as indicated by the source, maintenance and recoverability (SMR) codes.

2. GENERAL. In addition to this section, Introduction, this Repair Parts and Special Tools List is divided into the following sections:

a. Section II. Repair Parts List. A list of spares and repair parts authorized by this RPSTL for use in the performance of maintenance. The list also includes parts which must be removed for replacement of the authorized parts. Parts lists are composed of functional groups in ascending alphanumeric sequence, with the parts in each group listed in ascending figure and item number sequence. Bulk materials are listed in item name sequence. Repair parts kits are listed separately in their own functional group within Section II. Repair parts for repairable special tools are also listed in this section Items listed are shown on the associated illustration(s)/figure(s).

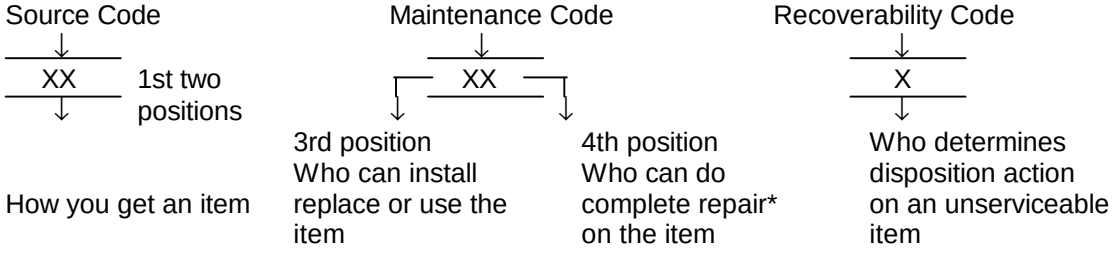
b. Section III. Special Tools List. A list of special tools, special TMDE, and other special support equipment authorized by this RPSTL (as indicated by Basis of Issue (BOI) information in DESCRIPTION AND USABLE ON CODE column) for the performance of maintenance.

c. Section IV. Cross-references Indexes. A list, in National item Identification Number (NIIN) sequence, of all National stock numbered items appearing in the listing, followed by a list in alphanumeric sequence of all part numbers appearing in the listings. National stock numbers and part numbers are cross referenced to each illustration figure and item number appearance. The figure and item number index lists figure and item number in alphanumeric sequence and cross references NSN, CAGEC and part number.

3. EXPLANATION OF COLUMNS (SECTIONS II AND III).

a. ITEM NO. (Column (1)). Indicates the number used to identify items called out in the-illustration.

b. SMR Code (Column (2)). The Source, Maintenance, and Recoverability (SMR) code is a 5-position code containing supply/requisitioning information, maintenance category authorization criteria, and disposition instruction, as shown in the following breakout:



*Complete Repair Maintenance capacity, capability, and authority to perform all corrective maintenance tasks of the "Repair" function in a use/user environment in order to restore serviceability to a failed item.

(1) Source Code. The source code tells you how to get an item needed for maintenance, repair, or overhaul of an end item/equipment. Explanations of source codes follows:

Code	Explanation
PA **PB** **PC***** **PD** **PE** **PF** **PG**	Stocked items; use the applicable NSN to request/requisition items with these source codes. They are authorized to the category indicated by the code entered in the 3rd position of the SMR code. *****NOTE**: Items coded PC are subject to deterioration.
KD **KB**	Items with these codes are not to be requested/requisitioned individually. They are part of a kit which is authorized to the maintenance category indicated in the 3rd position of the SMR code. The complete kit must be requisitioned and applied.

MO -	(Made at org AVUM Level)	Items with these codes are not to be requested/requisitioned individually. They must be made from bulk material which is I identified by the part number in the DESCRIPTION and USABLE ON CODE (UOC) column and listed in the Bulk Material group of the repair parts list in this RPSTL. If the item is authorized to you by the 3rd position code of the SMR code but the source code indicates it is made at a higher level order the item from the higher level of maintenance.
ME -	(Made at DS/AVUM Level)	
MH -	(Made at GS Level)	
ML -	(Made at Specialized Repair Activity (SRA))	
MD -	(Made at Depot)	
AO -	(Assembled by org/AVUM Level)	Items with these codes are not to be requested/requisi-, tioned individually. The parts that make up the assembled item must be requisitioned or fabricated and assembled at the level of maintenance indicated by the source code. If the 3rd position code of the SMR code authorizes you to replace the item but the source code indicates the items are assembled at a higher level, order the item from the higher level of maintenance.
AF -	(Assembled by DS/AVIM Level)	
AH -	(Assembled by GS Category)	
AL -	(Assembled by SRA)	
AD -	(Assembled by Depot)	

XA - Do not requisition "XA " -coded item. Order its next higher assembly. (Also refer to the **NOTE** below.)

XB - If an "XB" item is not available from salvage order using the CAGEC and part number given

XC - Installation drawing diagram instruction sheet field service drawing that is identified by Reciprocating Compressor manufacturer's part number.

XD - item is not stocked. Order an "XD" -coded item through normal supply channels using the CAGEC and part number given if no NSN is available.

NOTE

Cannibalization controlled exchange when authorized may be used as a source of supply for items with the above source codes except for those source coded XA or those aircraft support items restricted by requirements of AR 750-1.

(2) Maintenance Code. Maintenance codes tells you the level(s) of maintenance authorized to USE and REPAIR support items. The maintenance codes are entered in the third and fourth positions of the SMR code as follows:

(**a**) The maintenance code entered in the third position tells you the lowest maintenance level authorized to remove replace and use an item. The maintenance code entered in the third position will indicate authorization to one of the following levels of maintenance.

Code **Application/Explanation**

C - Crew or operator maintenance done within organizational or aviation unit maintenance.

O - Organizational or aviation unit category can remove replace and use the item.

F - Direct support or aviation intermediate level can remove replace and use the item.

H - General support level can remove replace and use the item.

L - Specialized repair activity can remove replace and use the item.

D - Depot level can remove replace and use the item.

(**b**) The maintenance code entered in the fourth position tells whether or not the item is to be repaired and Identifies the lowest maintenance level with the capability to do complete repair (i.e., perform all authorized repair functions.) NOTE: Some limited repair may be done on the item at a lower level of maintenance if authorized by the Maintenance Allocation Chart (MAC) and SMR codes. This position will contain one of the following maintenance codes:

Code **Application/Explanation**

O - Organizational or (aviation unit) is the lowest level that can do complete repair of the item.

F - Direct support or aviation intermediate is the lowest level that can do complete repair of the item.

H - General support is the lowest level that can do complete repair of the item.

L - Specialized repair activity is the lowest level that can do complete repair of the item.

D - Depot is the lowest level that can do complete repair of the item.

Z - Nonreparable. No repair is authorized.

B - No repair is authorized. (No parts or special tools are authorized for the maintenance of a B coded item). However the item may be reconditioned by adjusting lubricating etc. at the user level.

(3) Recoverability Code. Recoverability codes are assigned to items to indicate the disposition action on unserviceable items. The recoverability code is entered in the fifth position of the SMR Code as follows:

Recoverability Codes	Application/Explanation
Z -	Nonreparable item. When unserviceable condemn and dispose of the item at the level of maintenance shown in third position of SMR Code.
O -	Reparable item. When not economically reparable condemn and dispose of the item at organizational or aviation unit level.
F -	Reparable item. When uneconomically reparable condemn and dispose of the item at the direct support or aviation Intermediate level.
H -	Reparable item. When uneconomically reparable condemn and dispose of the item et the general support level.
D -	Reparable item. When beyond lower level repair capability return to depot. Condemnation and disposal of item not authorized below depot level.
L -	Reparable item. Condemnation and disposal not authorized below specialized repair activity (SRA).
A -	item requires special handling or condemnation procedures because of specific reasons (e g. precious metal content high dollar value critical material or hazardous material). Refer to appropriate manuals/directives for specific instructions.

c. CAGEC (Column (3)). The Commercial and Government Entity Code (CAGEC) is a 5-digit numeric code which is used to identify the manufacturer distributor or Government agency etc. that supplies the item.

d. PART NUMBER (Column (4)). Indicates the primary number used by the manufacturer (individual, company firm corporation or Government activity), which controls the design and characteristics of the item by means of its engineering drawings specifications standards and inspection requirements to identify an item or range of items.

NOTE

When you use an NSN to requisition an item the item you receive may have a different part number from the part ordered.

e. DESCRIPTION AND USABLE ON CODE (UOC) (Column (5). This column includes the following information:

(1) The Federal item name and when required a minimum description to identify the item.

(2) The physical security classification of the item is indicated by the parenthetical entry e.g., PhySec C1-Confidential PhySec C1 (S)-Secret, PhySec C1 (T)-Top Secret.

(3) Items that are included in kits and sets are listed below the name of the kit or set.

(4) Spare/repair parts that make up an assembled item are listed immediately following the assembled item line entry.

(5) Part numbers for bulk materials are referenced in this column in the line item entry for the item to be manufactured/fabricated.

(6) When the item is not used with all serial numbers of the same model the effective serial numbers are shown on the last line(s) of the description (before UOC).

(7) The usable on code when applicable 5 Special Information).

(8) in the Special Tools List section the basis of issue (BOI) appears as the last line(s) in the entry for each special tool special TMDE and other special support equipment. When density of equipment supported exceeds density spread indicated in the basis of issue the total authorization is increased proportionately.

(9) The statement "END OF FIGURE" appears just below the last item description in Column 5 for a given figure in both Section II and Section III.

(10) The indenture shown as dots appearing before the repair part indicates that the item is a repair part of the next higher assembly.

f. **QTY (Column (6))**. The QTY (quantity per figure column) indicates the quantity of the item used in the breakout shown on the illustration figure which is prepared for a functional group subfunctional group or an assembly. A "V" appearing in this column in lieu of a quantity indicates that the quantity is variable and may vary from application to application.

4. EXPLANATION OF COLUMNS (SECTION IV).

a. NATIONAL STOCK NUMBER (NSN) INDEX.

(1) STOCK NUMBER column. This column lists the NSN by National item identification number (NIIN) sequence. The NIIN consists of the last nine digits of the NSN, i e.

NSN
5305-01-57-1467
NIIN

When using this column to locate an item ignore the first 4 digits of the NSN. However the complete NSN should be used when ordering items by stock number

(2) FIG. Column. This column lists the number of the figure where the item is identified/located. The figures are in numerical order in Section II and Section III

(3) ITEM column. The item number identifies the item associated with the figure listed in the adjacent FIG column. This item is also identified by the NSN listed on the same line.

b. PART NUMBER INDEX. Part numbers in this index are listed by part number in ascending alphanumeric sequence (ie., vertical arrangement of letter and number combination which places the first letter or digit of each group in order A through Z, followed by the numbers 0 through 9 and each following letter or digit in like order)

(1) CAGEC column. The Commercial and Government Entity Code (CAGEC) is a 5-digit numeric code used to identify the manufacturer distributor or Government agency etc. that supplies the item.

(2) PART NUMBER column. Indicates the primary number used by the manufacturer (individual firm corporation or Government activity), which controls the design and characteristics of the item by means of its engineering drawings specifications standards and inspection requirements to identify an item or range of items.

(**3) STOCK NUMBER column**. This column lists the NSN for the associated part number and manufacturer Identified in the PART NUMBER and CAGEC columns to the left.

(4) FIG. column. This column lists the number of the figure where the item is identified/located in Sections II and III.

(5) ITEM column. The item number is that number assigned to the item as it appears in the figure referenced in adjacent figure number column.

c. FIGURE AND ITEM NUMBER INDEX.

(1) FIG. column. This column lists the number of the figure where the item is identified/located in Section II and III.

(2) ITEM column. The item number is that number assigned to the item as it appears in the figure referenced in the adjacent figure number column.

(3) STOCK NUMBER column. This column lists the NSN for the item.

(4) CAGEC column. The Commercial and Government Entity Code (CAGEC) is a 5-digit numeric code used to identify the manufacturer distributor or Government agency etc., that supplies the item.

(5) PART NUMBER column. Indicates the primary number used by the manufacturer (individual firm corporation or Government activity) which controls the design and characteristics of the item by means of its engineering drawings specifications standards and inspection requirements to identify an item or range of items.

5. SPECIAL INFORMATION.

a. USABLE ON CODE. The usable on code appears in the lower corner of the Description column heading. Usable on codes are shown as "UOC:....." in the Description Column (justified left) on the last line applicable item description/nomenclature. Uncoded sterns are applicable to all models.

b. ASSOCIATED PUBLICATIONS. The publications listed below pertain to the Cargo Container and its components.

Publication	Short Title
NA	

6. HOW TO LOCATE REPAIR PARTS.

a. When National Stock Number or Part Number is NOT Known.

(1) First. Using the table of contents determine the assembly group or subassembly group to which the item belongs. This is necessary since figures are prepared for assembly groups and subassembly groups and listings are divided into the same groups.

(2) Second. Find the figure covering the assembly group or subassembly group to which the item belongs.

(3) Third. Identify the item on the figure and note the item number.

(4) Fourth. Refer to the Repair Parts List for the figure to find the part number for the item number noted on the figure.

(5) Fifth. Refer to the Part Number Index to find the NSN if assigned.

b. When National Stock Number or Part Number IS Known.

(1) First. Using the Index of National Stock Numbers and Part Numbers, find the pertinent National Stock Number or Part Number. The NSN index is in National Item Identification Number (NIIN) sequence (see c-4a.(1)). The part numbers in the Part Number index are listed in ascending alphanumeric sequence (see paragraph c-4b). Both indexes cross-reference you to the illustrator figure and item number of the item you are looking for.

(2) Second. After finding the figure and item number, verify that the item is the one you are looking for, then locate the item number in the repair parts list for the figure.

7. ABBREVIATIONS. Abbreviations used in this manual are listed in MIL-STD-12.

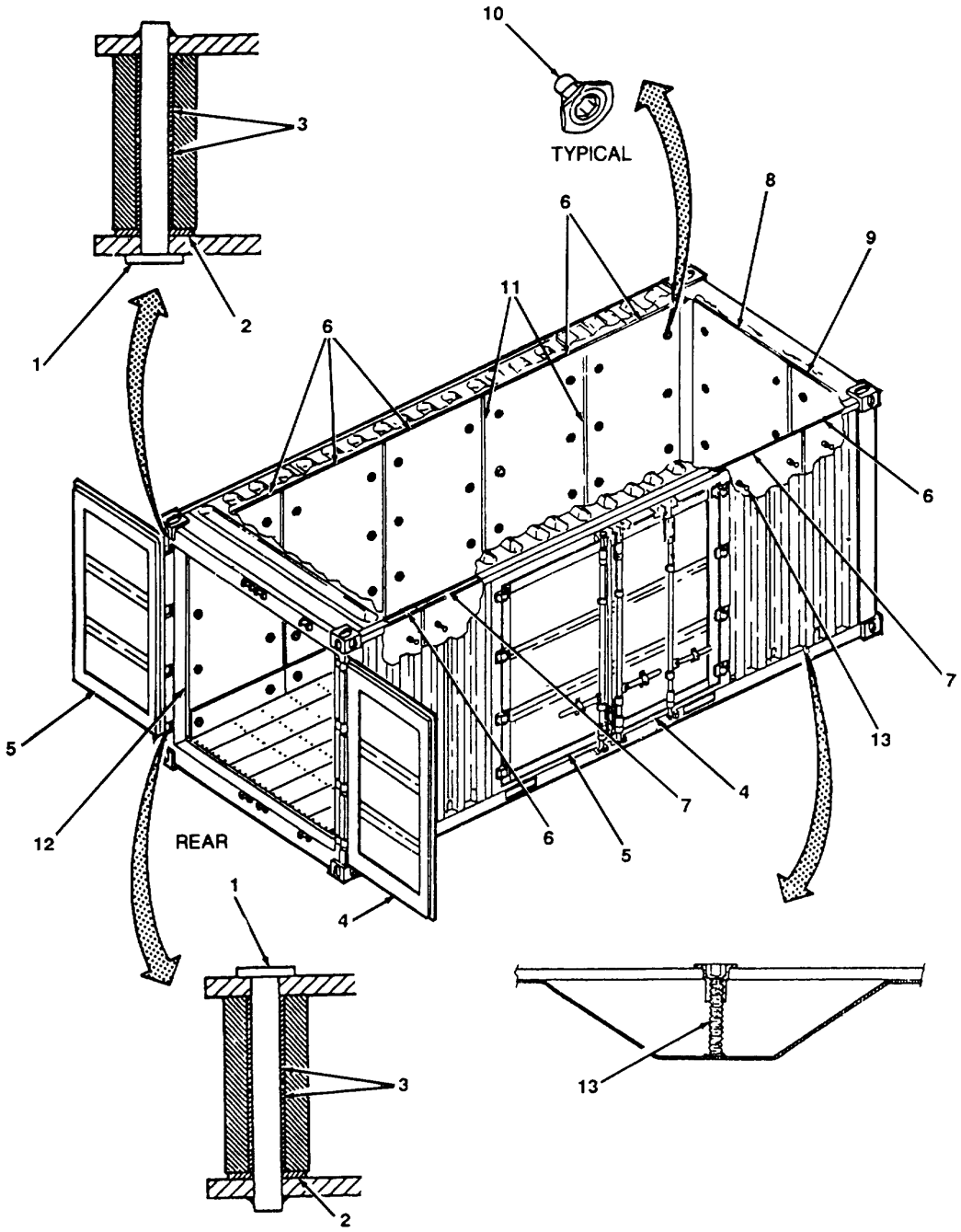


Figure 1. General Cargo Container (Sheet 1of 2)

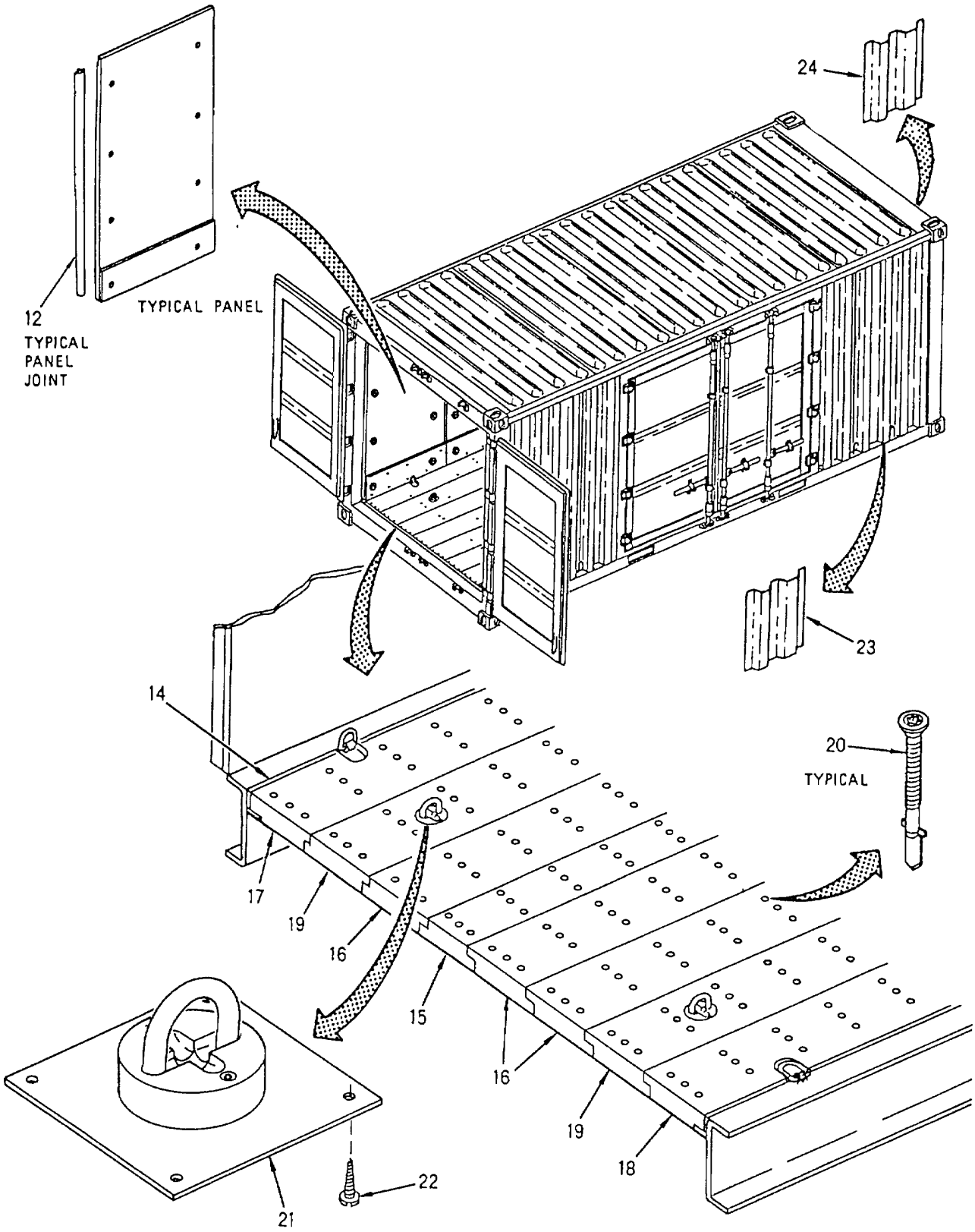


Figure 1. General Cargo Container (Sheet 2 of 2)

(1) ITEM NO	(2) SMR CODE	(3) CAGEC	(4) PART NUMBER	(5) DESCRIPTION AND USABLE ON CODES(UOC)	(6) QTY
				GROUP 00 CONTAINER, CARGO	
				FIG. 1 GENERAL CARGO CONTAINER	
1	XDFZZ	57877	HP-1054-3	PIN,STRAIGHT,HEADED	16
2	XDFZZ	57877	HP-1054-8	WASHER, HINGE	24
3	XDFZZ	57877	BU-1062-2	BEARING, HINGE	32
4	XDFFF	05636	2411-08A	DOOR ASSY, RH	2
5	XDFFF	05636	2411-08B	DOOR ASSY, LH	2
6	PAFZZ	05636	2411-108/121	PLYWOOD PNL SIDE,DR	1
7	PAFZZ	05636	2411-112/123	PLYWOOD,PNL,SIDE,SH	2
8	PAFZZ	05636	2411-110/124	PLYWOOD,PNL,FR,W,LH	1
9	PAFZZ	05636	2411-111/125	PLYWOOD,PNL,FR,W,RH	1
10	XDFZZ	7J697	ZPN-025-0056	NUT	84
11	PAFZZ	05636	2411-72	JOINT, PANEL	7
12	PAFZZ	05636	2411-71	JOINT, END PANEL	2
13	PFFZZ	05636	2411-68S	STUD, WELD, REPLACE	84
14	XCFZZ	05636	2411-73	GASKET, FLOOR	2
15	PFFZZ	05636	2411-67	PLANK, CENTER, FLOO	1
16	PFFZZ	05636	2411-65	PLANK, FLOOR, COMMO	3
17	PFFZZ	05636	2411-66L	PLANK, EDGE, LH	1
18	PFFZZ	05636	2411-66R	PLANK, EDGE, RH	1
19	PFFZZ	05636	2411-65WH	PLANK, FLOOR, W/HOL	2
20	PFFZZ	7J697	SCT14X2-3/8	SCREW, FLOOR	528
21	PFFZZ	05636	2411-75	TIE DOWN	4
22	PFFZZ	05636	2411-75S	SCREW, TIEDOWN	16
23	XDFZZ	05636	2411-16P	PATCH, WALL	V
24	XDFZZ	05636	2411-19P	PATCH, END WALL	V

END OF FIGURE

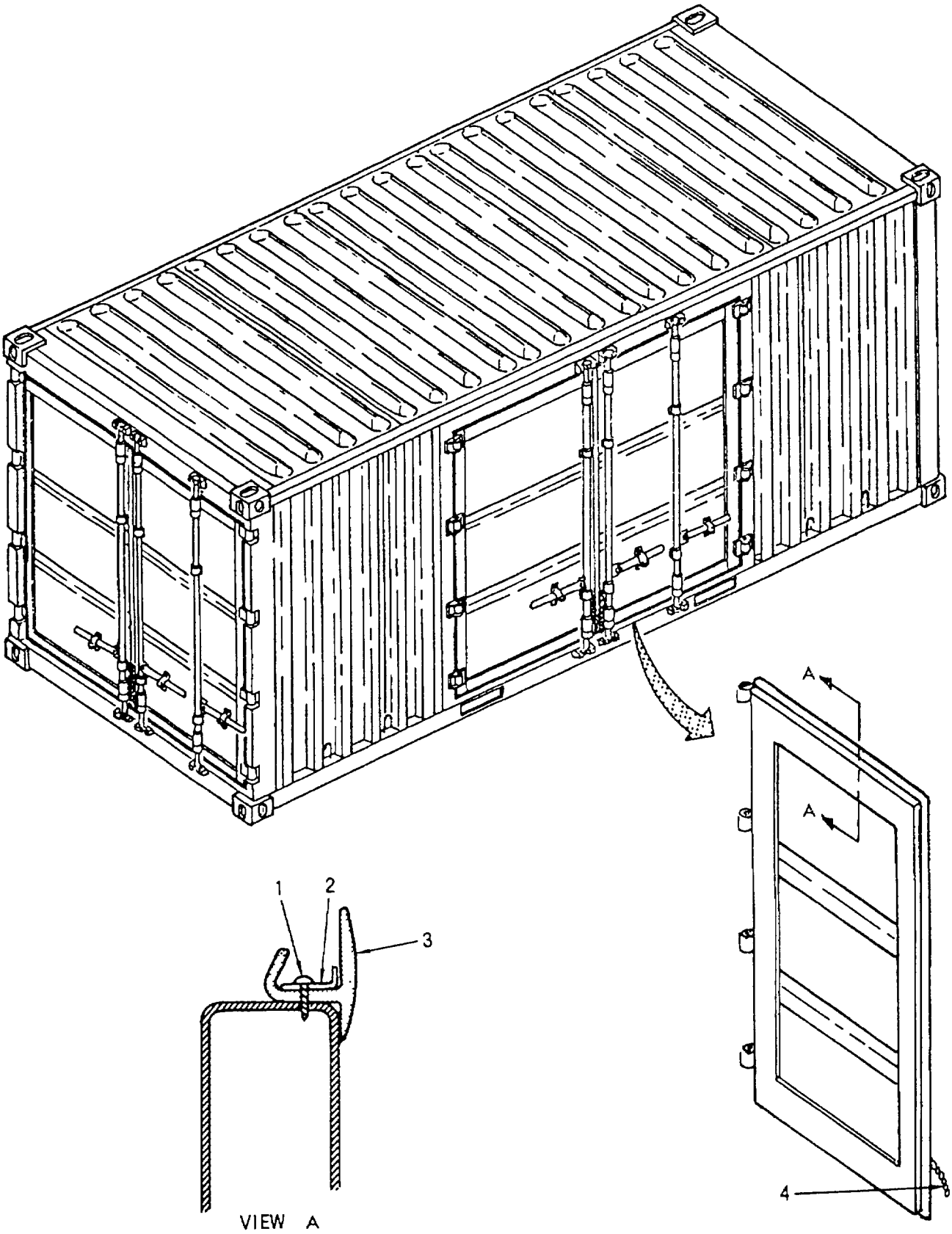


Figure 2. Door Assembly, R H

(1) ITEM NO	(2) SMR CODE	(3) CAGEC	(4) PART NUMBER	(5) DESCRIPTION AND USABLE ON CODES(UOC)	(6) QTY
				GROUP 01 DOOR ASSEMBLY , RIGHT	
				FIG. 2 DOOR ASSEMBLY, R. H.	
1	PAFZZ	7J697	K32 100	FASTENER, BAND	44
2	XCFZZ	05636	2411-58	RETAINER, BAND	1
3	XDFZZ	05636	2411-56	GASKET, DOOR, RH.....	1
4	XDFZZ	05636	2411-35	TIE BACK, CHAIN.....	1

END OF FIGURE

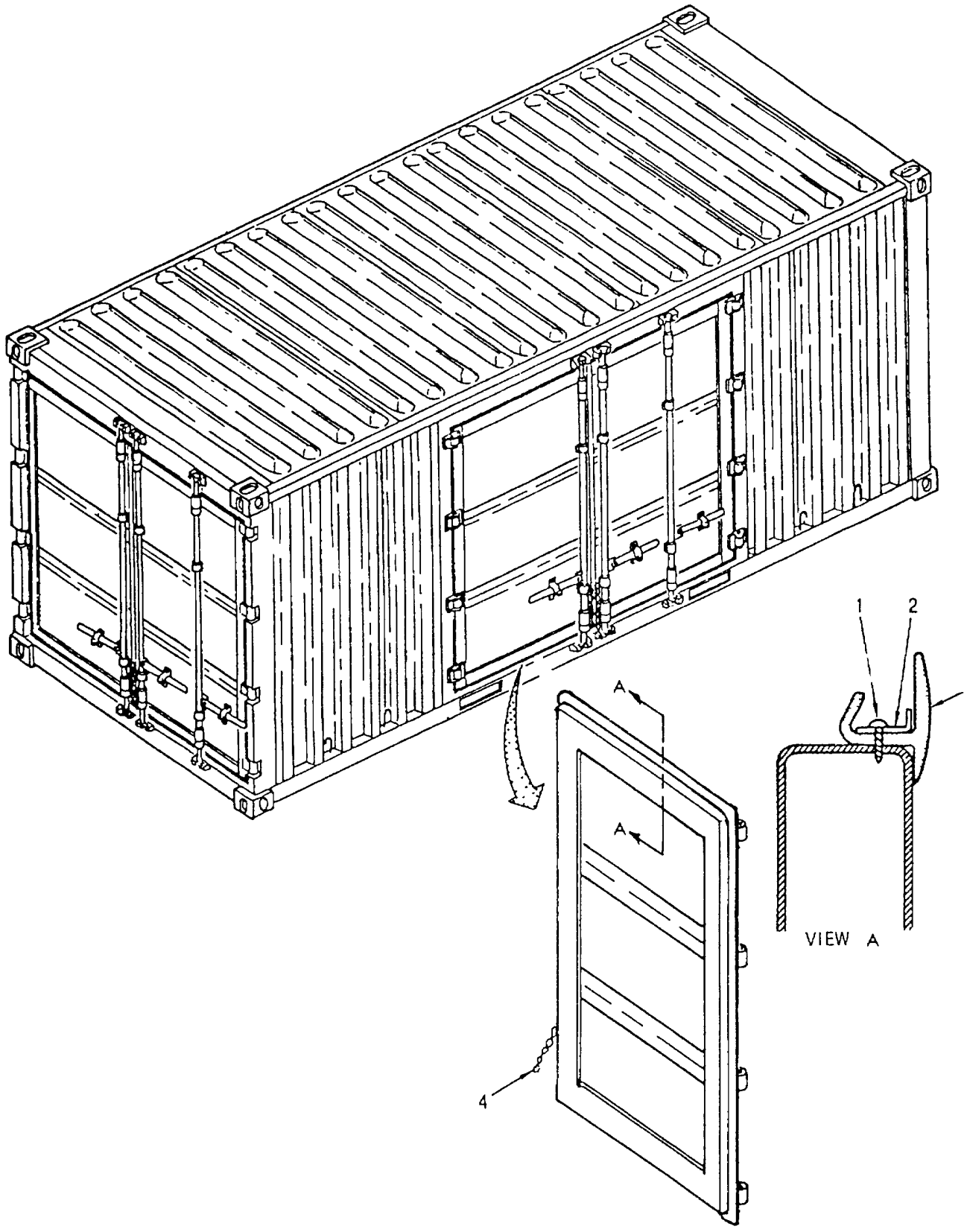


Figure 3. Door Assembly, L H

(1) ITEM NO	(2) SMR CODE	(3) CAGEC	(4) PART NUMBER	(5) DESCRIPTION AND USABLE ON CODES(UOC)	(6) QTY
				GROUP 02 DOOR ASSEMBLY, LEFT	
				FIG. 3 DOOR ASSEMBY , L. H.	
1	PAFZZ	7J697	K32 100	FASTENER, BAND	29
2	XCFZZ	05636	2411-58	RETAINER, BAND	1
3	XDFZZ	05636	2411-57	GASKET, DOOR, LH	1
4	XDFZZ	05636	2411-35	TIE BACK, CHAIN.....	1

END OF FIGURE

Section III. SPECIAL TOOLS LIST

(Not Applicable)

SECTION IV

CROSS-REFERENCE INDEXES

NATIONAL STOCK NUMBER INDEX

STOCK NUMBER	FIG	ITEM	STOCK NUMBER	FIG.	ITEM

NO DETAIL RECORDS QUALIFY FOR INDEX

CROSS-REFERENCE INDEXES

PART NUMBER INDEX

CAGEC	PART NUMBER	STOCK NUMBER	FIG.	ITEM
57877	BU-1062-2		1	3
57877	HP-1054-3		1	1
57877	HP-1054-8		1	2
7J697	K32 100		2	1
			3	1
7J697	SCT14X2-3-8		1	20
7J697	ZPN-025-0056		1	10
05636	2411-08A		1	4
05636	2411-08B		1	5
05636	2411-108/121		1	6
05636	2411-110/124		1	8
05636	2411-111/125		1	9
05636	2411-112/123		1	7
05636	2411-16P		1	23
05636	2411-19P		1	24
05636	2411-35		2	4
			3	4
05636	2411-56		2	3
05636	2411-57		3	3
05636	2411-58		2	2
			3	2
05636	2411-65		1	16
05636	2411-65WH		1	19
05636	2411-66L		1	17
05636	2411-66R		1	18
05636	2411-67		1	15
05636	2411-68S		1	13
05636	2411-71		1	12
05636	2411-72		1	11
05636	2411-73		1	14
05636	2411-75		1	21
05636	2411-75S		1	22

CROSS-REFERENCE INDEXES

FIGURE AND ITEM NUMBER INDEX

FIG.	ITEM	STOCK NUMBER	CAGEC	PART NUMBER
1	1		57877	HP-1054-3
1	2		57877	HP-1054-8
1	3		57877	BU-1062-2
1	4		05636	2411-08A
1	5		05636	2411-08B
1	6		05636	2411-108/121
1	7		05636	2411-112/123
1	8		05636	2411-110/124
1	9		05636	2411-111/125
1	10		7J697	ZPN-025-0056
1	11		05636	2411-72
1	12		05636	2411-71
1	13		05636	2411-68S
1	14		05636	2411-73
1	15		05636	2411-67
1	16		05636	2411-65
1	17		05636	2411-66L
1	18		05636	2411-66R
1	19		05636	2411-65WH
1	20		7J697	SCT14X2-3/8
1	21		05636	2411-75
1	22		05636	2411-755
1	23		05636	2411-16P
1	24		05636	2411-19P
2	1		7J697	K32 100
2	2		05636	2411-58
2	3		05636	2411-56
2	4		05636	2411-35
3	1		7J697	K32 100
3	2		05636	2411-58
3	3		05636	2411-57
3	4		05636	2411-35

APPENDIX D

EXPENDABLE SUPPLIES AND MATERIALS LIST

Section I. Introduction

D-1. Scope. This appendix lists expendable supplies and materials you will need to operate and maintain the General Cargo Container. These items are authorized to you by CTA 50-970, Expendable Items (Except Medical, Class V, Repair Parts, and Heraldic Items)

D-2 Explanation of Columns.

a. Column 1 - Item Number. This number is assigned to the entry in the listing and is referenced in the narrative instructions to identify the material (e g., Use cleaning compound, item 5, App. D).

b. Column 2 - Level. This column identifies the lowest level of maintenance that requires the listed item.

(enter as applicable)
C Operator/Crew
O Organizational Maintenance
F Direct Support Maintenance
H General Support Maintenance

c. Column 3 - National Stock Number. This is the National Stock Number assigned to the item; use it to request or requisition the item.

d. Column 4 - Description. Indicates the Federal item name and, if required, a description to identify the item. The last line for each item indicates the part number followed by the Federal Supply Code for Manufacturer (FSCM) in parentheses, if applicable.

e. Column 5 - Unit of Measure (U/M) Indicates the measure used in performing the actual maintenance function. This measure is expressed by a two-character alphabetical abbreviation (e.g., ca, in, pr) If the unit of measure differs from the unit of issue, requisition the lowest unit of issue that will satisfy your requirements.

SECTION II. EXPENDABLE / DURABLE SUPPLIES AND MATERIAL LIST

(1) ITEM NO.	(2) LEVEL	(3) NATIONAL STOCK NUMBER	(4) DESCRIPTION	(5) U/M
1	F		Adhesive (3M Co., CA40H)	qt
2	F		Epoxy primer conforming to MIL-P-53022	
3	F	9150-00-235-S568	Graphite Grease, VV-G-671	qt
4	F		MIG Wire (Eagle Wire 0.035 dia., E70S6)	lb
5	F		Paint conforming to MIL-C-46168, Camouflage Brown 30051	gl/qt
6	F		Paint conforming to MIL-C-46 1 68, Green # 3 8 3 , 3 4 0 9 4 w i t h catalyst	gl/qt
7	F		Paint conforming to MIL-C-46168, Camouflage Black 37030 with catalyst	gltqt
8	F		Silicone (General Electric SC- 1001)	tube
9	F		Wash Primer conforming to DOD-P-15328	gl

APPENDIX E

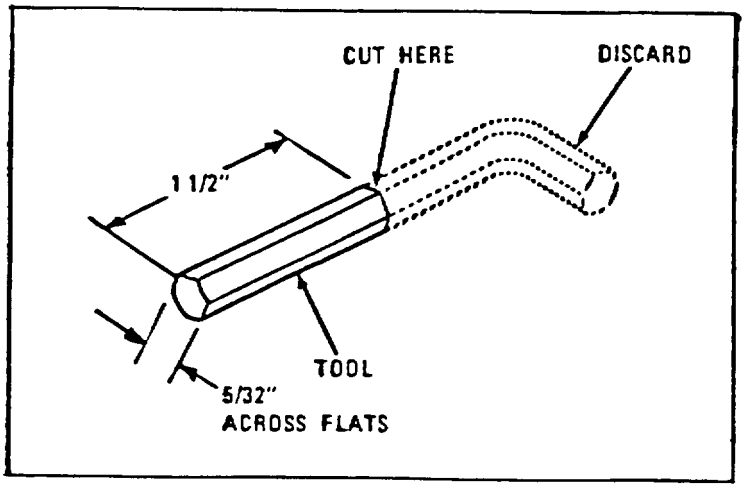
ILLUSTRATED LIST OF MANUFACTURED ITEMS

Section I. Introduction

E-1. Introduction

This appendix includes complete instructions for making a floor plant: tool to be used to remove and install floor plank screws This is authorized to be manufactured at the direct support level of maintenance.

The floor plank tool is to be made from a standard 5/32-inch alien wrench The only equipment required to make this tool is a hack saw, which is contained in the general mechanics tool set (Appendix B). See illustration below for configuration detail).



GLOSSARY

Section I. Abbreviations

C	Celsius
cu	cubic
EIR	Equipment improvement modification
ESC	Equipment serviceable criteria
F	Fahrenheit
g	Gram
ISO	International Standards Organization
kg	kilogram
m	Meter
MAC	Maintenance Allocation Chart
MWO	Modification Work Order

Section II Definition of Unusual Terms

Plywood Panel	Panels forming the inner walls of the cargo container
Floor Plank	Oak planks comprising the cargo container floor
Tare Weight	Empty weight
Tie Down -	A device used to tie down container contents

ALPHABETICAL INDEX

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The Metric System and Equivalents

Linear Measure

1 centimeter = 10 millimeters = .39 inch
1 decimeter = 10 centimeters = 3.94 inches
1 meter = 10 decimeters = 39.37 inches
1 dekameter = 10 meters = 32.8 feet
1 hectometer = 10 dekameters = 328.08 feet
1 kilometer = 10 hectometers = 3,280.8 feet

Weights

1 centigram = 10 milligrams = .15 grain
1 decigram = 10 centigrams = 1.54 grains
1 gram = 10 decigram = .035 ounce
1 dekagram = 10 grams = .35 ounce
1 hectogram = 10 dekagrams = 3.52 ounces
1 kilogram = 10 hectograms = 2.2 pounds
1 quintal = 100 kilograms = 220.46 pounds
1 metric ton = 10 quintals = 1.1 short tons

Liquid Measure

1 centiliter = 10 milliters = .34 fl. ounce
1 deciliter = 10 centiliters = 3.38 fl. ounces
1 liter = 10 deciliters = 33.81 fl. ounces
1 dekaliter = 10 liters = 2.64 gallons
1 hectoliter = 10 dekaliters = 26.42 gallons
1 kiloliter = 10 hectoliters = 264.18 gallons

Square Measure

1 sq. centimeter = 100 sq. millimeters = .155 sq. inch
1 sq. decimeter = 100 sq. centimeters = 15.5 sq. inches
1 sq. meter (centare) = 100 sq. decimeters = 10.76 sq. feet
1 sq. dekameter (are) = 100 sq. meters = 1,076.4 sq. feet
1 sq. hectometer (hectare) = 100 sq. dekameters = 2.47 acres
1 sq. kilometer = 100 sq. hectometers = .386 sq. mile

Cubic Measure

1 cu. centimeter = 1000 cu. millimeters = .06 cu. inch
1 cu. decimeter = 1000 cu. centimeters = 61.02 cu. inches
1 cu. meter = 1000 cu. decimeters = 35.31 cu. feet

Approximate Conversion Factors

To change	*To*	*Multiply by*	*To change*	*To*	*Multiply by*
inches	centimeters	2.540	ounce-inches	newton-meters	.007062
feet	meters	.305	centimeters	inches	.394
yards	meters	.914	meters	feet	3.280
miles	kilometers	1.609	meters	yards	1.094
square inches	square centimeters	6.451	kilometers	miles	.621
square feet	square meters	.093	square centimeters	square inches	.155
square yards	square meters	.836	square meters	square feet	10.764
square miles	square kilometers	2.590	square meters	square yards	1.196
acres	square hectometers	.405	square kilometers	square miles	.386
cubic feet	cubic meters	.028	square hectometers	acres	2.471
cubic yards	cubic meters	.765	cubic meters	cubic feet	35.315
fluid ounces	milliliters	29,573	cubic meters	cubic yards	1.308
pints	liters	.473	milliliters	fluid ounces	.034
quarts	liters	.946	liters	pints	2.113
gallons	liters	3.785	liters	quarts	1.057
ounces	grams	28.349	liters	gallons	.264
pounds	kilograms	.454	grams	ounces	.035
short tons	metric tons	.907	kilograms	pounds	2.205
pound-feet	newton-meters	1.356	metric tons	short tons	1.102
pound-inches	newton-meters	.11296			

Temperature (Exact)

°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

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