

CHAPARRAL

LOADING, TIEDOWN, AND UNLOADING PROCEDURES FOR COMPLETE ROUND, PACKED ONE PER M570 SHIPPING AND STORAGE CONTAINER, IN/ON TACTICAL VEHICLES

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CAUTION:
REFER TO THE GENERAL NOTES
AND PROCEDURES ON PAGE 2
PRIOR TO OPERATIONS.

DO NOT SCALE

<small>DRAWN BY</small> GRC/ASE	<small>CHKD BY</small> RHA/ALW	<small>AMENL-XOCB</small> ML	<small>SUBMITTED</small> W. J. Hardin, Col.		
<small>CHECKED</small> JEE/JDS	<small>APP. AMMO CTR</small> John Byrne	<small>AMENL-SHIP</small> JAP	<small>COMMANDING OFFICER, SAVANNAH ARMY DEPOT</small>		
REVISIONS			<small>EXAMINED AND APPROVED</small> Donald E. Nelson		
			<small>ARMY MATERIEL COMMAND</small>		
			<small>APPROVED BY ORDER OF COMMANDING GENERAL</small> U. S. ARMY MATERIEL COMMAND Paul K. ...		
			U. S. ARMY MATERIEL COMMAND		
			9 MAY 1969		
		<small>CLASS</small>	<small>DIVISION</small>	<small>DRAWING</small>	<small>FILE</small>
		19	48	5917	GM 17 KI

GENERAL NOTES

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13.
- B. THIS DRAWING COVERS PROCEDURES APPLICABLE TO THE TRANSPORT OF THE CHAPARRAL CONTAINER, WITH CONTENTS OR EMPTY, IN TACTICAL VEHICLES. IF OTHER TYPES OF CARGO ITEMS ARE TRANSPORTED WITH THAT SHOWN, THE TOTAL LOAD MUST BE COMPATIBLE, AND THE ADDED ITEMS MUST BE SECURED WITH WEB STRAP ASSEMBLIES AS REQUIRED TO PREVENT DISPLACEMENT DURING TRANSPORTATION.
- C. DETAILS OF THE M570 CONTAINER:
CONTAINER DIMENSIONS ---- 125" LONG X 18" WIDE X 19" HIGH.
GROSS WEIGHT ----- 280 POUNDS (APPROX).
- D. SPECIFIED PROCEDURES APPLY TO THE TACTICAL VEHICLES DESIGNATED HEREIN, MODIFIED TO INCLUDE THE UNIVERSALLY APPLICABLE "TIEDOWN KIT" CONSISTING OF TIEDOWN FITTINGS IN THE CARGO BED AND WEB STRAP TIEDOWN ASSEMBLIES.
- E. ONLY CARGO BODIES OR BEDS OF THE TACTICAL VEHICLES HAVE BEEN SHOWN HEREIN, TO PREVENT DISTRACTION FROM THE DELINEATED LOADING AND TIEDOWN PROCEDURES, AND ARE SHOWN IN OUTLINE FORM WITH STRUCTURAL PORTIONS OMITTED AS NECESSARY TO IMPROVE CLARITY OF THE DEPICTED PROCEDURES.
- F. WHENEVER POSSIBLE, A LOAD SHOULD BE CENTERED Laterally IN/ON THE CARRYING VEHICLE TO PROVIDE FOR EQUAL ANGLE HOLD DOWN BY THE SECURING WEB STRAP ASSEMBLIES. LOCATE THE LADING LENGTHWISE IN/ON A VEHICLE RELATIVE TO ANCHORING DEVICES ON THE VEHICLE AS SHOWN TO PROVIDE FOR PROPER TIEDOWN. PROCEDURES DEPICTED HEREIN ARE TYPICAL IN NATURE RELATIVE TO ITEM LOCATION IN/ON THE VEHICLES. ITEM LOCATION OF THE DESIGNATED ITEM MAY BE VARIED LONGITUDINALLY TO SATISFY OPERATIONAL REQUIREMENTS, PROVIDING LOADING AND TIEDOWN PRINCIPLES SPECIFIED HEREIN ARE RETAINED, AND A VEHICLE IS NOT OVERLOADED.
- G. AS APPLICABLE, WEB STRAP TIEDOWN ASSEMBLIES MUST BE POSITIONED OVER CONTAINERS AS SHOWN, SECURELY HOOKED INTO THE ANCHORING DEVICES ON THE TRANSPORTING VEHICLE, AND FIRMLY TENSIONED. EXERCISE CARE DURING STRAP APPLICATION; AVOID TWISTS IN STRAPS, INSURE STRAIGHT LAY OF STRAP ON THE TAKE-UP SPOOL OF RATCHET WHEN TENSIONING, AND TIE BACK THE LOOSE END OF THE STRAP AFTER TENSIONING IS COMPLETED. A TENSIONED STRAP MUST FORM AT LEAST ONE COMPLETE WRAP ON THE TAKE-UP SPOOL OF THE TENSIONING RATCHET.
- H. ADJUSTABLE SCUFF SLEEVES PROVIDED ON WEB STRAP ASSEMBLIES WILL BE LOCATED TO PROVIDE A PAD WHERE STRAPS PASS OVER SHARP EDGES OF CONTAINERS. METAL PARTS OF A STRAP ASSEMBLY SHOULD BE LOCATED SO AS TO AVOID CONTACT WITH CONTAINERS.
- J. WHEN ONE WEB STRAP TIEDOWN ASSEMBLY IS NOT LONG ENOUGH TO SPAN DISTANCE DEPICTED, TWO ASSEMBLIES MAY BE HOOKED TOGETHER TO GAIN NECESSARY LENGTH.
- K. IF THE SIDE RACKS FOR THE SEMITRAILER ARE TO BE TRANSPORTED ON THE LOADED TRAILER, THEY WILL BE STACKED ON THE TRAILER AND SECURED WITH A SUFFICIENT QUANTITY OF WEB STRAP TIEDOWN ASSEMBLIES TO PREVENT THEIR LOSS DURING TRANSPORT. RACKS MUST NOT BE LEFT IN PLACE ON A TRAILER WHEN THE UNIVERSAL TIEDOWN KIT IS BEING USED.
- L. SAFETY HOOK ON WEB STRAP TIEDOWN ASSEMBLY WILL NOT BE ATTACHED TO A HANDLE OF A CONTAINER.
- M. THE APPROVED TIEDOWN METHODS FOR THE TYPICAL LOADS SHOWN HEREIN MUST BE FOLLOWED. THE NUMBER OF UNITS MAY BE ADJUSTED TO FIT THE SIZE OF THE VEHICLE TO BE LOADED OR THE QUANTITY TO BE SHIPPED. FOR A LOAD QUANTITY OTHER THAN SPECIFIED, THE APPROVED METHODS MUST BE FOLLOWED AS CLOSELY AS POSSIBLE.

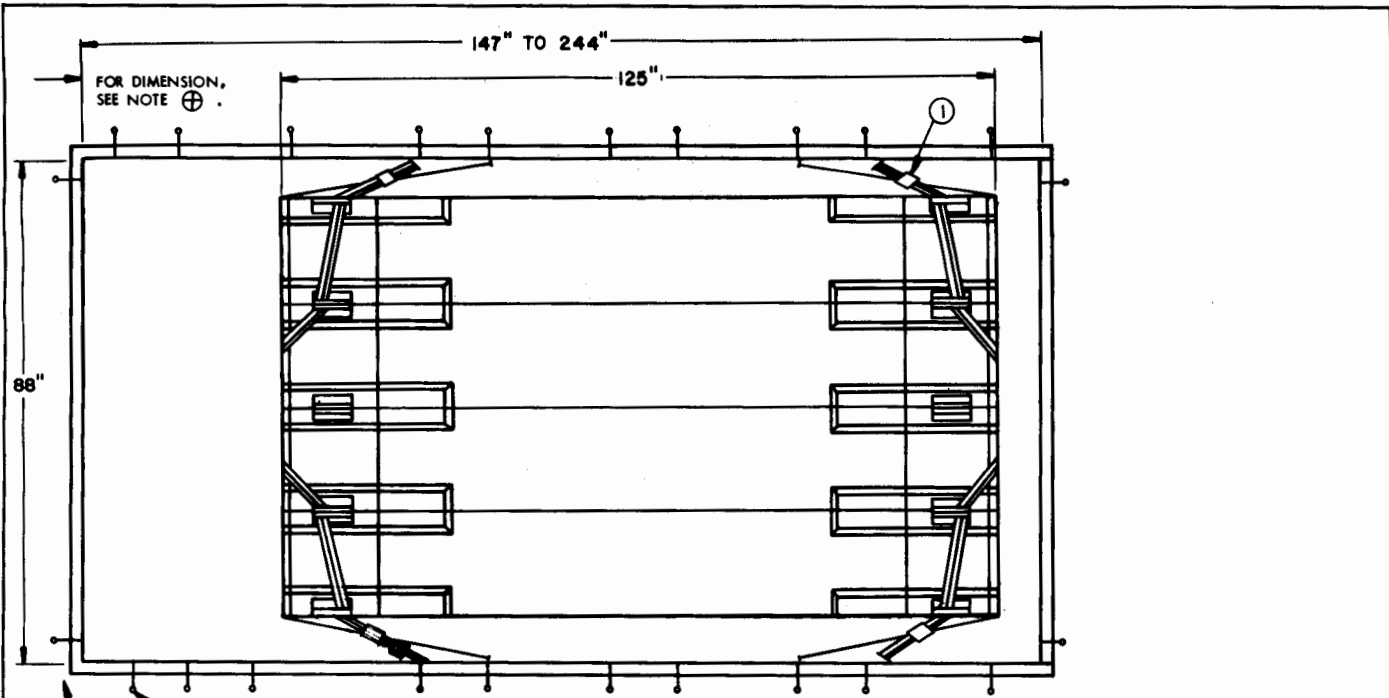
LOADING, TIEDOWN, AND UNLOADING PROCEDURES

LOADING AND TIEDOWN:

- STEP 1 - SET BRAKES ON THE TRANSPORTING VEHICLE. IF THE TRANSPORTING VEHICLE IS A CARGO TRUCK, LOWER TAIL GATE AND REMOVE CANVAS COVER AND BOWS IF PRESENT. IF THE TRANSPORTING VEHICLE IS A SEMITRAILER WITH SIDE RACKS, REMOVE THE SIDE RACKS. SIDE RACKS MUST BE REMOVED TO FACILITATE INSTALLATION OF WEB STRAP TIEDOWN ASSEMBLIES.
- STEP 2 - A. IT IS RECOMMENDED THAT THE CONTAINERS BE MANUALLY LOADED IN/ON THE TRANSPORTING VEHICLE. CAUTION: EXTREME CARE MUST BE EXERCISED TO PREVENT DAMAGE TO THE EXPOSED PLASTIC AREAS OF THE CONTAINER. PLASTIC AREAS MUST NOT BE STEPPED ON, WALKED ON, PRIED AGAINST, STRUCK OR GOUGED WITH HAND TOOLS OR MATERIALS HANDLING EQUIPMENT, OR BUMPED AGAINST PROTRUSIONS.
- B. APPROVED MATERIALS HANDLING EQUIPMENT (FORKLIFT TRUCKS, CRANES, HAND TRUCKS, DOLLIES, ROLLER ASSEMBLIES, SPREADER BARS, ECT.) IS SPECIFIED ELSEWHERE THAN HEREIN.
- C. PRECAUTIONARY HANDLING TECHNIQUES NORMALLY EMPLOYED FOR THE TYPE OF COMMODITY INVOLVED OR AS SPECIFIED ELSEWHERE OR HEREIN WILL BE OBSERVED.
- STEP 3 - IF HANDLING IS ACCOMPLISHED WITH A FORKLIFT TRUCK, CONTAINERS SHOULD BE HANDLED FROM A SIDE POSITION. CAUTION: THE USUALLY APPLIED END-HANDLING IS NOT PERMITTED; HOWEVER, FORK TINES MAY BE PLACED UNDER THE SKIDS FROM AN END DIRECTION. CARE MUST BE EXERCISED WHEN INSERTING FORKS UNDER OR WITHDRAWING FORKS FROM UNDER A CONTAINER, TO PREVENT DAMAGE TO THE CONTAINER BY THE FORK TINES OR THE FORKLIFT PACKAGE GUARD.
- STEP 4 - IF A SINGLE CONTAINER IS HANDLED BY SLINGING, THE SLING MAY BE ATTACHED TO THE LIFTING POINTS ON THE CONTAINER. HOWEVER, IF A STACK OF TWO CONTAINERS IS HANDLED BY SLINGING, THE SLING USED MUST BE OF SUCH A DESIGN THAT LIFTING IS DONE ON THE BOTTOM OF THE LOWEST CONTAINER, AND ADDITIONALLY, MUST HAVE BOTH LENGTHWISE AND CROSSWISE SPREADER BARS WHICH ARE RIGGED SO AS TO PREVENT DAMAGE TO A CONTAINER BY THE SLING LEGS.
- STEP 5 - AFTER CONTAINERS ARE POSITIONED AT THE PROPER LOCATION IN/ON THE TRANSPORTING VEHICLE, CLOSE AND SECURE THE TAIL GATE AND INSTALL THE WEB STRAP TIEDOWN ASSEMBLIES AS SPECIFIED HEREIN. SEE GENERAL NOTES "G", "H", AND "J" ON THIS PAGE.
- STEP 6 - IF THE TRANSPORTING VEHICLE IS A CARGO TRUCK, REPLACE BOWS AND CANVAS COVER, IF REQUIRED, AND CLOSE AND SECURE TAIL GATE. IF THE TRANSPORTING VEHICLE IS A SEMITRAILER AND THE SIDE RACKS ARE TO REMAIN WITH THE TRAILER DURING TRANSPORT, LOAD AND SECURE THE SIDE RACKS AS SPECIFIED WITHIN GENERAL NOTE "K" ON THIS PAGE.

UNLOADING:

- STEP 1 - REPEAT "STEP 1" UNDER "LOADING AND TIEDOWN" ABOVE.
- STEP 2 - LOOSEN, REMOVE, AND STOW WEB STRAP TIEDOWN ASSEMBLIES.
- STEP 3 - IT IS RECOMMENDED THAT THE CONTAINERS BE MANUALLY UNLOADED. READ "CAUTION" NOTE IN "STEP 2-A" UNDER "LOADING AND TIEDOWN" ABOVE.
- STEP 4 - IF APPROVED MATERIALS HANDLING EQUIPMENT IS USED FOR UNLOADING READ "STEP 3" AND "STEP 4" UNDER "LOADING AND TIEDOWN" ABOVE.
- STEP 5 - REPEAT "STEP 6" UNDER "LOADING AND TIEDOWN" ABOVE, EXCEPT SIDE RACKS FOR A SEMITRAILER MAY BE REPLACED ONTO THE TRAILER IN A NORMAL MANNER.



FOR DIMENSION, SEE NOTE ⊕.

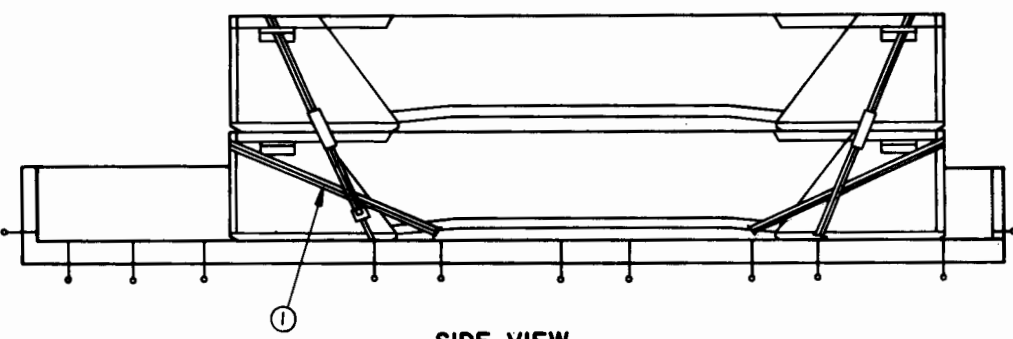
INDICATES TIEDOWN FITTINGS.
FORE END OF TRUCK.

NOTE ⊕ : SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

TOP VIEW

DIM X

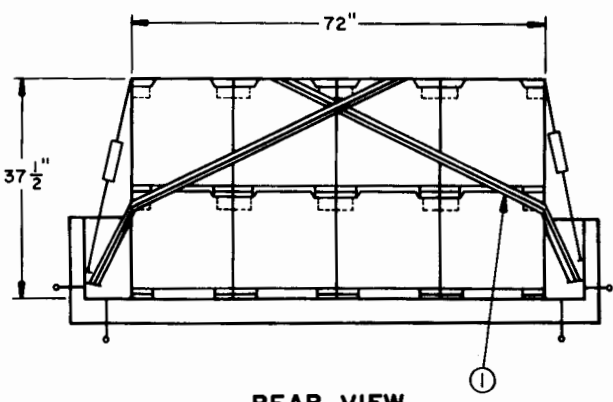
2-1/2 TON, 147" LONG, M35 AND M211	-----	12"
2-1/2 TON, 204" TO 211" LONG, M36 AND M36C	-----	20"
5 TON, 168" LONG, M54	-----	36"
5 TON, 244" LONG, M55	-----	12"



SIDE VIEW

KEY NUMBER

① WEB STRAP TIEDOWN ASSEMBLY (4 REQD). INSTALL TO EXTEND FROM TIEDOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS OF SAME CONTAINER AND HANDLE RECESS OF ADJACENT CONTAINER, DOWN ACROSS END OF CONTAINERS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.

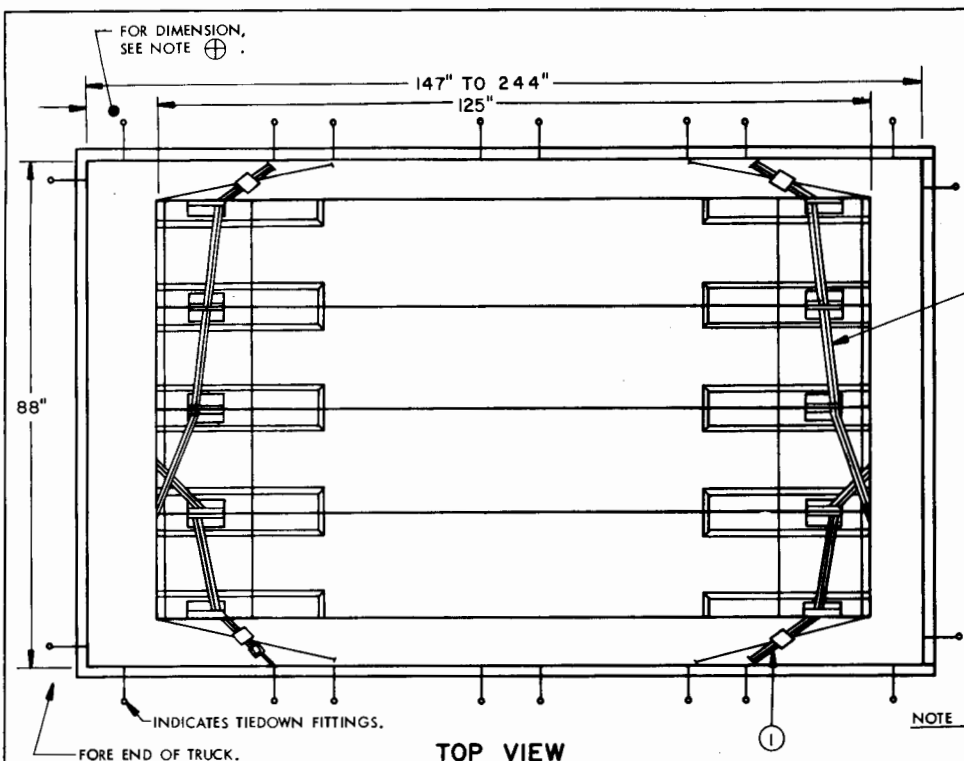


REAR VIEW

LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	----- 8 -----	2,240 LBS

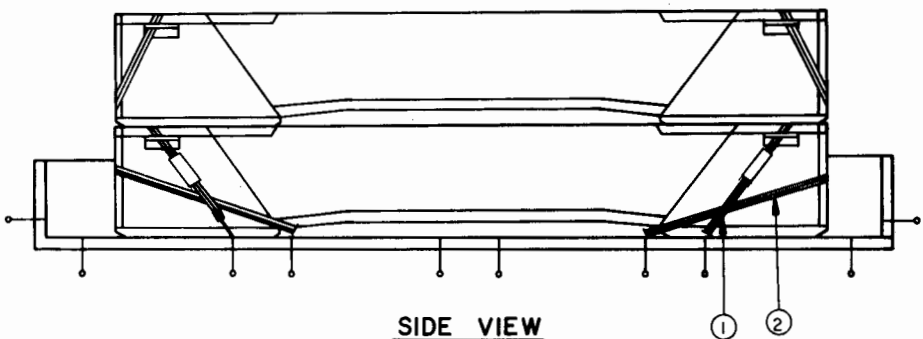
TRUCK, CARGO, 2-1/2 AND/OR 5 TON



TOP VIEW

NOTE ⊕ : SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

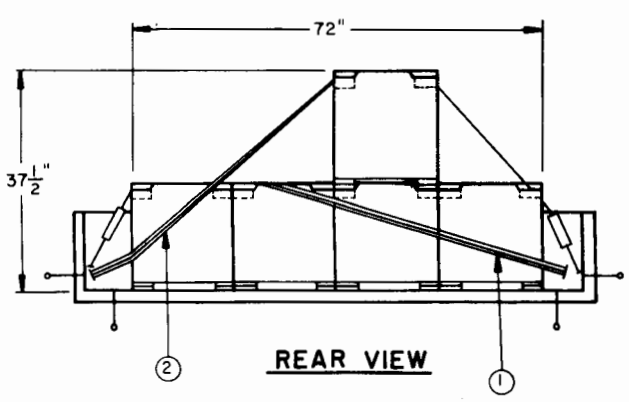
	DIM X
2-1/2 TON, 147" LONG, M35 AND M211	12"
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SIDE VIEW

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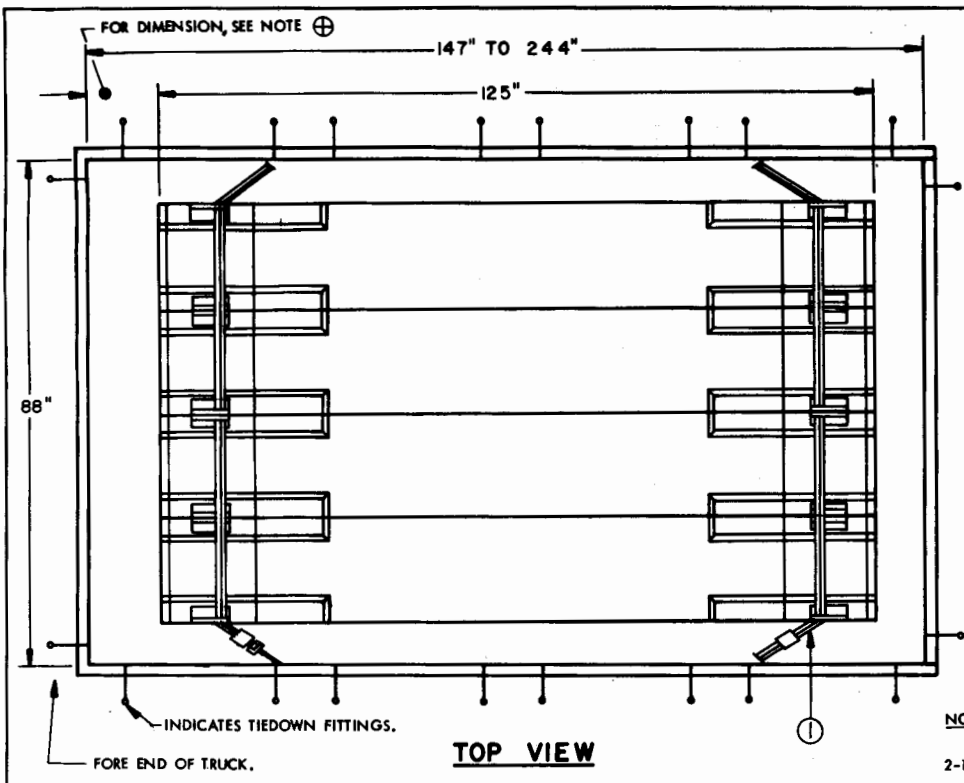
- ① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIE-DOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS OF SAME CONTAINER AND HANDLE RECESS OF ADJACENT CONTAINER, DOWN ACROSS END OF CONTAINERS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.
- ② WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIE-DOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS OF OUTSIDE CONTAINER AND UP THROUGH HANDLE RECESS OF SECOND LAYER CONTAINER, ACROSS CONTAINER, DOWN THROUGH HANDLE RECESS, ACROSS END OF CONTAINERS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.



REAR VIEW

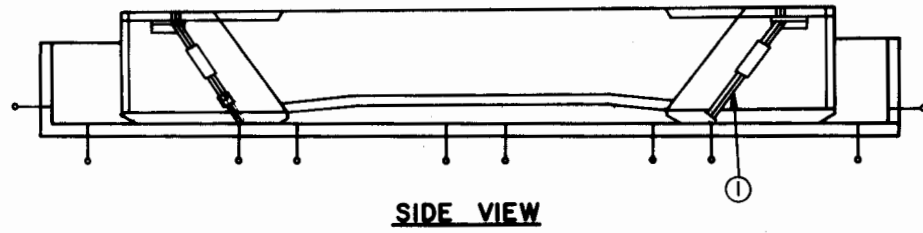
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	5	1,400 LBS



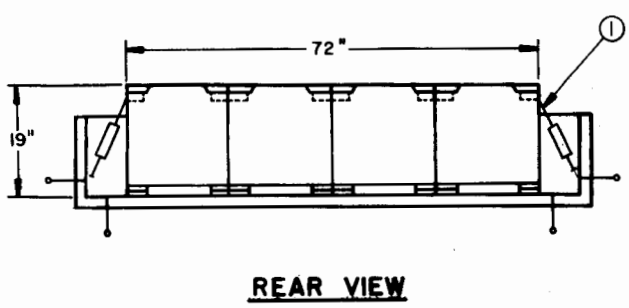
NOTE ⊕: SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

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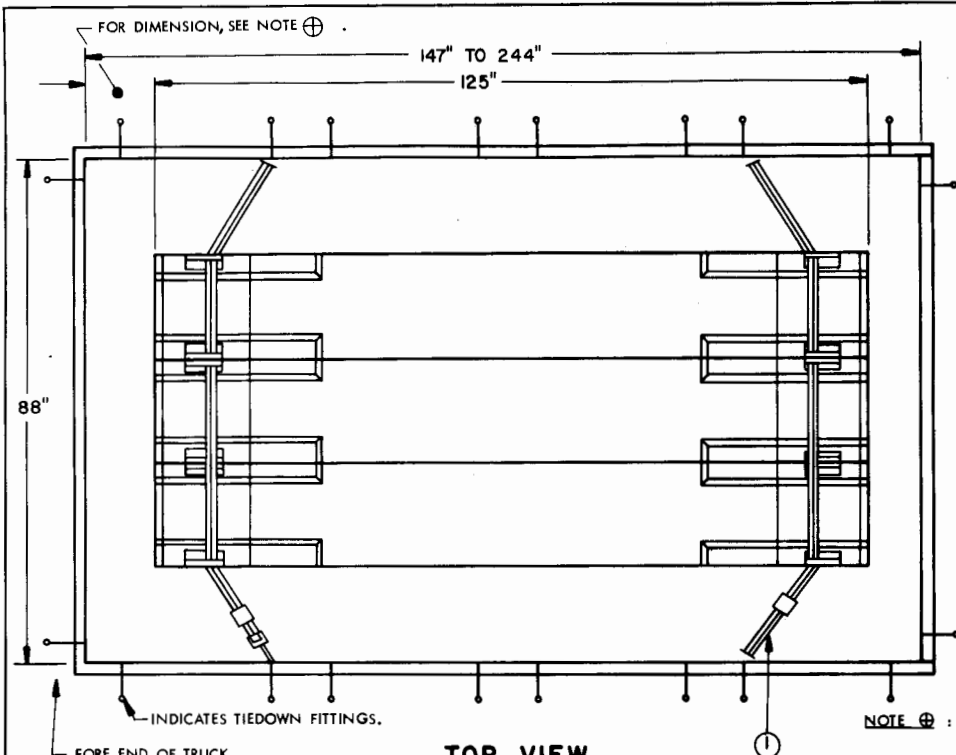
① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIEDOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS TWO (2) CONTAINERS, UNDER HANDLE RECESSES OF CENTER CONTAINERS, ACROSS TWO (2) CONTAINERS, THROUGH HANDLE RECESS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.



LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	4	1,120 LBS

TRUCK, CARGO, 2-1/2 AND/OR 5 TON

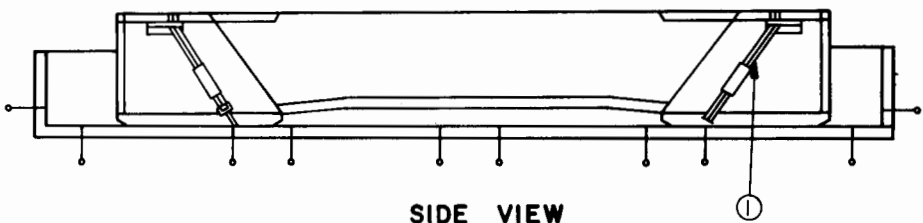


TOP VIEW

NOTE ⊕ : SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

DIM X

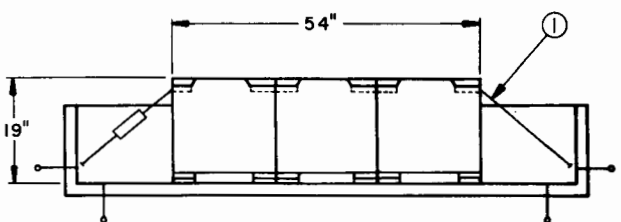
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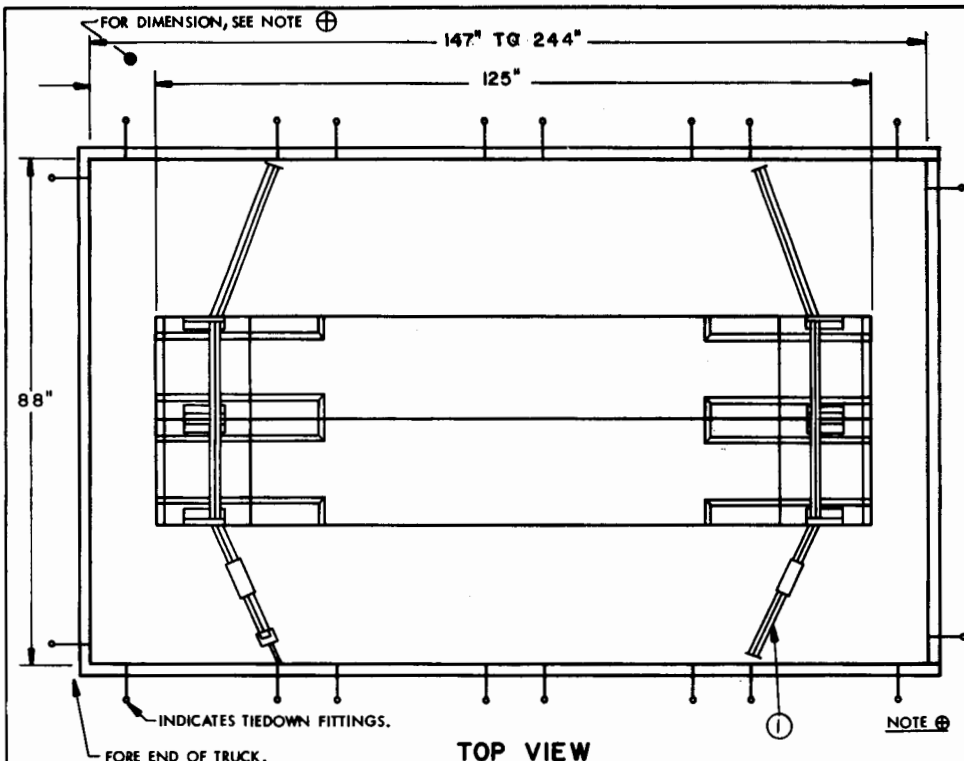
① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIEDOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS TWO (2) CONTAINERS, THROUGH HANDLE RECESS OF CENTER CONTAINER AND OUTSIDE CONTAINER, ACROSS CONTAINER, THROUGH HANDLE RECESS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.



REAR VIEW

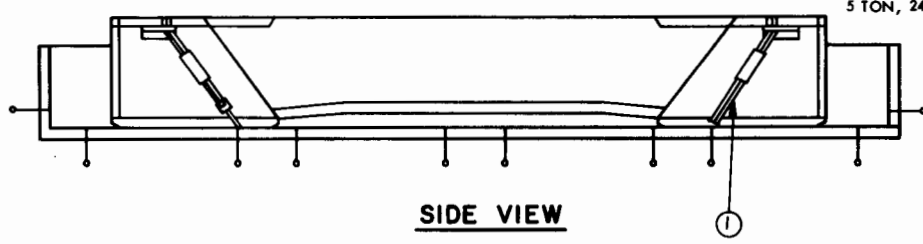
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	3	840 LBS



TOP VIEW

NOTE ⊕ : SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

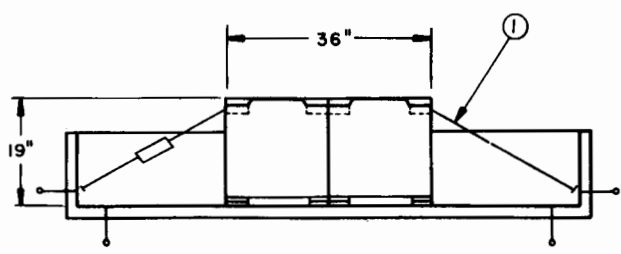


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KEY NUMBER

① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIEDOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS CONTAINERS, THROUGH HANDLE RECESS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.

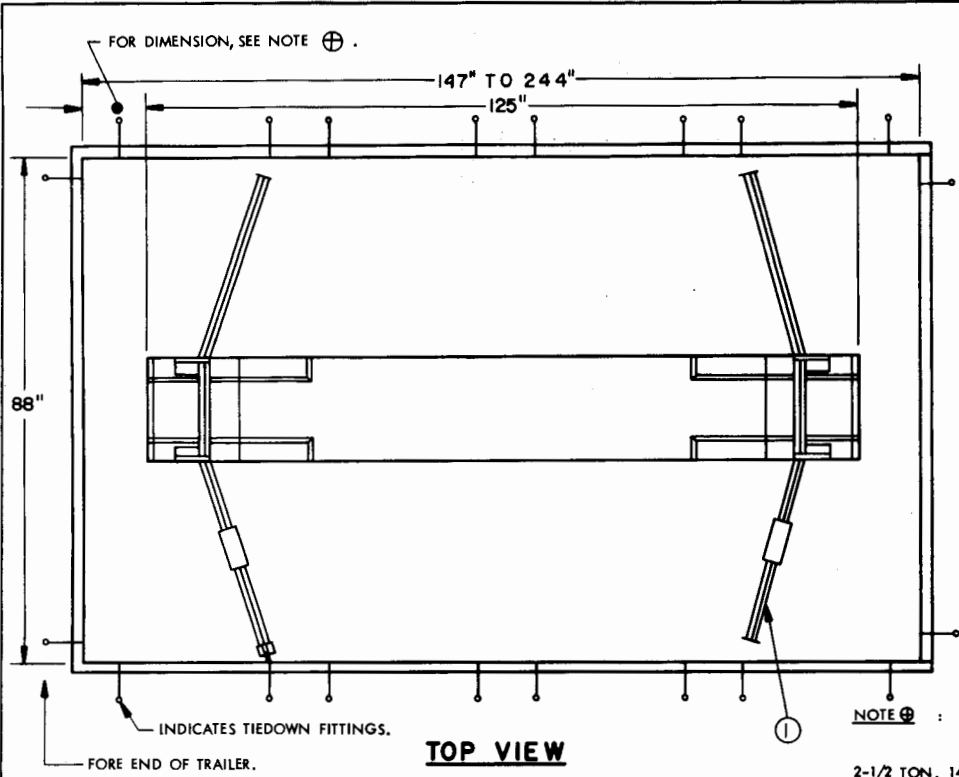


REAR VIEW

LOAD AS SHOWN

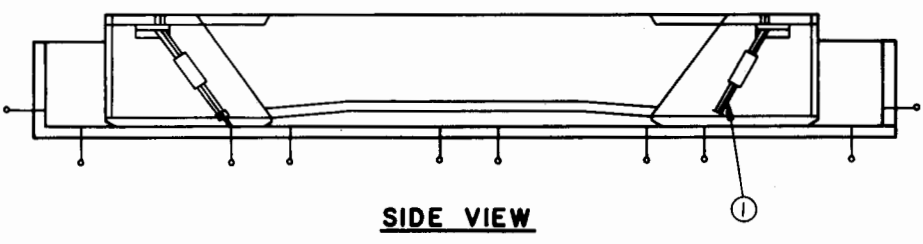
ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	2	560 LBS

TRUCK, CARGO, 2-1/2 AND/OR 5 TON



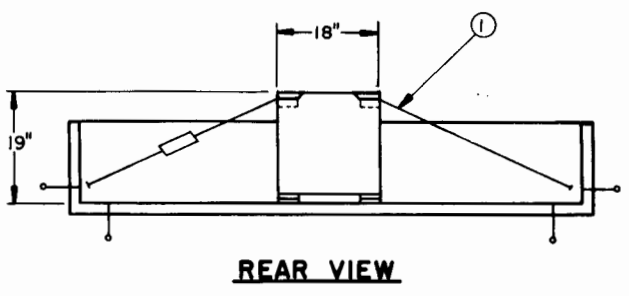
NOTE ⊕ : SEE DIMENSION X FOR TYPE OF VEHICLE BEING LOADED.

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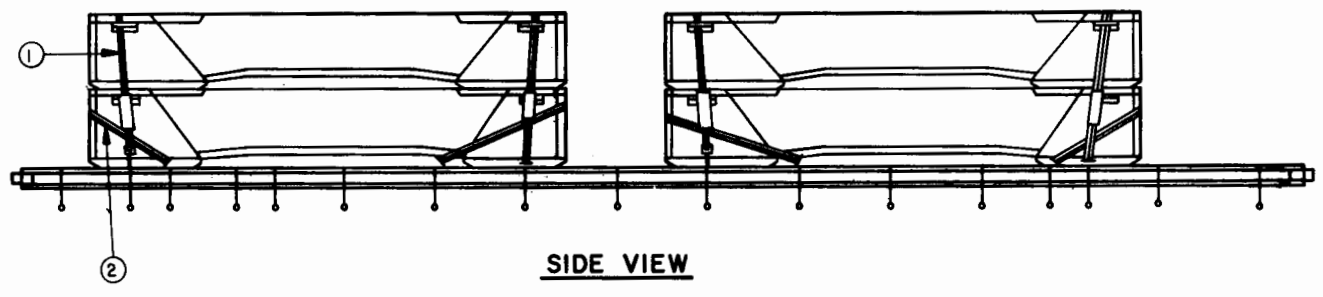
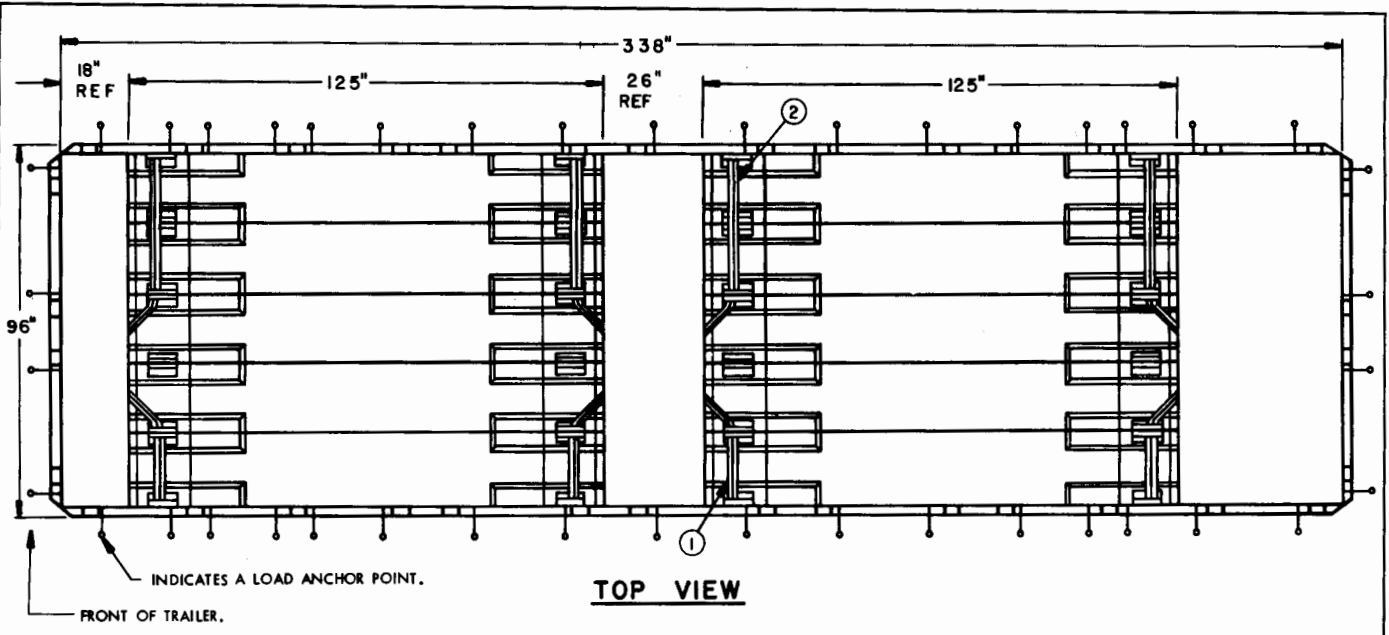
KEY NUMBER

① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM TIEDOWN FITTING ON ONE SIDE OF TRUCK UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS AND BACK TO TIEDOWN FITTING ON OPPOSITE SIDE OF TRUCK.



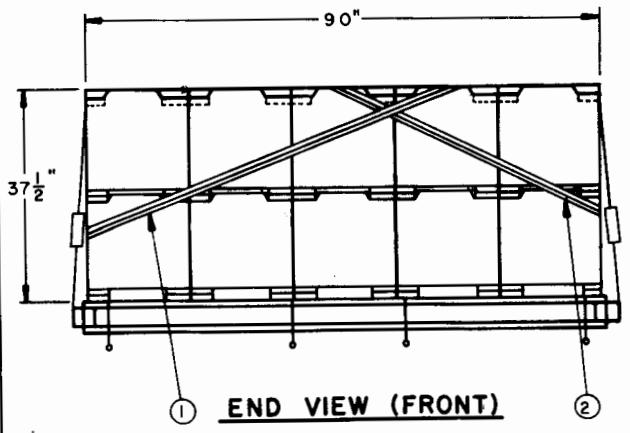
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ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	1	280 LBS



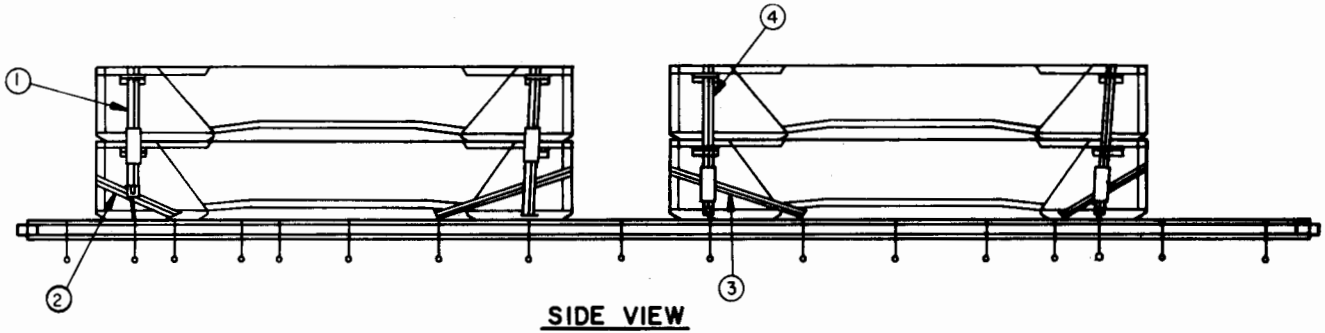
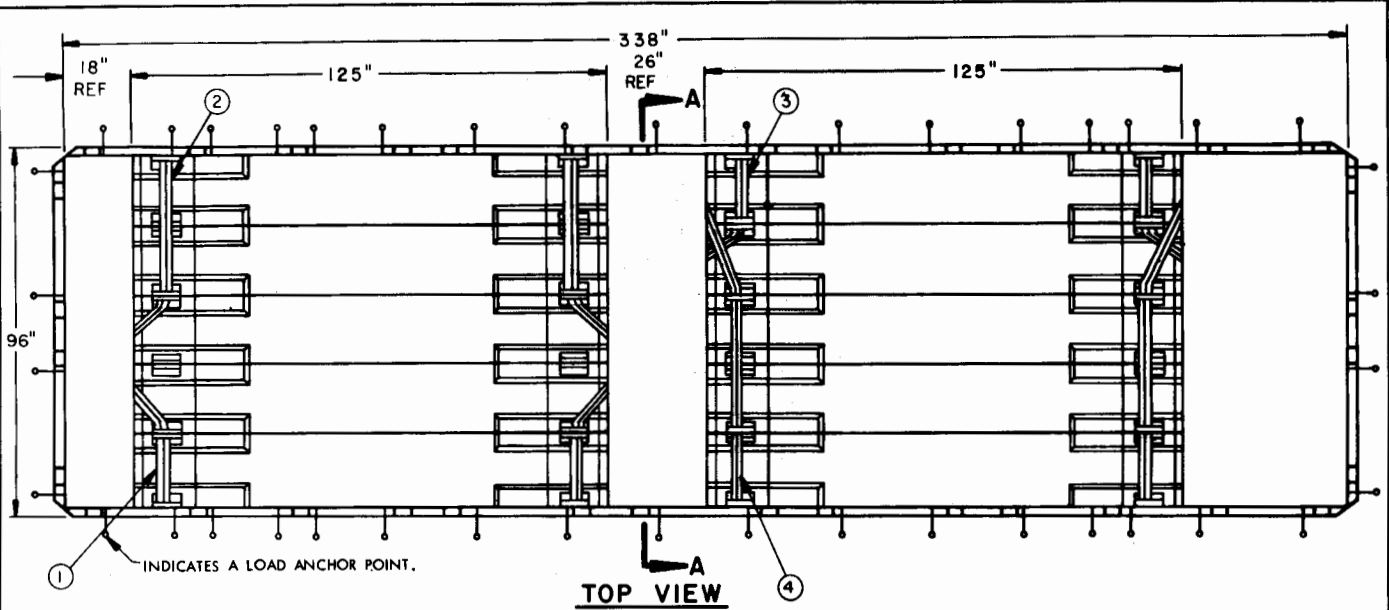
KEY NUMBERS

- ① WEB STRAP TIEDOWN ASSEMBLY (4 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS OF SAME CONTAINER AND HANDLE RECESS OF ADJACENT CONTAINER, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.
- ② WEB STRAP TIEDOWN ASSEMBLY (4 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS, ACROSS TWO (2) CONTAINERS, THROUGH HANDLE RECESS OF SECOND AND THIRD CONTAINERS, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.



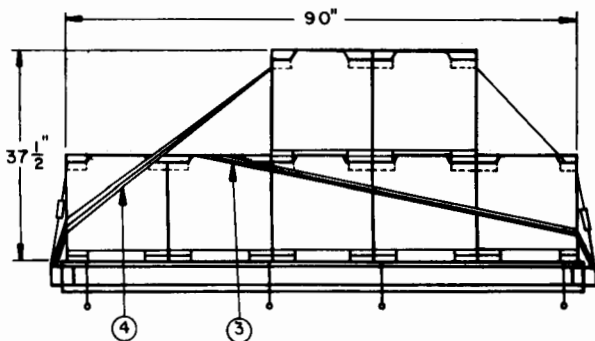
LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	20	5,600 LBS



KEY NUMBERS

- ① WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS OF SAME HANDLE RECESS OF ADJACENT CONTAINER, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.
- ② WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS, ACROSS TWO (2) CONTAINERS, THROUGH HANDLE RECESS OF SECOND AND THIRD CONTAINERS, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.
- ③ WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS, ACROSS CONTAINER, THROUGH HANDLE RECESS OF FIRST AND SECOND CONTAINERS, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.
- ④ WEB STRAP TIEDOWN ASSEMBLY (2 REQD). INSTALL TO EXTEND FROM LOAD ANCHOR POINT ON ONE SIDE OF TRAILER UP THROUGH HANDLE RECESS OF CONTAINER IN FIRST LAYER AND THROUGH HANDLE RECESS OF CONTAINER IN SECOND LAYER, ACROSS TWO (2) CONTAINERS, THROUGH HANDLE RECESS, DOWN ACROSS END OF CONTAINERS AND BACK TO LOAD ANCHOR POINT ON OPPOSITE SIDE OF TRAILER.



LOAD AS SHOWN

ITEM	QUANTITY	WEIGHT (APPROX)
M570 CONTAINER	17	4,760 LBS