

APPROVED BY  
MTMTS

*Frank J. Pius*  
TEA, MTMTS

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# HAWK

## MINIMUM REQUIREMENTS FOR THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF TRAILER, GUIDED MISSILE, 2-WHEEL, XM502E2

REVISIONS				DRAFTSMAN <i>P.B. / scb</i>	PROJ ENG <i>JNW / JNW</i>		
				CHECKER <i>WBN / scb</i>	ADE OFFICE <i>John Boyd</i>	AMBNI-SP <i>Ed. Baker</i>	
				APPROVED <i>Martin Johnson</i> U. S. ARMY MISSILE COMMAND APPROVED BY ORDER OF COMMANDING GENERAL U. S. ARMY MATERIEL COMMAND <i>W. Thinger</i> USAMC AMMO CENTER			
				U. S. ARMY MATERIEL COMMAND			
				FEBRUARY 1972			
				CLASS	DIVISION	DRAWING	FILE
				19	48	7220	GSE 18HAI

DO NOT SCALE

## NOTES

### GENERAL:

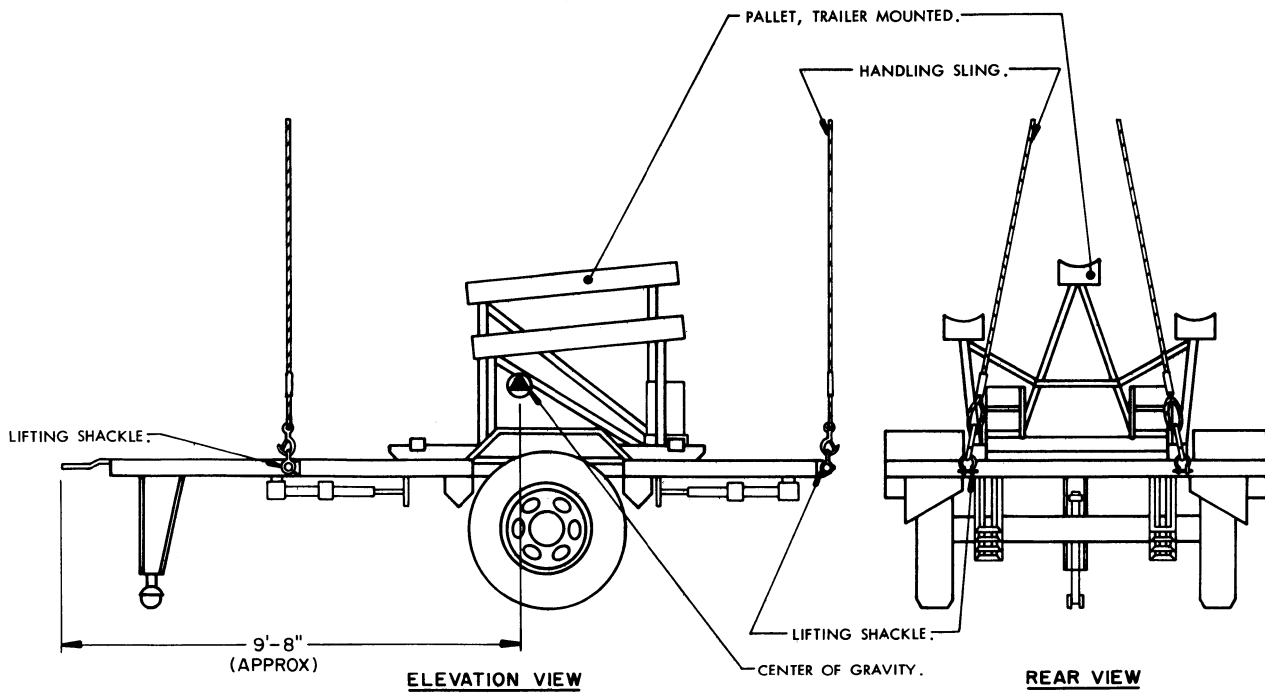
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13.
- B. THIS DRAWING DEPICTS MINIMUM PROCEDURES APPLICABLE TO THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF THE TRAILER, GUIDED MISSILE, 2-WHEEL, XMS02E2 FOR THE HAWK MISSILE SYSTEM.
- C. THE TRAILER SHOWN HEREIN MAY BE STOWED IN THE SAME HOLD OR TWEEN DECK WITH OTHER TYPES OF CARGO.
- D. LADING DATA:
  - DIMENSIONS ----- 16'-4" LONG X 8'-0" WIDE X 7'-4" HIGH.
  - GROSS WEIGHT --- 4,028 LBS ( APPROX ).
  - CUBE ----- 944 CU. FT.

### HANDLING:

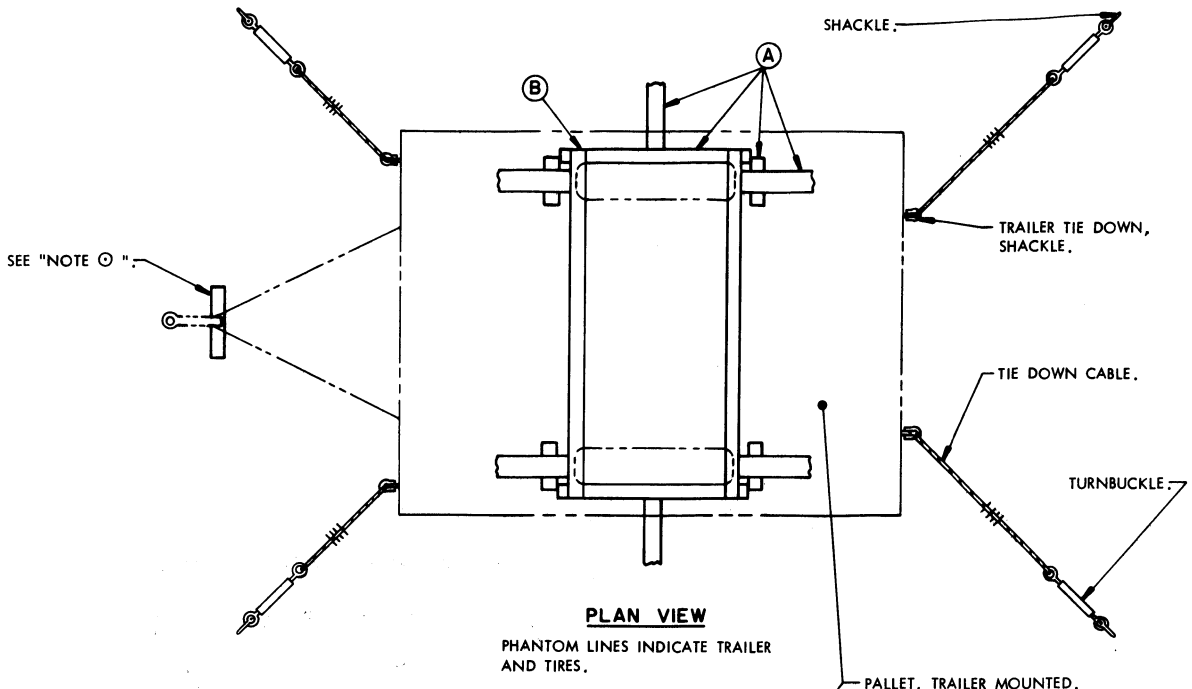
- A. PERTINENT PROVISIONS OF TITLE 46 CODE OF FEDERAL REGULATIONS APPLY.
- B. HANDLING OF THE TRAILER SHOULD BE ACCOMPLISHED BY USING THE LIFT POINTS DESIGNATED HEREIN.
- C. THE HANDLING SLING SHALL BE OF A DESIGN AND CONFIGURATION TO LIFT THE TRAILER IN SUCH A MANNER THAT THE CABLE LEGS DO NOT COME IN CONTACT WITH OR APPLY PRESSURE AGAINST THE FRAMING, SUPERSTRUCTURE OR OTHER MEMBERS OF THE TRAILER WHEN BEING LIFTED.
- D. EACH LEG OF THE HANDLING SLING MUST BE SECURELY ATTACHED TO A LIFT POINT PRIOR TO LIFTING.
- E. ALTHOUGH DESIRABLE, A LEVEL LIFT IS NOT MANDATORY. THE CENTER OF GRAVITY OF THE TRAILER IS SHOWN TO ASSIST IN DETERMINING CABLE LENGTHS TO ASSURE A SAFE LIFT.

### STOWAGE AND BRACING:

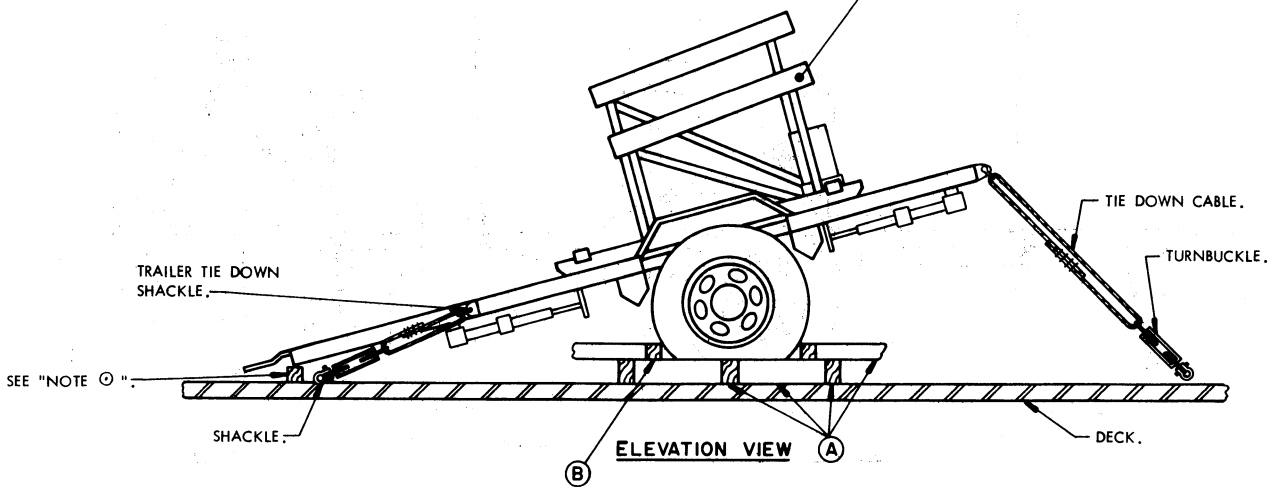
- A. WHEN STOWING THE TRAILER WITHIN THE HOLD OR TWEEN DECK, BRACING BETWEEN TRAILERS OR BETWEEN A TRAILER AND OTHER CARGO SHALL ONLY BE APPLIED AGAINST THE WHEELS OF THE TRAILER. ALSO, OTHER CARGO ITEMS MUST NOT BE STACKED ON TOP OF OR BE BRACED AGAINST ANY OTHER PART OF THE TRAILER THAN AS IDENTIFIED IMMEDIATELY ABOVE.
- B. SPECIES, GRADE AND SIZE OF LUMBER TO BE USED WILL COMPLY WITH REQUIREMENTS OF CURRENT SHIPWRIGHT-CARPENTRY AND RELATED SERVICES CONTRACTS. BRACING METHODS AND LUMBER SIZES DEPICTED IN THIS DRAWING ARE CONSIDERED MINIMUM AND ARE NOT INTENDED TO CONFLICT WITH CONTRACT REQUIREMENTS.
- C. THE TRAILER IS EQUIPPED WITH TIE DOWN DEVICES AS SHOWN HEREIN WHICH ARE SYMMETRICAL ABOUT THE LONGITUDINAL LINE OF CENTER. THE TRAILER SHOULD BE SECURED FORE AND AFT TO SHIP TIE DOWN POINTS USING A MINIMUM OF TWO SYMMETRICALLY LOCATED TIE DOWN DEVICES IN EACH DIRECTION AS TYPICALLY SHOWN WITHIN THIS DOCUMENT.
- D. A TYPICAL TIE DOWN PROCEDURE IS SHOWN AND DEPICTS THE PREFERRED METHOD OF USING CABLES AND TURNBUCKLES. IF USED, A TURNBUCKLE MUST BE OF A SIZE EQUAL IN STRENGTH TO THE MINIMUM SIZE CABLE REQUIRED TO SECURE THE ITEM. IN LIEU OF CABLES AND TURNBUCKLES, SECUREMENT MAY BE ACCOMPLISHED BY OTHER ACCEPTED METHODS.



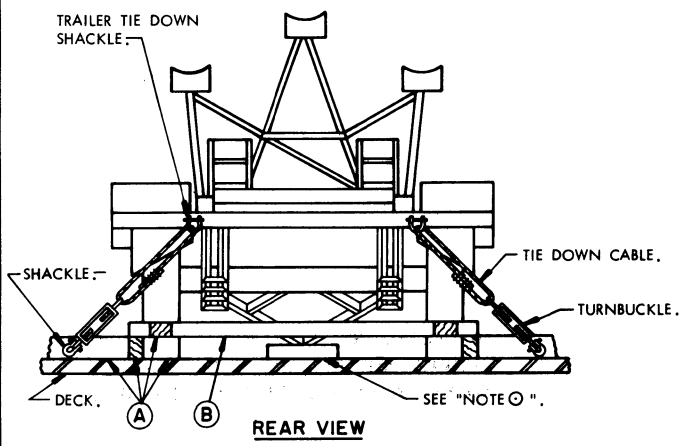
PRECAUTIONARY PROVISIONS FOR HANDLING, STOWAGE AND BRACING AS SPECIFIED IN THE NOTES ON PAGE 2 MUST BE OBSERVED.



**PLAN VIEW**  
 PHANTOM LINES INDICATE TRAILER  
 AND TIRES.



**NOTE O :**  
 IF TRAILER IS POSITIONED ON WOODEN HATCH COVER,  
 INSTALL SUITABLE LUMBER UNDER THE FRONT OF TRAILER  
 AS SHOWN.



**REAR VIEW**

MINIMUM LUMBER SIZES	
(A)	4" X 6"
(B)	4" X 4"

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 STOWAGE AND BRACING AS SPECIFIED IN THE  
 NOTES ON PAGE 2 MUST BE OBSERVED.