

APPROVED BY
MTMTS

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HAWK

MINIMUM REQUIREMENTS FOR THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF HIGH POWER ILLUMINATOR RADAR SET, AN/MPQ- 39 AND/OR AN/MPQ-46, TRAILER MOUNTED

REVISIONS				<small>DRAFTSMAN</small> S.L.O. <small>CHECKER</small> RS/2000	<small>PROJECT</small> JNW/1200 <small>DATE</small> 20/2000 <small>APPROVED BY</small> John Boyd, C.A. Baker
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				U. S. ARMY MATERIEL COMMAND MARCH 1972	
				<small>CLASS</small> 19	<small>DIVISION</small> 48
				<small>DRAWING</small> 7225	<small>FILE</small> GSE 18HA6

DO NOT SCALE

NOTES

GENERAL:

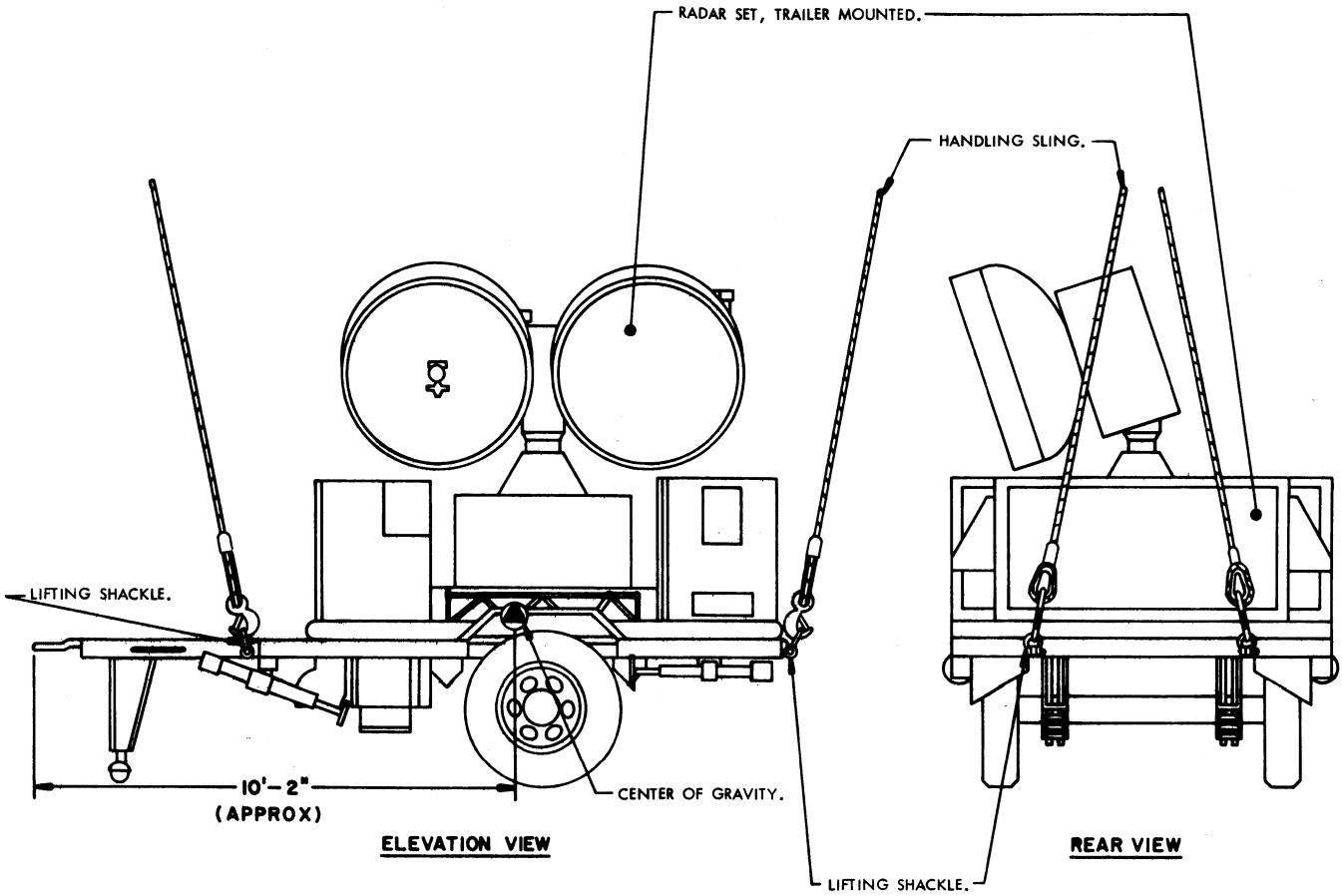
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13.
- B. THIS DRAWING DEPICTS MINIMUM PROCEDURES APPLICABLE TO THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF HIGH POWER ILLUMINATOR RADAR SET, AN/MPQ-39 AND/OR AN/MPQ-46, TRAILER MOUNTED, FOR THE HAWK MISSILE SYSTEM.
- C. THE RADAR TRAILER SHOWN HEREIN MAY BE STOWED IN THE SAME HOLD OR TWEEN DECK WITH OTHER TYPES OF CARGO.
- D. LADING DATA:
 - DIMENSIONS-----16'-2-3/4" LONG X 8'-0" WIDE X 10'-11-1/4" HIGH.
 - GROSS WEIGHT----- 9,130 LBS (APPROX).
 - CUBE-----1,420 CU. FT.

HANDLING:

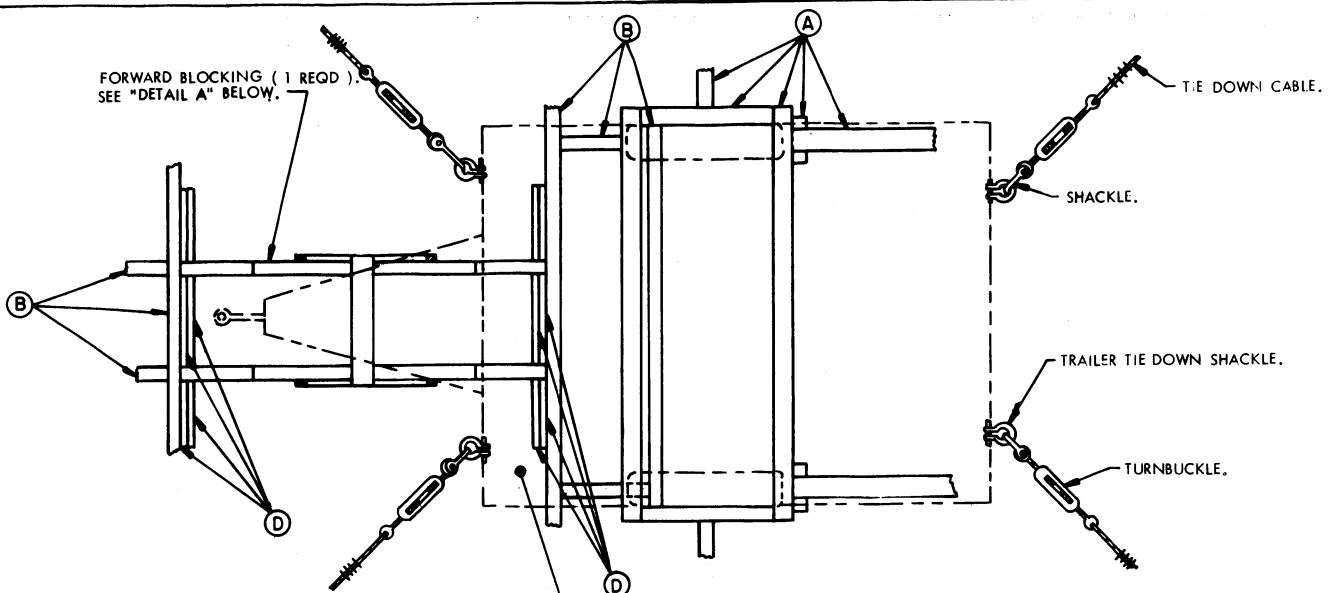
- A. PERTINENT PROVISIONS OF TITLE 46 CODE OF FEDERAL REGULATIONS APPLY.
- B. HANDLING OF THE RADAR TRAILER SHOULD BE ACCOMPLISHED BY USING THE LIFT POINTS DESIGNATED HEREIN.
- C. THE HANDLING SLING SHALL BE OF A DESIGN AND CONFIGURATION TO LIFT THE ITEM IN SUCH A MANNER THAT THE CABLE LEGS DO NOT COME IN CONTACT WITH OR APPLY PRESSURE AGAINST THE FRAMING, SUPERSTRUCTURE OR OTHER MEMBERS OF THE ITEM 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 THIS ITEM IS SHOWN TO ASSIST IN DETERMINING CABLE LENGTHS TO ASSURE A SAFE LIFT.

STOWAGE AND BRACING:

- A. WHEN STOWING THE RADAR 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 RADAR 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 RADAR 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.
- E. IN LIEU OF PROVIDING NEW FORWARD BLOCKING FOR STOWING THE TRAILER, THE FORWARD BLOCKING USED IN TRANSPORTING THE ITEM TO THE PORT BY RAIL OR TRUCK MAY BE REUSED IF AVAILABLE. THE REUSED ASSEMBLY SHALL BE MODIFIED AS REQUIRED TO REPLACE THE LATERAL DIAGONAL BRACES AND TO PERMIT INSTALLATION OF ADJACENT BRACING MEMBERS AS SPECIFIED ON PAGE 4. ANY BROKEN PIECES SHALL BE REPLACED AND THE ASSEMBLY RENAILED AS NECESSARY TO PROVIDE A RIGID SUPPORT.

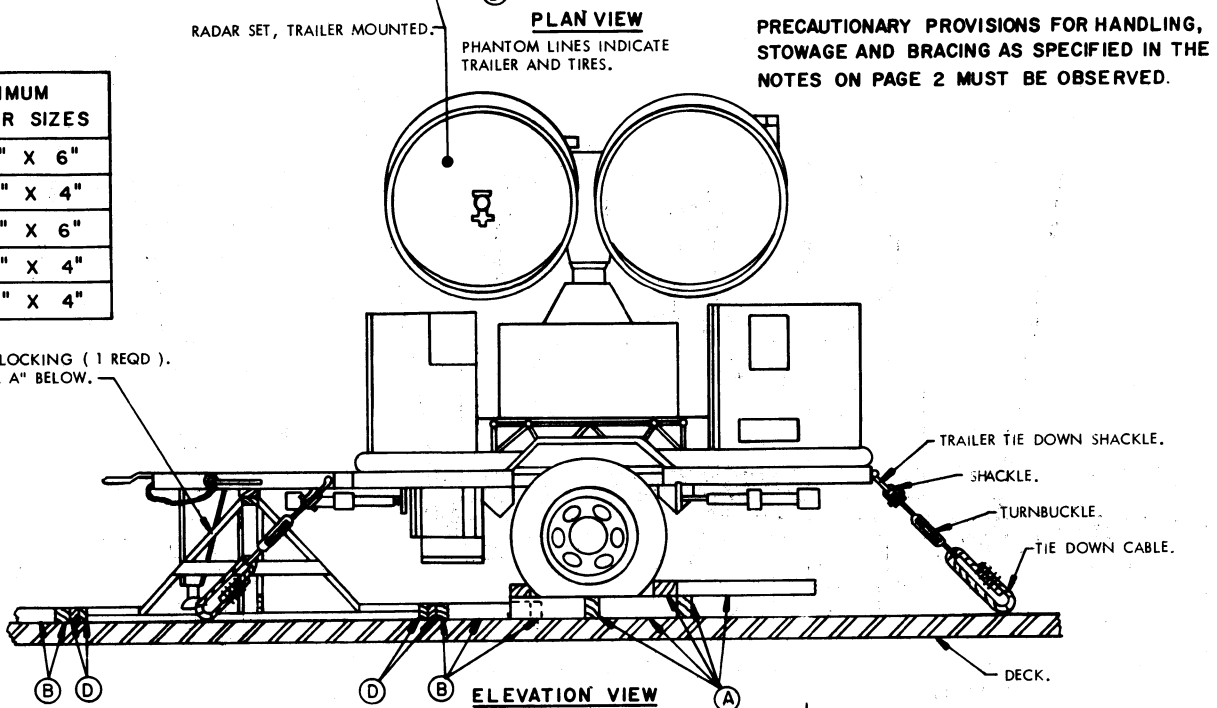


PRECAUTIONARY PROVISIONS FOR HANDLING,
STOWAGE AND BRACING AS SPECIFIED IN THE
NOTES ON PAGE 2 MUST BE OBSERVED.

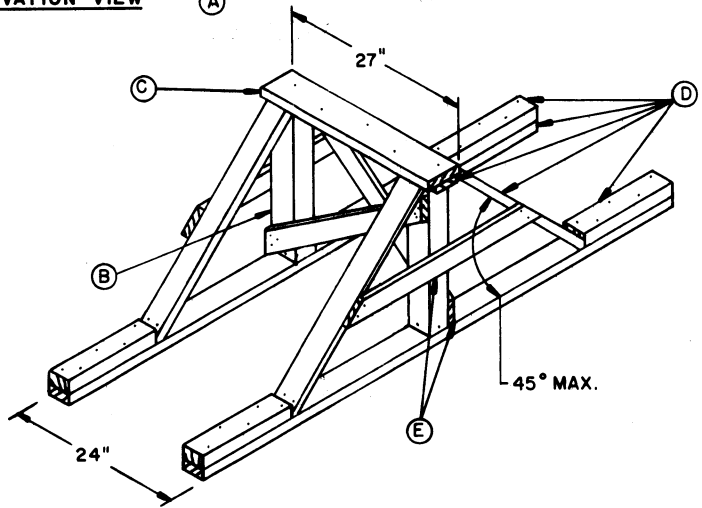
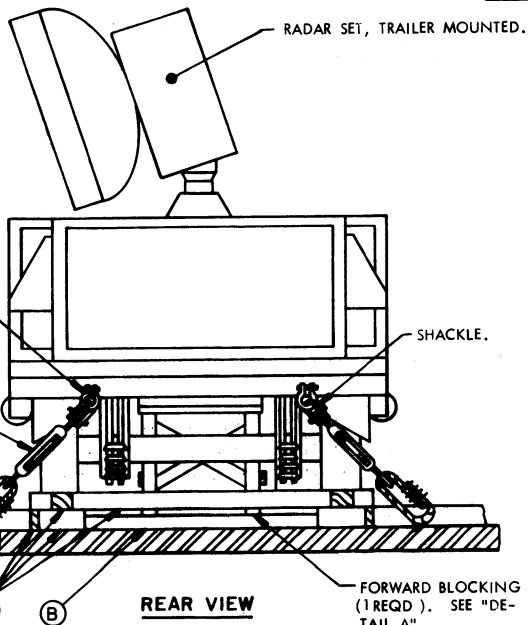


MINIMUM LUMBER SIZES	
(A)	4" X 6"
(B)	4" X 4"
(C)	2" X 6"
(D)	2" X 4"
(E)	1" X 4"

FORWARD BLOCKING (1 REQD.)
SEE "DETAIL A" BELOW.



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



THE OVERALL DIMENSIONS OF THE ABOVE ASSEMBLY ARE 7'-8" LONG X 27" WIDE X 28-1/2" HIGH.