

APPROVED BY
MTMTS

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LANCE

MINIMUM REQUIREMENTS FOR THE
HANDLING, STOWAGE, AND BRACING
ABOARD SHIPS OF SHELTER, ELECTRICAL
EQUIPMENT, MOUNTED ON A 1-1/4 TON
CARGO TRUCK, M715

REVISIONS				DRAFTSMAN	PROJ ENG	AMCPM-LC/CM	
				<i>R.B. Roe</i>	<i>JNW/Reur</i>	<i>CRJ/ADD</i>	
				CHECKER	LOG ENGRS OFFICE	AMSMI-EP	
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				U. S. ARMY MISSILE COMMAND			
				APPROVED BY ORDER OF COMMANDING GENERAL			
				U. S. ARMY MATERIEL COMMAND			
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				USAMC AMMO CENTER			
				U. S. ARMY MATERIEL COMMAND			
				SEPTEMBER 1972			
				CLASS	DIVISION	DRAWING	FILE
				19	48	7263	GSE 18LC7

DO NOT SCALE

NOTES

GENERAL:

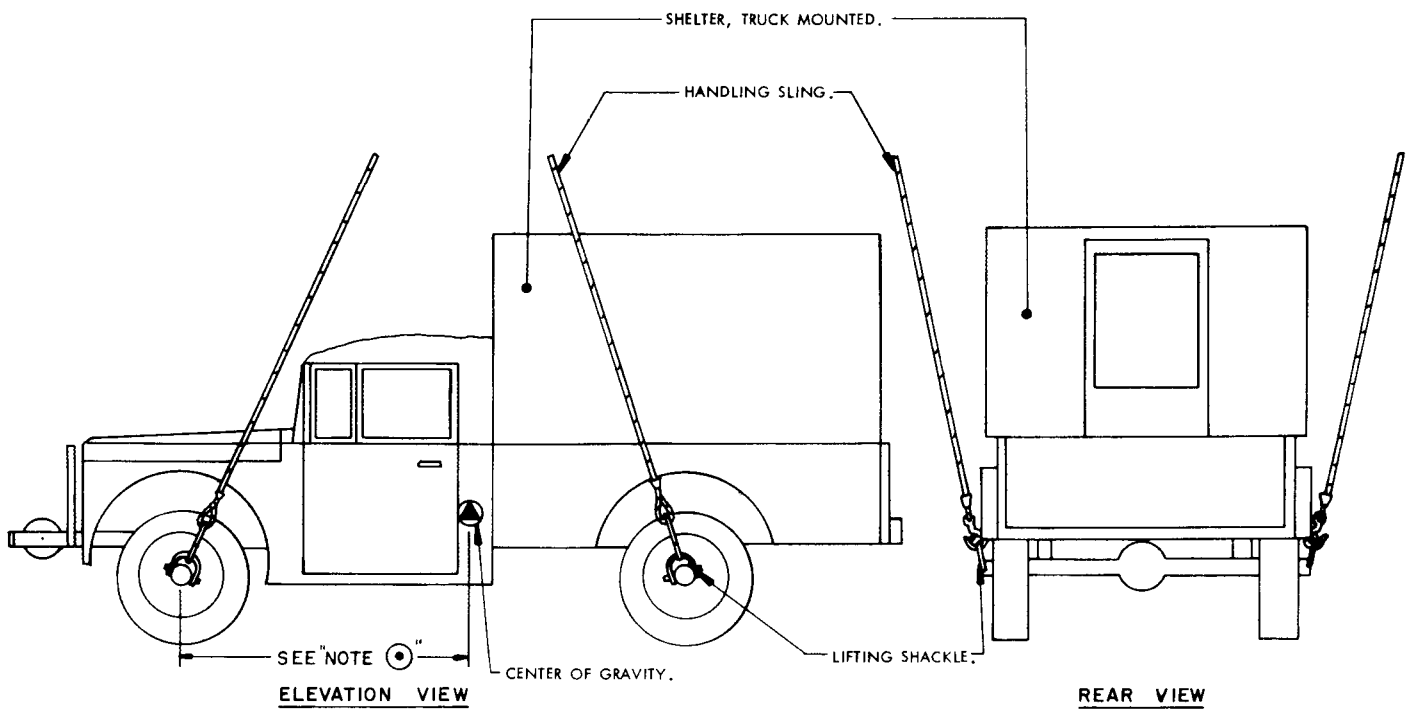
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13.
- B. THIS DRAWING DEPICTS MINIMUM PROCEDURES APPLICABLE TO THE HANDLING, STOWAGE AND BRACING ABOARD SHIPS OF THE SHELTER, ELECTRICAL EQUIPMENT, MOUNTED ON A 1-1/4 TON CARGO TRUCK, M715, FOR THE LANCE MISSILE SYSTEM.
- C. THE TRUCK MOUNTED SHELTER SHOWN HEREIN MAY BE STOWED IN THE SAME HOLD OR TWEEN DECK WITH OTHER TYPES OF CARGO. HOWEVER, IF THIS ITEM IS TO BE STOWED ADJACENT TO DANGEROUS ARTICLES, PERTINENT REQUIREMENTS OF COAST GUARD REGULATION NO. CG 108 MUST BE APPLIED.
- D. LADING DATA:
DIMENSIONS----- 18'-7" LONG X 6'-10" WIDE X 8'-7-1/2" HIGH.
GROSS WEIGHT----- 6,780 POUNDS (APPROX).
CUBE----- 1.095 CU. FT.

HANDLING:

- A. PERTINENT PROVISIONS OF TITLE 46 CODE OF FEDERAL REGULATIONS APPLY.
- B. HANDLING OF THE TRUCK SHOULD BE ACCOMPLISHED BY USING THE LIFT POINTS DESIGNATED HEREIN. IF SUITABLY SIZED SHACKLES ARE AVAILABLE, THE SHACKLES MAY BE INSTALLED INTO THE WHEEL HUB LUG EYE AS SHOWN. IF SHACKLES ARE NOT AVAILABLE, THE FRONT AND REAR TOW SHACKLES MAY BE REMOVED FROM THEIR NORMAL POSITION AND INSTALLED AS SHOWN.
- C. EACH LEG OF THE HANDLING SLING MUST BE SECURELY ATTACHED TO A LIFT POINT.
- D. 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.

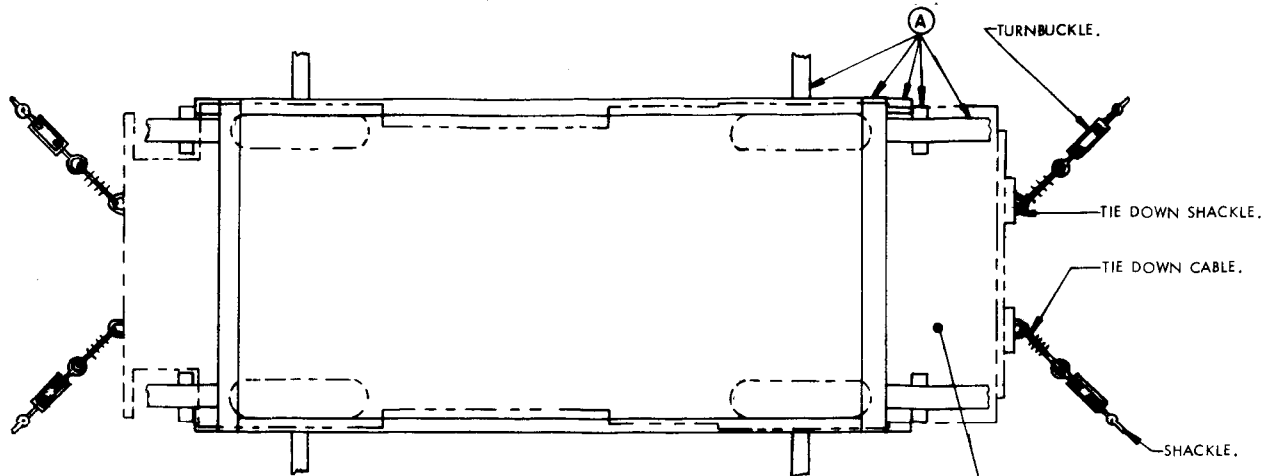
STOWAGE AND BRACING:

- A. WHEN STOWING THE TRUCK MOUNTED SHELTER WITHIN THE HOLD OR TWEEN DECK, BRACING BETWEEN VEHICLES OR BETWEEN THIS VEHICLE AND OTHER CARGO SHALL BE APPLIED ONLY AGAINST THE WHEELS OF THE VEHICLE. ALSO, OTHER CARGO ITEMS MUST NOT BE STACKED ON TOP OF OR BE BRACED AGAINST ANY OTHER PART OF THE VEHICLE 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 METHOD AND LUMBER SIZES DEPICTED IN THIS DRAWING ARE CONSIDERED MINIMUM AND ARE NOT INTENDED TO CONFLICT WITH CONTRACT REQUIREMENTS.
- C. THE TRUCK IS EQUIPPED WITH TIEDOWN DEVICES AS SHOWN HEREIN WHICH ARE SYMMETRICAL ABOUT THE LONGITUDINAL LINE OF CENTER. THE ITEM 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. CAUTION: TIE DOWN CABLES WILL NOT BE SECURED TO THE SHACKLES IN THE WHEEL HUB LUG EYE. IF THE FRONT AND REAR TOW SHACKLES WERE REMOVED FROM THEIR NORMAL POSITION FOR HANDLING OF THE TRUCK, THESE SHACKLES WILL BE REINSTALLED AT THEIR NORMAL POSITION AS SHOWN ON PAGE 4 PRIOR TO SECUREMENT OF THE TRUCK WITH TIE DOWN CABLES.

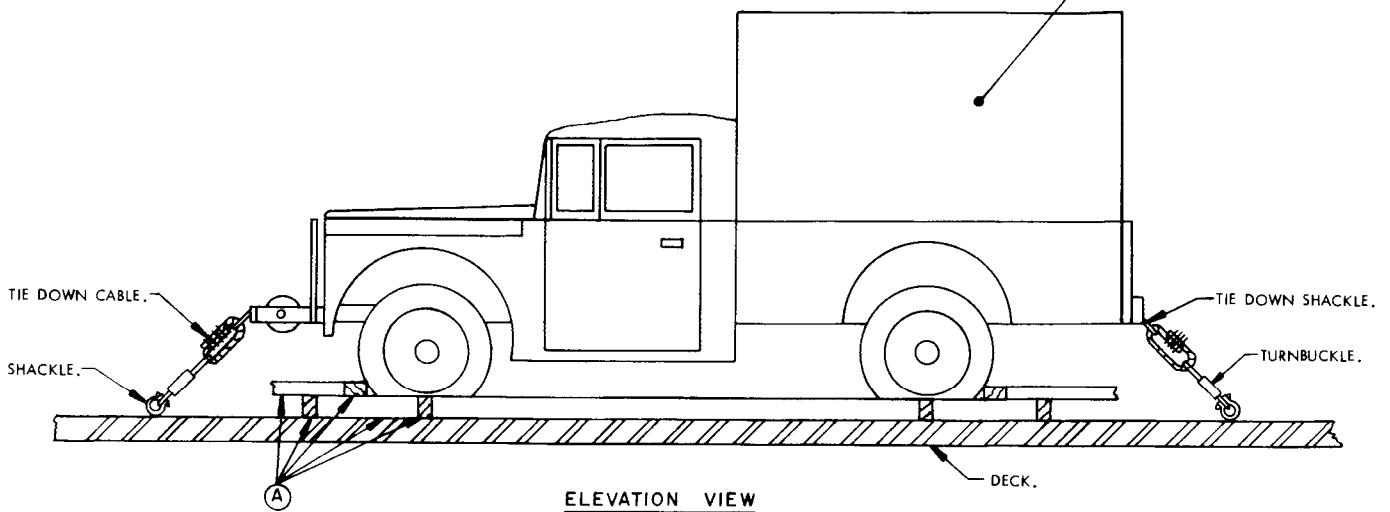


NOTE ①:
 68" (APPROX) W/WINCH.
 72" (APPROX) W/O WINCH.

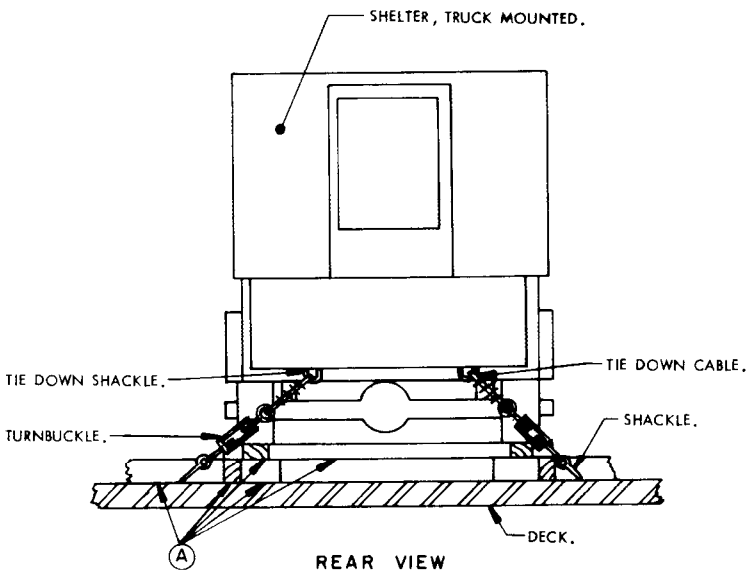
PRECAUTIONARY PROVISIONS FOR HANDLING,
 STOWAGE AND BRACING AS SPECIFIED IN THE
 NOTES ON PAGE 2 MUST BE OBSERVED.



PLAN VIEW
 PHANTOM LINES INDICATE
 TRUCK AND WHEELS.



ELEVATION VIEW



REAR VIEW

MINIMUM LUMBER SIZES	
(A)	4" X 6"

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 NOTES ON PAGE 2 MUST BE OBSERVED.