

# HAWK

## LOADING AND BRACING ON FLAT BED OR "LOW-BOY" TRAILER OF INFORMATION AND COORDINATION CENTRAL, AN/MSQ-95 (XO-1) AND PLATOON COMMAND POST, G. M., AN/MSW-9 AND/OR AN/MSW-11, TRAILER MOUNTED

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● FOR TRAILERS EQUIPPED WITH A PNEUMATIC (AIR RIDE) SUSPENSION SYSTEM, SEE THE "ADDITIONAL SPECIAL PROVISIONS" ON PAGE 6.

THIS DRAWING, INCLUDING REVISION 3, SUPERSEDES THE FOLLOWING DRAWINGS:  
19-48-7570-GSE 11HA49, DATED FEBRUARY 1973, AND ALL REVISIONS THERETO, THROUGH NO. 2, DATED FEBRUARY 1973;  
19-48-7542-GSE 11HA44, DATED 13 MARCH 1968, AND REVISION 1 THERETO, DATED NOVEMBER 1971.

**DO NOT SCALE**

REVISIONS		DRAFTSMAN	PROJ. ENG.
3	FEB 79	<i>W. J. Goguen</i>	<i>W. J. Goguen</i>
		CHECKER	LOC. ENG'G OFFICE
		<i>W. J. Goguen</i>	<i>W. J. Goguen</i>
		APPROVED, U.S. ARMY MISSILE MATERIEL READINESS COMMAND	
		<i>William J. Goguen</i>	
		APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL DEVELOPMENT AND READINESS COMMAND (DARCOM)	
		<i>John S. Bunnell</i>	
		U.S. ARMY DEFENSE AMMUNITION CENTER AND SCHOOL	
U.S. ARMY DARCOM DRAWING			
FEBRUARY 1979			
CLASS	DIVISION	DRAWING	FILE
19	48	7570	GSE 11HA49

**GENERAL NOTES**

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 740-13.
- B. THE LOAD AS SHOWN IS BASED ON A FLAT BED OR "LOW-BOY" TRAILER 8'-0" WIDE WITH A WOOD OR A WOOD AND METAL FLOOR. TRAILERS WITH ALL METAL FLOORS WILL NOT BE USED. ONLY ONE UNIT OF LADING IS SHOWN; HOWEVER, MULTIPLES OF UNITS, AS SHOWN OR DIS-SIMILAR IN NATURE, MAY BE LOADED ON A TRAILER. THE NUMBER OF UNITS TO BE LOADED ON A TRAILER WILL BE DEPENDENT ON THE SIZE OF THE TRAILER USED OR THE QUANTITIES OF UNITS TO BE SHIPPED WITH THE VIEW OF FULL UTILIZATION OF CARRIER EQUIPMENT. CAUTION: THE LOAD AS SHOWN MAY REQUIRE "CLEARANCE" CONSIDERATION BECAUSE OF EXCESSIVE LADING SIZE.
- C. ONLY TRAILERS CAPABLE OF SAFELY TRANSPORTING THE LADING TO DESTINATION WITHOUT DAMAGE WILL BE SELECTED. TRAILERS SELECTED MUST HAVE "SOUND" FLOORS WHICH PROVIDE NAIL RETENTION PRO-PERTIES EQUAL TO OR BETTER THAN SPECIFIED DUNNAGE LUMBER, AND A SUFFICIENT NUMBER OF TIE DOWN FACILITIES OF A STRENGTH EQUAL TO OR BETTER THAN SPECIFIED LADING TIE DOWN ASSEMBLIES.
- D. SHIPMENT GROSS WEIGHT, AXLE DISTRIBUTION OF LADING WEIGHT AND OVERALL DIMENSIONS MUST MEET STATE LAW REQUIREMENTS.

**E. LADING DATA:**

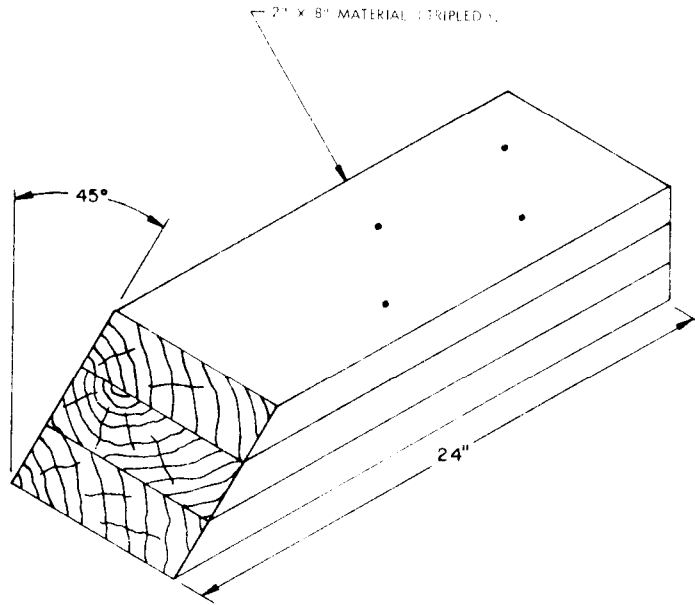
ITEM	WEIGHT (APPROX)	DIMENSIONS
INFORMATION AND COORDINATION CENTRAL AN/MSQ-95 (XO-1)	9,800 LBS	17'-9-1/8" L X 8'-0" W X 10'-11" H.
PLATOON COMMAND POST AN/MSW-9	9,800 LBS	17'-9-1/8" L X 8'-0" W X 10'-11" H.
PLATOON COMMAND POST AN/MSW-11	9,800 LBS	17'-9-1/8" L X 8'-0" W X 10'-11" H.

- F. REFER TO ORD DWG 19-48-C-ORDJU-588, "WIRE ROPE AND ANNEALED WIRE APPLICATION METHODS FOR SECURING LADING ON RAIL & MOTOR CARRIER EQUIP", FOR PROPER TIE DOWN APPLICATION, EXCEPT NUTS ON 3/8" CABLE CLIPS WILL BE TIGHTENED TO A TORQUE OF 35 TO 40 FOOT POUNDS. CAUTION: DURING WIRE ROPE INSTALLATION, AVOID CONTACT WITH ALL ELECTRICAL WIRING, VEHICLE CONTROLS AND OTHER APPURTENANCES. METAL FILLERS OR COMPARABLE CUSHIONING MATERIAL MUST BE USED BETWEEN TIE DOWN WIRES AND/OR CABLES AND ALL SHARP EDGES, AND ANTI-CHAFING MATERIAL MUST BE USED BETWEEN CONTACTING TIE DOWN WIRES AND LADING TIRES. ADDITIONALLY, LADING TIRES WILL BE INFLATED TO HIGHWAY OPERATING PRESSURE, AND ALL HAND BRAKES MUST BE "SET" WITH THE HAND LEVERS WIRE TIED OR BLOCKED.

- G. SEE "SPECIAL PROVISIONS" ON PAGE 5 AND ON PAGE 6 FOR SPECIFICATIONS WHICH MUST BE APPLIED IF CHAINS AND LOAD BINDERS ARE USED.
- H. WIRE ROPE CABLE MUST BE TENSIONED SUFFICIENTLY TO CAUSE SLIGHT VEHICLE BODY DEPRESSION. TENSIONING CAN BE ACCOMPLISHED BY EMPLOYING TWO (2) CABLE "GRIPPERS" AND AN APPLICABLE SIZED "COME-A-LONG" TYPE MECHANICAL HOIST.
- J. CAUTION: IT IS RECOMMENDED THAT CABLE TIE DOWNS BE INSTALLED TO APPROXIMATE ANGLE SHOWN; HOWEVER, IF PLACEMENT OF TRANSPORTER TIE DOWN FACILITIES PREVENTS THIS, CARE MUST BE EXERCISED TO ENSURE THAT CABLE TIE DOWNS ON THE SAME SIDE OF LADING ARE INSTALLED SO THEIR RETENTION FORCES ACT IN OPPOSITE LONGITUDINAL DIRECTIONS.

- K. DUNNAGE LUMBER SPECIFIED THROUGHOUT THIS PROCEDURAL DRAWING IS OF NOMINAL SIZE UNLESS OTHERWISE DIMENSIONED. FOR EXAMPLE, 2" X 4" MATERIAL IS ACTUALLY 1-1/2" THICK BY 3-1/2" WIDE.

- L. NOTICE: A STAGGERED NAILING PATTERN WILL BE USED WHEN DUNNAGE IS NAILED TO THE FLOOR OF THE TRANSPORTING VEHICLE, OR WHEN LAMINATING DUNNAGE. ADDITIONALLY, THE NAILING PATTERN FOR AN UPPER PIECE OF LAMINATED DUNNAGE WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL FOR THAT PIECE WILL NOT BE DRIVEN THROUGH ONTO OR RIGHT BESIDE A NAIL IN A LOWER PIECE.



**CHOCK BLOCK**

**MATERIAL SPECIFICATIONS**

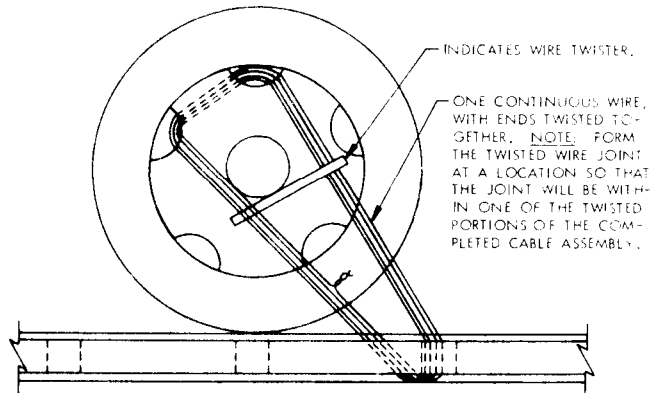
**LUMBER:** DOUGLAS FIR OR COMPARABLE LUMBER WITH STRAIGHT GRAIN AND FREE FROM MATERIAL DEFECTS. REF: FE SPEC MM-L-751.

**NAILS:** COMMON. REF: FED SPEC FF-N-105.

**WIRE:** ANNEALED, BLACK. REF: FED SPEC QQ-W-461.

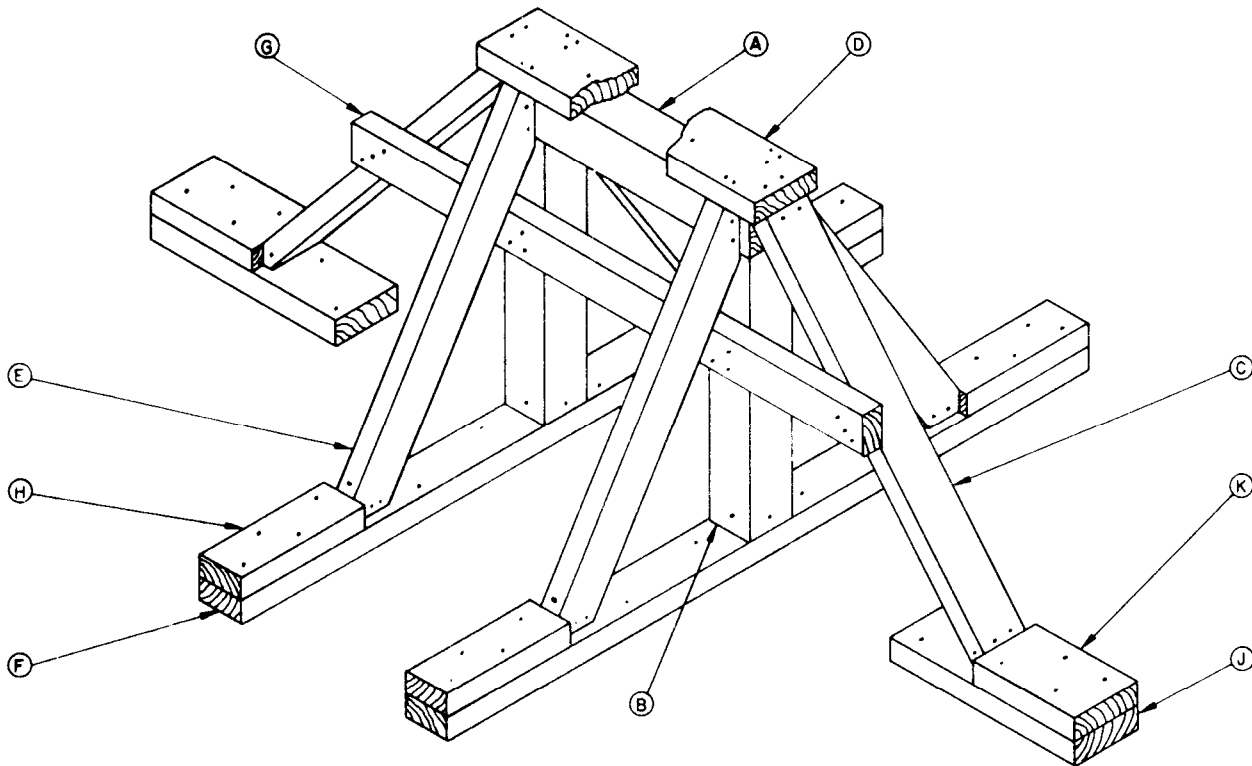
**ROPE:** STEEL WIRE, PLAIN, PREFORMED, REGULAR LAY, 6.56 TONS, 6 x 19, FLEXIBLE IWRC, MACWHYTE WIRE ROPE CO. (OR EQUAL). REF: FED SPEC RR-W-410.

**CLIP:** "U" BOLT, CROSBY, HEAVY DUTY (OR EQUAL). REF: FED SPEC FF-C-450, TYPE 1, CLASS 1.



**WHEEL SECUREMENT**

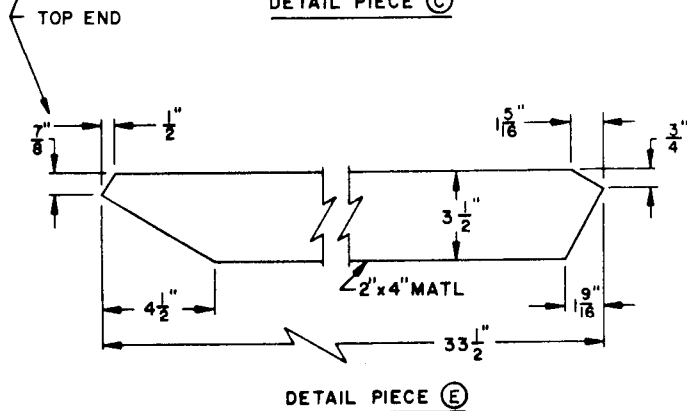
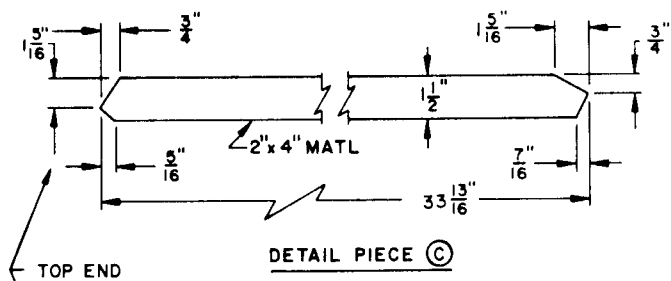
AN EIGHT (8) STRAND INSTALLATION OF NO. 8 GAGE BLACK ANNEALED WIRE IS SHOWN, PASSED THRU HOLES IN WHEEL AND TRAILER TIE DOWN FACILITY TO FORM A COMPLETE LOOP, AND READY TO BE TWISTED TAUT WITH A WIRE TWISTER.



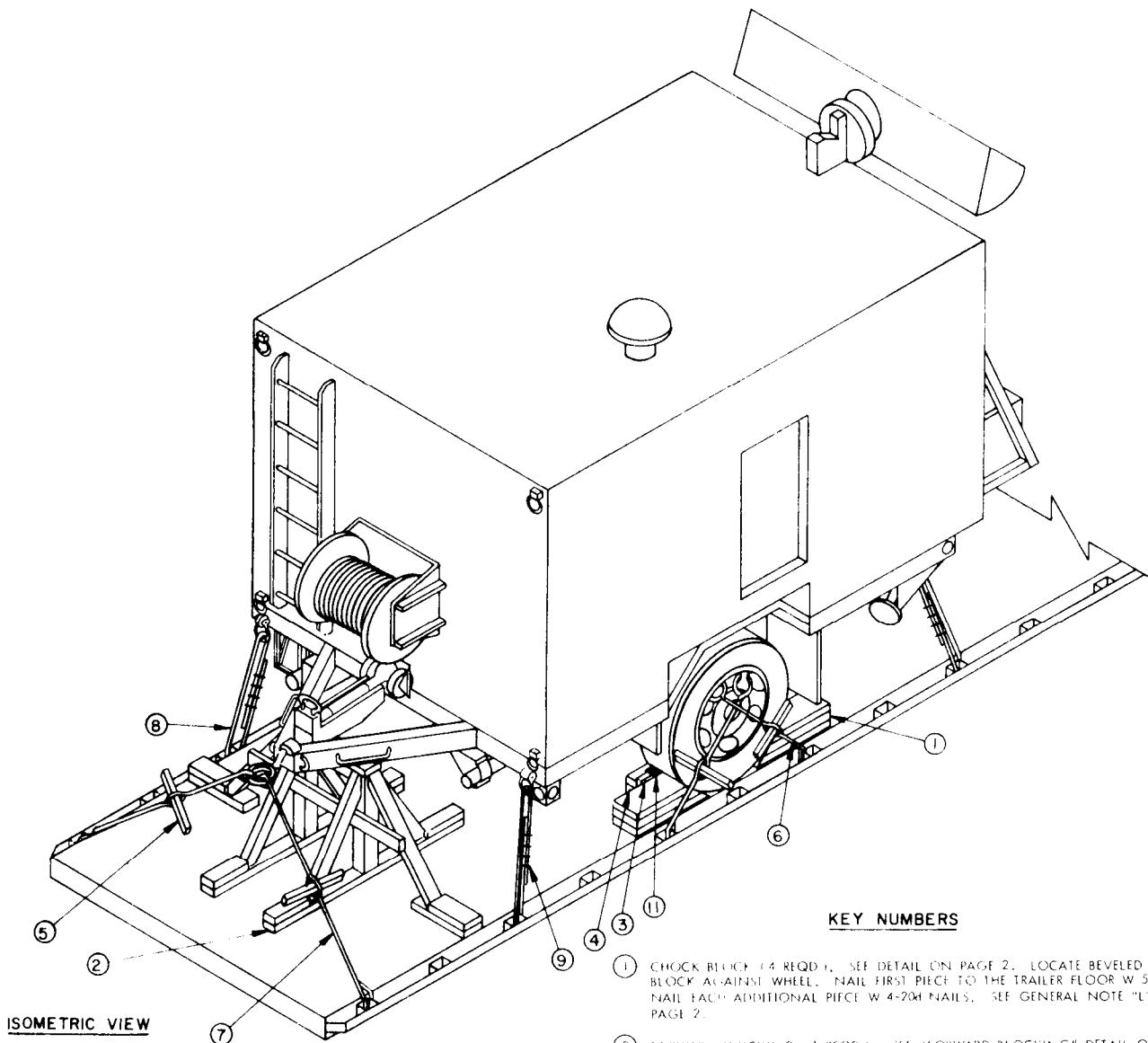
**FORWARD BLOCKING**

**KEY LETTERS**

- (A) 4" X 4" X 24" (1 REQD).
- (B) 4" X 4" X 25-1/2" (2 REQD). TOENAIL TO PIECES MARKED (A) AND (F) W/4-16d NAILS AT EACH END.
- (C) 2" X 4" X 33-13/16" (2 REQD). DOUBLE BEVEL EACH END. SEE "DETAIL PIECE (C)" FOR BEVEL CUTS REQUIRED. NAIL TO PIECE MARKED (A) W/2-16d NAILS AND TO PIECES MARKED (J) W/4-16d NAILS AFTER PARTIAL ASSEMBLY (PIECES MARKED (A) THRU (C)) HAS BEEN LOCATED ON TRAILER AND PIECE MARKED (J) HAS BEEN NAILED TO TRAILER FLOOR.
- (D) 2" X 6" X 27" (1 REQD). NAIL TO PIECE MARKED (A) W/5-12d NAILS AND TO PIECES MARKED (C) AND (E) W/2-12d NAILS EACH.
- (E) 2" X 4" X 33-1/2" (4 REQD). DOUBLE BEVEL EACH END. SEE "DETAIL PIECE (E)" FOR BEVEL CUTS REQUIRED. TOENAIL TO PIECES MARKED (A) AND (F) W/4-16d NAILS AT EACH END.
- (F) 2" X 4" X 61-1/4" (2 REQD). LOCATE PARTIAL ASSEMBLY (PIECES MARKED (A) THRU (C)) UNDER ITEM AND NAIL TO TRAILER FLOOR W/1-12d NAIL EVERY 8".
- (G) 2" X 4" X 42" (1 REQD). NAIL TO PIECES MARKED (B) AND (C) W/3-12d NAILS AT EACH JOINT.
- (H) 2" X 4" X 12" (4 REQD). POSITION AGAINST PIECE MARKED (E) AND NAIL TO PIECE MARKED (F) W/4-20d NAILS.
- (J) 2" X 6" X 18" (2 REQD). NAIL TO TRAILER FLOOR W/5-12d NAILS.
- (K) 2" X 6" X 12" (2 REQD). POSITION AGAINST PIECE MARKED (C) AND NAIL TO PIECE MARKED (J) W/4-20d NAILS.



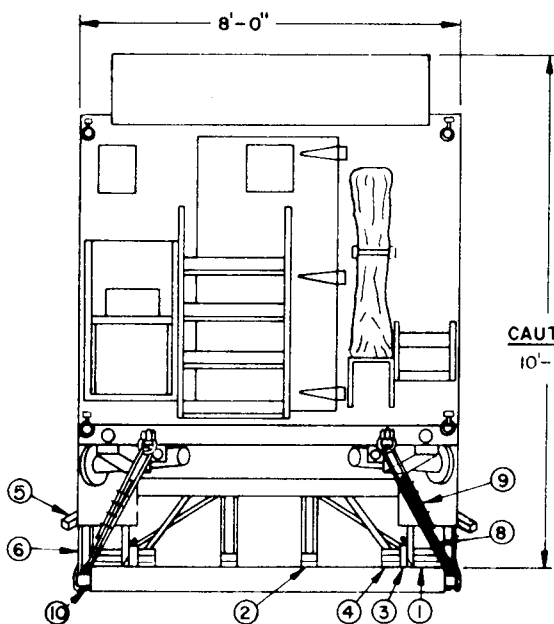
**DETAILS**



ISOMETRIC VIEW

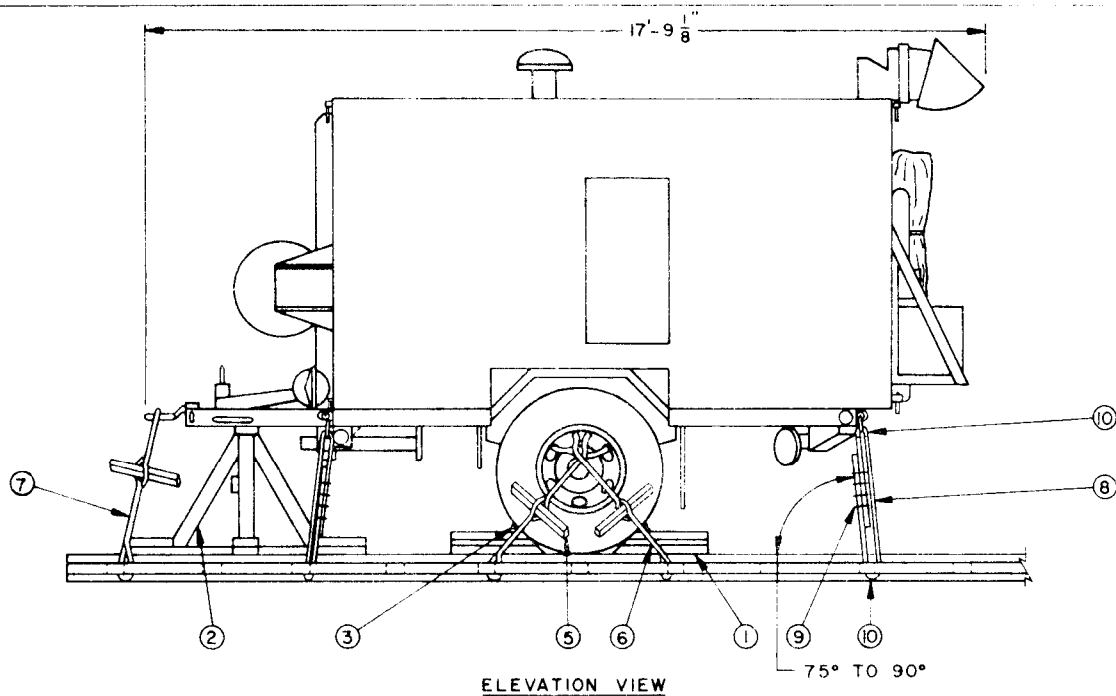
KEY NUMBERS

- 1 CHOCK BLOCK (4 REQD.). SEE DETAIL ON PAGE 2. LOCATE BEVELED END OF BLOCK AGAINST WHEEL. NAIL FIRST PIECE TO THE TRAILER FLOOR W/ 5-12d NAILS. NAIL EACH ADDITIONAL PIECE W/ 4-20d NAILS. SEE GENERAL NOTE "L" ON PAGE 2.
- 2 FORWARD BLOCKING (1 REQD.). SEE "FORWARD BLOCKING" DETAIL ON PAGE 2.
- 3 RUBBING STRIP, 2" X 6" X 36" (2 REQD.). POSITION ON EDGE AND NAIL TO LOWER PIECE MARKED (4) W/ 5-12d NAILS.
- 4 SIDE BLOCKING, 2" X 4" X 36" (TRIPLED) (2 REQD.). PRE-POSITION AND NAIL FIRST PIECE TO TRAILER FLOOR W/ 6-12d NAILS. NAIL EACH ADDITIONAL PIECE IN A LIKE MANNER.
- 5 WIRE TWISER, 2" X 2" BY A LENGTH TO SUIT (6 REQD.). SEE GENERAL NOTE "F" ON PAGE 2.
- 6 EIGHT (8) STRANDS OF NO. 8 GAGE BLACK ANNEALED WIRE (4 REQD.). PASS THRU HOLES IN WHEEL AND TRAILER TIEDOWN FACILITY TO FORM A COMPLETE LOOP. TWIST TAUT WITH PIECE MARKED (5). SEE GENERAL NOTE "F" ON PAGE 2, THE "WHEEL SECUREMENT" DETAIL ON PAGE 2, AND THE "SPECIAL PROVISIONS" ON PAGES 5 AND 6.
- 7 EIGHT (8) STRANDS OF NO. 8 GAGE BLACK ANNEALED WIRE (2 REQD.). PASS THRU LADING LUNETTE AND TRAILER TIEDOWN FACILITY TO FORM A COMPLETE LOOP. TWIST TAUT WITH PIECE MARKED (5). SEE GENERAL NOTE "F" ON PAGE 2, AND THE "SPECIAL PROVISIONS" ON PAGES 5 AND 6.
- 8 STEEL WIRE ROPE, 3/8" DIAMETER, 6.56 TONS (4 REQD.). INSTALL CABLE TO APPROXIMATE THE ANGLE SHOWN AND TO FORM A COMPLETE LOOP FROM TIEDOWN FACILITY ON TRAILER THRU LADING TIEDOWN DEVICE AND BACK TO TRAILER TIEDOWN FACILITY. SEE GENERAL NOTES "F", "H", AND "J" ON PAGE 2, SPECIAL NOTE 2 ON PAGE 5, AND THE "SPECIAL PROVISIONS" ON PAGES 5 AND 6.
- 9 CLIP, SIZE 3/8" (24 REQD.). FOUR (4) PER CABLE AND ONE (1) PER THIMBLE. SEE GENERAL NOTE "F" ON PAGE 2.
- 10 THIMBLE, STANDARD, SIZE 3/8" (8 REQD.). ONE (1) PER TRAILER TIEDOWN FACILITY AND ONE (1) PER LADING TIEDOWN DEVICE. SECURE TO WIRE ROPE MARKED (8) W/ 1-CLIP PER THIMBLE. SEE GENERAL NOTE "F" ON PAGE 2.
- 11 WATERPROOF PAPER OR BURLAP OF A SUFFICIENT SIZE TO POSITION UNDER AND EXTEND 2" ABOVE PIECE MARKED (3).



REAR VIEW

CAUTION  
10'-11"



**SPECIAL PROVISIONS:** (SEE CONDITION NO. 9 AT RIGHT)

LADING MAY BE SECURED BY CARRIER-OWNED CHAINS AND LOAD BINDERS IN LIEU OF SPECIFIED WIRE ROPE CABLE AND/OR STRANDED ANNEALED WIRE TIE DOWN DUNNAGE MATERIALS, PROVIDING THE FOLLOWING CONDITIONS ARE MET.

1. ONLY CHAINS AND LOAD BINDERS OF GOOD QUALITY SHOULD BE USED. CAUTION. EXTREME CARE MUST BE USED IN TENSIONING CHAINS TO PREVENT DAMAGE TO THE LADING OR DEFORMATION OF LADING TIE DOWN FACILITIES.
2. ONE (1) LINE OF 3/8" CHAIN, OR TWO (2) LINES OF 1/4" CHAIN, MAY BE SUBSTITUTED FOR EACH WIRE ROPE CABLE TIE DOWN MARKED ⑧. CHAINS SHALL BE INSTALLED AT THE SAME LOCATIONS SHOWN FOR WIRE ROPE CABLES AND IN THE SAME MANNER AS DIRECTED IN GENERAL NOTE "J" ON PAGE 2.
3. IN LIEU OF THE TWO STRANDED WIRE TIE DOWNS MARKED ⑦, TWO (2) LINES OF 1/4" CHAIN MAY BE SUBSTITUTED FOR SECURING THE LADING LUNETTE (ONE CHAIN LINE RUNNING TO EACH SIDE OF TRANSPORTER).
4. FOR WHEEL SECUREMENT, ONE (1) LINE OF 1/4" CHAIN MAY BE USED IN LIEU OF TWO (2) STRANDED WIRE TIE DOWNS MARKED ④. THE CHAIN SHALL BE INSTALLED TO EXTEND FROM A FORWARD TIE DOWN FACILITY AT THE SIDE OF THE TRANSPORTER, THRU AN UPPER LIGHTENING HOLE OF THE WHEEL, BACK THRU AN ADJACENT LIGHTENING HOLE AND THEN DOWN TO A REARWARD TIE DOWN FACILITY ON THE SAME SIDE OF THE TRANSPORTER.
5. IF DESIRED, CHAINS OF A LARGER SIZE THAN SPECIFIED ABOVE MAY BE USED.
6. BEFORE AND DURING INSTALLATION, THE CHAINS AND LOAD BINDERS SHALL BE INSPECTED FOR BENT HOOKS, STRETCH, GOUGES, BENT LINKS, WEAR AND ANY OTHER NOTICEABLE DEFECTS. ANY DEFICIENCY SHALL BE CAUSE FOR REJECTION OF A CHAIN OR LOAD BINDER. CHAINS MUST NOT BE TWISTED DURING INSTALLATION.
7. THE TENSIONING DEVICE OF EACH LOAD BINDER MUST BE SAFETY WIRE TIED TO PREVENT ACCIDENTAL OPENING OR LOOSENING IN TRANSIT.

(CONTINUED AT RIGHT)

**SPECIAL NOTES:**

1. THE ITEM MUST BE LOCATED ON THE TRAILER RELATIVE TO LOCATION OF STAKE POCKETS SO THAT WHEN PIECES MARKED ⑤ THROUGH ⑩ ARE APPLIED THEY WILL BE IN THE SAME GENERAL LOCATION RELATIVE TO THE ITEM AS SHOWN.
2. CABLE OF A LARGER SIZE MAY BE USED IF THE SPECIFIED CABLE IS NOT AVAILABLE.

(SPECIAL PROVISIONS CONTINUED)

8. ANTI-CHAFING MATERIAL MUST BE PLACED AND SECURED BETWEEN CHAINS AND LADING AT ALL POINTS OF CONTACT, EXCEPT AT DEFINITIVE TIE DOWN POINTS.
9. FOR TRAILERS EQUIPPED WITH A PNEUMATIC (AIR RIDE) SUSPENSION SYSTEM, SEE THE "ADDITIONAL SPECIAL PROVISIONS" ON PAGE 6, WHICH WILL APPLY.

BILL OF MATERIAL		
LUMBER	LINEAR FEET	BOARD FEET
2" X 2"	9	3
2" X 4"	53	36
2" X 6"	14	14
2" X 8"	22	30
4" X 4"	7	10
NAILS	NO. REQD	POUNDS
12d (3-1/4")	127	2-1/4
16d (3-1/2")	60	1-1/2
20d (4")	62	2-1/4
ROPE, STEEL WIRE, 3/8" DIA -----	48 FT REQD -----	12 LBS
CLIP, 3/8" -----	24 REQD -----	8 LBS
THIMBLE, STANDARD, 3/8" -----	8 REQD -----	2 LBS
WIRE, NO. 8 GAGE -----	260 FT REQD -----	24 LBS
WATERPROOF PAPER OR BURLAP -----	AS REQD -----	NIL

**LOAD AS SHOWN**

ITEM *	QUANTITY	WEIGHT (APPROX)
INFORMATION AND COORDINATION CENTRAL	-- 1	9,800 LBS
DUNNAGE	-----	285 LBS
<b>TOTAL WEIGHT</b>		<b>-----10,085 LBS</b>

\* SEE GENERAL NOTE "E" ON PAGE 2 FOR ITEMS COVERED.

ADDITIONAL SPECIAL PROVISIONS:

FOR TRAILERS EQUIPPED WITH A PNEUMATIC (AIR RIDE) SUSPENSION SYSTEM, THE LADING MAY BE SECURED BY CARRIER-OWNED CHAINS AND LOAD BINDERS IN ACCORDANCE WITH NOTES 1, 5, 6, 7 AND 8 OF THE "SPECIAL PROVISIONS" ON PAGE 5, AND THE FOLLOWING CONDITIONS, WHICH WILL BE MET INSTEAD OF THOSE CONDITIONS SPECIFIED BY NOTES 2, 3 AND 4 ON PAGE 5:

1. IN LIEU OF THE TWO (2) STRANDED WIRE TIE DOWNS MARKED ⑦ ON PAGE 4, ONE (1) LINE OF 1/4" CHAIN MAY BE SUBSTITUTED FOR SECURING THE LADING LUNETTE. WHEN THE CHAIN IS INSTALLED IT SHALL BE THREADED TO ENCIRCLE ONE SIDE OF THE LUNETTE RING. THE ENDS OF THE CHAIN WILL BE SECURELY FASTENED AT OPPOSITE SIDES OF THE TRANSPORTER.
2. FOR WHEEL AND LADING SECUREMENT ON ONE SIDE. IN LIEU OF THE TWO (2) STRANDED WIRE TIE DOWNS MARKED ⑥ ON PAGE 4 AND THE TWO (2) STEEL WIRE ROPE CABLES MARKED ⑧ ON PAGE 4, ONE (1) LINE OF 3/8" CHAIN MAY BE SUBSTITUTED. THE CHAIN MAY BE INSTALLED IN ONE OF THE FOLLOWING TWO WAYS. IT MAY RUN FROM A TRANSPORTER TIE DOWN FACILITY REAR OF THE LADING WHEEL, THRU A LIGHTENING HOLE WITHIN THE UPPER AND FORWARD PART OF THE LADING WHEEL, REARWARD AND BACK THRU AN ADJACENT LIGHTENING HOLE OF THE LADING WHEEL AND FORWARD AND DOWN TO A TRANSPORTER TIE DOWN FACILITY IN FRONT OF THE LADING WHEEL. TO PREVENT DAMAGE TO THE LIGHTENING HOLES AND WHEELS OF THE LADING, A CHAIN MAY BE INSTALLED FROM A REARWARD TIE DOWN FACILITY AT THE SIDE OF THE TRANSPORTER, PASSED BEHIND THE LADING WHEEL AND OVER THE LADING AXLE, AND DOWN TO A FORWARD TIE DOWN FACILITY ON THE SAME SIDE OF THE TRANSPORTER.

REVISIONS

REVISION NO. 2, DATED FEBRUARY 1973, CONSISTS OF:

1. CHANGES AS NECESSARY TO UPDATE GENERAL NOTES.
2. ADDING PLATOON COMMAND POST, G.M., AN/MSW-9 AND AN/MSW-11.

REVISION NO. 3, DATED FEBRUARY 1979, CONSISTS OF:

1. CHANGES AS NECESSARY TO UPDATE DRAWING FORMAT.
2. ADDITION OF "ADDITIONAL SPECIAL PROVISIONS" FOR THE USE OF CHAINS AND LOAD BINDERS.