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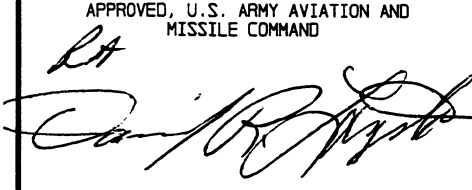
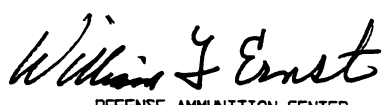
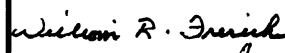

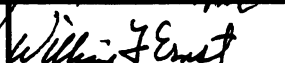
LOADING AND BRACING ON LOW-BOY TRAILER* OF THE MULTIPLE LAUNCH ROCKET SYSTEM ARMORED VEHICLE MULTIPLE ROCKET LAUNCHER

CAUTION:

LOAD AS SHOWN MAY REQUIRE CLEARANCE CONSIDERATION DUE TO EXCESSIVE LOADING SIZE.

* TRAILERS HAVING A MINIMUM WIDTH OF 10'-0" WITH OR WITHOUT LOAD-PLATFORMS SIDE EXTENSIONS, SHOULD BE USED.

U.S. ARMY MATERIEL COMMAND DRAWING

APPROVED, U.S. ARMY AVIATION AND MISSILE COMMAND 	ENGINEER	BASIC				DO NOT SCALE				
		REV.				WEBSITE: HTTP://WWW.DAC.ARMY.MIL				
	TECHNICIAN	BASIC	RALPH ARNOLD			FEBRUARY 1982				
		REV.	RALPH ARNOLD			REVISION NO. 2		MAY 1997		
APPROVED BY ORDER OF COMMANDING GENERAL, U.S. ARMY MATERIEL COMMAND 	DRAFTSMAN	BASIC	DEBBIE WHITMORE			SEE THE REVISION LISTING ON PAGE 2				
		REV.	SONJA WILSON			CLASS	DIVISION	DRAWING	FILE	
	TRANSPORTATION ENGINEERING DIVISION				19	48	7586	GSE 11RS1		
	VALIDATION ENGINEERING DIVISION									
	LOGISTICS ENGINEERING OFFICE									

GENERAL NOTES

(GENERAL NOTES CONTINUED)

- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AR 740-1.
- B. THE LOAD AS SHOWN IS BASED ON A "LOW-BOY" TRAILER 10'-0" WIDE WITH A WOOD OR A WOOD AND METAL FLOOR. TRAILERS WITH ALL METAL FLOORS WILL NOT BE USED. ONLY ONE ARMORED VEHICLE MULTIPLE ROCKET LAUNCHER CAN BE LOADED ON THE TRAILER. HOWEVER, OTHER ITEMS DISSIMILAR IN NATURE, MAY BE LOADED ON THE TRAILER, WITH THE VIEW OF FULL UTILIZATION OF CARRIER EQUIPMENT.
- 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 PROPERTIES EQUAL TO OR BETTER THAN THE SPECIFIED DUNNAGE LUMBER, AND A SUFFICIENT NUMBER OF TIEDOWN FACILITIES OF A STRENGTH EQUAL TO OR BETTER THAN SPECIFIED LADING TIEDOWN ASSEMBLIES.
- D. SHIPMENT GROSS WEIGHT, AXLE DISTRIBUTION OF THE LADING WEIGHT AND OVERALL DIMENSIONS MUST MEET STATE LAW REQUIREMENTS.
- E. LADING DATA:
DIMENSIONS -- 23'-9-1/4" LONG BY 9'-9" WIDE BY 8'-6" HIGH.
GROSS WEIGHT - 43,002 POUNDS (APPROX).
- F. REFER TO THE MILITARY TRAFFIC MANAGEMENT COMMAND, TRANSPORTATION ENGINEERING AGENCY PUBLICATION, TIEDOWN HANDBOOK FOR TRUCK MOVEMENTS" FOR PROPER TIEDOWN APPLICATION. NOTE: IF A TORQUE WRENCH IS NOT AVAILABLE FOR TIGHTENING CLIP NUTS, THE PROPER TORQUE FOR CLIP NUTS CAN BE ACHIEVED BY USING BOX AND/OR OPEN-END OR SOCKET WRENCHES THAT HAVE 12" LONG HANDLES. 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 TIEDOWN CABLES AND ALL SHARP EDGES.
- G. SEE THE "SPECIAL PROVISIONS FOR CHAIN TIEDOWN" ON PAGE 3 FOR SPECIFICATIONS WHICH MUST BE APPLIED IF CHAINS AND LOAD BINDERS ARE TO BE USED.
- H. CABLES WILL BE TENSIONED SUFFICIENTLY TO CAUSE SLIGHT VEHICLE BODY DEPRESSION. TENSIONING CAN BE ACCOMPLISHED BY EMPLOYING TWO CABLE GRIPPERS AND AN APPLICABLY SIZED COME-A-LONG TYPE MECHANICAL HOIST.
- J. CAUTION: IT IS RECOMMENDED THAT STEEL WIRE ROPE TIEDOWNS BE INSTALLED TO APPROXIMATE THE ANGLE SHOWN; HOWEVER, IF PLACEMENT OF TRANSPORTER TIEDOWN FACILITIES PREVENTS THIS, CARE MUST BE EXERCISED TO ENSURE THAT TIEDOWNS ON THE SAME SIDE OF THE LADING ARE INSTALLED SO THEIR RETENTION FORCES ACT IN OPPOSITE LONGITUDINAL DIRECTIONS.

- K. NOTICE: A STAGGERED NAILING PATTERN WILL BE USED WHEREVER POSSIBLE WHEN NAILS ARE DRIVEN INTO THE FLOOR OF THE TRANSPORTING VEHICLE OR WHEN LAMINATING DUNNAGE. THE NAILING PATTERN WILL BE ADJUSTED AS REQUIRED SO THAT A NAIL DOES NOT PENETRATE INTO OR NEAR A CRACK BETWEEN THE FLOOR BOARDS. 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.
- L. DUNNAGE LUMBER SPECIFIED THROUGHOUT THIS PROCEDURAL DRAWING IS OF NOMINAL SIZE UNLESS OTHERWISE DIMENSIONED. FOR EXAMPLE, 2" X 6" MATERIAL IS ACTUALLY 1-1/2" THICK BY 5-1/2" WIDE AND 2" X 8" MATERIAL IS ACTUALLY 1-1/2" THICK BY 7-1/4" WIDE.
- M. CONVERSION TO METRIC EQUIVALENTS: DIMENSIONS WITHIN THIS DOCUMENT ARE EXPRESSED IN INCHES AND WEIGHTS ARE EXPRESSED IN POUNDS. WHEN NECESSARY, THE METRIC EQUIVALENTS MAY BE COMPUTED ON THE BASIS OF ONE INCH EQUALS 25.4MM AND ONE POUND EQUALS 0.454KG.
- N. IF THE LADING ITEM IS TO BE LOADED ONTO OR OFF OF THE TRANSPORTING TRAILER BY OVERHEAD SLINGING, CARE MUST BE EXERCISED SO THAT THE ITEM IS NOT DAMAGED DURING THE HANDLING OPERATION BY THE USE OF IMPROPER EQUIPMENT. ONE RECOMMENDED PROCEDURE IS DELINEATED IN THE "PREFERRED SLINGING PROVISION" DETAIL ON PAGE 7.
- O. NOTICE: WHEN USING EITHER CHAIN TIEDOWN OR STEEL WIRE ROPE, IT MAY BE NECESSARY TO ATTACH SHACKLES TO THE TIEDOWN FITTINGS ON THE VEHICLE. SHACKLES SHOULD BE SIZE 7/8" OR LARGER. SEE THE "MATERIAL SPECIFICATIONS" ON THIS PAGE. MORE DISTANCE MAY BE REQUIRED BETWEEN THE DRILLED PADS AT THE OPEN END OF A SHACKLE SO THAT IT WILL FIT PROPERLY OVER THE THICKNESS OF THE TIEDOWN FITTINGS ON THE VEHICLE. TO PROVIDE THE NEEDED CLEARANCE, EQUAL AMOUNTS OF MATERIAL MAY BE REMOVED FROM THE SHACKLE PADS BY GRINDING OR MACHINING.

(CONTINUED AT RIGHT)

MATERIAL SPECIFICATIONS

- LUMBER - - - - - : FED SPEC MM-L-751; DOUGLAS FIR OR COMPARABLE LUMBER WITH STRAIGHT GRAIN AND FREE FROM MATERIAL DEFECTS.
- NAILS - - - - - : FED SPEC FF-N-105; COMMON.
- WIRE, CARBON STEEL -- : ASTM A853; ANNEALED AT FINISH, BLACK OXIDE FINISH, .0800" DIA, GRADE 1006 OR BETTER.
- ROPE - - - - - : FED SPEC RR-W-410; IMPROVED PLOW STEEL WIRE, PREFORMED, REGULAR LAY, 6 X 19, FLEXIBLE IWRC, MACWHYTE WIRE ROPE CO. (OR EQUAL).
- CLIP - - - - - : FED SPEC FF-C-450; TYPE I, CLASS 1, "U" BOLT, CROSBY, HEAVY DUTY (OR EQUAL).
- THIMBLE - - - - - : FED SPEC FF-T-276; TYPE II.
- SHACKLE - - - - - : FED SPEC RR-C-271; TYPE IV, CLASS 4.
- CHAIN - - - - - : NATIONAL ASSOCIATION OF CHAIN MANUFACTURER'S WELDED CHAIN SPECIFICATION ADOPTED NOVEMBER 1975.
- LOAD BINDER - - - - - : FED SPEC GGG-B-325.

REVISIONS

- REVISION NO. 1, DATED DECEMBER 1988, CONSISTS OF:
 - 1. CHANGING FROM A U.S. ARMY DARCOM DRAWING TO A U.S. AMC DRAWING.
 - 2. CHANGING THE SPECIAL PROVISIONS FOR CHAIN TIE DOWN.
 - 3. REMOVING CABLE TIEDOWNS FROM THE LADING LIFTING POINT AT FRONT OF VEHICLE, AND INCREASING CABLE SIZE TO 5/8".
 - 4. CHANGING NOMENCLATURE OF ITEM.
 - 5. ADDING BASIC ISSUE ITEM (BII) BOX ON FRONT OF ARMORED VEHICLE, AND CHANGING LENGTH AND WEIGHT.
- REVISION NO. 2, DATED MAY 1997, CONSISTS OF:
 - 1. PROVIDING THE OPTION OF OMITTING THE SIDE BLOCKING AND LATERAL BRACING, PIECES MARKED ① AND ②.
 - 2. CHANGING DATE OF DRAWING TO THE ORIGINAL DRAWING DATE.

(SPECIAL PROVISIONS CONTINUED)

- 10. LOAD BINDER SIZE SHALL BE COMPATIBLE WITH THE SIZE OF THE CHAIN BEING USED AND SHALL HAVE A MINIMUM BREAKING STRENGTH OF 16,200 POUNDS (WORKING LOAD LIMIT OF 5,400 POUNDS). OVER-CENTER TYPE LOAD BINDERS SHALL BE SAFETY WIRED TO PREVENT ACCIDENTAL OPENING DURING TRANSPORT.
- 11. CONNECTING LINKS USED FOR CHAIN REPAIR MUST BE CORRECTLY MARKED AND BE EQUAL TO OR GREATER IN STRENGTH THAN THE CHAIN THEY ARE REPAIRING. CHAINS WITH UNMARKED CONNECTING LINKS SHALL NOT BE USED.
- 12. THE TRANSPORTING VEHICLE OPERATOR SHOULD BE INSTRUCTED TO PERIODICALLY INSPECT THE TIEDOWN CHAINS AND LOAD BINDERS DURING TRANSIT AND RE-TIGHTEN, IF NECESSARY, TO ENSURE LOAD INTEGRITY.

CHART 1				
APPROVED CHAIN FOR EQUIPMENT TIE DOWN				
CHAIN TYPE	GRADE	SIZE	BREAKING STRENGTH	COMMON MARKINGS
HIGH TEST	43	1/4"	7,750 LBS	H:4:43:430: OR HT
HIGH TEST	43	5/16"	11,600 LBS	H:4:43:430: OR HT
HIGH TEST	43	3/8"	16,200 LBS	H:4:43:430: OR HT
BINDING	70	1/4"	12,600 LBS	7:70: OR 700
BINDING	70	5/16"	18,800 LBS	7:70: OR 700
BINDING	70	3/8"	26,400 LBS	7:70: OR 700
ALLOY STEEL	80	7/32"	8,700 LBS	8:80: OR 800
ALLOY STEEL	80	9/32"	14,400 LBS	8:80: OR 800
ALLOY STEEL	80	5/16"	17,800 LBS	8:80: OR 800
ALLOY STEEL	80	3/8"	25,600 LBS	8:80: OR 800

CHART 2				
CHAIN QUANTITIES FOR EQUIPMENT TIE DOWN				
CHAIN TYPE	GRADE	SIZE	CHAIN QUANTITY	
			EACH SIDE	TOTAL
HIGH TEST	43	1/4"	6	12
HIGH TEST	43	5/16"	4	8
HIGH TEST	43	3/8"	4	8
BINDING	70	1/4"	4	8
BINDING	70	5/16"	4	8
BINDING	70	3/8"	2	4
ALLOY STEEL	80	7/32"	6	12
ALLOY STEEL	80	9/32"	4	8
ALLOY STEEL	80	5/16"	4	8
ALLOY STEEL	80	3/8"	2	4

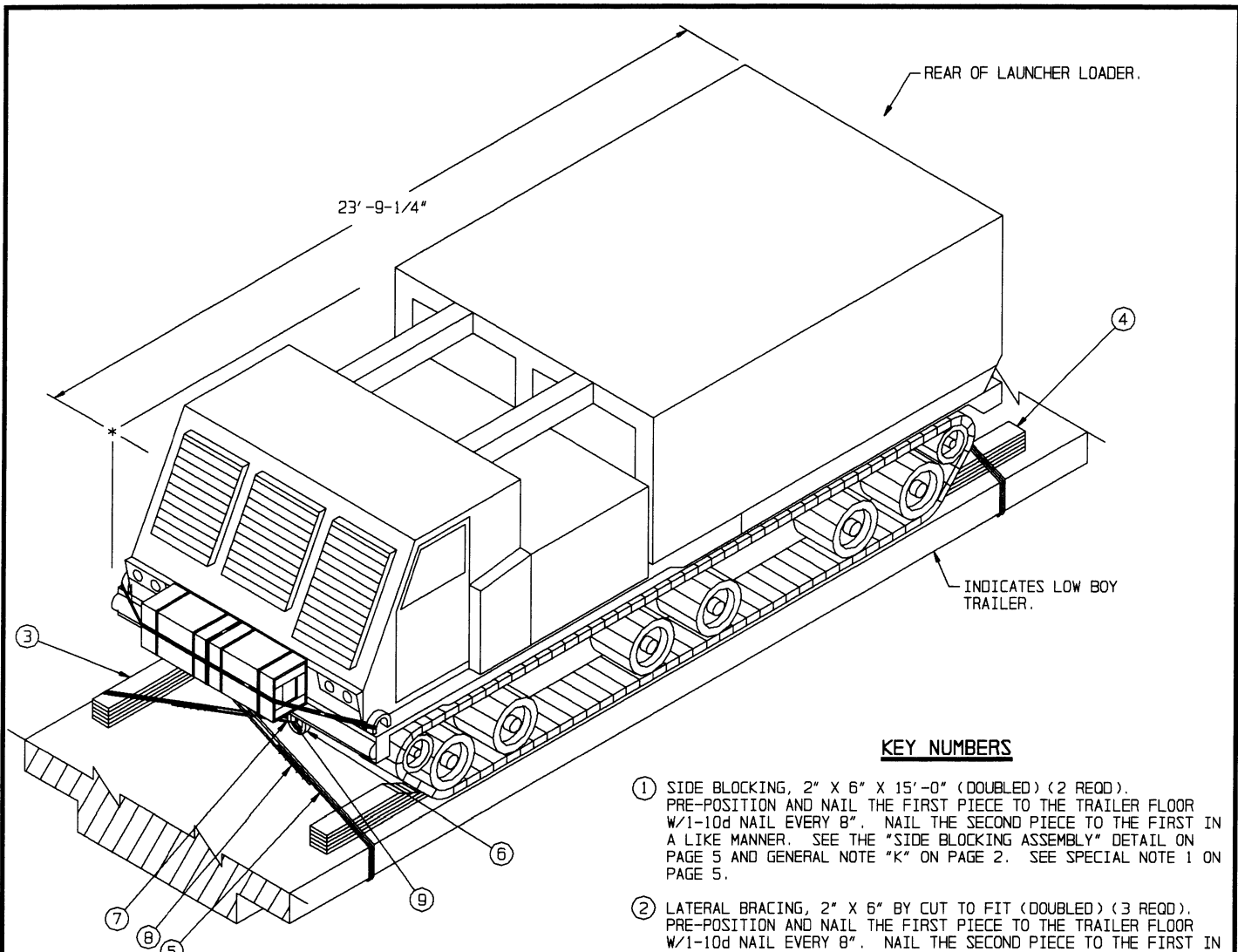
NOTE: A CHAIN IS NORMALLY MARKED WITH ONLY ONE TYPE OF STRENGTH MARKING; I.E., A CHAIN MAY BE MARKED 70 OR MAY BE MARKED 700 OR MAY BE MARKED 700. THE CHAIN NEED NOT AND MOST LIKELY WILL NOT HAVE A COMBINATION OF STRENGTH MARKINGS.

SPECIAL PROVISIONS FOR CHAIN TIE DOWN

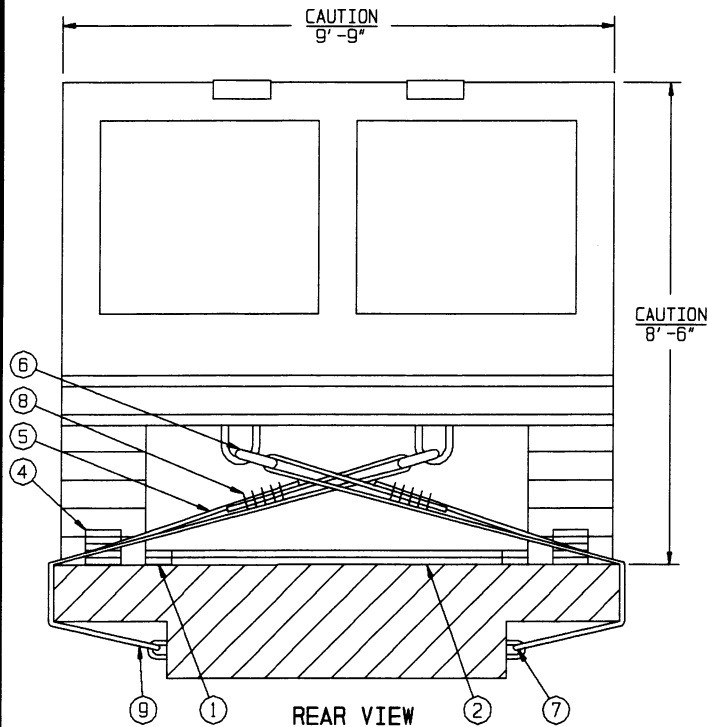
LADING MAY BE SECURED TO THE "LOW-BOY" TRAILER BY CARRIED-OWNED CHAINS AND LOAD BINDERS IN LIEU OF THE SPECIFIED WIRE ROPE CABLE TIE DOWNS, PROVIDING THE FOLLOWING CONDITIONS ARE MET:

- 1. ONLY CHAINS AND LOAD BINDERS OF GOOD QUALITY WILL BE USED. ALL CHAINS AND LOAD BINDERS SHALL CONFORM TO THE NATIONAL ASSOCIATION OF CHAIN MANUFACTURER'S WELDED CHAIN SPECIFICATION ADOPTED NOVEMBER 1975.
- 2. SIDE BLOCKING AND LATERAL BRACING, PIECES MARKED ① AND ② IN THE LOAD ON PAGE 4, WILL BE USED FOR LATERAL RESTRAINT, UNLESS RELIEVED BY SPECIAL NOTE 1 ON PAGE 5.
- 3. ALL CHAINS SHALL BE MARKED AS PRESCRIBED BY THE NATIONAL ASSOCIATION OF CHAIN MANUFACTURER'S WELDED CHAIN SPECIFICATION ADOPTED NOVEMBER 1975. AT LEAST ONE LINK IN EVERY 36 LINKS SHALL CARRY THE MANUFACTURER'S PERMANENT AND DISTINCTIVE MARK IDENTIFYING THE GRADE OF CHAIN. CHAINS NOT MARKED IN THIS MANNER SHALL NOT BE USED. IN ADDITION TO THE GRADE MARKING, THE CHAIN MAY ALSO CARRY LETTER MARKINGS OR SYMBOLS IDENTIFYING THE CHAIN MANUFACTURER. THE PRESENCE OF THE MANUFACTURER'S IDENTIFYING MARKING IS NOT MANDATORY. SEE "CHART 1" FOR COMMON CHAIN GRADE MARKINGS.
- 4. BEFORE AND DURING INSTALLATION, THE CHAINS AND LOAD BINDERS SHALL BE INSPECTED FOR BENT HOOKS, STRETCH, GOUGES, BENT LINKS, WEAR, OR ANY OTHER NOTICEABLE DEFECTS. ANY DEFICIENCY SHALL BE CAUSE FOR REJECTION OF A CHAIN OR LOAD BINDER. CHAINS MUST NOT BE TWISTED DURING INSTALLATION. CAUTION: CARE MUST BE EXERCISED WHEN TENSIONING CHAINS TO PREVENT DAMAGE OR PERMANENT DEFORMATION TO THE LADING OR TIEDOWN PROVISIONS.
- 5. ANTI-CHAFING MATERIAL MUST BE PLACED AND SECURED BETWEEN CHAINS AND LADING AT ALL POINTS OF CONTACT, EXCEPT AT DEFINITIVE TIE-DOWN POINTS.
- 6. CHAIN SIZES, GRADES, AND QUANTITIES APPROVED FOR USE IN LIEU OF WIRE ROPE CABLE ARE CONTAINED WITHIN "CHART 2".
- 7. WHENEVER POSSIBLE, CHAINS SHALL BE INSTALLED USING THE SAME TIEDOWN FACILITY ON THE LADING AS SHOWN FOR THE WIRE ROPE CABLES. IF 4 OR 6 CHAINS ARE REQUIRED ON EACH SIDE, SOME CHAINS SHOULD BE CROSSED AS SHOWN FOR THE CABLE IN THE LOAD ON PAGE 4 AND SOME SHOULD BE INSTALLED VERTICALLY. HOWEVER, IF ONLY 2 CHAINS ARE REQUIRED ON EACH SIDE, IN LIEU OF CROSSING THE CHAINS AS IS SHOWN FOR THE CABLE, CHAINS SHOULD BE ATTACHED TO A TIEDOWN FACILITY ON THE SAME SIDE OF THE TRAILER AS IS USED FOR ATTACHMENT TO THE LADING. CHAINS AND LOAD BINDERS SHOULD BE POSITIONED VERTICALLY SO THAT THEY APPEAR AS NEAR PERPENDICULAR AS POSSIBLE TO THE TRAILER BED WHEN VIEWED FROM THE SIDE OF THE TRAILER.
- 8. CHAIN AND FITTINGS OF A HIGHER GRADE (SAME SIZES) OR A LARGER SIZE (SAME GRADE) AS CONTAINED IN THE CHARTS ON THIS PAGE MAY BE SUBSTITUTED FOR THOSE SPECIFIED IN THE CHARTS.
- 9. THE GRABHOOKS ON THE ENDS OF THE CHAIN MAY BE OF THE FOLLOWING TYPES WITH GRADE MARKINGS AS INDICATED.
 - A. CLEVIS GRABHOOKS, 3/8" SIZE, DO NOT REQUIRE GRADE MARKINGS. ALLOY GRABHOOKS, 5/16" SIZE SHALL CARRY THE MANUFACTURER'S GRADE MARK OF 7, 70, OR 700. THE HOOKS SHALL BE USED ON THE APPROPRIATE SIZE CHAIN.
 - B. CLOSED EYE GRABHOOKS, 3/8" AND 5/16" SIZE, MAY BE USED ON THE APPROPRIATE SIZE CHAIN IF THEY ARE A PART OF A CHAIN ASSEMBLY WHICH WAS PROVIDED BY A CHAIN MANUFACTURER, AND THE CHAIN ASSEMBLY CARRIES THE CORRECT GRADE IDENTIFICATION MARKING AS PREVIOUSLY STATED. CLOSED EYE GRABHOOKS THAT FORM A PART OF THE CHAIN ASSEMBLY ARE EXEMPT FROM GRADE MARKINGS.

(CONTINUED AT LEFT)



ISOMETRIC VIEW



REAR VIEW

KEY NUMBERS

- ① SIDE BLOCKING, 2" X 6" X 15'-0" (DOUBLED) (2 REQD). PRE-POSITION AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/1-10d NAIL EVERY 8". NAIL THE SECOND PIECE TO THE FIRST IN A LIKE MANNER. SEE THE "SIDE BLOCKING ASSEMBLY" DETAIL ON PAGE 5 AND GENERAL NOTE "K" ON PAGE 2. SEE SPECIAL NOTE 1 ON PAGE 5.
- ② LATERAL BRACING, 2" X 6" BY CUT TO FIT (DOUBLED) (3 REQD). PRE-POSITION AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/1-10d NAIL EVERY 8". NAIL THE SECOND PIECE TO THE FIRST IN A LIKE MANNER. SEE THE "SIDE BLOCKING ASSEMBLY" DETAIL ON PAGE 5.
- ③ FRONT CHOCK BLOCK (2 REQD). SEE THE DETAIL ON PAGE 6. LOCATE THE BEVELED END AGAINST THE VEHICLE TRACK AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL EACH ADDITIONAL PIECE W/4-20d NAILS. SEE THE "ALTERNATIVE CHOCK BLOCK" DETAIL ON PAGE 6.
- ④ REAR CHOCK BLOCK (2 REQD). SEE THE DETAIL ON PAGE 6. LOCATE THE BEVELED END AGAINST THE VEHICLE TRACK AND NAIL THE FIRST PIECE TO THE TRAILER FLOOR W/4-10d NAILS. NAIL EACH ADDITIONAL PIECE W/4-20d NAILS.
- ⑤ STEEL WIRE ROPE, 5/8" DIAMETER, 17.9 TONS (4 REQD). INSTALL CABLE TO APPROXIMATE THE ANGLES SHOWN AND TO FORM A COMPLETE LOOP FROM THE TIEDOWN FACILITY ON THE TRAILER, THROUGH A TIEDOWN POINT ON THE SELF-PROPELLED LAUNCHER AND BACK TO THE TRAILER TIEDOWN FACILITY. SEE GENERAL NOTES "F", "H", AND "J" ON PAGE 2 AND THE "CABLE JOINT" DETAIL ON PAGE 6. NOTE: CABLE OF A LARGER SIZE MAY BE USED IF THE SPECIFIED CABLE IS NOT AVAILABLE. SEE THE "SPECIAL PROVISIONS FOR CHAIN TIE DOWN" ON PAGE 3.
- ⑥ SHACKLE, SIZE 7/8" (4 REQD). INSTALL AS SHOWN, ONE EACH AT TWO FRONT AND TWO REAR TIE-DOWN POINTS ON VEHICLE, IF VEHICLE IS NOT ALREADY EQUIPPED. SEE GENERAL NOTE "O" ON PAGE 2.
- ⑦ THIMBLE, STANDARD, SIZE 5/8" (8 REQD). USE WITH PIECE MARKED ⑤, ONE PER EACH TIEDOWN FACILITY ON THE TRAILER AND ONE PER EACH LADING TIEDOWN DEVICE. SECURE TO CABLE WITH PIECE MARKED ⑧. NOTE THAT AN "OPEN PATTERN" THIMBLE IS RECOMMENDED.
- ⑧ CLIP, WIRE ROPE, SIZE 5/8" (20 REQD). USE FIVE PER CABLE JOINT. SEE THE "CABLE JOINT" DETAIL ON PAGE 6.
- ⑨ CLIP, WIRE ROPE, SIZE 3/4" (8 REQD). USE TO SECURE A THIMBLE, PIECE MARKED ⑦, TO THE WIRE ROPE. ALT: NO. 14 GAGE WIRE MAY BE USED IN LIEU OF A CLIP FOR SECUREMENT OF THE THIMBLE TO THE WIRE ROPE.

SPECIAL NOTE:

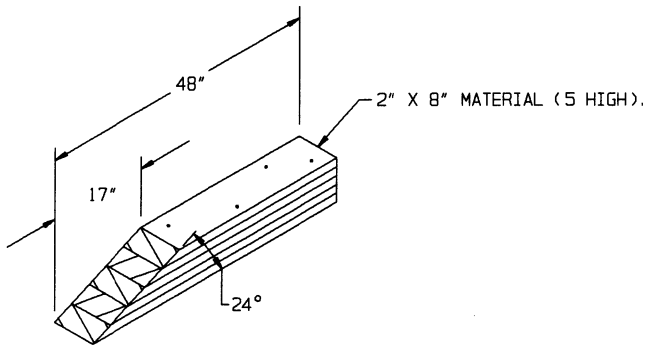
1. THE SIDE BLOCKING AND LATERAL BRACING, PIECES MARKED ① AND ②, MAY BE OMITTED IF THE TRAILER TO BE LOADED IS EQUIPPED WITH OUTRIGGERS AND WITH 2" X 8" (MINIMUM) X 16'-0" PLANKING. PIECES MARKED ① AND ② MUST BE USED ON 8'-0" WIDE TRAILERS.

BILL OF MATERIAL

LUMBER	LINEAR FEET	BOARD FEET
2" X 6"	91	91
2" X 8"	68	91
NAILS	NO. REQD	POUNDS
10d (3")	156	2-1/2
20d (4")	64	2-1/2
ROPE, STEEL WIRE, 5/8"	120' REQD	83 LBS
CLIP, 5/8"	20 REQD	13 LBS
CLIP, 3/4"	8 REQD	12 LBS
SHACKLE, 7/8"	4 REQD	16 LBS
THIMBLE, STANDARD	8 REQD	3 LBS

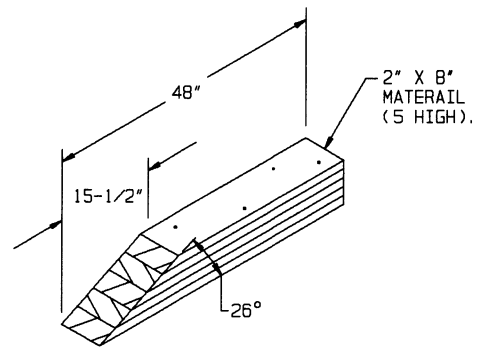
LOAD AS SHOWN

<u>ITEM</u>	<u>QUANTITY</u>	<u>WEIGHT (APPROX)</u>
ARMORED VEHICLE, MULTIPLE ROCKET LAUNCHER	-----	43,002 LBS
DUNNAGE	-----	496 LBS
<hr/>		
TOTAL WEIGHT	-----	43,498 LBS (APPROX)



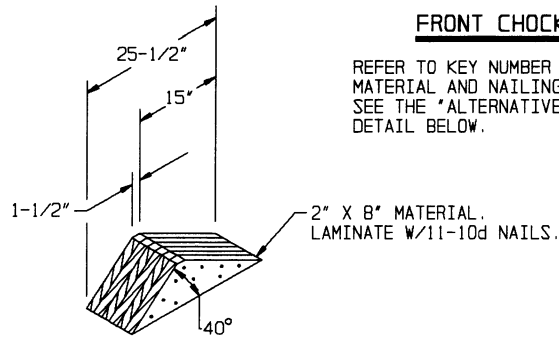
REAR CHOCK BLOCK

REFER TO KEY NUMBER ④ ON PAGE 4 FOR MATERIAL AND NAILING SPECIFICATIONS. SEE THE "ALTERNATIVE CHOCK BLOCK" DETAIL BELOW.



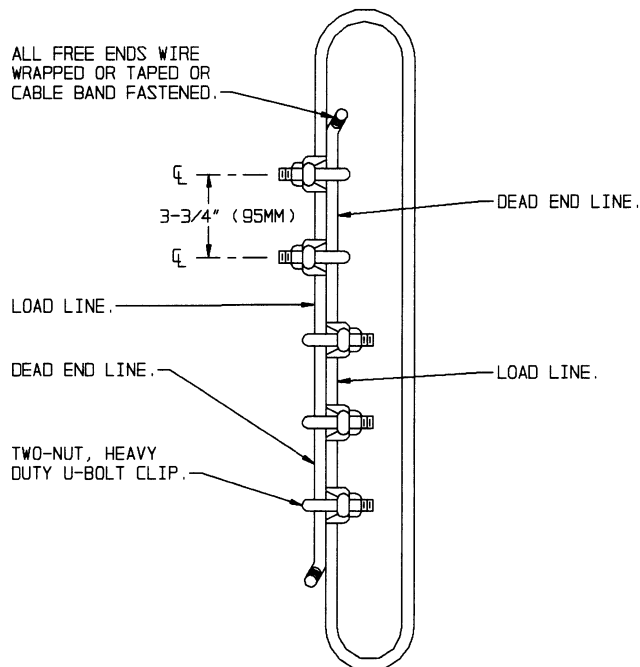
FRONT CHOCK BLOCK

REFER TO KEY NUMBER ③ ON PAGE 4 FOR MATERIAL AND NAILING SPECIFICATIONS. SEE THE "ALTERNATIVE CHOCK BLOCK" DETAIL BELOW.



ALTERNATIVE CHOCK BLOCK

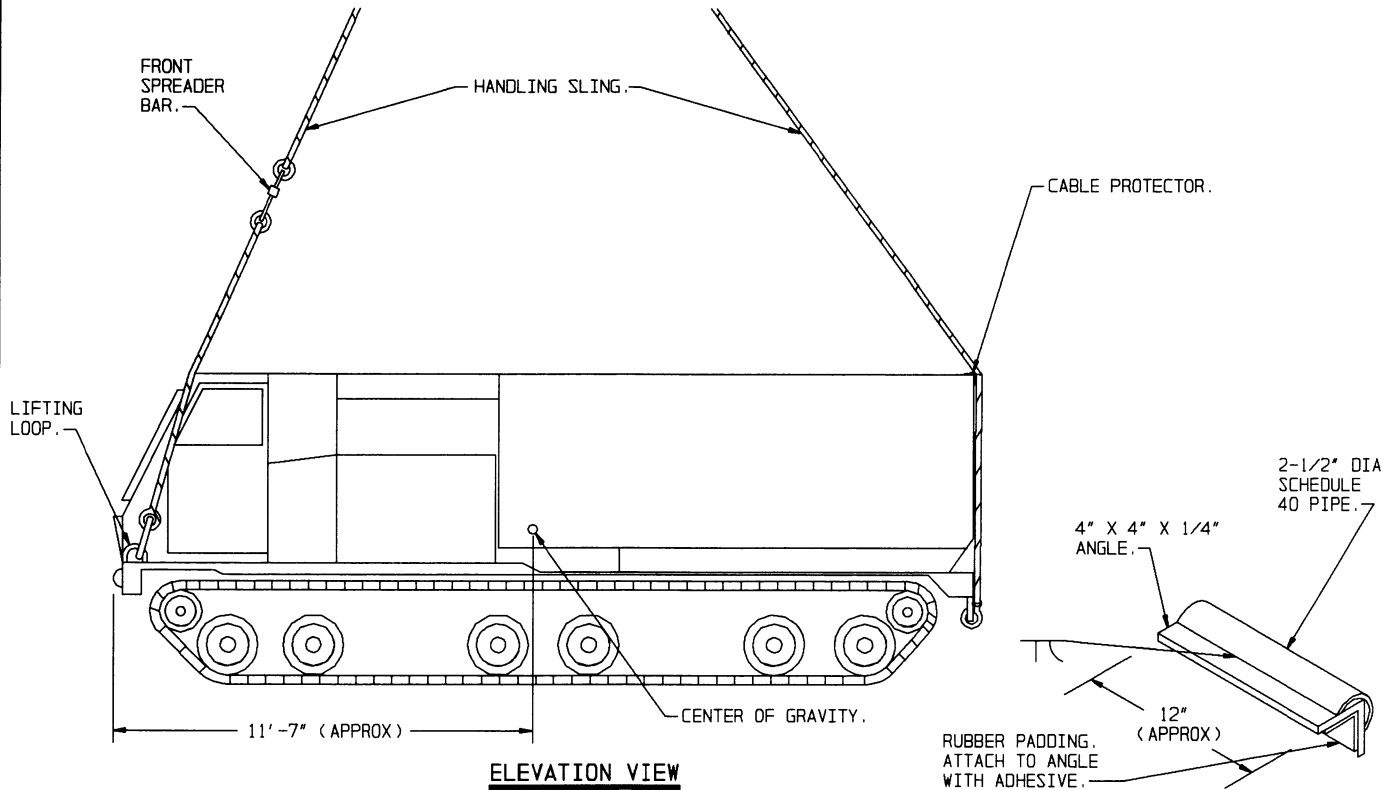
THIS BLOCK MAY BE USED IN LIEU OF THE FRONT AND/OR REAR CHOCK BLOCKS, IF DESIRED. NAIL TO THE TRAILER FLOOR W/2-12d NAILS THRU THE HEEL AND W/4-12d NAILS EACH SIDE.



CABLE JOINT

PROPER TIGHTENING OF THE WIRE ROPE CLIP NUTS CAN BE ACCOMPLISHED BY UTILIZING A PROPER SIZED TORQUE WRENCH. AFTER THE NUTS HAVE BEEN INITIALLY TIGHTENED, THE "U" SIDE OF EACH CLIP MUST BE STRUCK SEVERAL TIMES WITH A HAMMER TO INSURE PROPER SEATING INTO THE DEAD END LINE. FINAL TORQUE WILL BE ACQUIRED BY REPEATEDLY AND ALTERNATELY TIGHTENING EACH CLIP NUT. SEE PIECES MARKED ⑧ AND ⑨ ON PAGE 4.

DETAILS



NOTE:

WHEN LIFTING THE ARMORED VEHICLE MULTIPLE ROCKET LAUNCHER ONTO OR OFF OF A LOW-BOY TRAILER, THE SLING SYSTEM USED, INCLUDING SPREADER BAR, MUST CLEAR THE LAUNCHER. CARE MUST BE EXERCISED TO PREVENT DAMAGE TO THE ARMORED VEHICLE MULTIPLE ROCKET LAUNCHER.

