

APPROVED BY
MTMTS

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DATE *6 March 1972*

NIKE-HERCULES

MINIMUM REQUIREMENTS FOR THE HANDLING, STOWAGE, AND BRACING ABOARD SHIPS OF XM529 LOW BED TRAILER

REVISIONS			DRAFTSMAN <i>S.O./CKW</i>	PROJ ENG <i>AW/BLW</i>	
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			U. S. ARMY MATERIEL COMMAND		
			MARCH 1972		
			CLASS	DIVISION	DRAWING
			19	48	7250
					FILE
					GSE 18NH13

DO NOT SCALE

NOTES

GENERAL:

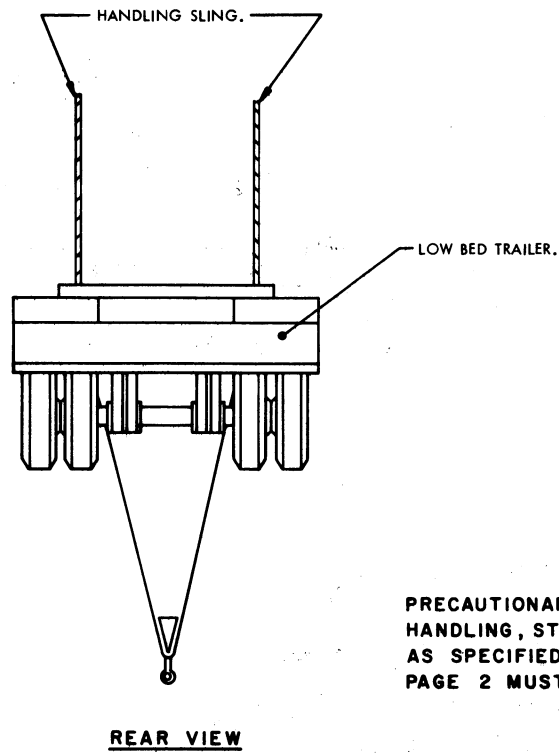
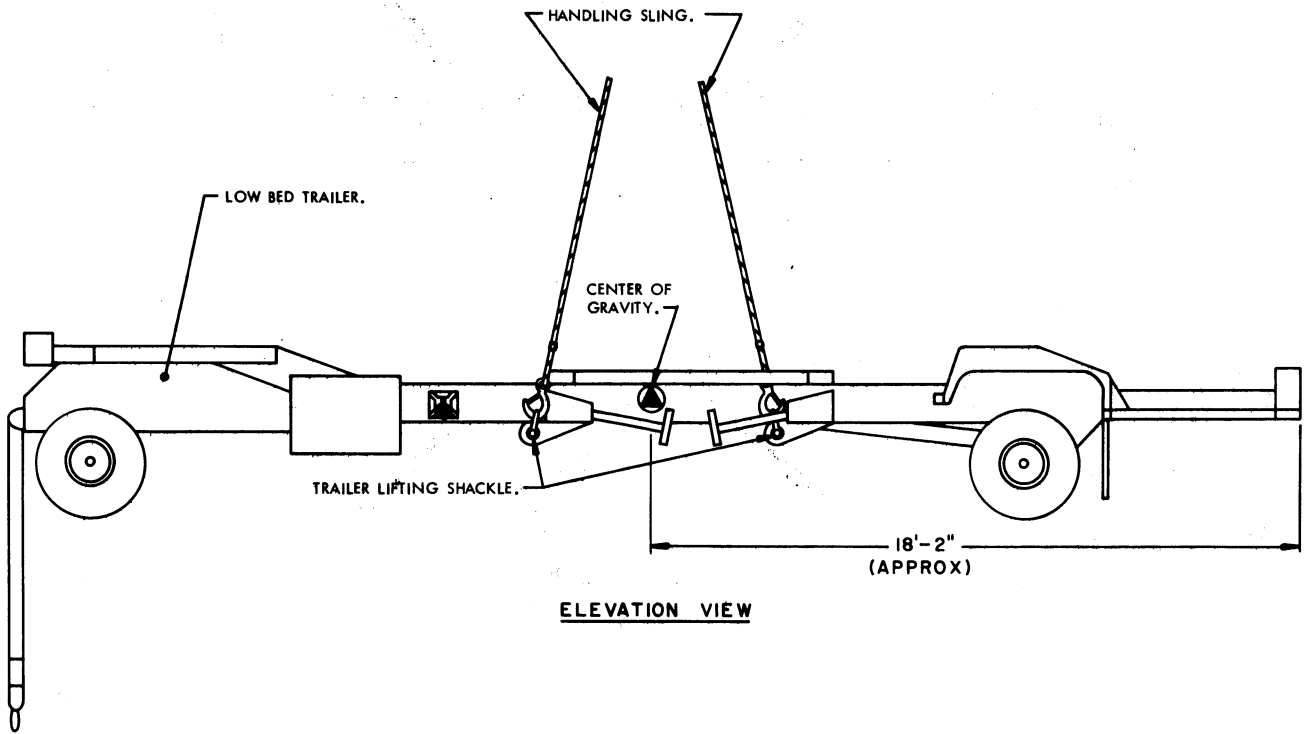
- A. THIS DOCUMENT HAS BEEN PREPARED AND ISSUED IN ACCORDANCE WITH AMCR 7:0-13.
- B. THIS DRAWING DEPICTS MINIMUM PROCEDURES APPLICABLE TO THE HANDLING, STOWAGE AND BRACING ABOARD SHIPS OF XMS29 LOW BED TRAILER FOR THE NIKE-HERCULES MISSILE SYSTEM.
- C. THE LOW BED TRAILER SHOWN HEREIN MAY BE STOWED 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. CG108 MUST BE APPLIED.
- D. LADING DATA:
DIMENSIONS-----34'-7-1/4" LONG X 8'-7" WIDE X 60-1/4" HIGH.
GROSS WEIGHT----- 14,500 LBS (APPROX).
CUBE----- 1,491 CU. FT.

HANDLING:

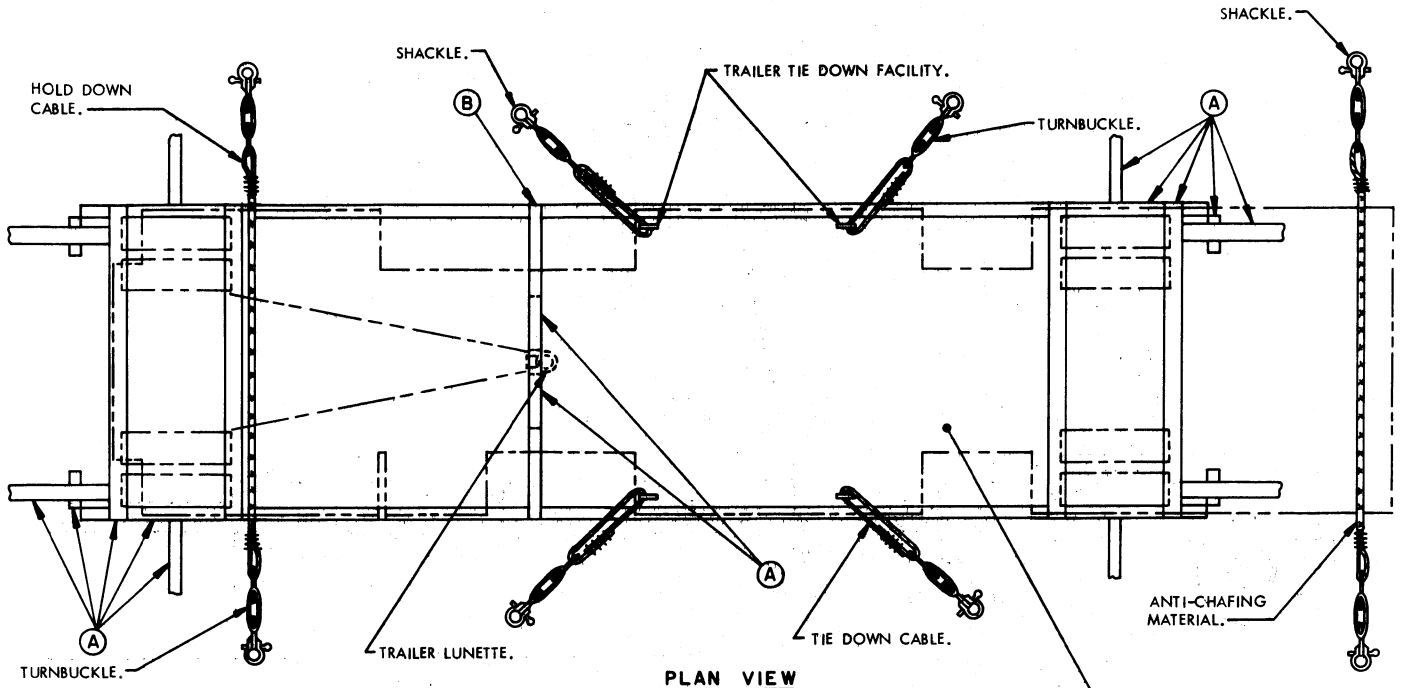
- A. PERTINENT PROVISIONS OF TITLE 46 CODE OF FEDERAL REGULATIONS APPLY.
- B. THE HANDLING SLING SHALL BE OF A DESIGN AND CONFIGURATION TO LIFT THE ITEM IN SUCH A MANNER THAT THE CABLE LEGS DO NOT COME IN CONTACT WITH OR APPLY PRESSURE AGAINST THE FRAMING, SUPERSTRUCTURE OR OTHER MEMBERS OF THE ITEM WHEN BEING LIFTED.
- C. EACH LEG OF THE HANDLING SLING MUST BE SECURELY ATTACHED TO A LIFT POINT PRIOR TO LIFTING.
- 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:

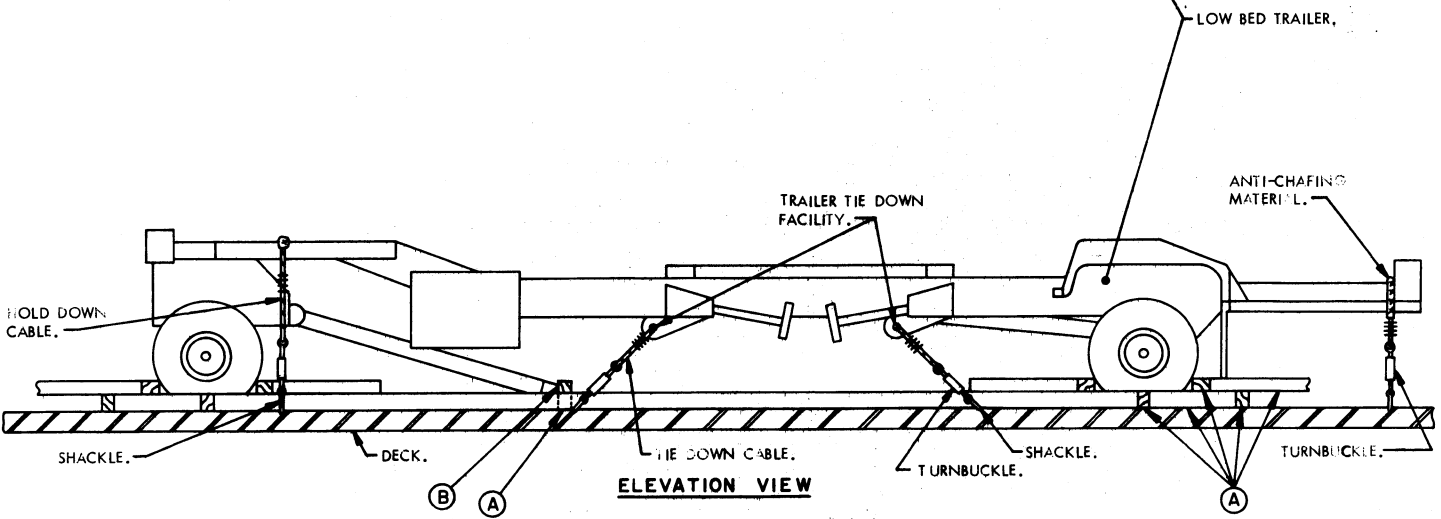
- A. WHEN STOWING THE LOW BED TRAILER WITHIN THE HOLD OR TWEEN DECK, BRACING BETWEEN TRAILERS OR BETWEEN A LOW BED TRAILER AND OTHER CARGO SHALL ONLY BE APPLIED AGAINST THE WHEELS OF THE TRAILER. ALSO, OTHER CARGO ITEMS MUST NOT BE STACKED ON TOP OF OR BE BRACED AGAINST ANY OTHER PART OF THE LOW BED 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 LOW BED TRAILER 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 TIEDOWN POINTS USING A MINIMUM OF TWO SYMMETRICALLY LOCATED TIEDOWN DEVICES IN EACH DIRECTION. ADDITIONALLY, TWO HOLD DOWNS WILL BE APPLIED, ONE AT EACH END OF THE TRAILER, AS TYPICALLY SHOWN WITHIN THIS DOCUMENT.
- D. A TYPICAL TIEDOWN 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.



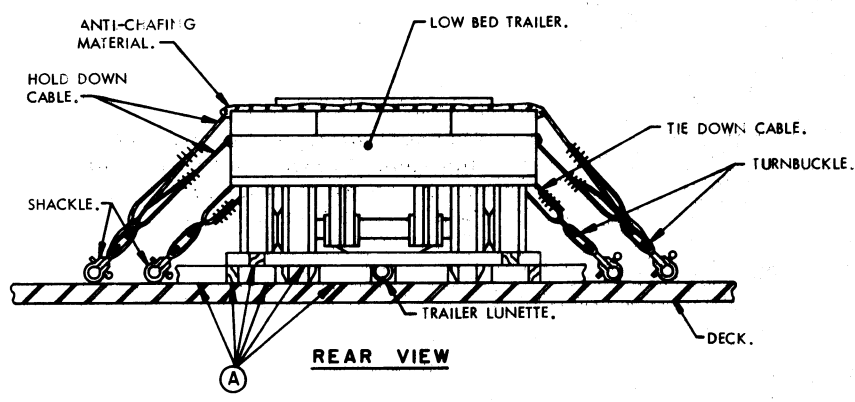
PRECAUTIONARY PROVISIONS FOR HANDLING, STOWAGE AND BRACING AS SPECIFIED IN THE NOTES ON PAGE 2 MUST BE OBSERVED.



PLAN VIEW
 PHANTOM LINES INDICATE TRAILER AND WHEELS.



ELEVATION VIEW



REAR VIEW

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

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