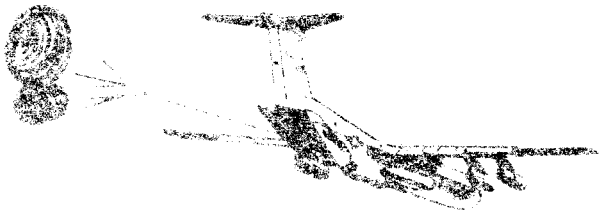
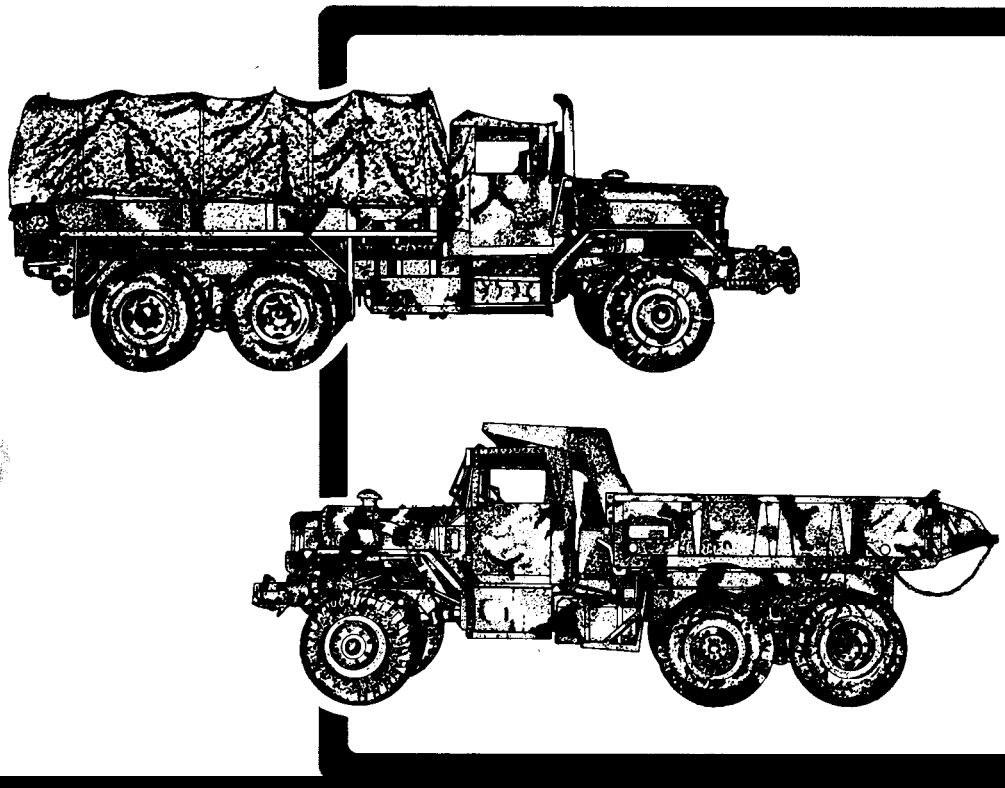
ARMY FM 10-526
AIR FORCE TO 13C7-2-481



AIRDROP OF SUPPLIES AND EQUIPMENT

RIGGING 5-TON TRUCKS



DISTRIBUTION UNLIMITED

DEPARTMENTS OF THE ARMY AND THE AIR FORCE

DEPARTMENT OF THE ARMY
AERIAL DELIVERY AND FIELD SERVICES DEPARTMENT
U.S. ARMY QUARTERMASTER CENTER AND SCHOOL
1010 SHOP ROAD
FORT LEE, VIRGINIA 23801-1502

REPLY TO
ATTENTION OF

ATSM-ADFSD

7 October 1998

MEMORANDUM FOR Commander, US Army Training Support Center, ATTN: ATIC-TIST (Mr. Baston), Fort Eustis, VA 23604

SUBJECT: Distribution Restriction Notice on Airdrop Rigging Manuals

1. As proponent for development of all 10-500 series airdrop rigging field manuals and the 10-450 sling load manuals, it has been determined that the distribution restriction on these field manuals should be changed to read: Approved for public release, distribution unlimited.

2. It is requested that unrestricted release of these field manuals be made via the Army Training Digital Library.

3. The new distribution notice will be added to the cover pages as future changes/revisions are made to the manuals.

4. Enclosed you will find a numerical list and the number of changes of the manuals that have unlimited distribution.

5. The point of contact for this action is Mr. Roger Hale, DSN 687-4769.

Encl

THEODORE J. DLUGOS
Director, Aerial Delivery and
Field Services Department

Distribution restrictions for the following Airdrop field manuals should read "**Approved for public release; distribution is unlimited.**"

10-450-3
10-450-4
10-500-2, c2
10-500-3, c1
10-500-7, c1
10-500-45
10-500-53
10-500-66, c1
10-500-71
10-508, c1
10-510, c3
10-512, c4
10-513, c3
10-515, c1
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10-517, c5
10-518
10-519, c3
10-520, c3
10-521, c2
10-522, c1
10-523, c2
10-524, c2
10-526, c3
10-527, c3
10-528, c6
10-529, c1
10-530
10-531, c2
10-532, c4
10-533
10-534, c2
10-535
10-537, c4
10-539, c3
10-540, c2
10-541, c1
10-542, c2
10-543, c2
10-546
10-547, c1
10-548, c1
10-549
10-550, c3
10-552, c2
10-554
10-555, c2
10-556
10-557
10-558, c1
10-562
10-564, c6
10-567, c1
10-569, c1
10-571
10-572
10-573, c1
10-574, c4
10-575, c2
10-576, c1
10-577
10-579, c2
10-584
10-586
10-588
10-591, c1

DEPARTMENT OF THE ARMY

HEADQUARTERS UNITED STATES ARMY TRAINING AND DOCTRINE COMMAND
FORT MONROE, VIRGINIA 23651-5000

REPLY TO ATTENTION OF

ATCD-SL (70-1f) 21 Oct 96

MEMORANDUM FOR DEPUTY CHIEF OF STAFF OPERATIONS AND PLANS, 400 ARMY PENTAGON, ATTN: DAMO-FDL, WASHINGTON DC 20310-0400

SUBJECT: Quartermaster (QM) Functional Area Assessment (FAA) Response

1. References:

a. Message, HQDA, DAMO-FDL, 231825Z Apr 96, subject: QM FAA Results.

b. Memorandum, HQ TRADOC, ATCG, 29 Jul 96, Army Airdrop Capabilities Assessment.

2. At the 29 Mar 96 QM FAA briefing to the Director of Army Staff, the decision was reached to revisit the Army's decision to "shelf" Low Altitude Parachute Extraction System (LAPES) (reference 1a).

a. Reference 1b, solicited CINCs input for their positions on LAPES and assessments of airdrop capabilities. The CINCs responses will be used to chart the direction and role for airdrop in the 21st century.

b. Based on the responses received (enclosure), there is no strong support for LAPES airdrop capability at this time. The consensus for the airdrop capabilities is to continue support for current Low Velocity Airdrop System (LVAD), develop a 500-foot LVAD and further explore Advanced Precision Aerial Delivery System (APADS).

3. Further, we will continue to maintain a range of airdrop capabilities to support all contingencies throughout the Army. The results of the Army Airdrop Capabilities Assessment also will be incorporated into the Operational Concept for Aerial Delivery Operations and Improved Cargo Aerial Delivery Capability Mission Needs Statement being developed by the Quartermaster Directorate of Combat Developments, U.S. Army Combined Arms Support Command (CASCOM).

4. The HQ TRADOC POC is MAJ Higgins, Airborne Airlift Action Office, ATCD-SL, E-mail: higginsn@emh10.monroe.army.mil, DSN 680-2469/3921, datafax DSN 680-2520.

10/21/1996 13:55 8047343174 OM GENERALS OFFICE PAGE 02

ATCD-SL
SUBJECT: Quartermaster (QM) Functional Area Assessment (FAA) Response

FOR THE DEPUTY CHIEF OF STAFF FOR COMBAT DEVELOPMENTS:

Encl

JOHN A. MANDEVILLE
Colonel, GS
Director, Combat Service Support

CF:
USACASCOM (ATCL-CG/ATCL-QC/ATCL-MES)
USAQMC&S (ATSM-CG/ATSM-ABN/FS)
USANRDEC (SSCNC-UT/AMSSC-PM)

10/21/1996 13:55 8047343174 QM GENERALS OFFICE PAGE 03

ORGANIZATION	LAPES	LVAD	500' LVAD	APADS	SPTS/ NOT SPEC
USSOCOM		X	X	X	
EUCOM					X
CENTCOM		X	X		
FORSCOM		X	X	X	
TRANSCOM					X
SOUTHCOM	X			X	
VIII ARMY					X
ACOM					X

USSOCOM: Memorandum specifically states that the command does not support LAPES airdrop capability, but supports LVAD as well as APADS.

EUCOM: Draft memorandum specifically states that the command support the need for a low level airdrop capability. However, memorandum summarizes that the specific capability is not important as to have a capability to meet the required mission/threat profile.

CENTCOM: Memorandum specifically states that the command does not support LAPES airdrop capability, but support both current LVAD and 500-foot LVAD airdrop capabilities.

FORSCOM: 1st Endorsement specifically states that the command does not support LAPES airdrop capability, however supports LVAD, 500-foot LVAD and APADS.

TRANSCOM: Memorandum does not specifically address any airdrop capability as it talks to the 21st century requiring the full spectrum of tactical delivery methods.

SOUTHCOM: Memorandum specifically supports LAPES and APADS airdrop capabilities for their command.

VIII ARMY: E-Mail note for VIII Army states that the command has no input to the assessment as their plans call for a limited employment of airdrop.

ACOM: Sent request for input on 30 Sep 96. Received verbal response on 16 Oct 96 stating command is indifferent on the specific capability received.

DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY TRAINING AND DOCTRINE COMMAND
FORT MONROE, VIRGINIA 23651-5000

REPLY TO
ATTENTION OF

6 SEP 1995

ATCD-SL (70-1f)

MEMORANDUM FOR

Major General Thomas W. Robison, Commander, U.S. Army Combined Arms Support Command and Fort Lee, Fort Lee, VA 23801-6000
Major General Robert K. Guest, Commander, U.S. Army Quartermaster Center and School, Fort Lee, VA 23801-5030

SUBJECT: Low Altitude Parachute Extraction System (LAPES) Disassembly

1. References:

a. Message, HQ TRADOC, ATCD-SL, 100930Z Jan 95, subject: LAPES.

b. OVVM Note, HQ USACASCOM, 30 March 95, subject: TRADOC Disassembly of LAPES.

2. The U.S. Army and other services recently have concurred that LAPES will be terminated, as this capability is no longer required as a viable wartime contingency airdrop option. However, Headquarters, Department of the Army (DA), Deputy Chief of Staff for Operations and Plans, has agreed that LAPES technology will be shelved, and all specialized equipment preserved for possible future use.

3. Take the necessary steps to terminate training and leader development concerning LAPES operations. Major General Guest's questions regarding the disassembly of LAPES (enclosed) with following guidance will be utilized:

a. "Does the U.S. Army Quartermaster Center and School (USAQMC&S) continue to publish LAPES procedures in their joint field manual(FMs)/technical order manuals?" "Do we publish the LAPES procedures that have been written but not been printed yet?" Publishing LAPES procedures in all joint publications, Army FMs, regulations, etc., will be discontinued and addressed in the next revision of the aforementioned documents. Concurrently, all LAPES procedures that have been written and not printed will not be published.

SEP 11 '95 08:30AM CSSRD FT MONROE VA P.2/7

6 SEP 1995

ATCD-SL
SUBJECT: Low Altitude Parachute Extraction System (LAPES) Disassembly

b. "Do we keep LAPES in our programs of instruction (POIs)?" "Do we teach LAPES to other services and our allies?" The USAQMC&S will remove LAPES procedures from POI and cease teaching LAPES to other services and/or allies.

c. "What do we teach to folks that have LAPES equipment in their war reserves?" All instruction concerning LAPES procedures will be discontinued whether LAPES equipment is located in units or in war reserves.

d. "What is the DA/TRADOC guidance on disposition of unit, depot, and war reserves LAPES equipment?" All LAPES equipment in war reserves and depot should be preserved with the exception of a few items that can be utilized in other existing airdrop capabilities. Specifically, the Type V airdrop platforms and attitude control bars of the LAPES system are being utilized to augment current Low Velocity Airdrop Systems (LVADS) loads.

e. "What is the guidance to U.S. Army Test and Experimentation Command on force development test and experimentation certification of LAPES loads?" The certification of all LAPES loads at the Airborne Special Operations Test Directorate will be redirected toward testing and certification of LVADS loads.

4. HQ TRADOC POC is CPT Higgins or CPT Phillips, ATCD-SL, DSN 680-2469/3921, datafax DSN 680-2520.

FOR THE COMMANDER:

JOE N. BALLARD
Major General, GS
Chief of Staff

Encl

CF:
HQDA (DAMO-FDL)
CDR, NRDEC (SAFNC-UA)
CDR, FORSCOM (FCJ3-FC)
CDR, OPTEC (CSTE-CS, CSTE-OPM)
CDR, ATCOM (AMSAT-W-TD)
DIR, ABNSOTD (ATCT-AB)
HQ TRADOC (ATCD-L, ATCD-RM, ATDO-A, ATTG-IT)

SEP 11 '95 08:30AM CSSRD FT MONROE VA

Date and time 07/18/95 10:28:11

From: HIGGINSN--MON1
To: HIGGINSN--MON1

From: CPT NEIL HIGGINS, (AAACO), 680-2467
Subject: TRADOC "DISASSEMBLY" OF LAPES

****
* AIRBORNE AIRLIFT ACTION OFFICE *
* (AAACO) *
****

** Forwarding note from BRUNEAUN--CMSNAMES 07/18/95 10:27 ***
Received: from LEE-EMH2.ARMY.MIL by MONROE-EMH1.ARMY.MIL (IBM VM SMTP V2R2)
with TCP; Tue, 18 Jul 95 10:27:22 EDT
Received: from LEE1 by LEE-EMH2.ARMY.MIL (IBM VM SMTP V2R2) with BSMTP id 3547;
Tue, 18 Jul 95 10:29:34 EDT
Comments: Converted from PROFS to RFC822 format by PUMP V2.2X
Date: Tue, 18 Jul 95 10:29:26 EDT
From: NORMAN BRUNEAU <BRUNEAUN@LEE-EMH2.ARMY.MIL>
Subject: TRADOC "DISASSEMBLY" OF LAPES
To: "NEIL HIGGINS- AAACO " <HIGGINSN@MONROE-EMH1.ARMY.MIL>

*** Resending note of 03/30/95 09:23

--To: LARRY MC MILLIAN AAA <MCMILLIL@MONROE-EMH1.ARMY.MIL>
From: NORMAN BRUNEAU
Subject: TRADOC "DISASSEMBLY" OF LAPES

NEIL- HERE ARE THE QUESTIONS THAT MG GUEST WANTS DA/ TRADOC TO ANSWER RE LAPES.
AS I UNDERSTAND HIS GUIDANCE. I HAVE DISCUSSED THESE W/ OUR ABN DPT. IF THESE
QUESTIONS MAKE SENSE, GIVE ME AN "OP" BEFORE I FORMALLY SEND ANYTHING OUT.
MG GUEST WANTS SPECIFIC GUIDANCE FM TRADOC ON LAPES, RESPONSE NEEDS TO BE CLEAR
AND TO THE POINT. A LOT OF THIS WILL HINGE ON WHAT ACC PLANS TO DO W/ LAPES
NOW THAT THE AIR STAFF HAS GIVEN THEM THE GREEN LIGHT TO KILL IT. IF THEY
PLAN TO PLACE IT ON THE SHELF OR KEEP A LIMITED OR CONTINGENCY CAPABILITY, THAT
WILL DRIVE YOUR ANSWER TO US, AT THIS POINT I THINK ACC WILL DO WHATEVER THE
ARMY WANTS, AS THEIR PRIMARY CUSTOMER. I WILL NOT REHASH HOW THE ARMY DE-
CIDED THEY DIDNT NEED LAPES. QUESTIONS FOLLOW:

DOES THE GMCS CONTINUE TO PUBLISH LAPES PROCEDURES IN THEIRJOINT FM/TO MAN-
UALS?
DO WE PUBLISH THE LAPES PROCEDURES THAT HAVE BEEN WRITTEN BUT HAVE NOT BEEN
PRINTED YET?
DO WE REMOVE ALL LAPES PROCEDURES FROM ALREADY PUBLISHED MANUALS?
DO WE KEEP LAPES IN OUR POI?
DO WE TEACH LAPES TO OTHER SERVICES AND OUR ALLIES?
DO WE TEACH LAPES TO FOLKS THAT HAVE LAPES EQUIPMENT IN THEIR WAR RESERVES?
WHAT DO WE TEACH TO FOLKS THAT HAVE LAPES EQUIPMENT IN THEIR WAR RESERVES?
WHAT IS THE DA/TRADOC GUIDANCE ON DISPOSITION OF UNIT, DEPOT, AND WAR RE-
SERVE LAPES EQUIPMENT?
WHAT IS THE GUIDANCE TO TEXCOM ON THE FDTE CERTIFICATION OF LAPES LOADS?

I KNOW THESE ARE TOUGH QUESTIONS, BUT THEY HAVE TO BE ASKED. HQ STAFFS CAN-
NOT SIMPLY SAY "KILL IT" AND MOVE ON TO THE NEXT ISSUE. I DONT THINK WE ARE
DOING OUR JOB IF WE LEAVE IT UP TO THE SCHOOLHOUSE TO INTERPRET SKETCHY GUID-
ANCE. THAT PLACES US IN THE POSSIBLE POSITION OF BEING ACCUSED OF NOT FOLLOW-
ING ORDERS.

LETS TALK.....NORM

TAGS 7/18

SEP 11 '95 08:30AM CSSRD FT MONROE VA

Encl 1

DEPARTMENT OF THE ARMY
QUARTERMASTER CENTER AND SCHOOL
1201 22D STREET
FORT LEE, VIRGINIA 23801-1601

ATSM-ABN-FS 15 Dec 96

MEMORANDUM FOR RECORD

SUBJECT: Airdrop Equipment Update

Reference:

a. Phone conversation between CW4 Mahon, CASCOM and Dick Harper, Weapons System Management Office, Army Aviation Troop Command, Subject : sab

b. Phone conversation between CW4 Mahon, CASCOM and Don Stump, Logistics Management Specialist, Office, Deputy Chief of Staff for Logistics, Subject, sab

c. Phone conversation between CW4 Mahon, CASCOM and Chief Msgt Okraneck, Hqrs Air Combat Command, Subject sab

d. msg dtg R 181348Z Feb 94, subject: FCIF item: Type II platforms, PEFTC and SL/CS for Air Force unilateral training

1. Based on information received from the references a-c above, the following update is provided per request ref c, above.

a. The type II modular platform no longer exists within any contingency stocks. Therefore, maintaining Joint Inspection training program is no longer required for this equipment.

b. The Parachute Extraction Transfer Force Coupling (PEFTC) no longer exists within any contingency stocks. Therefore, maintaining Joint Inspection training program is no longer required for this equipment.

c. The metric platform interim rigging procedures are no longer valid as they apply to metric platforms. Those rigging procedures which have dual application with the type V platform are still valid for the type V platform.

d. The static line connector strap (SL/CS) currently has limited application. Only those loads that specifically require this system are authorized use of this system. The SL/CS is not an across the board substitute for the Extraction Force Transfer Coupling (EFTC). These authorized loads are specific in nature and will normally be found in the special operations arena of airdrop loads. This system is not authorized for use IAW ref d, above.

2. For additional questions/information contact the undersigned at DSN 687-4733, Fax 3084.

John R. Mahon
CW4, USA
Senior Airdrop Systems
Technician

CHANGE NO 1

HEADQUARTERS DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
Washington, DC, 19 June 1991

AIRDROP OF SUPPLIES AND EQUIPMENT: RIGGING 5-TON TRUCKS

This change adds procedures for rigging 5-ton trucks on a type V platform. Also with this change the distribution restriction statement is changed to read as follows: "DISTRIBUTION RESTRICTION. Approved for public release; distribution is unlimited." Please make this change on the cover of the basic manual. With this statement, a destruction notice is not required.

FM 10-526/TO 13C7-2-481, 2 May 1985, is changed as follows:

1. New or changed material is identified by a vertical bar in the margin opposite the changed material.

2. Remove old pages and insert new pages as indicated below:

Remove pages	Insert pages
i through iii	i through ix
1-1 and 1-2	1-1 and 1-2
	4-1 through 4-7
	5-1 through 5-103
	6-1 through 6-94
	7-1 through 7-110
	8-1 through 8-109
	9-1 through 9-96
Glossary-1	Glossary-1
References-1	References-1

3. File this transmittal sheet in front of the publication for reference purposes.

DISTRIBUTION RESTRICTION. Approved for public release; distribution is unlimited.

By Order of the Secretary of the Army and the Air Force:

CARL E. VUONO
General, United States Army
Chief of Staff

Official:

PATRICIA P. HICKERSON
Colonel, United States Army
The Adjutant General

DISTRIBUTION:
Active Army, USAR, and ARNG: To be distributed in accordance with DA Form 12-11-E, requirements for FM 10-526, Airdrop of Supplies and Equipment: Rigging 5-Ton Trucks (Qty rqr block no. 909).

CHANGE
NO 2

HEADQUARTERS
DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
Washington, DC, 29 April 1992

AIRDROP OF SUPPLIES AND EQUIPMENT:
RIGGING 5-TON TRUCKS

This change revises the procedures for rigging the M925A1, 5-ton truck on a type V platform for low-velocity airdrop. Also with this change, the distribution restriction statement and the destruction notice must be changed on the cover of the basic manual and to the Change 1 transmittal page as given below.

FM 10-526/TO 13C7-2-481, 2 May 1985, is changed as follows:

1. New or changed material is identified by a vertical bar in the margin opposite the changed material.

2. Remove old pages and insert new pages as indicated below:

Remove pages	Insert pages
i through ix	i through viii
8-1 through 8-8	8-1 through 8-8
8-21 through 8-76	8-21 through 8-76
Glossary-1	Glossary-1
References-1	References-1

3. File this transmittal sheet in front of the publication for reference purposes.

DISTRIBUTION RESTRICTION: Distribution authorized to US government agencies only to protect technical or operational information from automatic dissemination under the International Exchange Program or by other means. This determination was made on 30 April 1991. Other requests for this document will be referred to Commander, US Army Quartermaster Center and School, ATTN: ATSM-DTL, Fort Lee, VA 23801-5036.

DESTRUCTION NOTICE: Destroy by any method that will prevent disclosure of contents or reconstruction of the document.

C2, FM 10-526/TO 13C7-2-481

By Order of the Secretaries of the Army and the Air Force:

GORDON R. SULLIVAN
General, United States Army
Chief of Staff

Official:

MILTON H. HAMILTON
Administrative Assistant to the
Secretary of the Army
01185

DISTRIBUTION:
Active Army, USAR, and ARNG: To be distributed in accordance with DA Form 12-11-E, requirements for FM 10-526, Airdrop of Supplies and Equipment: Rigging 5-Ton Trucks (Qty rqr block no. 0909).

CHANGE
NO. 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
DEPARTMENT OF THE AIR FORCE
Washington, DC, 3 October 1995

AIRDROP OF SUPPLIES AND EQUIPMENT: RIGGING 5-TON TRUCKS

This change revises the procedures for rigging the M929A2 5-ton truck on a type V platform for low-velocity airdrop. Also with this change, the distribution restriction statement is changed to read as follows: DISTRIBUTION RESTRICTION: Distribution authorized to US government agencies only to protect technical or operational information from automatic dissemination under the International Exchange Program or by other means. This determination was made on 30 April 1991. Other requests for this document will be referred to Commander, US Army Quartermaster Center and School, ATTN: ATSM-ABN-FS, Fort Lee, VA 23801-5036. With the use of this statement, a destruction notice is required to read as follows: DESTRUCTION NOTICE: Destroy by any method that will prevent disclosure of contents or reconstruction of the document. Please make the above changes to the cover of the basic manual and to the Change 1 transmittal page.

FM 10-526/TO 13C7-2-481, 2 May 1985, is changed as follows:

1. New or changed material is identified by a vertical bar in the margin opposite the changed material.

2. Remove old pages and insert new pages as indicated below:

Remove page	Insert pages
i through ii	i through ii
vii through viii	vii through ix
	10-1 through 10-58
Glossary-1	Glossary-1
References-1	References-1

3. File this transmittal sheet in front of the publication for reference purposes.

DISTRIBUTION RESTRICTION: Distribution authorized to US government agencies only to protect technical or operational information from automatic dissemination under the International Exchange Program or by other means. This determination was made on 30 April 1991. Other requests for this document will be referred to Commander, US Army Quartermaster Center and School, ATTN: ATSM-ABN-FS, Fort Lee, VA 23801-5036.

DESTRUCTION NOTICE: Destroy by any method that will prevent disclosure of contents or reconstruction of the document.

By Order of the Secretaries of the Army and the Air Force:

DENNIS J. REIMER
General, United States Army
Chief of Staff

Official:



JOEL B. HUDSON
Acting Administrative Assistant to the
Secretary of the Army
00703

DISTRIBUTION:
Active Army, USAR, and ARNG: To be distributed in accordance with DA Form 12-11-E, requirements for FM 10-526, Airdrop of Supplies and Equipment: Rigging 5-Ton Trucks (Qty rqr block no. 0909).

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PREFACE

Scope

a. This manual tells and shows how to rig the following series of trucks for low-velocity airdrop from a C-130, C-141, or C-5 aircraft:

(1) M813, 5-ton cargo truck
(2) M54, 5-ton cargo truck
(3) M925, 5-ton cargo truck
(4) M925A1, 5-ton cargo truck
(5) M51, 5-ton dump truck
(6) M817, 5-ton dump truck
(7) M929, 5-ton dump truck
(8) M929A2, 5-ton dump truck

b. This manual also covers the rigging of the following items for delivery by LAPE airdrop from a C-130 aircraft:

(1) M813, 5-ton cargo truck
(2) M54, 5-ton cargo truck
(3) M925, 5-ton cargo truck
(4) M925A1, 5-ton cargo truck
(5) M51, 5-ton dump truck
(6) M817, 5-ton dump truck
(7) M929, 5-ton dump truck

User Information

The proponent of this publication is HQ TRADOC. You are encouraged to report any errors or omissions and suggest ways for making this a better manual. Army personnel, send your comments on DA Form 2028 directly to:

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Scott AFB, Illinois 62225-5302

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PART TWO

TYPE V AIRDROP PLATFORM

CHAPTER 4

RIGGING INFORMATION FOR TYPE V AIRDROP PLATFORM

4-1. Description of Items

The unrigged data for the trucks covered in Part Two are listed in Table 4-1.

Table 4-1. Data for unrigged trucks

	Cargo Trucks	
	M813	M813A1
Weight without winch	21,461 pounds	21,479 pounds
Weight with winch	22,126 pounds	22,144 pounds
*Height	116 inches	116 inches
Width	98 inches	98 inches
Length without winch	301 inches	301 inches
Length with winch	317 inches	317 inches
	M54	M54A1 and M54A2
Weight without winch	19,231 pounds	19,480 pounds
Weight with winch	19,945 pounds	20,194 pounds
*Height	116 inches	116 inches
Width	97 inches	97 inches
Length without winch	299 inches	299 inches
Length with winch	314 inches	314 inches
	M925	M925A1
Weight without winch	22,060 pounds	22,561 pounds
Weight with winch	22,458 pounds	23,275 pounds
*Height	116 inches	121 inches
Width	98 inches	97 inches
Length without winch	310 inches	310 inches
Length with winch	329 inches	332 inches

**Reducible to 86 inches.*

Table 4-1. Data for unrigged trucks (continued)

	Dump Trucks	
	M51	M51A1 and M51A2
**Weight without winch	21,523 pounds	21,986 pounds
**Weight with winch	22,237 pounds	22,700 pounds
*Height	111 inches	111 inches
Width	98 inches	98 inches
Length without winch	267 inches	267 inches
Length with winch	282 inches	282 inches
	M817	
**Weight without winch	22,626 pounds	
**Weight with winch	23,340 pounds	
*Height	111 inches	
Width	95 inches	
Length without winch	274 inches	
Length with winch	289 inches	
	M929	
**Weight without winch	29,340 pounds	
**Weight with winch	30,054 pounds	
*Height	118 inches	
Width	98 inches	
Length without winch	273 inches	
Length with winch	289 inches	

**Reducible to 86 inches.*

***Without cab shield.*

Note: In the above descriptions, all weights and dimensions are rounded to the nearest pound and inch, respectively.

4-2. Special Considerations

Special considerations for the type V platform are given below.

a. These loads may include a hazardous material as defined in AFR 71-4/TM 38-250. If hazardous material is included, it must be packaged, marked, and labeled as required by AFR 71-4/TM 38-250.

b. When rigging the truck for low-velocity airdrop, use only type XXVI nylon webbing suspension slings, the M-2 cargo parachute release assembly, and the EFTC.

c. A copy of this manual must be available to the joint airdrop inspectors during the before- and after-loading inspections.

4-3. Modifying Truck

The truck must be modified by qualified maintenance personnel before it is delivered to the rigging site. The following modifications must be made to all trucks to be rigged for low-velocity and LAPE airdrops.

a. Low-Velocity Airdrop.

(1) If the truck is NOT equipped with a winch, mainframe extension assemblies MUST be installed. Figure 4-1 shows the mainframe extension assemblies installed.

(2) The standard front lifting shackle brackets MUST be replaced with heavy-duty, 1 1/8-inch-thick, front lifting shackle brackets. Figure 4-2 shows the 1 1/8-inch-thick brackets installed.

(3) Access holes must be made in the body of the trucks. Figure 4-3 shows the location of the access holes in the body of the cargo truck. Figure 4-4 shows the location of the access holes in the body of the dump truck.

b. LAPE Airdrop. The truck must be modified as described in 4-3 a(1) and (3).

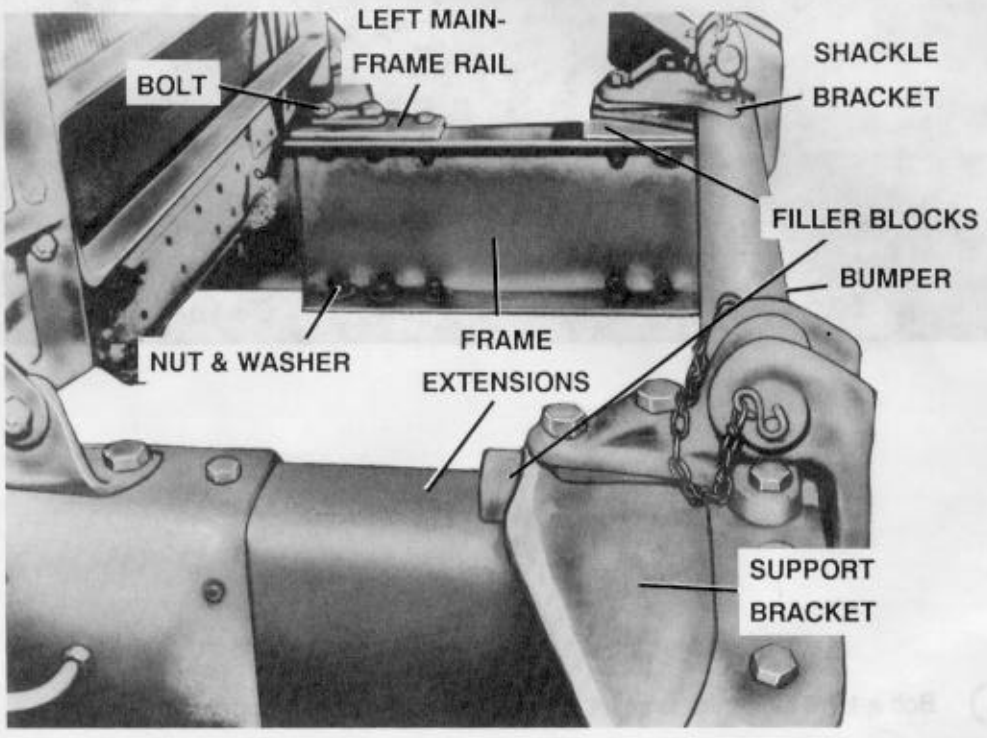
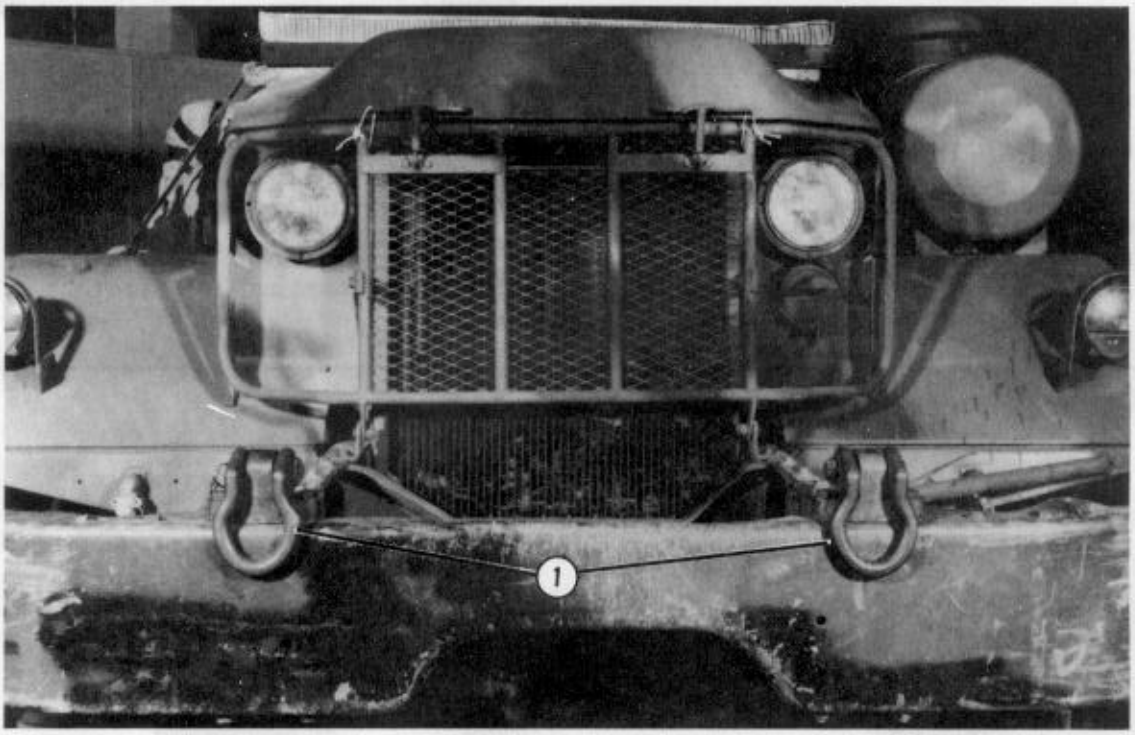


Figure 4-1. Mainframe extension assemblies installed on the front of the truck

CAUTION

All 5-ton trucks to be rigged for low-velocity air-drop MUST be equipped with 1 1/8-inch-thick front lifting shackle brackets.



(1) Bolt a 1 1/8-inch-thick bracket to each side of the front bumper of the truck.

Figure 4-2 . Heavy-duty, 1 1/8-inch-thick, front lifting shackle brackets installed

Note: This drawing is not drawn to scale.

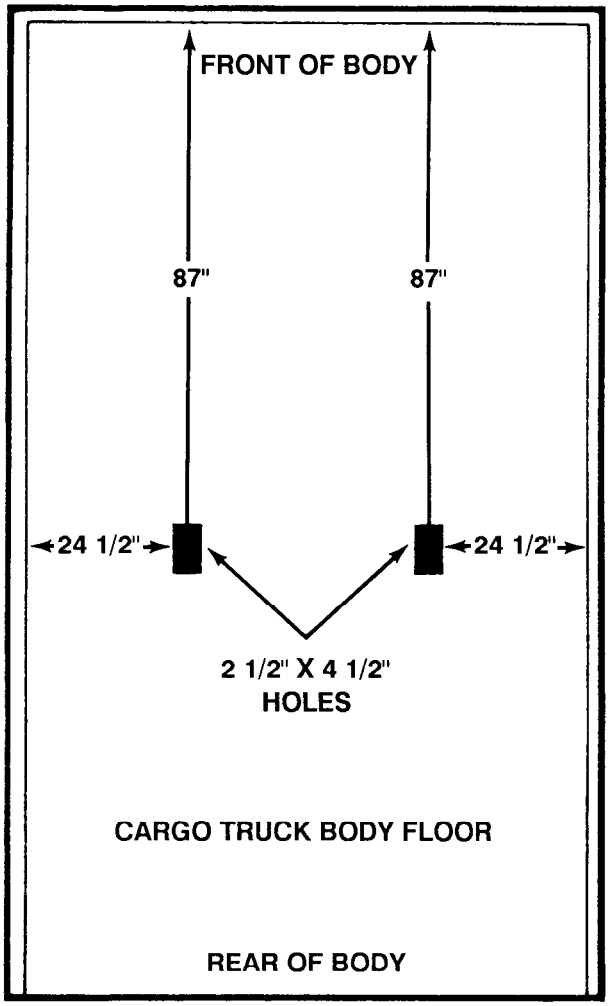


Figure 4-3. Access holes cut in the body of the cargo truck

Note: This drawing is not drawn to scale.

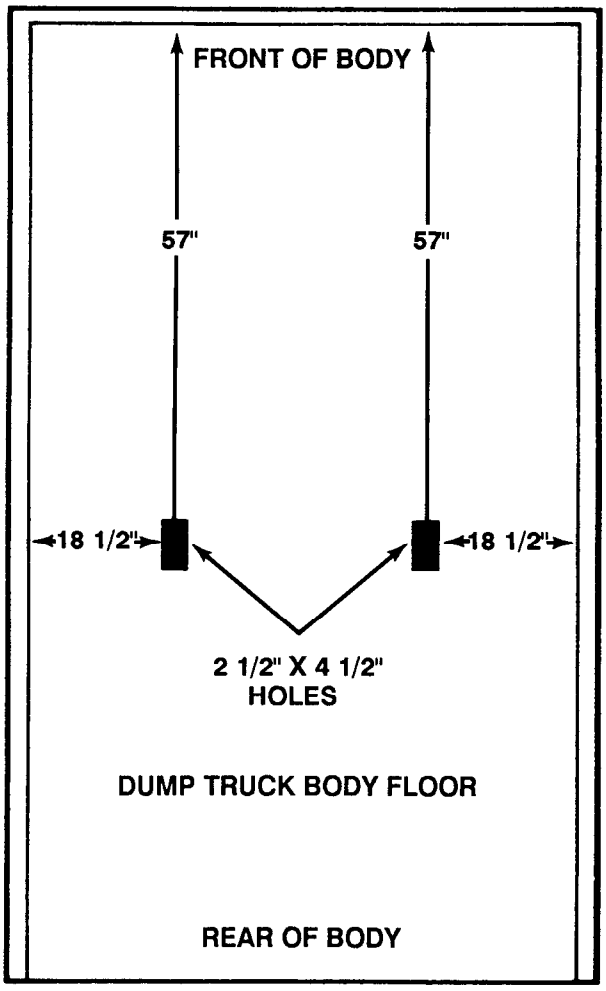


Figure 4-4. Access holes cut in the body of the dump truck

4-4. Accompanying Load

An accompanying load may be rigged as part of any load listed in this manual.

a. The accompanying load MUST—

(1) Be stowed in the body of the truck.

(2) Meet the requirements and the restrictions given in FM 10-500-2/TO 13C7-1-5.

b. The accompanying load MUST NOT—

(1) Exceed the height of the cab when the cargo truck is rigged.

(2) Exceed the height of the spare tire when the dump truck is rigged.

(3) Increase the height of the completely rigged load.

(4) Interfere with or restrict the suspension slings.

(5) Cause the total suspended weight to exceed 25,270 pounds.

CHAPTER 5

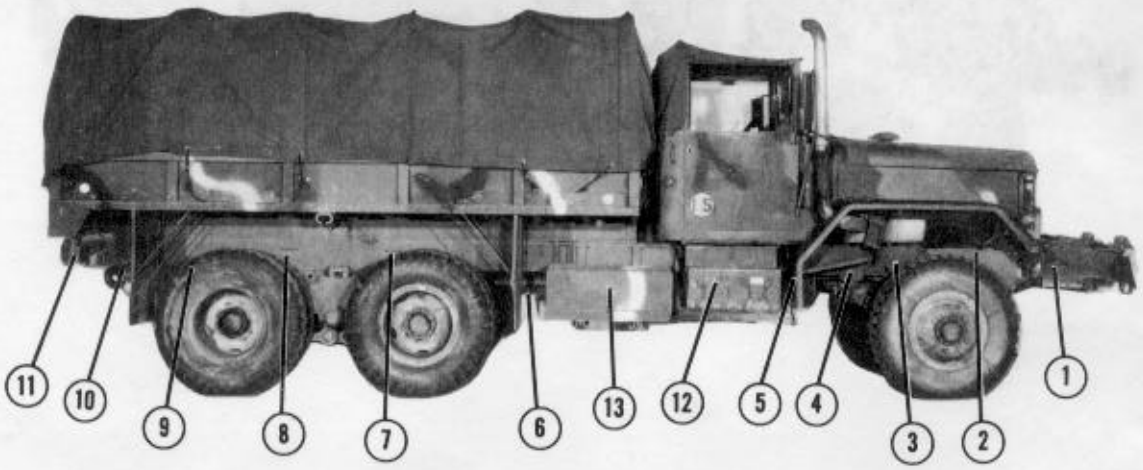
RIGGING THE M813 OR M54, 5-TON CARGO TRUCK ON A TYPE V PLATFORM

Section I

RIGGING TRUCK FOR LOW-VELOCITY AIRDROP

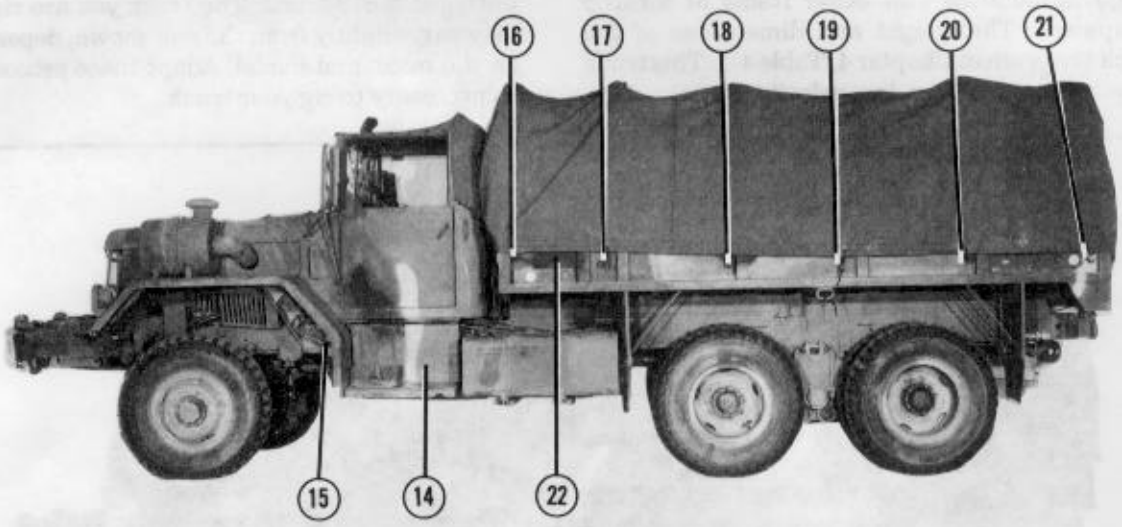
5-1. Description of Load

The M813 or M54, 5-ton cargo truck is rigged on a 24-foot, type V airdrop platform with six G-11B cargo parachutes and other items of airdrop equipment. The weight and dimensions of the truck are given in Chapter 4, Table 4-1. This truck may be delivered by low-velocity airdrop from C-130 or C-141 aircraft. The M813 truck is shown throughout this chapter. Figure 5-1 shows the unrigged M813 truck. The truck you are rigging may vary slightly from the one shown, depending on the make and model. Adapt these procedures as necessary to rig your truck.



1 First tiedown provision
2 Second tiedown provision
3 Third tiedown provision
4 Fourth tiedown provision
5 Fifth tiedown provision
6 Sixth tiedown provision
7 Seventh tiedown provision
8 Eighth tiedown provision
9 Ninth tiedown provision
10 Tenth tiedown provision
11 Eleventh tiedown provision
12 Battery box
13 Tool box

Figure 5-1. Unrigged M813, 5-ton cargo truck



14 Tool stowage box
15 Fender brace
16 First side rack socket
17 Second side rack socket
18 Third side rack socket
19 Fourth side rack socket
20 Fifth side rack socket
21 Sixth side rack socket
22 Side body storage sockets

Figure 5-1. Unrigged M813, 5-ton cargo truck (continued)

5-2. Preparing Platform

Prepare a 24-foot, type V airdrop platform as described below.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to TM 10-1670-268-20&P/TO 13C7-52-22.

Note:
If the platform must be assembled, install the suspension links when assembling the platform. See Figure 5-2 for the location of the suspension links.

b. Installing Suspension Links. Install the suspension links as described in Figure 5-2.

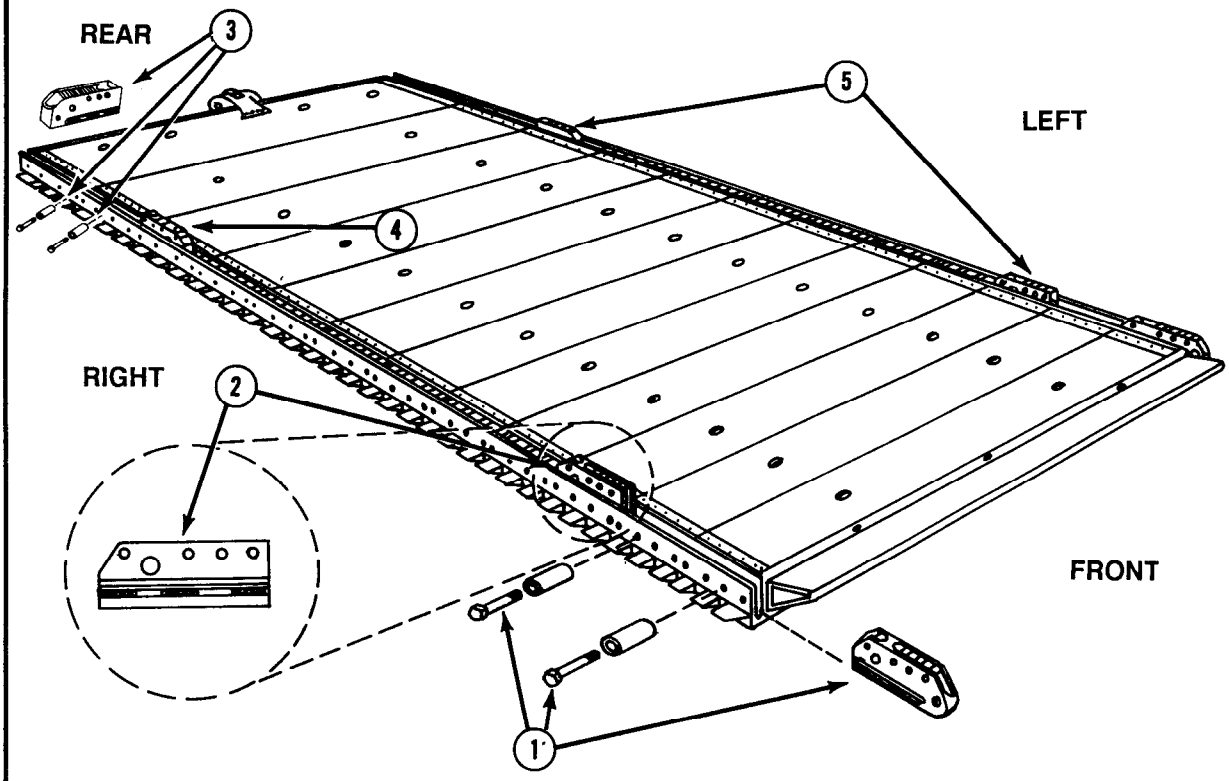
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 5-3.

d. Attaching and Numbering Clevises. Attach and number 36 clevises as shown in Figure 5-3.

e. Labeling and Numbering Tiedown Rings. Label and number the tiedown rings as shown in Figure 5-3.

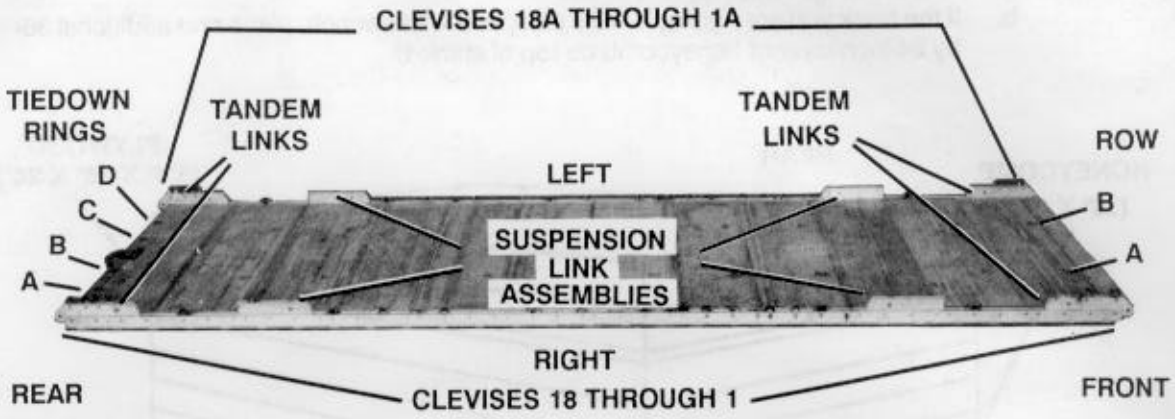
Notes:
a. The nose bumper may or may not be installed.
b. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

Note: This drawing is not drawn to scale.



1. Remove any bushings, bolts, and tandem links that may have been installed in holes 1 through 11 on the right rail.
2. Place a suspension link in the front of the right rail with the flat portion to the front of the rail. Slide the link along the rail until the holes in the link align with rail holes 9, 10, and 11. Bolt the link in place with the bushing bolts.
3. Remove any bushings, bolts, and tandem links that may have been installed in holes 38 through 48 on the right rail.
4. Place a suspension link on the rear of the right rail with the flat portion to the rear of the rail. Slide the link along the rail until the holes in the link align with rail holes 38, 39, and 40. Bolt the link in place with the bushing bolts.
5. Install two suspension links on the left rail, adapting the procedures in steps 1 through 4 above.

Figure 5-2. Suspension links installed



Step:

1. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
2. Install a clevis on bushings 1 and 3 of each front tandem link.
3. Install a tandem link on the rear of each platform side rail using holes 46, 47, and 48.
4. Install a clevis on bushings 2, 3, and 4 of each rear tandem link.
5. Starting at the front of each platform side rail, install clevises on each platform side rail using the bushings bolted on holes 7, 14, 15, 16, 19, 20, 21, 22, 25, 31, 34, 36, and 43.
6. Starting at the front of the platform, number the clevises bolted to the right side from 1 through 18 and those bolted to the left side from 1A through 18A.
7. Label the two rows of tiedown rings in the first 11 panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting at the front of the platform, number the rows of tiedown rings 1 through 12.

Figure 5-3. Platform prepared

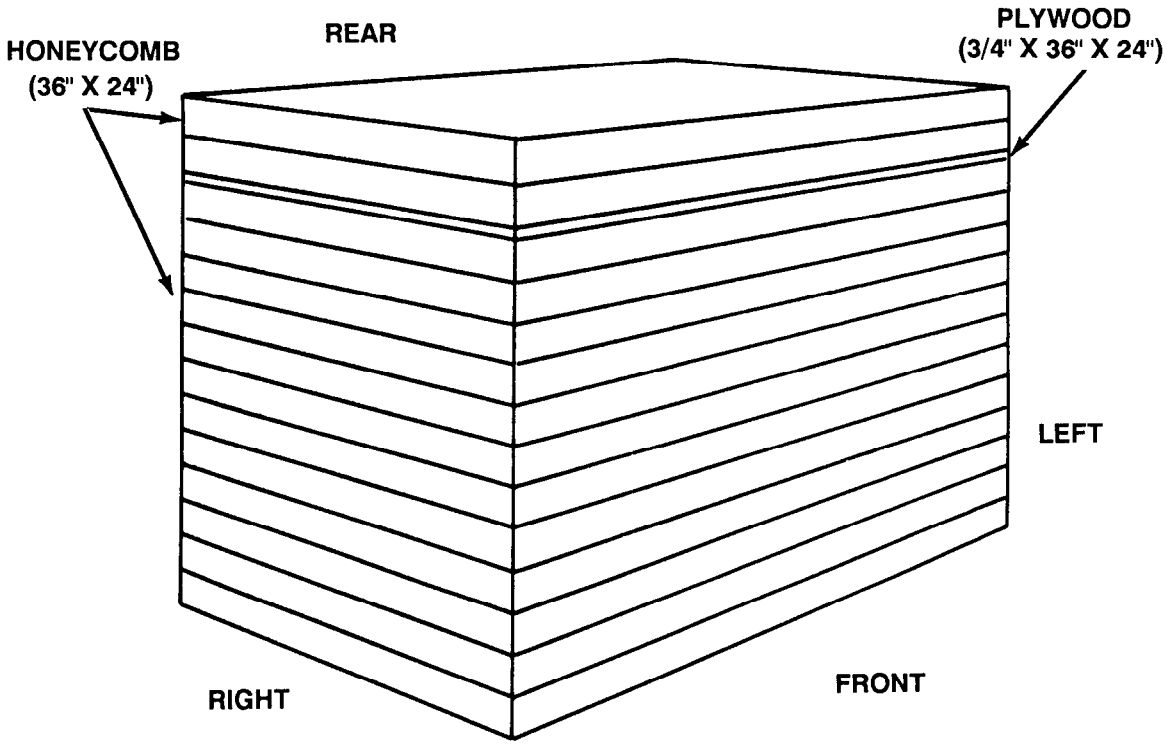
5-3. Building and Positioning Honeycomb Stacks

Build and position the honeycomb stacks as described below.

a. Build the honeycomb stacks as shown in Figures 5-4 through 5-11. Glue the layers of the honeycomb together. Do NOT glue the stacks to the platform.

b. Position the honeycomb stacks on the platform as shown in Figures 5-12 through 5-14.

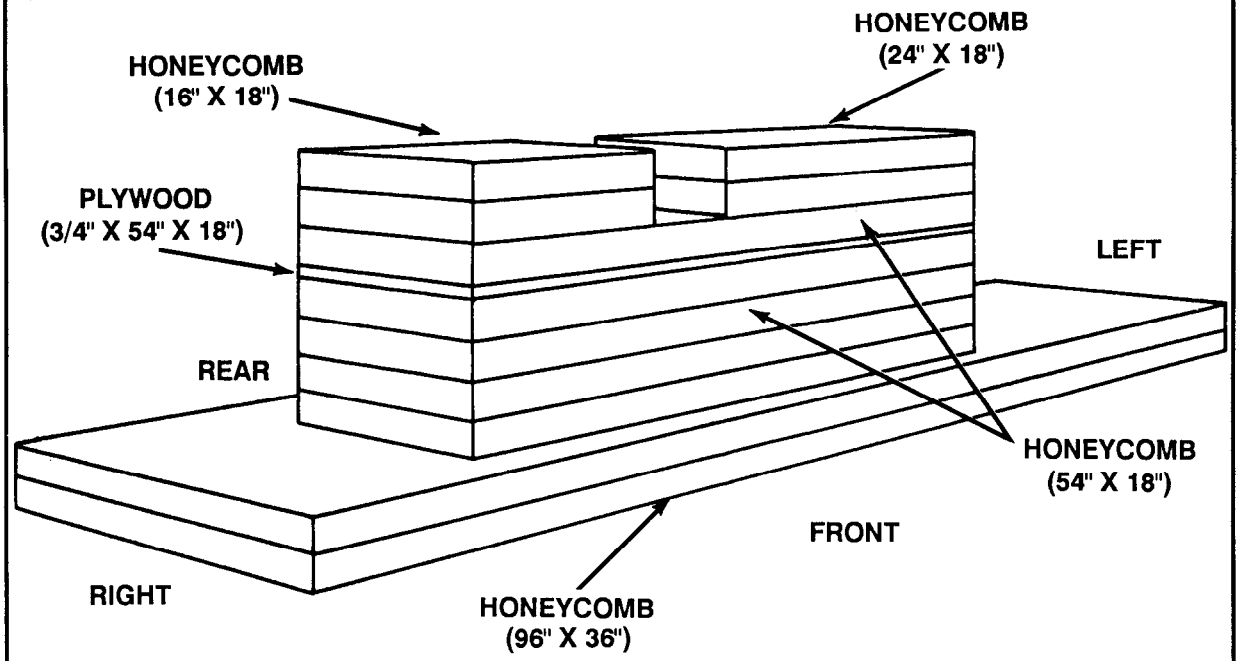
Notes: a. This drawing is not drawn to scale.
b. If the truck you are rigging is NOT equipped with a winch, place one additional 36- by 24-inch layer of honeycomb on top of stack 1.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	11	36	24	Honeycomb	Place honeycomb as the base.
	1	36	24	3/4-inch plywood	Place plywood on top of the base.
	1	36	24	Honeycomb	Place honeycomb on top of the plywood.

Figure 5-4. Honeycomb stack 1 prepared

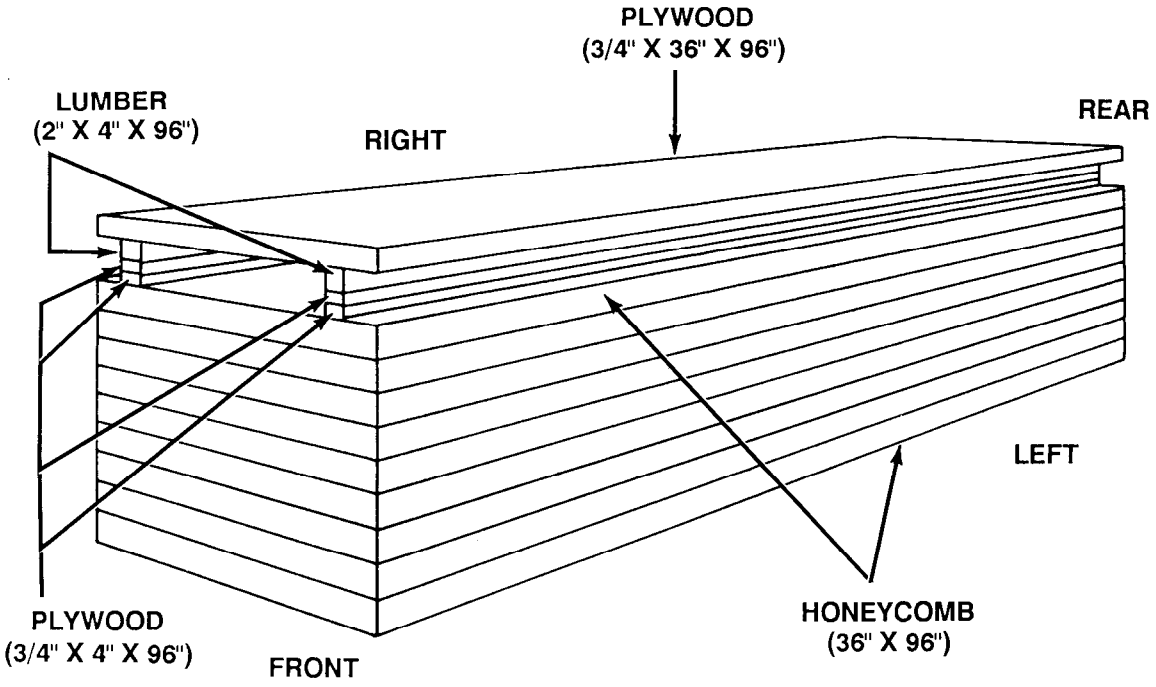
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	1	96	36	Honeycomb	Place honeycomb as the base.
	3	54	18	Honeycomb	Center honeycomb on top of the base.
	1	54	18	3/4-inch plywood	Place plywood on top of the 54- by 18-inch honeycomb.
	1	54	18	Honeycomb	Place honeycomb on top of the plywood.
	2	16	18	Honeycomb	Place honeycomb on top of and flush with the right side of the 54- by 18-inch honeycomb.
	2	24	18	Honeycomb	Place honeycomb on top of and flush with the left side of the 54- by 18-inch honeycomb.

Figure 5-5. Honeycomb stack 2 prepared

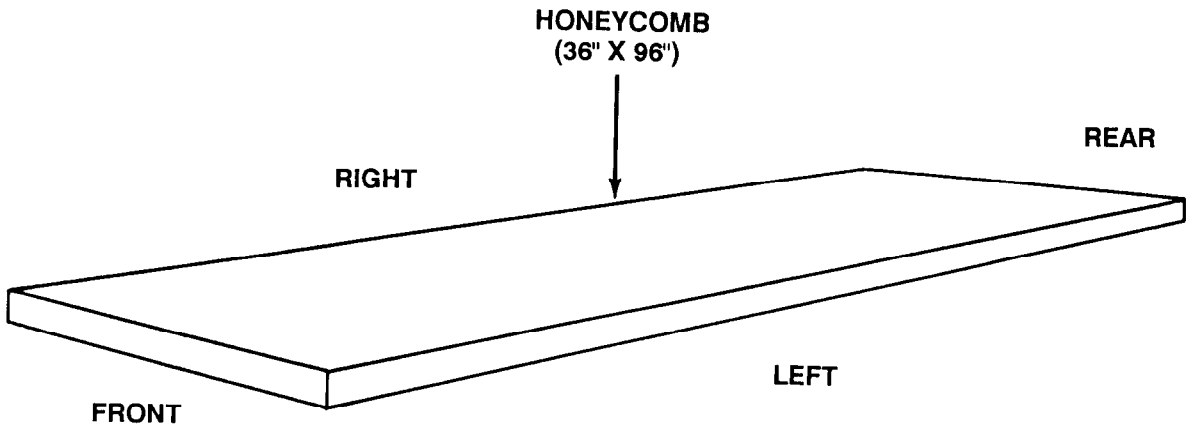
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	7	36	96	Honeycomb	Place honeycomb as the base.
	2	4	96	3/4-inch plywood	Place plywood on top of the base 8 inches from the right side.
	2	4	96	3/4-inch plywood	Place plywood on top of the base 8 inches from the left side.
	1	4	96	2- by 4-inch lumber	Place lumber on top of the 4- by 96-inch plywood on the right side.
	1	4	96	2- by 4-inch lumber	Place lumber on top of the 4- by 96-inch plywood on the left side.
	1	36	96	3/4-inch plywood	Center plywood on top of the lumber and over the honeycomb base.

Figure 5-6. Honeycomb stack 3 prepared

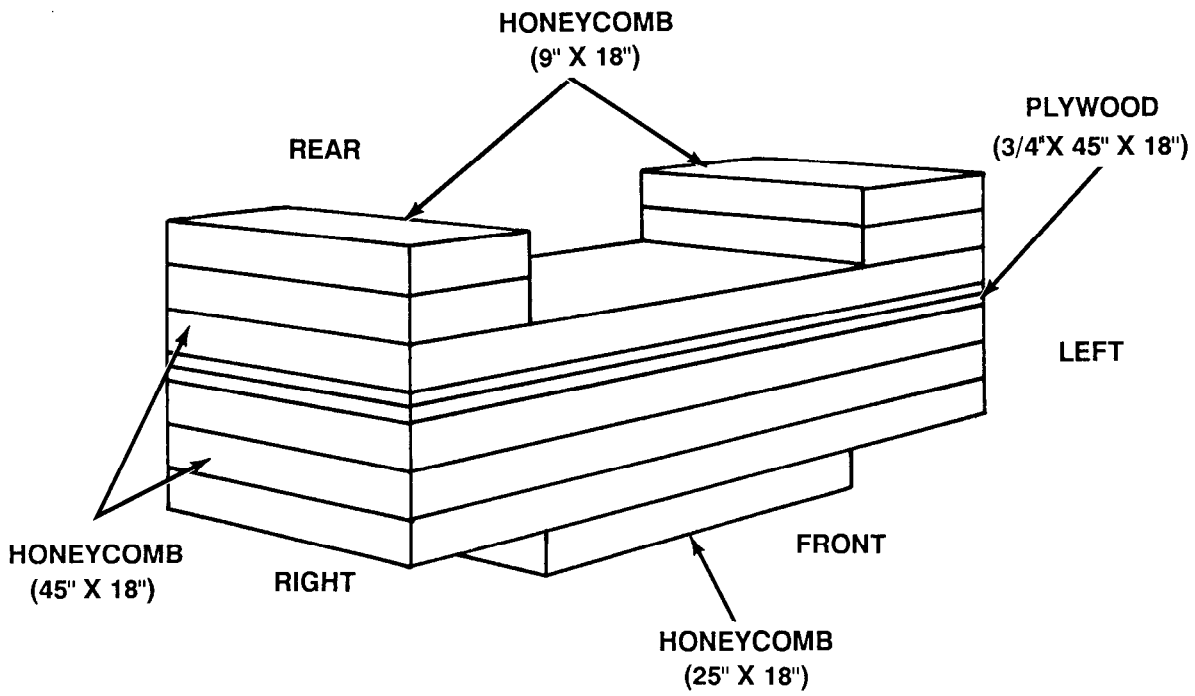
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	1	36	96	Honeycomb	Form stack.
5	1	36	96	Honeycomb	Form stack.

Figure 5-7. Honeycomb stacks 4 and 5 prepared

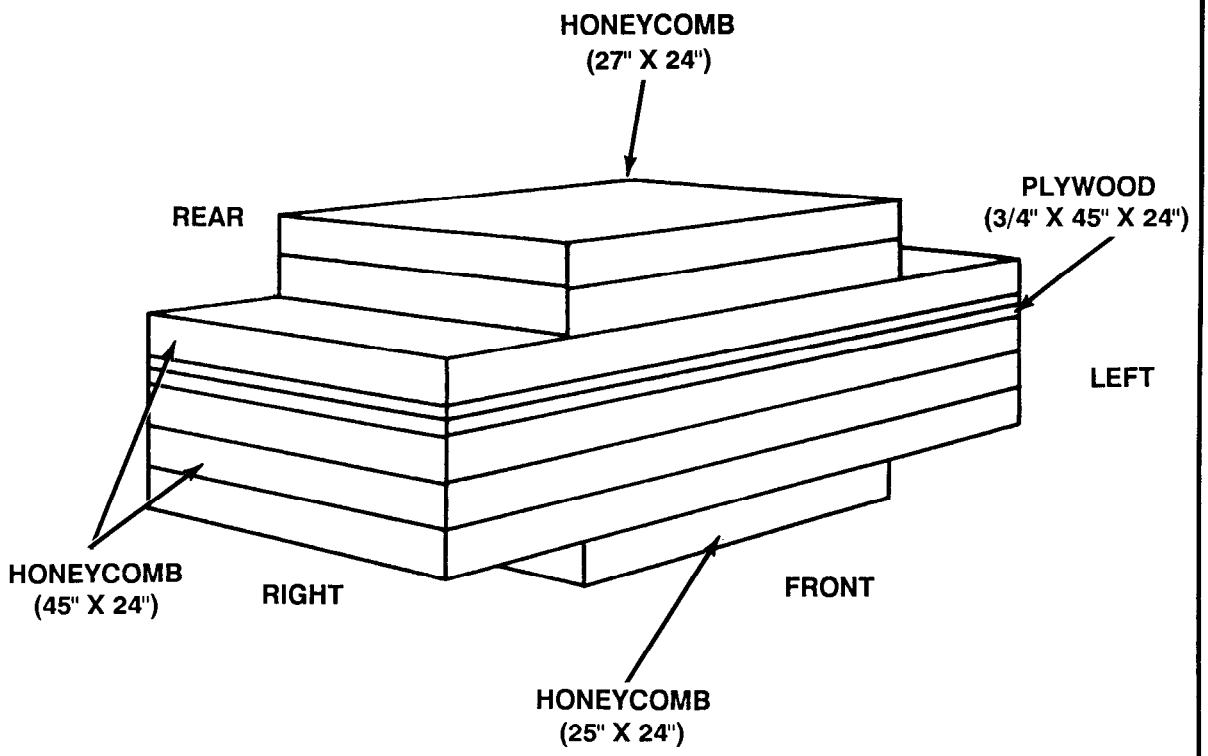
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	1	25	18	Honeycomb	Place honeycomb as the base.
	3	45	18	Honeycomb	Center honeycomb on top of the base.
	2	45	18	3/4-inch plywood	Place plywood on top of the 45- by 18-inch honeycomb.
	1	45	18	Honeycomb	Place honeycomb on top of the plywood.
	4	9	18	Honeycomb	Place two pieces of honeycomb on each side of the 45- by 18-inch honeycomb even with the 18-inch edge.

Figure 5-8. Honeycomb stack 6 prepared

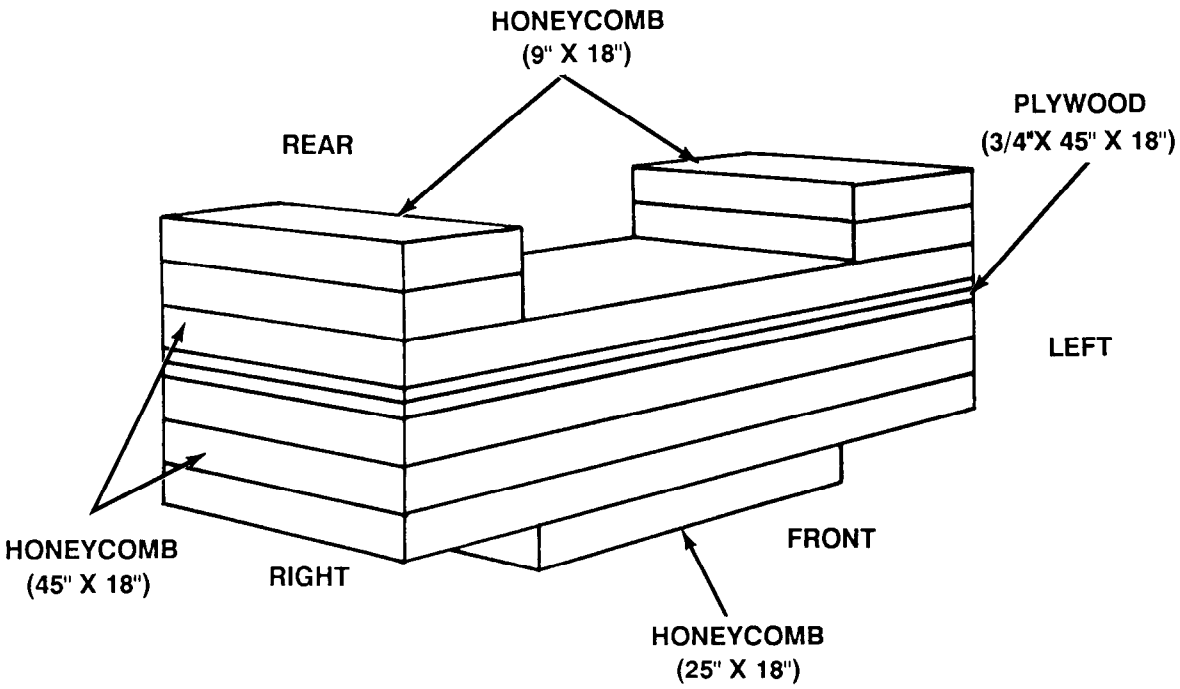
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
7	1	25	24	Honeycomb	Place honeycomb as the base.
	3	45	24	Honeycomb	Center honeycomb on top of the base.
	2	45	24	3/4-inch plywood	Place plywood on top of the 45- by 24-inch honeycomb.
	1	45	24	Honeycomb	Place honeycomb on top of the plywood.
	2	27	24	Honeycomb	Center honeycomb on top of the 45- by 24-inch honeycomb.

Figure 5-9. Honeycomb stack 7 prepared

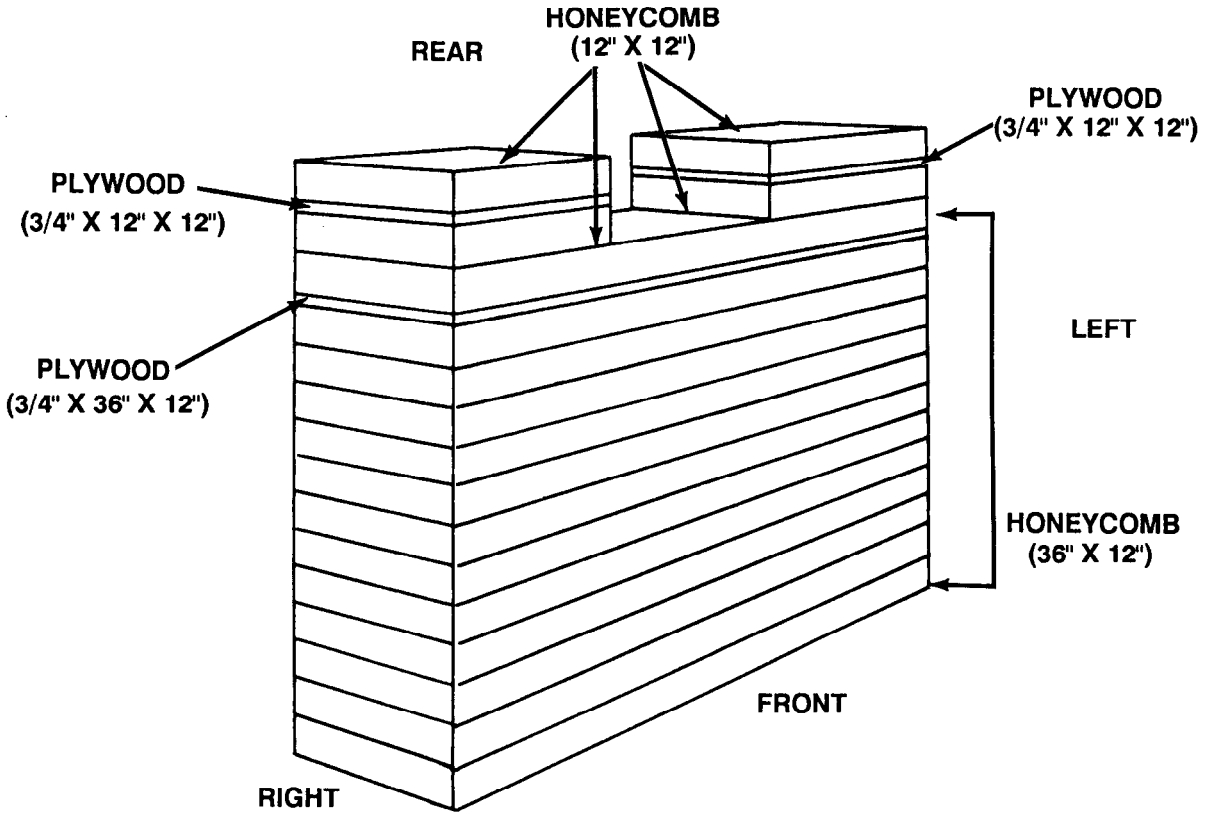
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
8	1	25	18	Honeycomb	Place honeycomb as the base.
	3	45	18	Honeycomb	Center honeycomb on top of the base.
	2	45	18	3/4-inch plywood	Place plywood on top of the 45- by 18-inch honeycomb.
	1	45	18	Honeycomb	Place honeycomb on top of the plywood.
	4	9	18	Honeycomb	Place two pieces of honeycomb on each side of the 45- by 18-inch honeycomb even with the 18-inch edge.

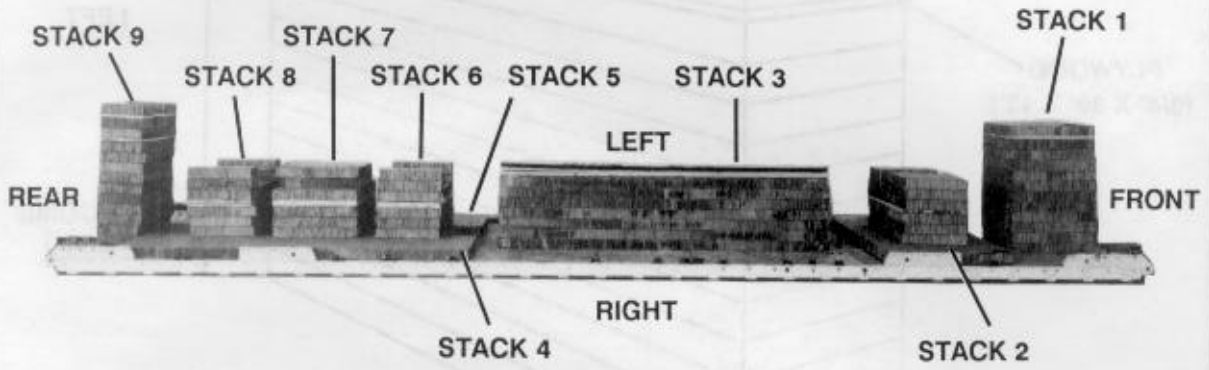
Figure 5-10. Honeycomb stack 8 prepared

Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
9	10	36	12	Honeycomb	Place honeycomb as the base.
	1	36	12	3/4-inch plywood	Place plywood on top of the base.
	1	36	12	Honeycomb	Place honeycomb on top of the plywood.
	2	12	12	Honeycomb	Place one piece of honeycomb on each side of the 36- by 12-inch honeycomb even with the 12-inch edge.
	2	12	12	3/4-inch plywood	Place one piece of plywood on top of each piece of the 12- by 12-inch honeycomb.
	2	12	12	Honeycomb	Place one piece of honeycomb on top of each piece of plywood.

Figure 5-11. Honeycomb stack 9 prepared



Stack Number	Position of Stack on Platform
	Place stack:
1	Centered flush with the front edge of the platform.
2	Centered 7 inches from the rear of stack 1.
3	Centered 11 inches from the rear of stack 2.
4	4 inches from the right side rail, 7 inches from the rear of stack 3.
5	4 inches from the left side rail, 7 inches from the rear of stack 3.
6	Between stacks 4 and 5, 17 inches from the rear of stack 3.
7	Between stacks 4 and 5, 6 inches from the rear of stack 6.
8	Between stacks 4 and 5, 6 inches from the rear of stack 7.
9	Centered flush with the rear edge of the platform.

Figure 5-12. Honeycomb stacks positioned on platform

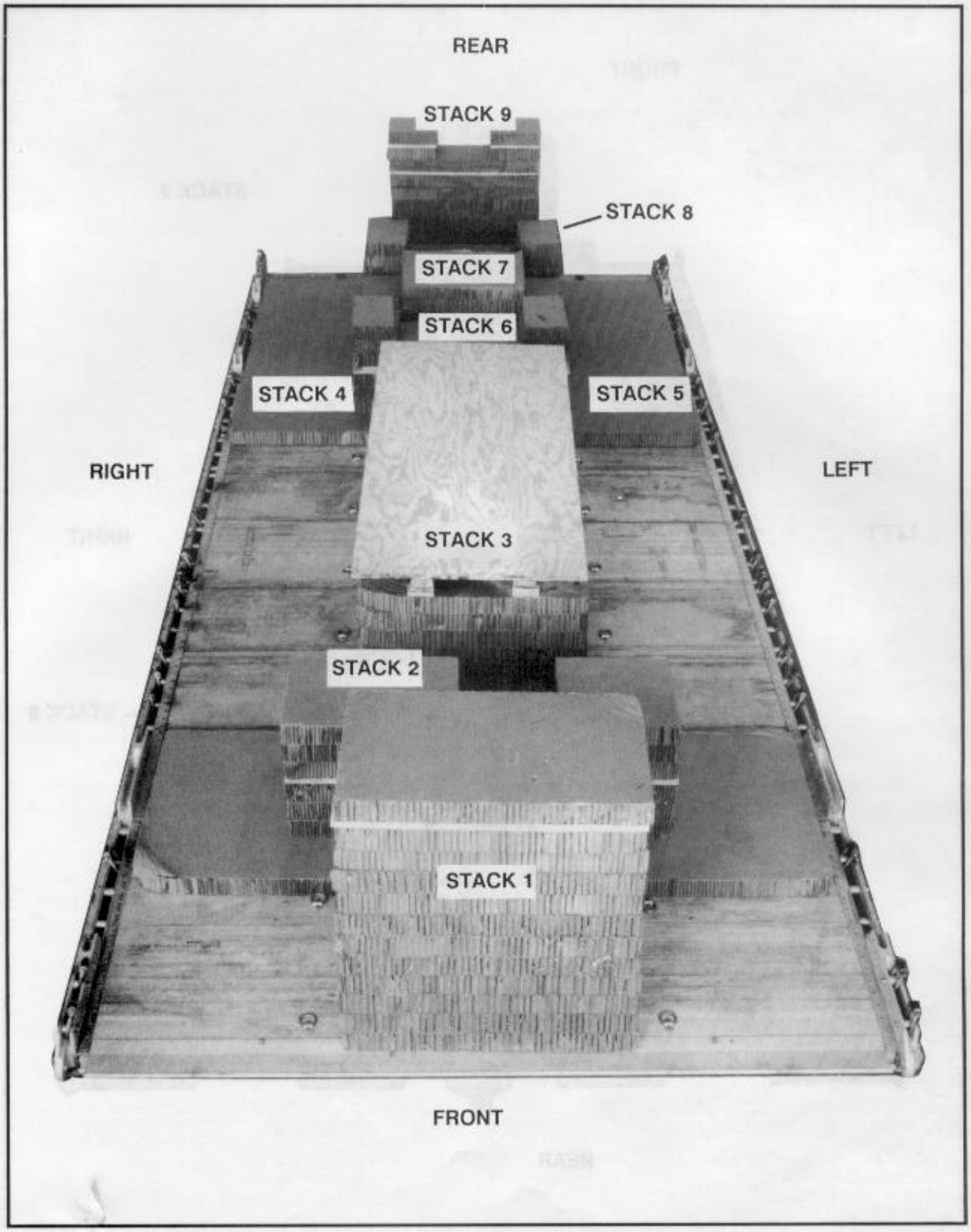


Figure 5-13. Front view of honeycomb stacks positioned on platform

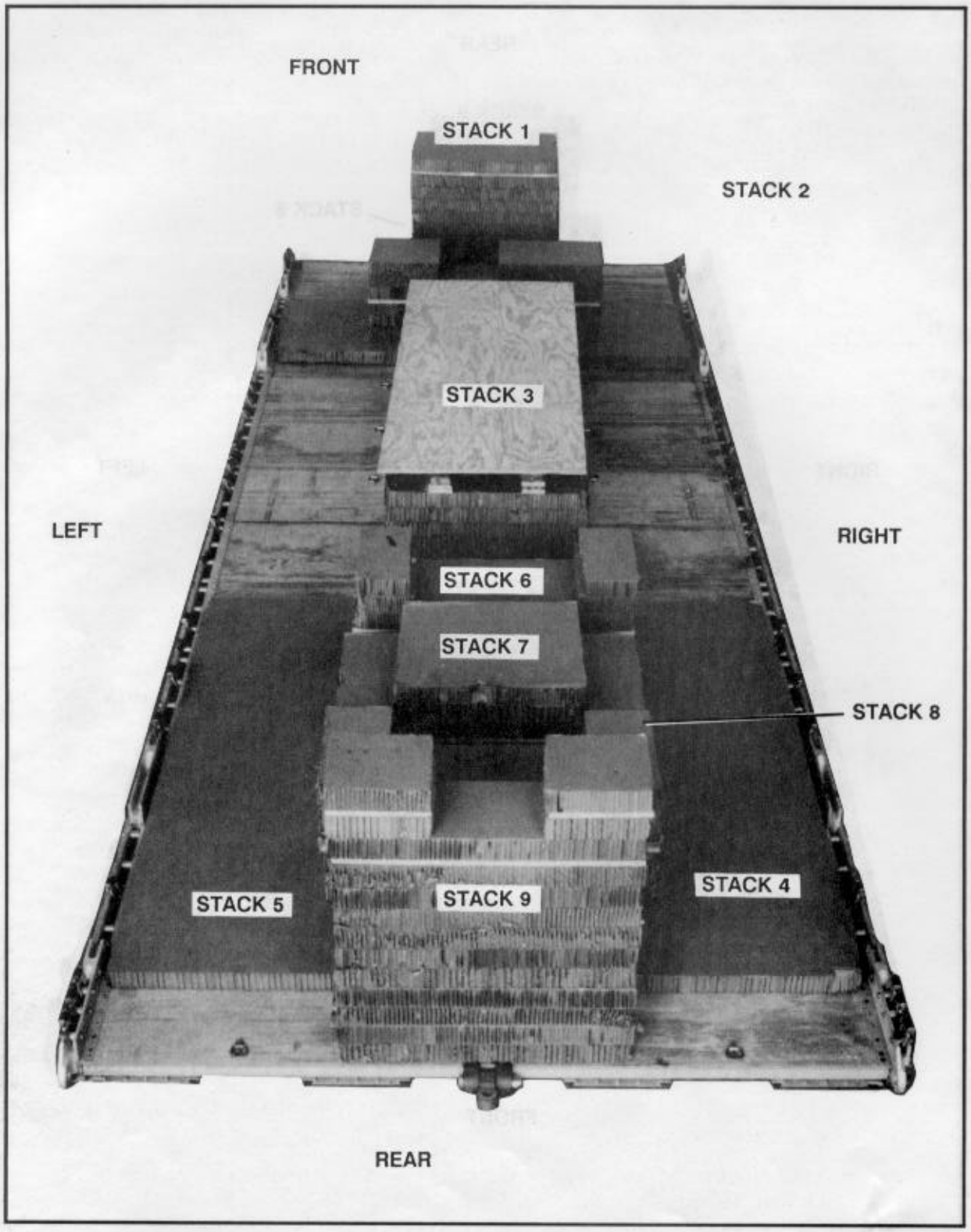


Figure 5-14. Rear view of honeycomb stacks positioned on platform

5-4. Removing Truck Components

Remove the cab top cover, cab top frame, cargo body cover, mirror assemblies, exhaust stack, spare wheel assembly, side rack troop seats, body side racks, and bow and stack assemblies according to TM 9-2320-260-10 and TM 9-2320-260-20P.

5-5. Preparing Truck

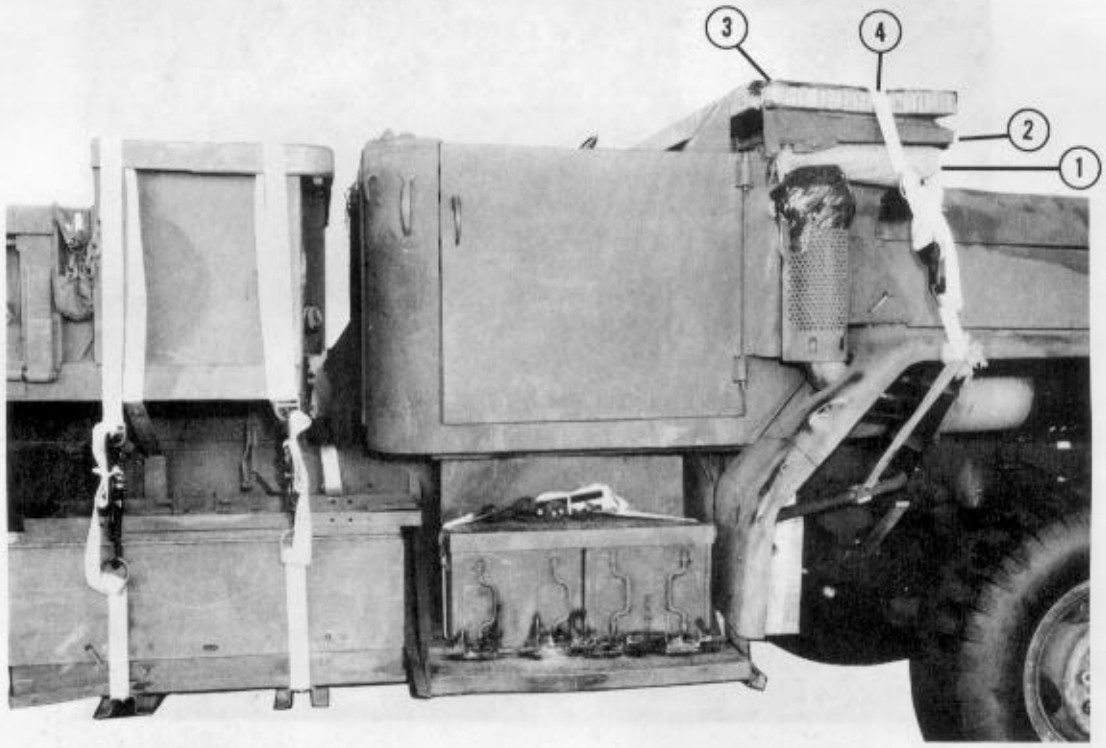
Prepare the truck as shown in Figure 5-15 and as described below.

a. Make sure the fuel tank is not more than 1/2 full.

b. Make sure the fire extinguisher is charged and the safety pin is secure. Pad the fire extinguisher, and secure it to the vehicle.

c. Fill the toolbox and the tool stowage box with scrap honeycomb or cellulose wadding.

d. Place the pioneer tools in their links, and fasten the retaining straps. Tie the tools in place with type III nylon cord.



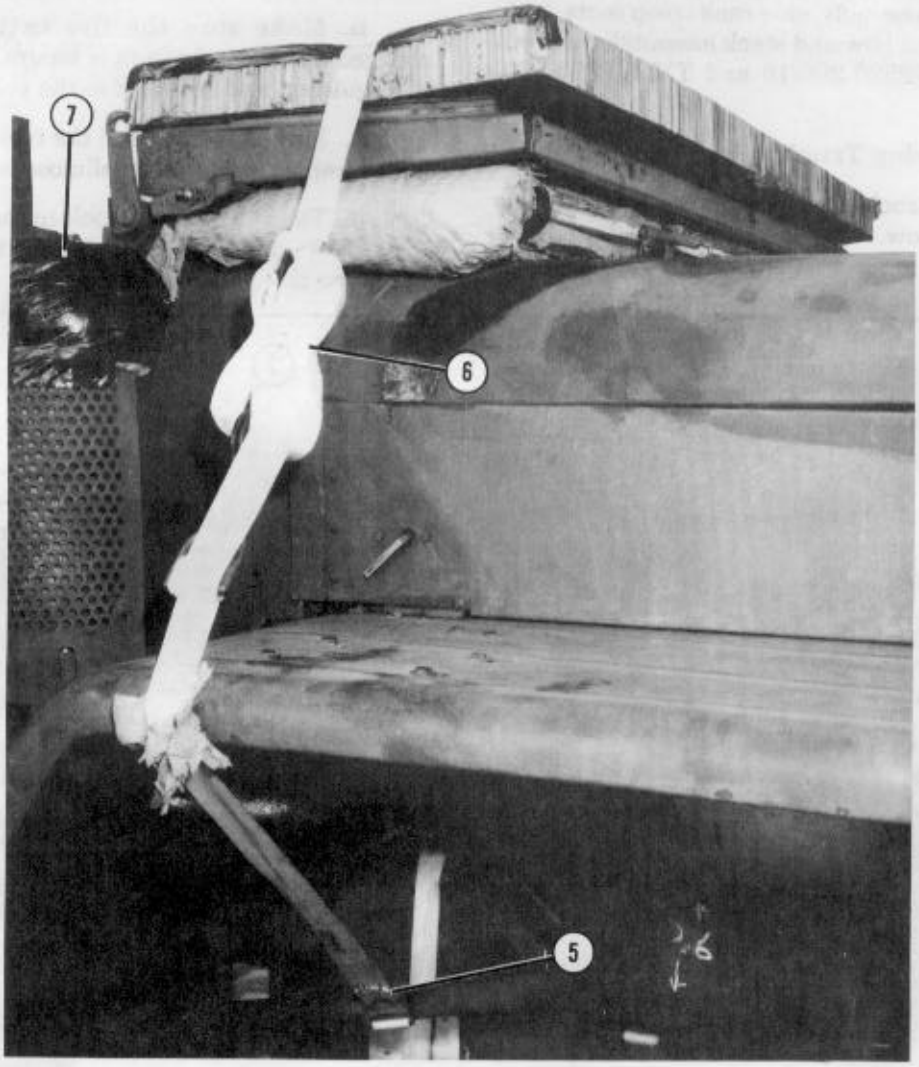
(1) Wrap a 3/4- by 18- by 60-inch piece of plywood in cellulose wadding, and tape the wadding in place. Place the plywood on the hood of the truck.

(2) Fold the windshield down on the plywood.

(3) Place a 24- by 60-inch piece of honeycomb on top of the windshield. Tape the edges of honeycomb with tape.

(4) Pass the end of a 15-foot tiedown strap around the left front fender brace and through its own D-ring. Pull the free end tight, and lay the strap across the honeycomb.

Figure 5-15. Truck prepared



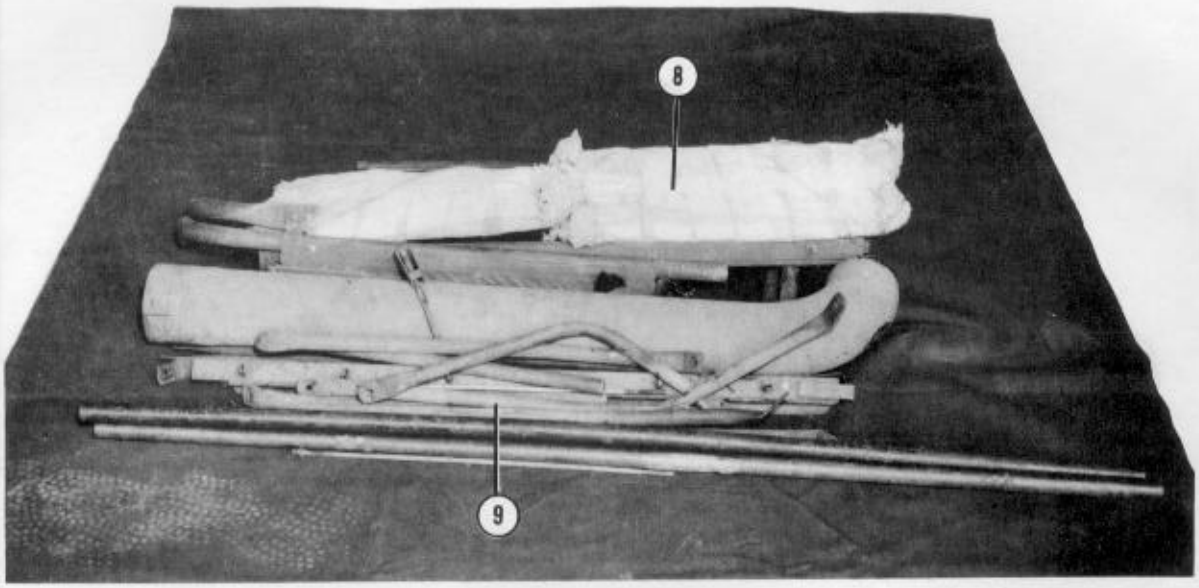
(5) Pass the end of a 15-foot tiedown strap around the right front fender brace and through its own D-ring. Pull the free end of the strap tight.

(6) Secure the ends of the two 15-foot tiedown straps according to FM 10-500-2/TO 13C7-1-5.

(7) Pad the exhaust pipe with cellulose wadding, and tape the wadding in place.

Note: Pad the fenders with cellulose wadding where the lashings will touch, and tape the wadding in place.

Figure 5-15. Truck prepared (continued)

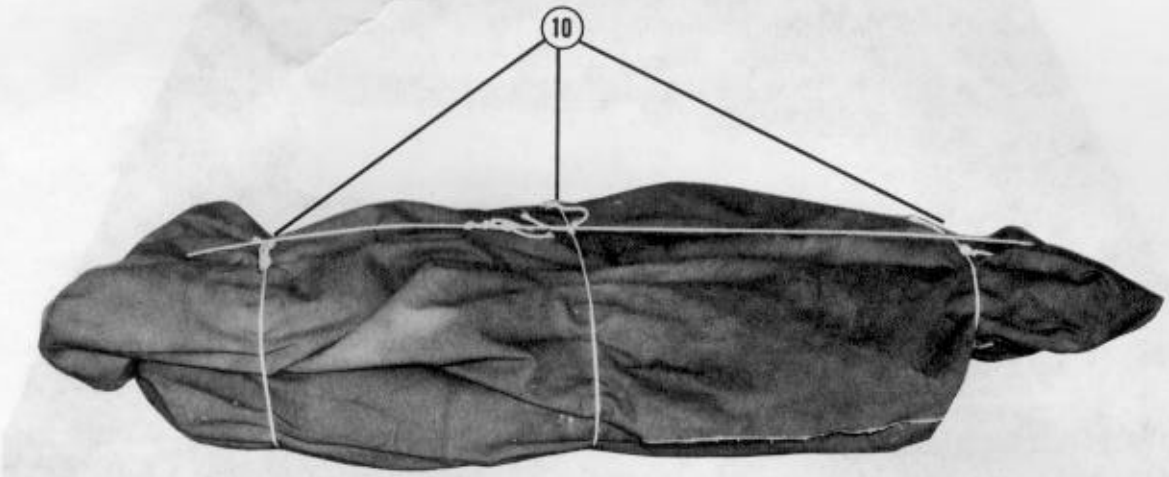


(8) Wrap the mirror assemblies in cellulose wadding. Tape the wadding in place. Place the mirror assemblies on the cargo body cover.

(9) Place the cab top frame and the exhaust stack on the cab top cover. Pad the sharp edges with cellulose wadding, and tape the wadding in place.

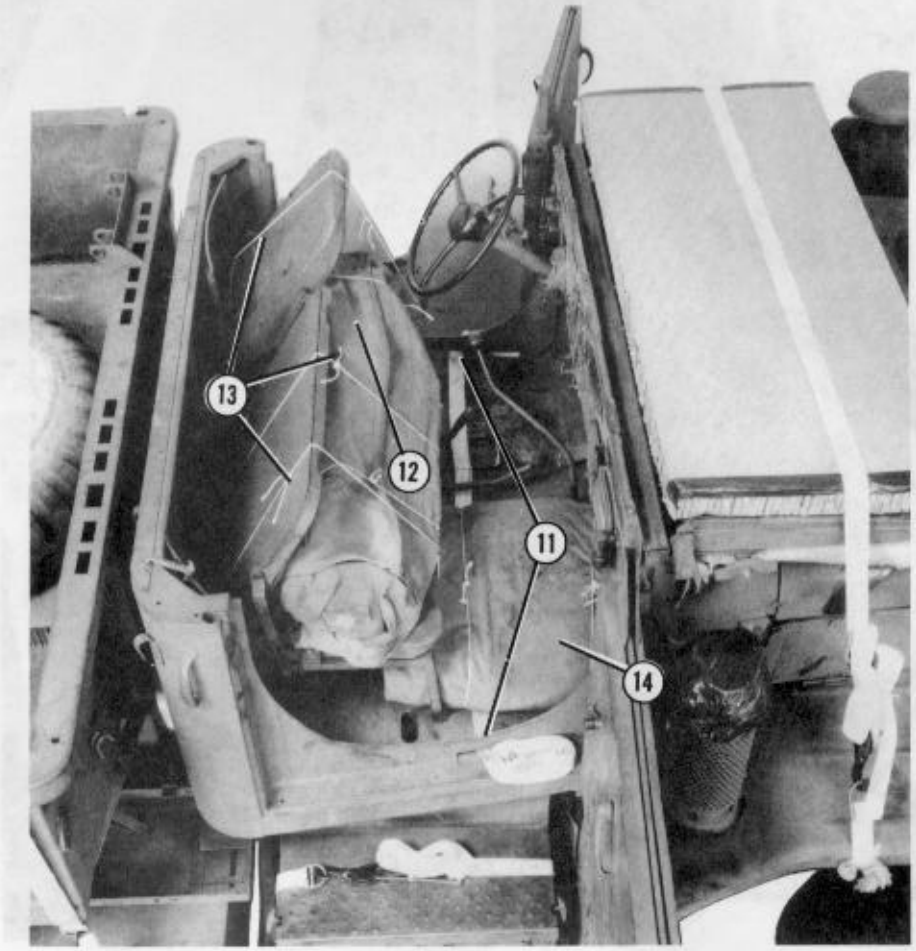
Note: Place other small components on the cargo body cover if needed.

Figure 5-15. Truck prepared (continued)



(10) Wrap the cargo body cover over the items placed on it. Tie the cover in place with type III nylon cord.

Figure 5-15. Truck prepared (continued)



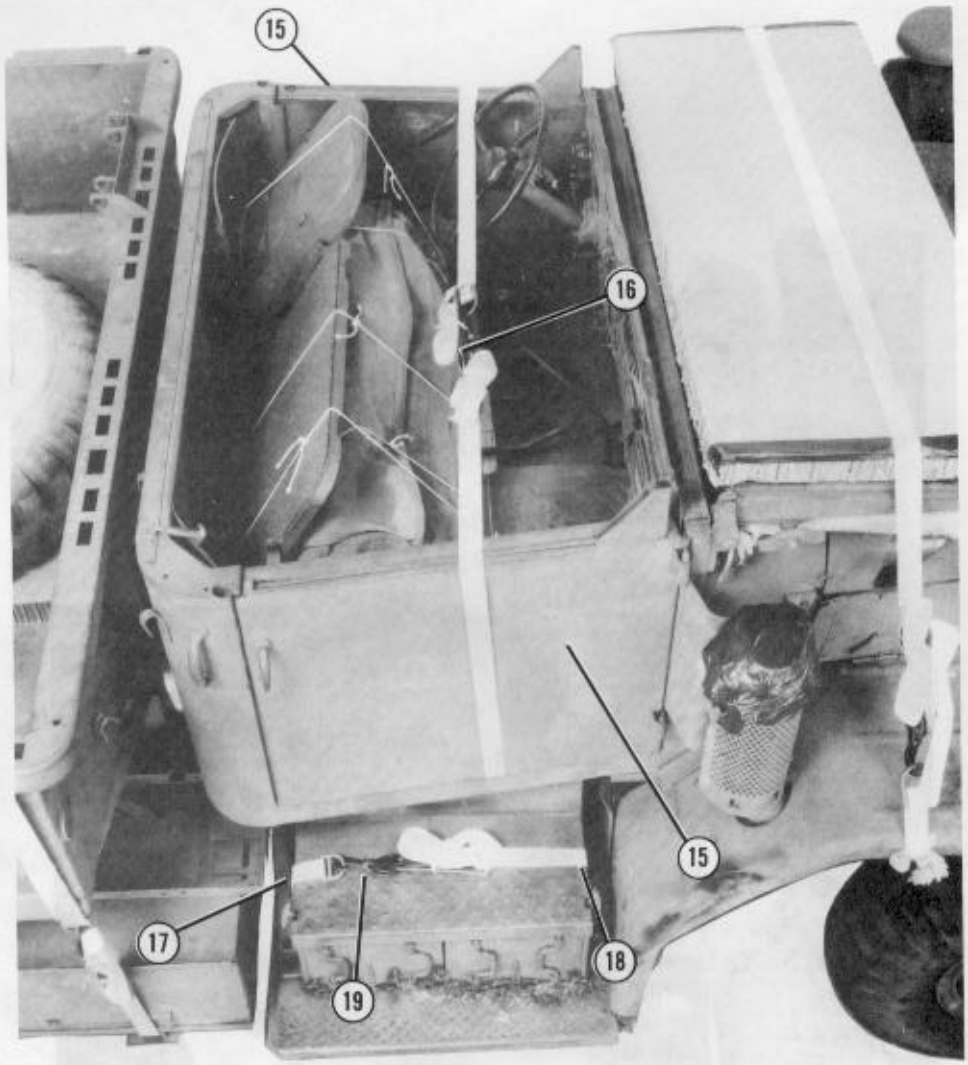
(11) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the strap across the cab floor, and pass the ends of the strap through the slots in the door frame.

(12) Place the items wrapped in the cargo body cover on the truck seats.

(13) Fold the back of the seats down against the cargo body cover. Tie the back of the seats against the cover with type III nylon cord.

(14) Fold the cab top cover, and place it on the floor of the cab.

Figure 5-15. Truck prepared (continued)



(15) Close the truck doors.

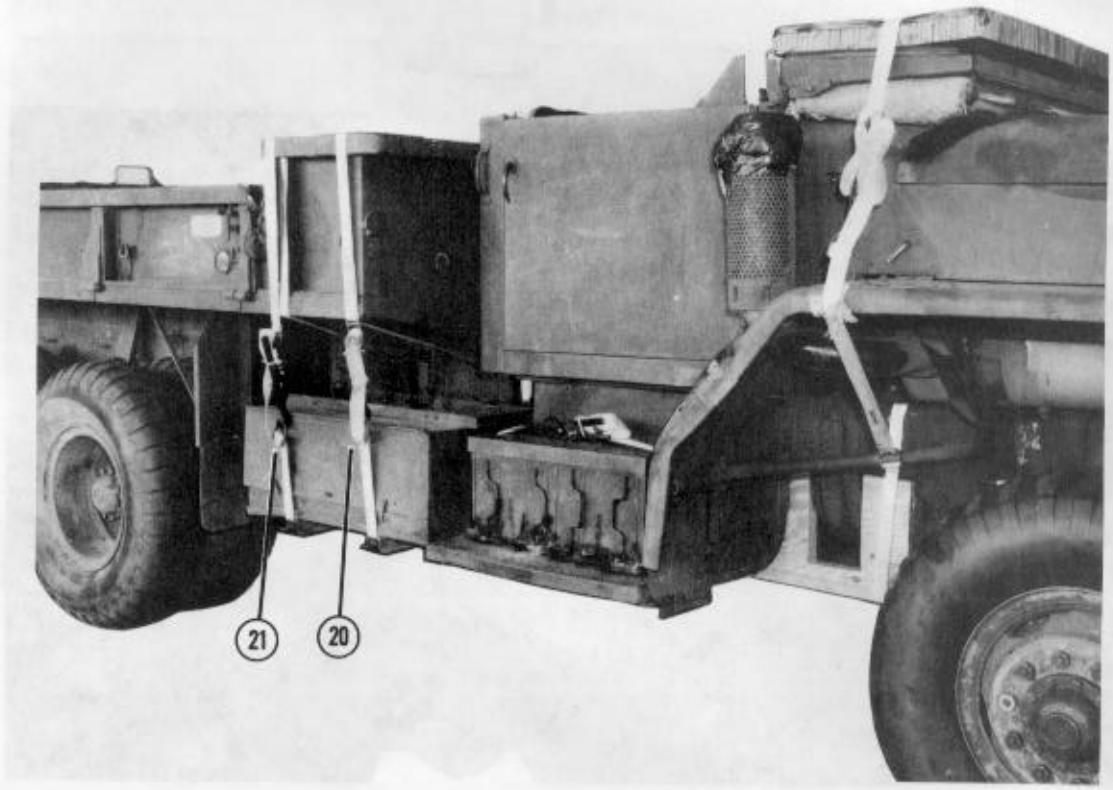
(16) Pass the ends of the 30-foot tiedown strap (installed in step 11) over the cab doors. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(17) Pass one end of a 15-foot tiedown strap around the rear running board support and back to the top of the battery box.

(18) Pass the other end of the 15-foot tiedown strap around the front running board support and back to the top of the box.

(19) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

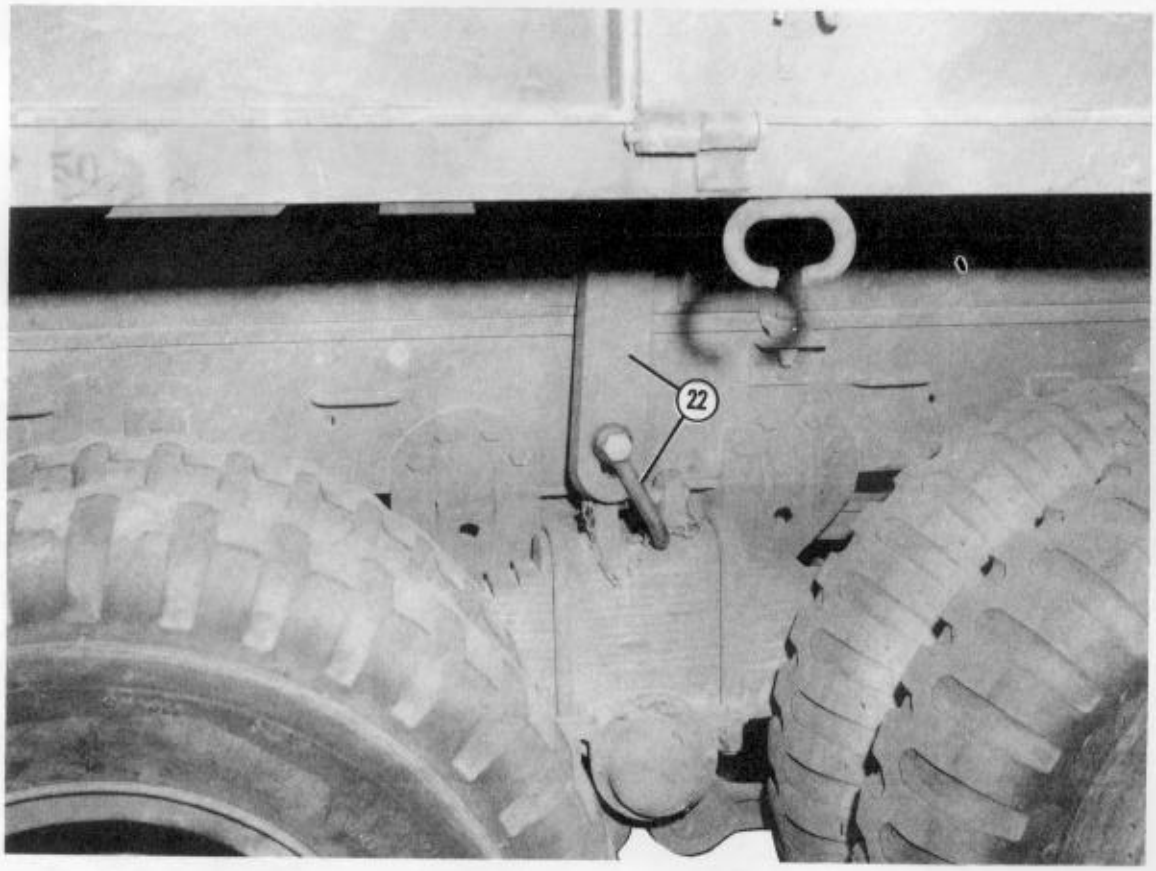
Figure 5-15. Truck prepared (continued)



(20) Pass the free end of a 15-foot tiedown strap through the first side rack socket, through the front toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

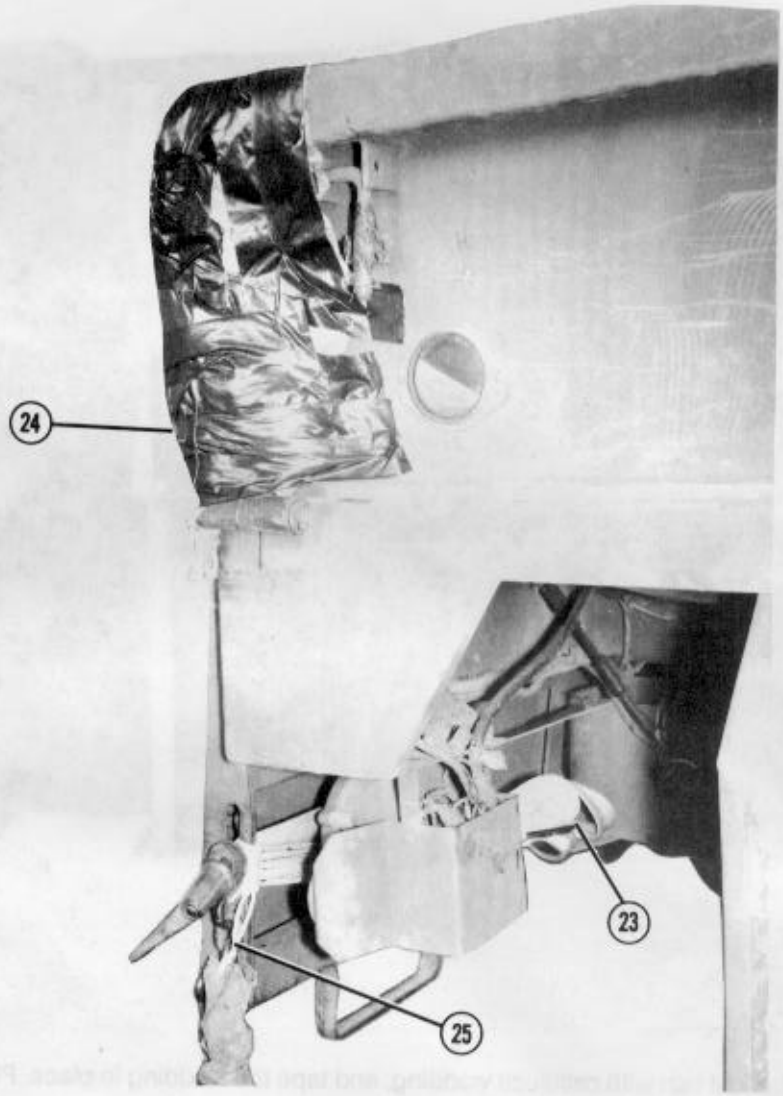
(21) Pass the free end of a second 15-foot strap through the second side rack socket, through the rear toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-15. Truck prepared (continued)



(22) Lower a suspension extension bracket down through one access hole in the body of the truck. Bolt the bracket to the spring saddle with a large suspension clevis. Bolt a second bracket to the spring saddle on the opposite side of the truck in the same manner.

Figure 5-15. Truck prepared (continued)

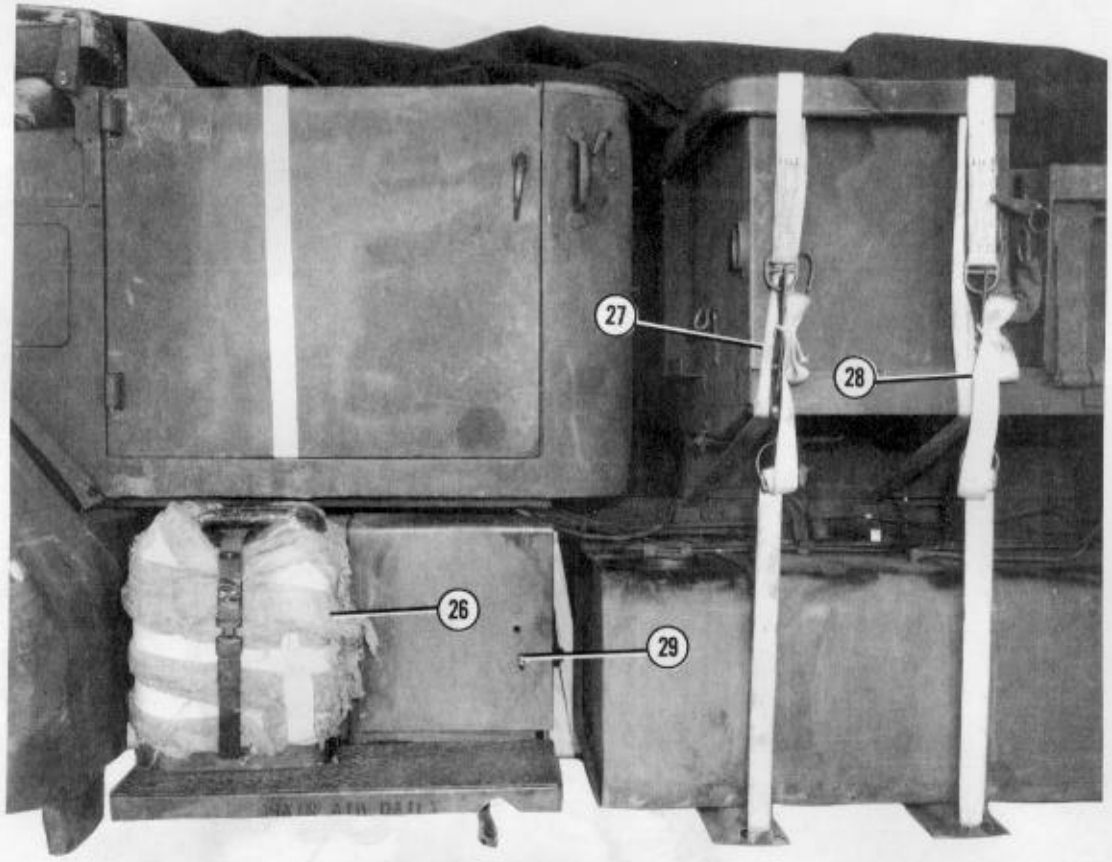


(23) Lower the truck tailgate. Run a 15-foot tiedown strap through the tailgate and through the rear tiedown point on each mainframe rail. Secure the D-rings according to FM 10-500-2/TO 13C7-1-5.

(24) Pad the side body at each side of the truck with cellulose wadding, and tape the wadding in place.

(25) Tie the tailgate chains to the tailgate with lengths of type III nylon cord.

Figure 5-15. Truck prepared (continued)



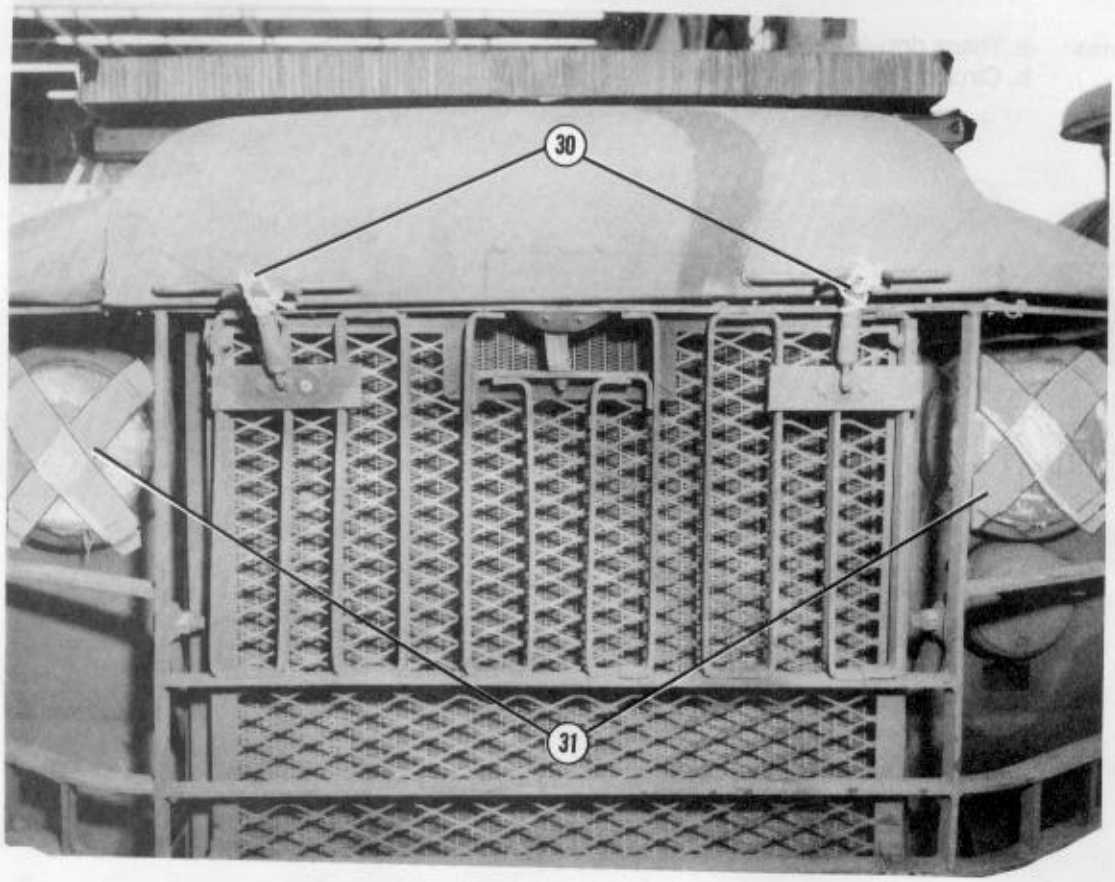
(26) Pad the fuel can with cellulose wadding, and tape the wadding in place. Place the fuel can in its bracket, and secure it with the retainer strap.

(27) Pass the free end of a 15-foot tiedown strap through the first side rack socket and through the front fuel tank mount. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(28) Pass the free end of a 15-foot tiedown strap through the second side rack socket and through the rear fuel tank mount. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(29) Pad the OVE with cellulose wadding, and place the OVE in the tool stowage box. Tie the door of the box closed with type III nylon cord.

Figure 5-15. Truck prepared (continued).



(30) Tie the hood closed with type III nylon cord.

(31) Tape the headlights.

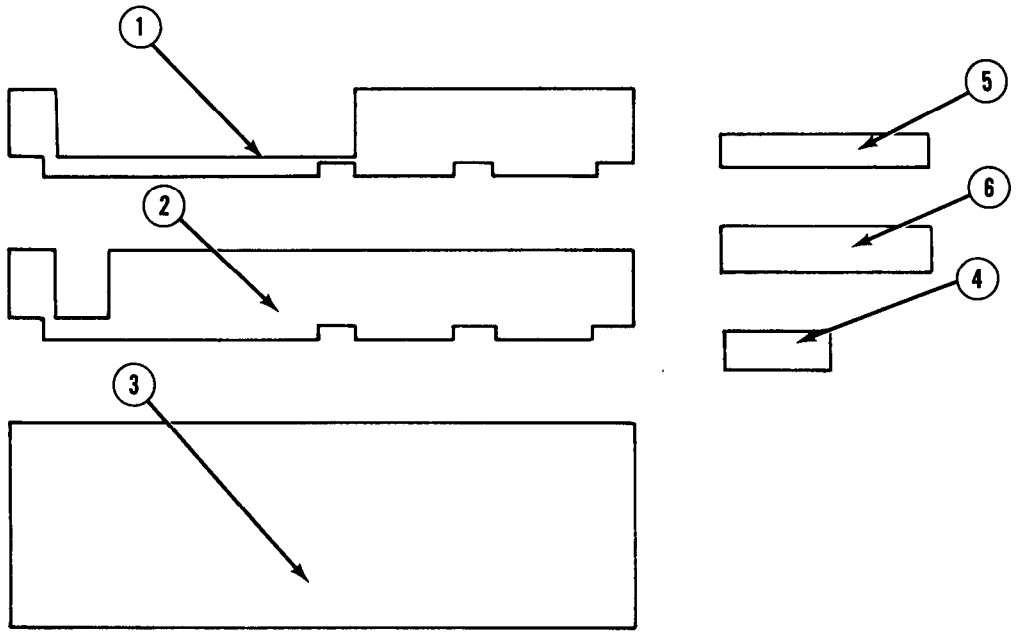
Note: If the truck you are rigging is equipped with a winch, tie the hook to the bumper with type III nylon cord.

Figure 5-15. Truck prepared (continued)

5-6. Building Frame Support

Use the material in Figure 5-16 to build the frame support. Build the frame support as shown in Figure 5-17.

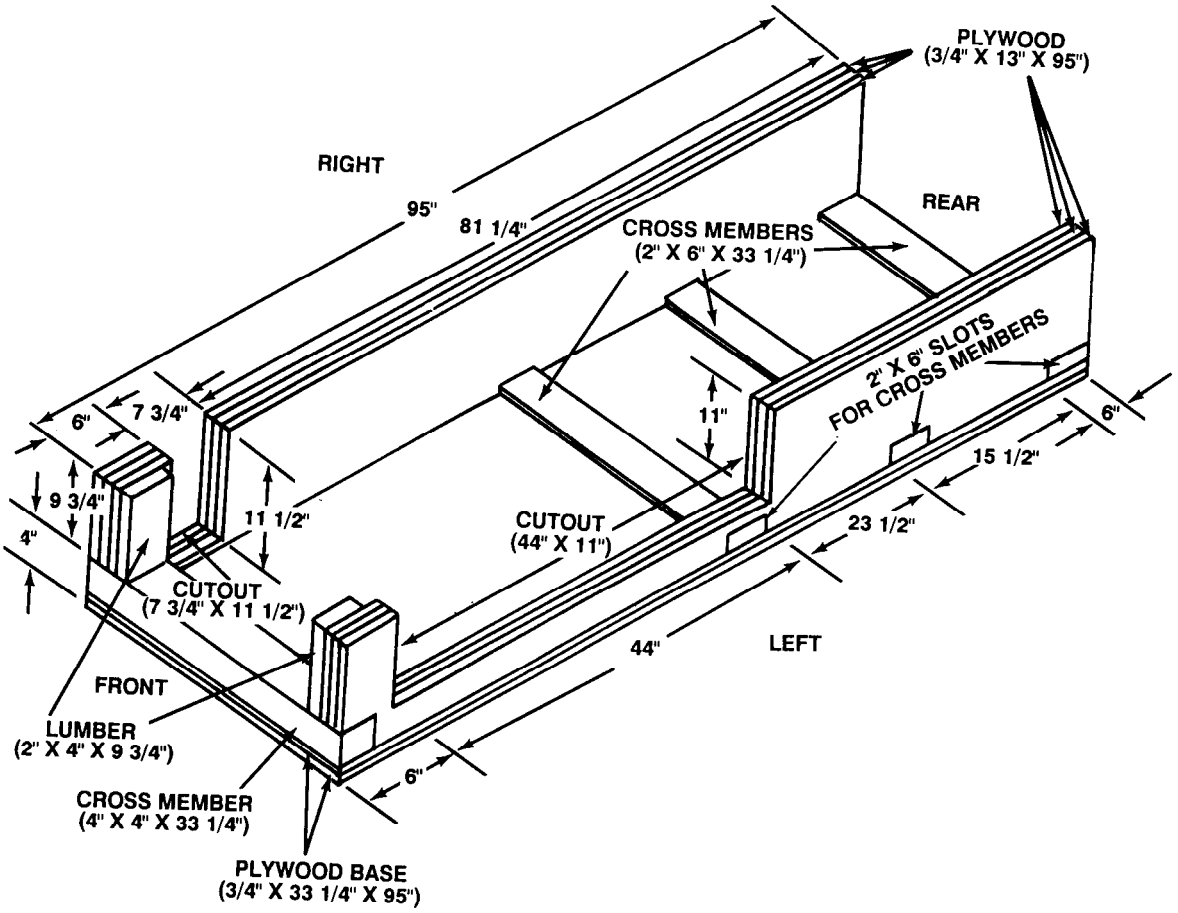
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	3	13	95	3/4-inch plywood
2	3	13	95	3/4-inch plywood
3	2	33 3/4	95	3/4-inch plywood
4	2	3 1/2 (actual)	9 3/4	2- by 4-inch lumber
5	1	3 1/2 (actual)	33 1/4	4- by 4-inch lumber
6	3	6	33 1/4	2- by 6-inch lumber

Figure 5-16. Material required for frame support

Note: This drawing is not drawn to scale.



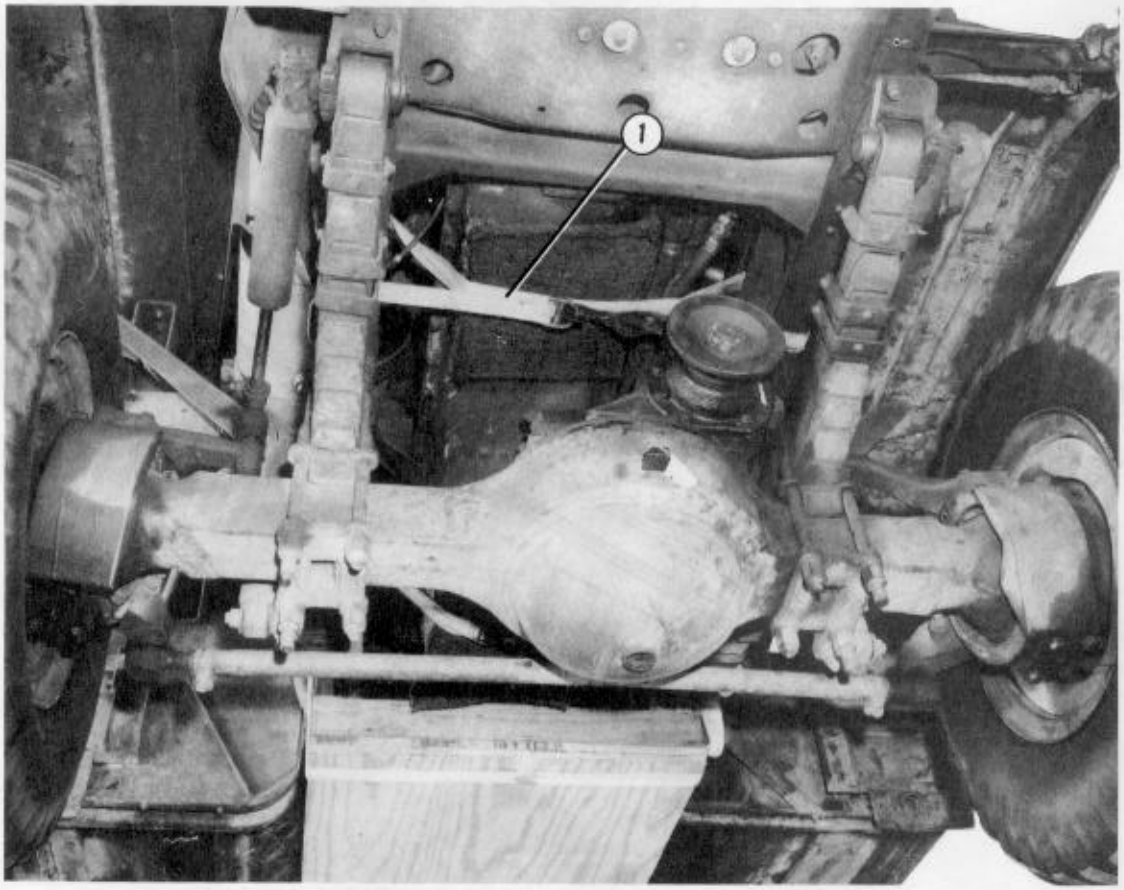
Step:

1. Construct the frame support as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 5-17. Frame support constructed

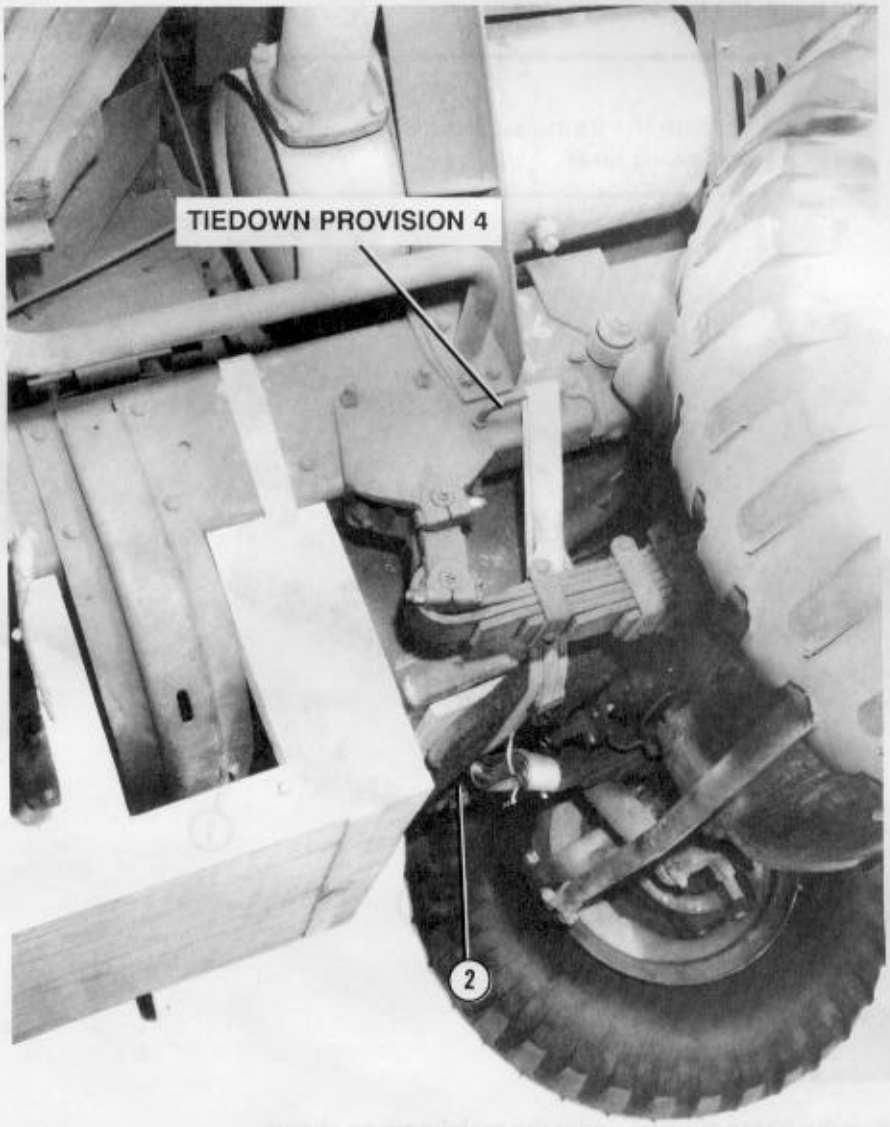
5-7. Installing Engine Supports and Frame Support

Install the engine supports and the frame support as shown in Figures 5-18 and 5-19 using three 15-foot tiedown straps and one 30-foot tiedown strap.



(1) Pass the end of a 15-foot tiedown strap around the right frame rail, under the front part of the oil pan, and around the left frame rail. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-18. Engine supports installed

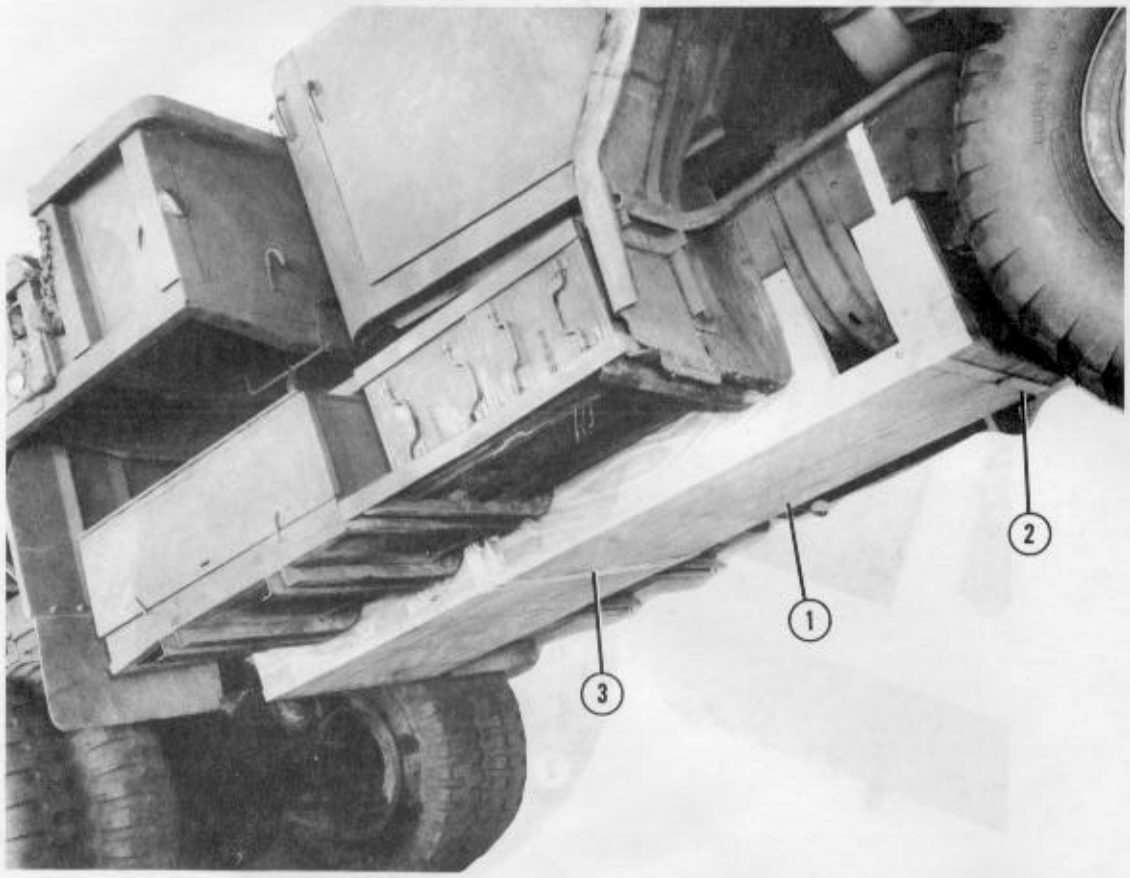


(2) Run a 15-foot tiedown strap through tiedown provision 4 on the right frame rail, under the rear of the oil pan, and through tiedown provision 4 on the left frame rail. Place a 12- by 12-inch piece of felt and a 3/4- by 12- by 12-inch piece of plywood between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-18. Engine supports installed (continued)

Notes: a. Depending on the make and model of your truck, use a 30-foot tiedown strap and adapt the procedures in 2 below to install the second strap.
b. Position the load binders on the side of the frame support so that the load binders will not touch the honeycomb stack.

CAUTION
Ensure the frame support is not placed on hydraulic lines.



(1) Position the frame support under the mainframe as shown.

(2) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Pass one end of the strap around one mainframe rail near the front of the frame support. Pass the other end of the strap under the frame support and around the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass the free end of a 15-foot tiedown strap around tiedown provision 6 on one mainframe rail, under the frame support, and around tiedown provision 6 on the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-19. Frame support installed

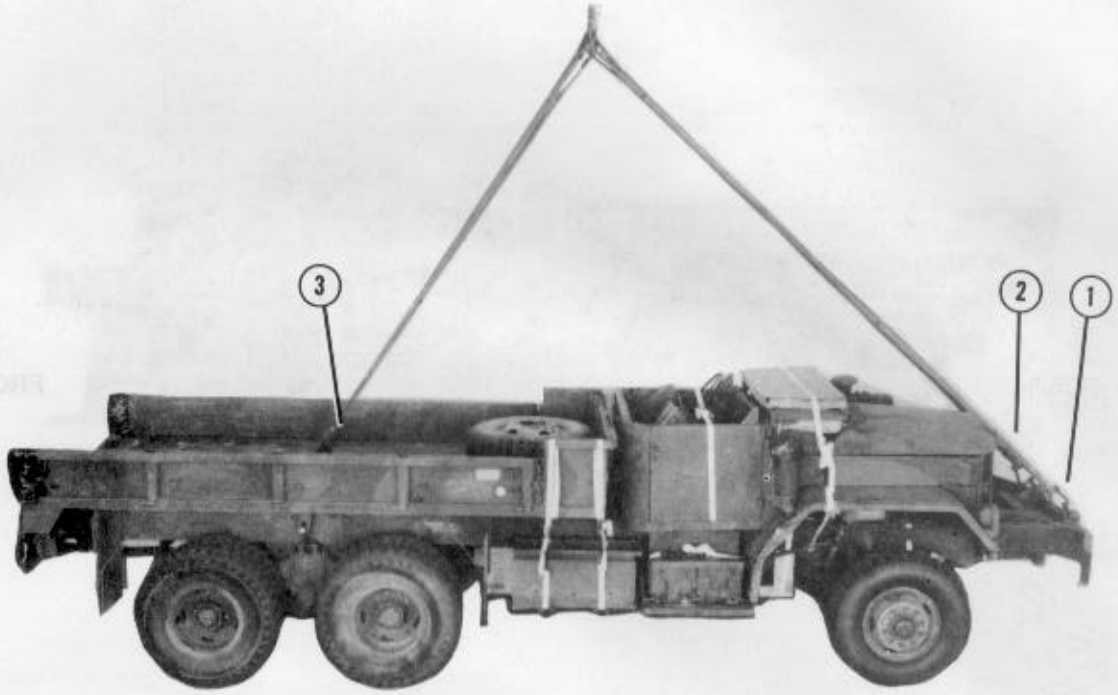
5-8. Positioning Truck

Position the truck as described below.

a. Install two 16-foot (4-loop) and two 12-foot (4-loop), type XXVI nylon webbing slings as shown in Figure 5-20.

b. Position the truck on the honeycomb stacks as shown in Figure 5-21.

Notes: a. Other slings of equal or greater strength may be used to lift the truck.
b. Pad or tape the area where the slings touch the truck to protect the slings.



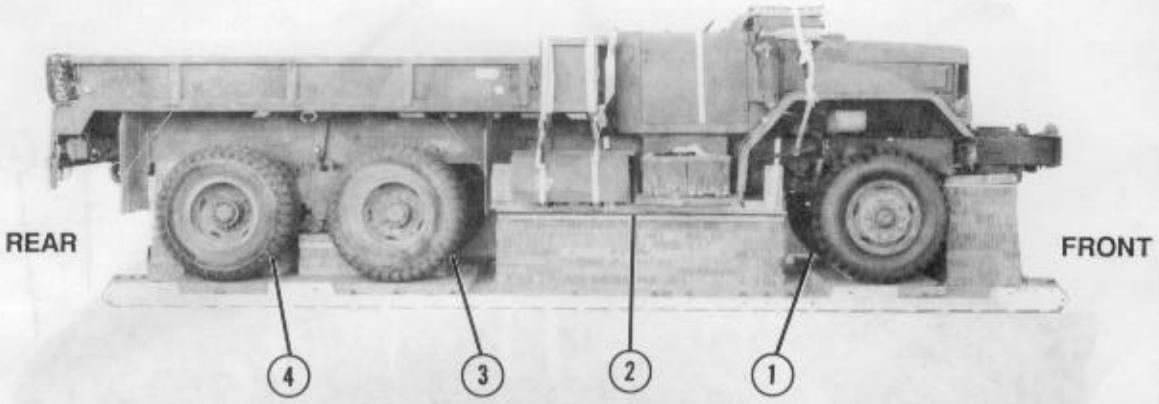
(1) Place a spacer from a four-point link assembly in one end loop of a 16-foot (4-loop), type XXVI nylon webbing sling. Fit a large suspension clevis on a front lifting shackle, and bolt the end loop with the spacer to the clevis.

(2) Install another 16-foot (4-loop), type XXVI nylon webbing sling on the other front lifting shackle as described in step 1 above.

(3) Fit a large suspension clevis on each rear suspension bracket. Place a spacer from a four-point link assembly in one end loop of two 12-foot (4-loop), type XXVI nylon webbing slings. Bolt the end loop of one sling with the spacer to each large suspension clevis on the rear suspension brackets.

Figure 5-20. Lifting slings installed

Notes: a. The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.
b. The front and rear overhang will vary depending on the make and model of the truck.



Lift the truck with the lifting slings. Position the truck on the honeycomb stacks with:

(1) The front axle centered on stack 2.

(2) The mainframe support centered on stack 3.

(3) The front dual axle centered on stack 6.

(4) The rear dual axle centered on stack 8.

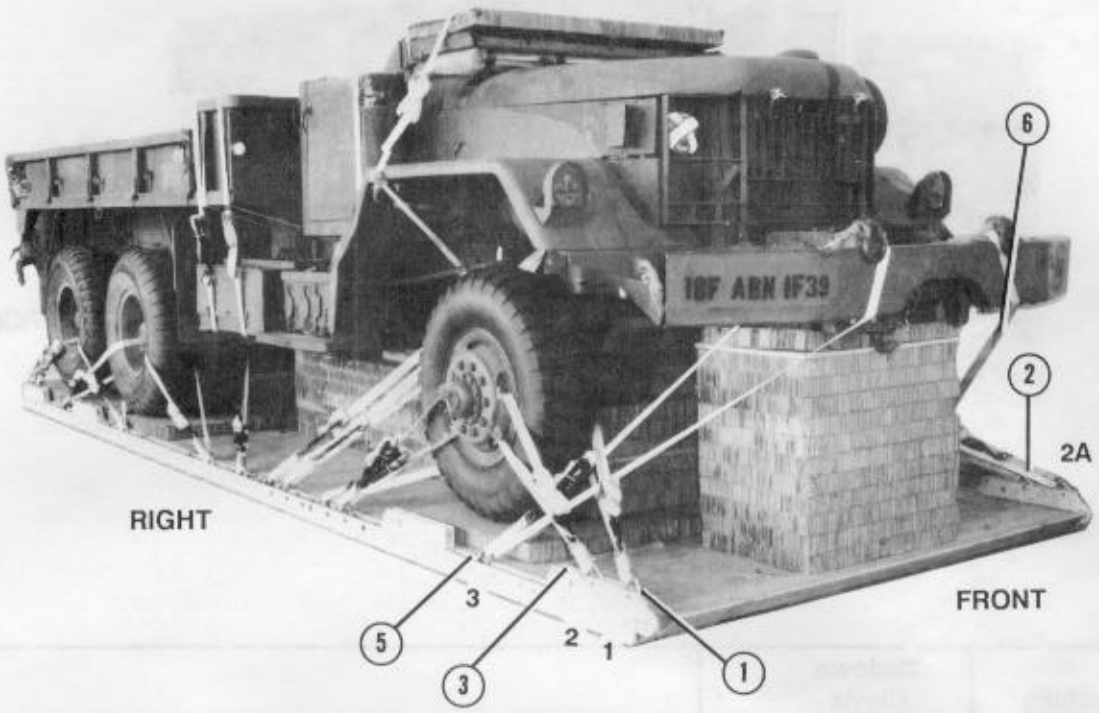
Note: After the truck is positioned, remove the lifting slings.

Figure 5-21. Truck positioned

5-9. Installing Lashings

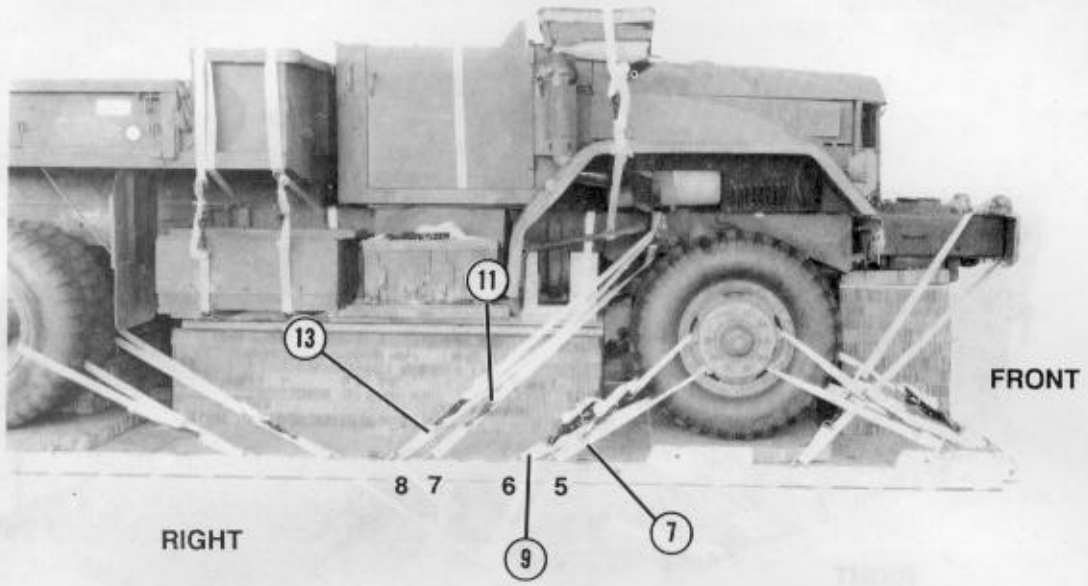
Lash the truck to the platform using twenty-eight 15-foot tiedown assemblies as shown in Figures 5-22 through 5-26. Secure the ends of the lashings according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all lashings that are looped through the wheels with cellulose wadding.



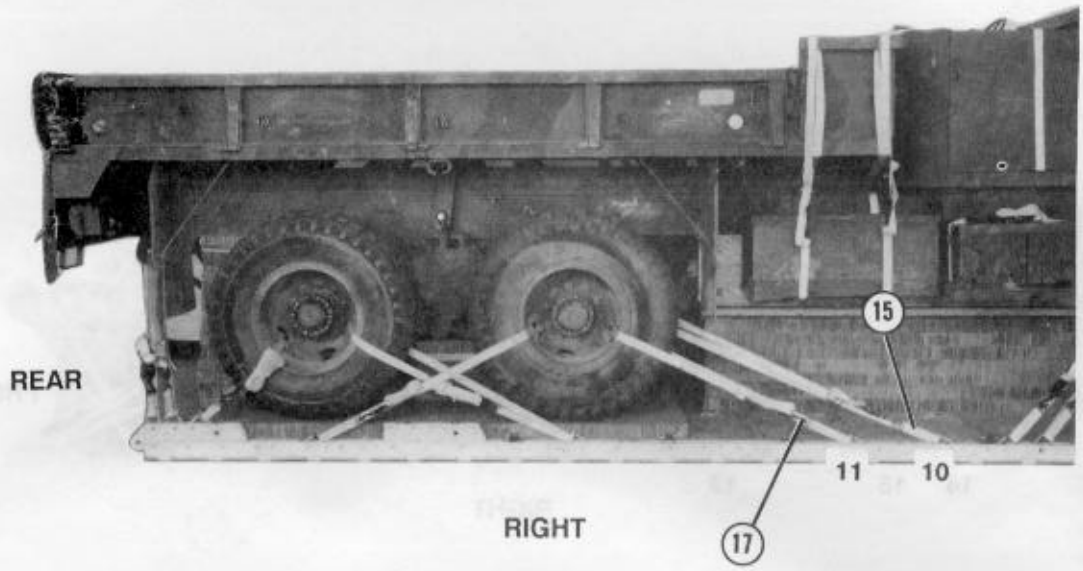
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Around the front axle, right side.
2	1A	Around the front axle, left side.
3	2	Through the front wheel, right side.
4	2A	Through the front wheel, left side.
5	3	Around the front bumper, inside the lifting shackle, right side.
6	3A	Around the front bumper, inside the lifting shackle, left side.

Figure 5-22. Lashings 1 through 6 installed



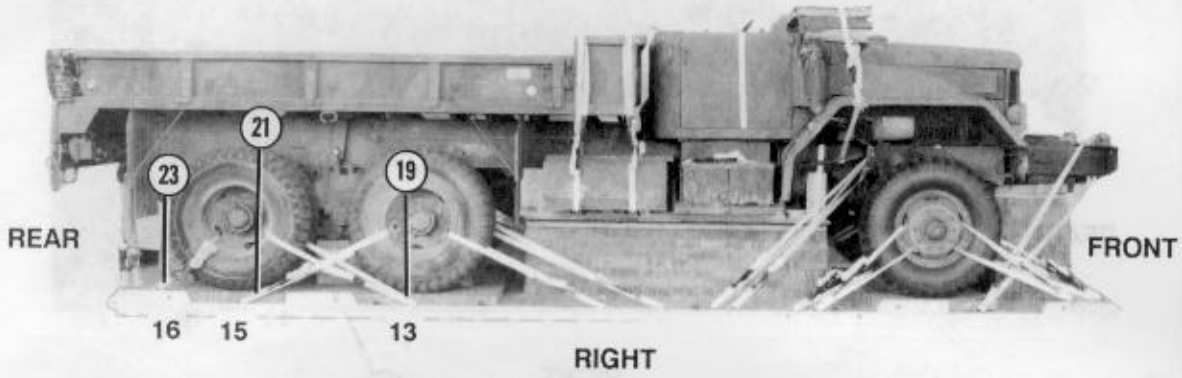
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
7	5	Through the front wheel, right side.
8	5A	Through the front wheel, left side.
9	6	Around the front axle, right side.
10	6A	Around the front axle, left side.
11	7	Around the mainframe in front of the spring bracket, right side.
12	7A	Around the mainframe in front of the spring bracket, left side.
13	8	Around the mainframe in front of the spring bracket, right side.
14	8A	Around the mainframe in front of the spring bracket, left side.

Figure 5-23. Lashings 7 through 14 installed



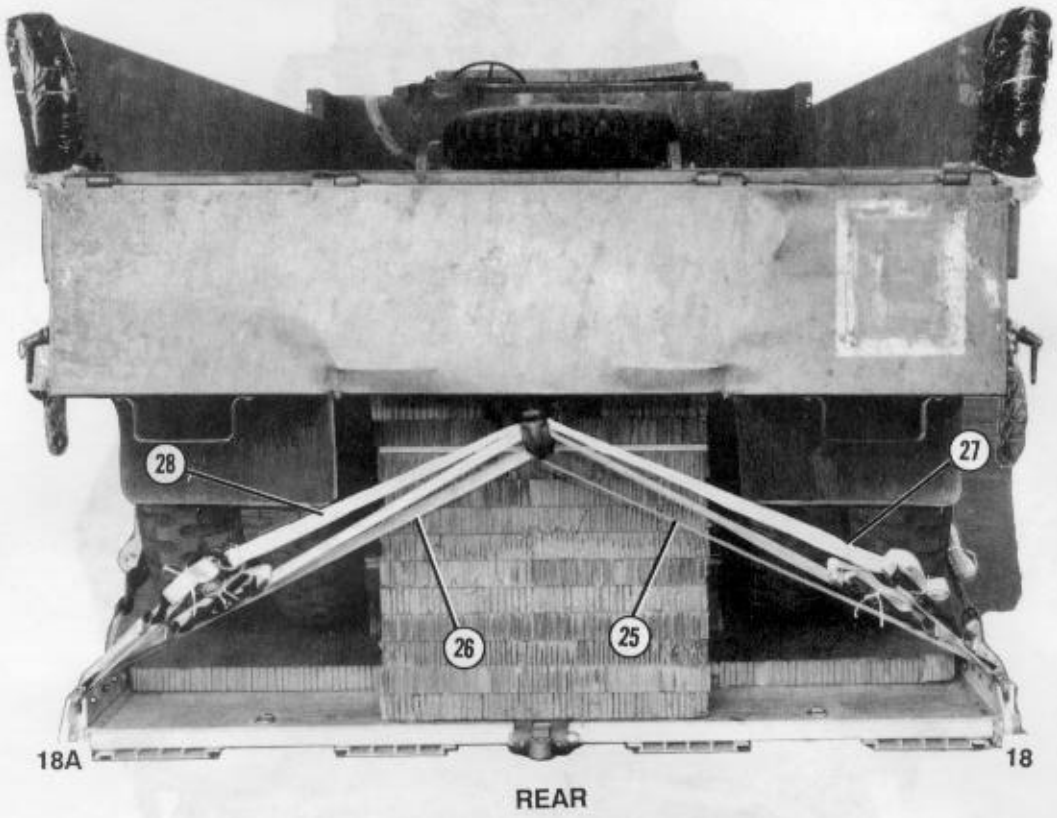
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
15	10	Around the front spring bracket of the front dual wheel axle spring, right side.
16	10A	Around the front spring bracket of the front dual wheel axle spring, left side.
17	11	Through the front outside dual wheel, right side.
18	11A	Through the front outside dual wheel, left side.

Figure 5-24. Lashings 15 through 18 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
19	13	Through the rear outside dual wheel, right side.
20	13A	Through the rear outside dual wheel, left side.
21	15	Through the front outside dual wheel, right side.
22	15A	Through the front outside dual wheel, left side.
23	16	Through the rear outside dual wheel, right side.
24	16A	Through the rear outside dual wheel, left side.

Figure 5-25. Lashings 19 through 24 installed

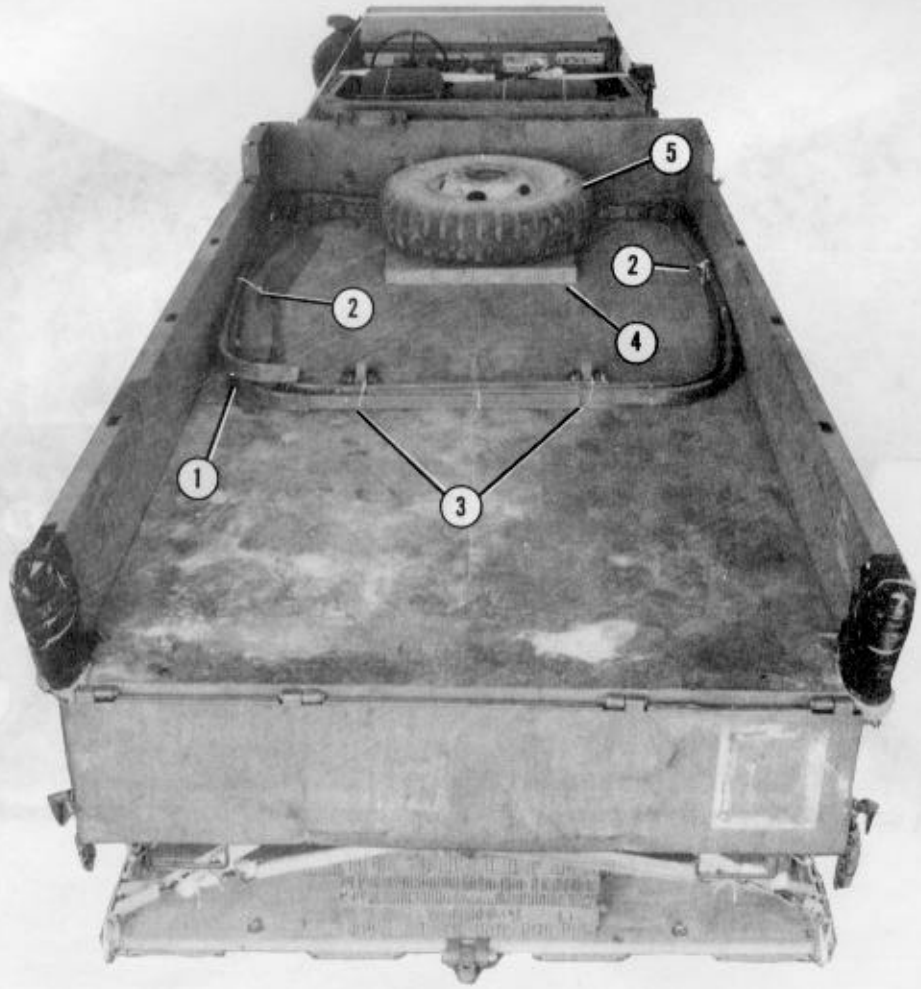


Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
25	17	Through the towing pintle.
26	17A	Through the towing pintle.
27	18	Through the towing pintle.
28	18A	Through the towing pintle.

Figure 5-26. Lashings 25 through 28 installed

5-10. Stowing Truck Components

Stow the spare tire, cargo body bows, and the front rack as shown in Figure 5-27.



(1) Place the cargo body bows and the end curtain on the floor of the cargo body as shown.

(2) Tie the items together with type III nylon cord.

(3) Tie the cargo body bows to the rear suspension brackets with type III nylon cord.

(4) Center a 36- by 36-inch piece of honeycomb on the cargo body floor toward the front of the cargo body and against the cargo body bows.

(5) Center the spare tire on the 36- by 36-inch honeycomb.

Figure 5-27. Truck components stowed.

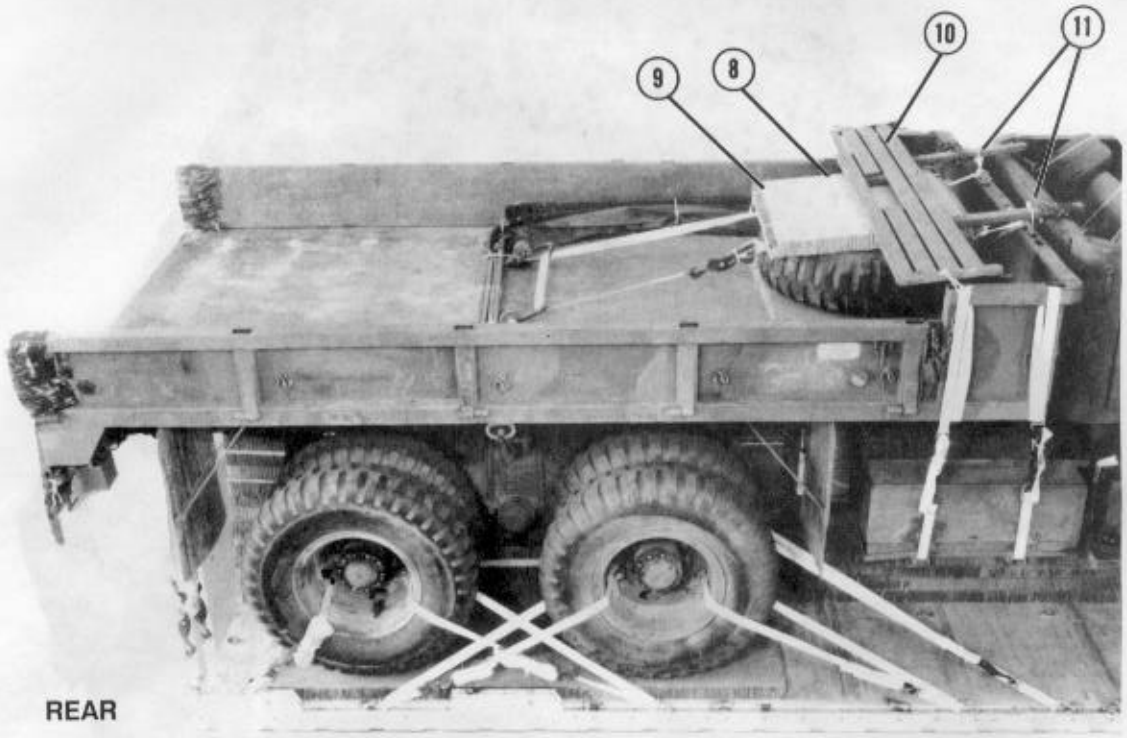


REAR

(6) Pass the free end of a 15-foot tiedown strap through the spare tire, down through one front rack socket, and up through another front rack socket. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(7) Pass the free end of a 15-foot tiedown strap through the spare tire and through the large clevises attached to the rear suspension brackets. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-27. Truck components stowed (continued)



(8) Center a 36- by 36-inch piece of honeycomb on top of the spare tire.

(9) Tape the edges of the honeycomb. Tie the honeycomb in place with type III nylon cord.

(10) Place the front body rack on the 36- by 36-inch piece of honeycomb.

(11) Tie the front body rack in place with type III nylon cord.

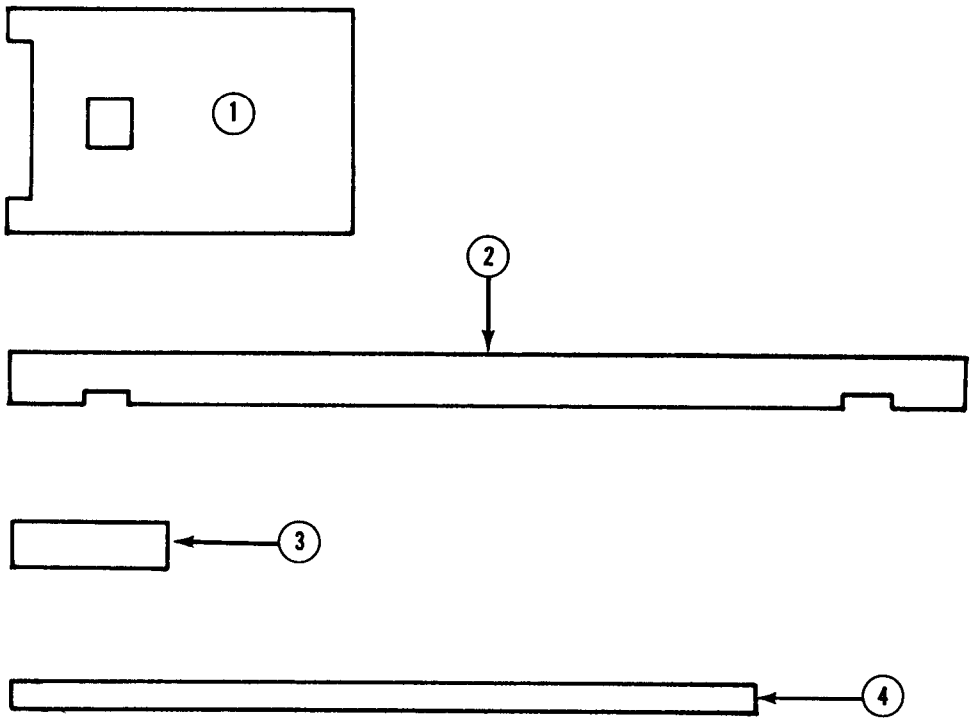
Figure 5-27. Truck components stowed (continued)

5-11. Constructing and Installing Rear Suspension Sling Spreader

Use the material in Figure 5-28 to build the rear suspension sling spreader. Build the rear suspension sling spreader as shown in Figure 5-29.

Install the rear suspension sling spreader as shown in Figure 5-30.

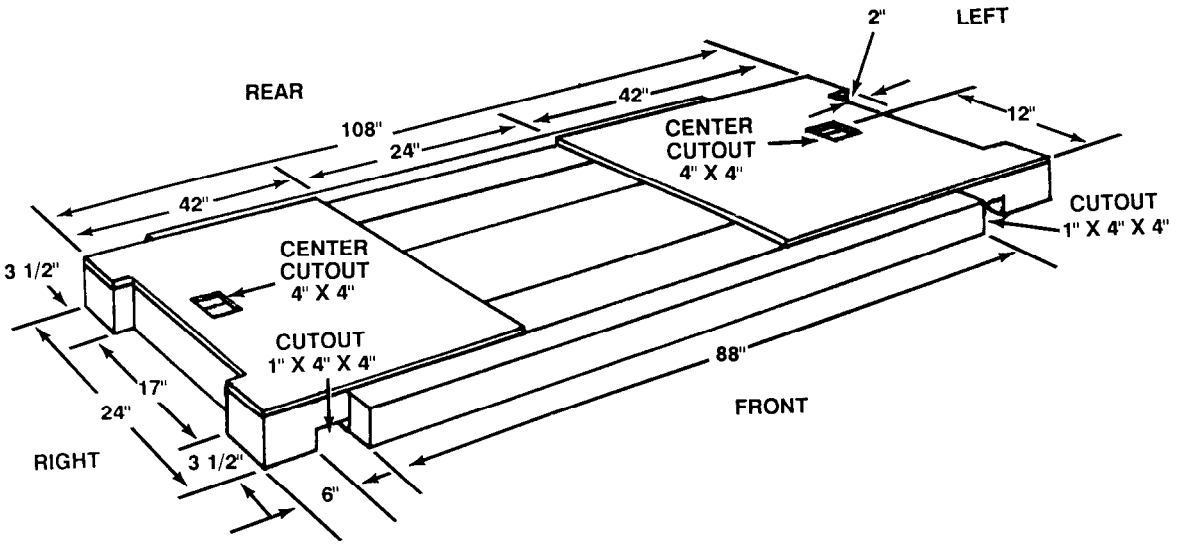
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	24	42	3/4-inch plywood
2	2	4	108	4- by 4-inch lumber
3	2	4	17	4- by 4-inch lumber
4	2	2	88	2- by 4-inch lumber

Figure 5-28. Material required for the rear suspension sling spreader

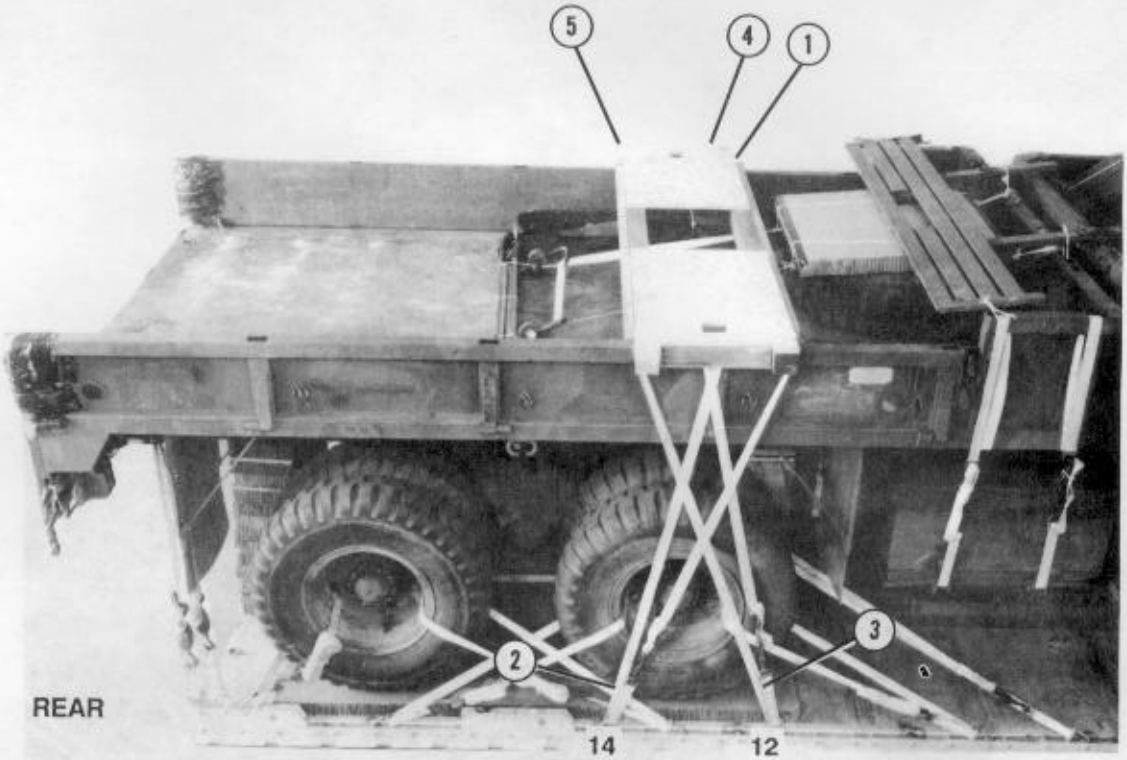
Note: This drawing is not drawn to scale.



Step:

1. Construct a rear suspension sling spreader as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 5-29. Rear sling spreader constructed



(1) Place the rear suspension sling spreader across the body of the truck over the front dual wheels.

(2) Pass the free end of a 15-foot tiedown strap through clevis 14, through the 4-inch cutout, and over the front edge of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass the free end of a 15-foot tiedown strap through clevis 12, through the 4-inch cutout, and over the rear edge of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

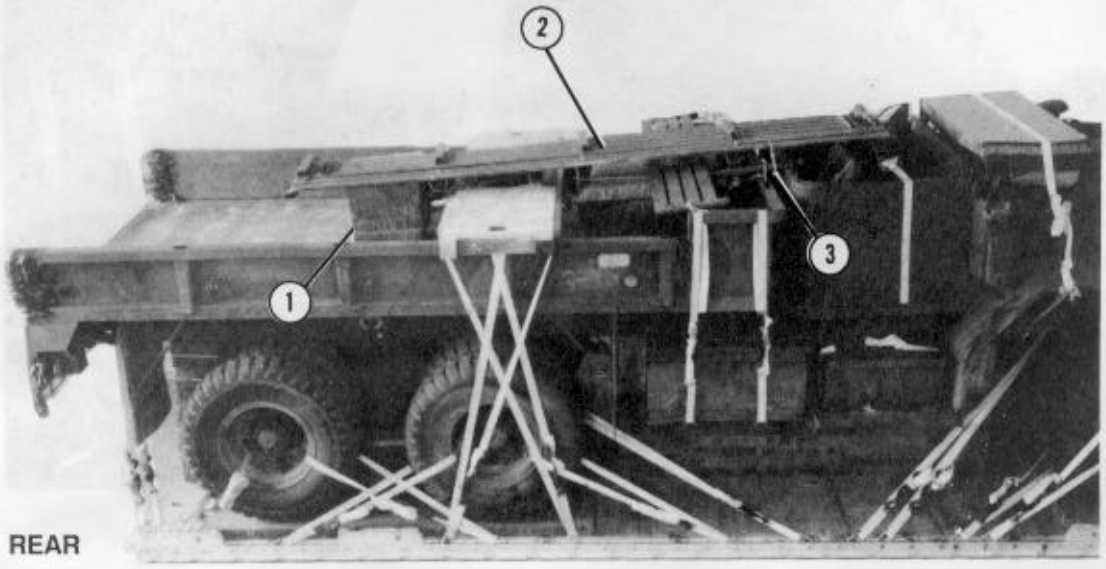
(4) Install a 15-foot tiedown strap on the left front of the sling spreader using clevis 14A and adapting the procedures in step 2 above.

(5) Install a 15-foot tiedown strap on the left rear of the sling spreader using clevis 12A and adapting the procedures in step 3 above.

Figure 5-30. Rear suspension sling spreader installed

5-12. Stowing Body Side Racks

Stow the body side racks as shown in Figure 5-31.



(1) Build a honeycomb stack using six 18- by 18-inch pieces of honeycomb. Center the honeycomb stack in the body of the truck 8 inches to the rear of the suspension sling spreader.

(2) Center the body side racks on the 18- by 18-inch honeycomb stack and the truck cab. Make sure the ends of the body side racks are slightly to the rear of the steering wheel.

(3) Tie the body side racks in place with type III nylon cord.

Figure 5-31. Body side racks stowed

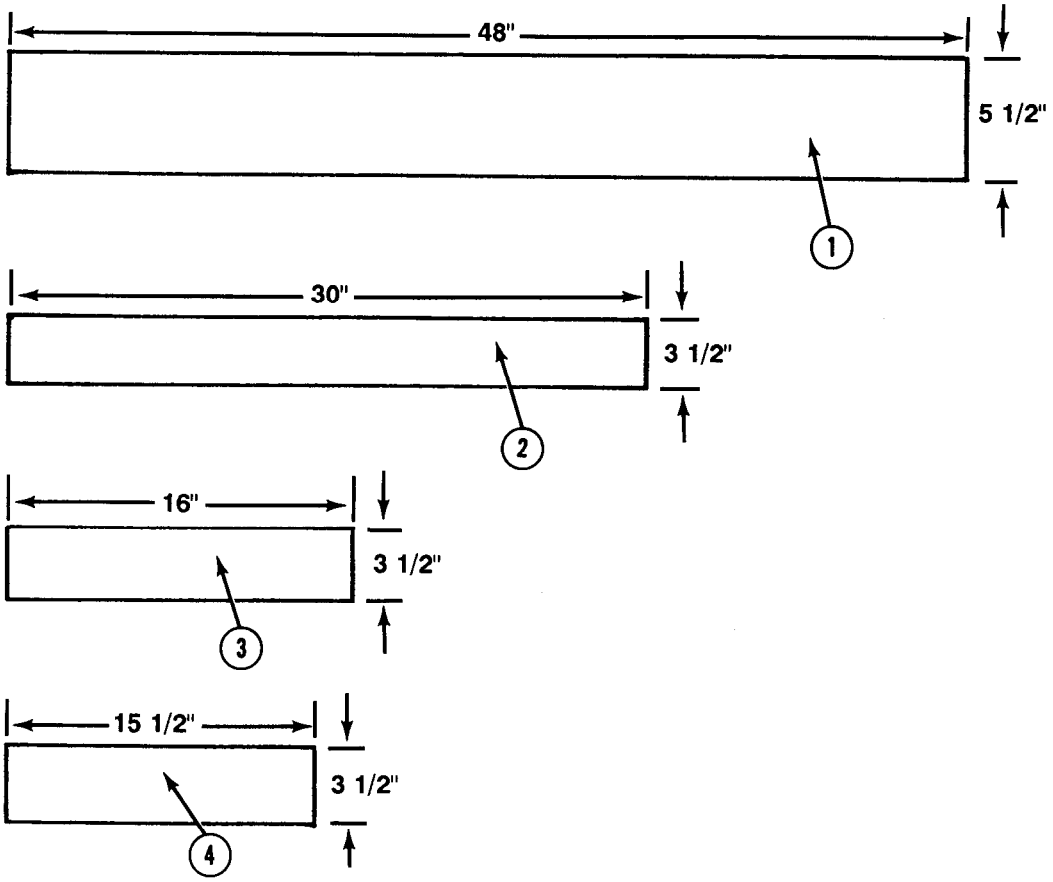
5-13. Constructing and Installing Front Suspension Sling Spreaders

Construct and install the front suspension sling spreaders as described below.

a. Construct the front suspension sling spreaders as shown in Figures 5-32 through 5-35.

b. Install the front suspension sling spreaders as shown in Figures 5-36 and 5-37.

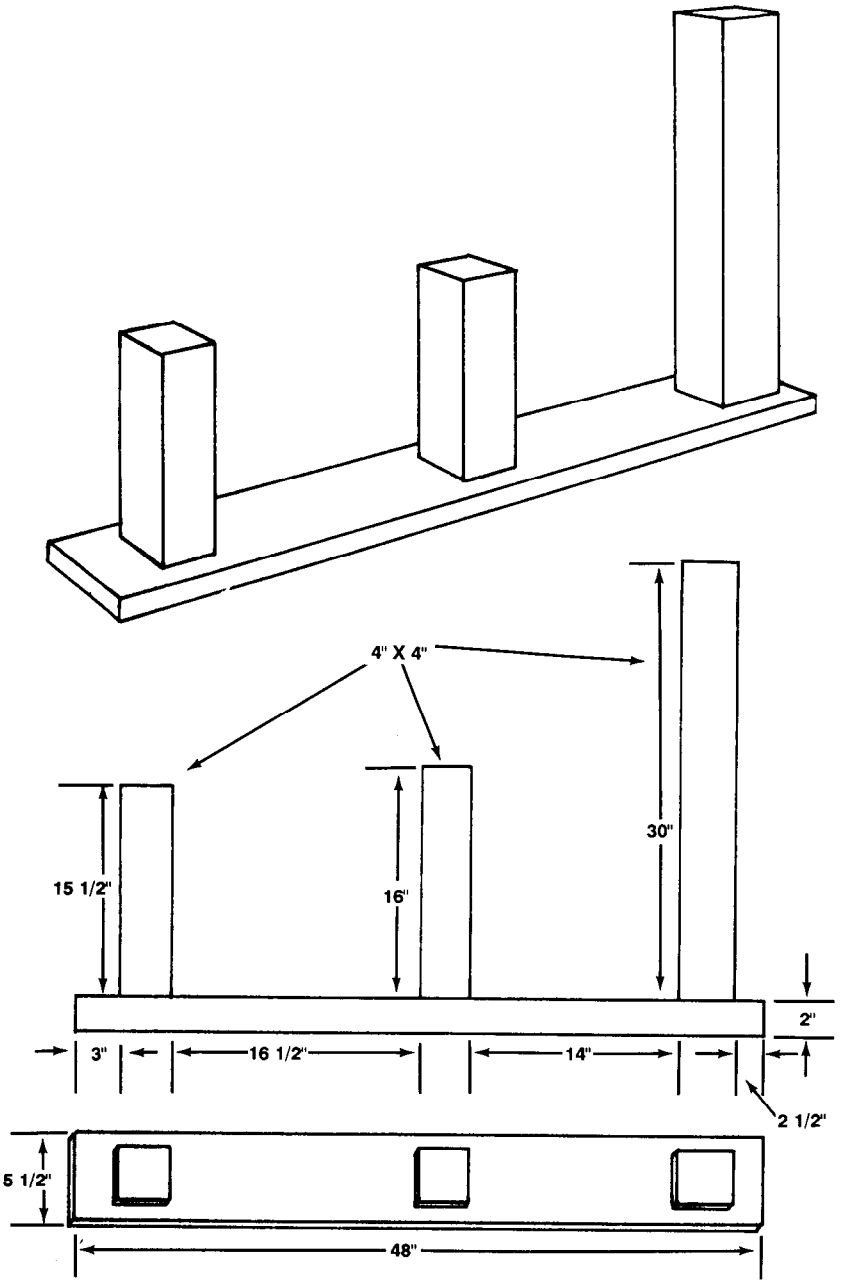
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	5 1/2 (actual)	48	2- by 6-inch lumber
2	1	3 1/2 (actual)	30	4- by 4-inch lumber
3	1	3 1/2 (actual)	16	4- by 4-inch lumber
4	1	3 1/2 (actual)	15 1/2	4- by 4-inch lumber

Figure 5-32. Material required for the right front suspension sling spreader

Note: These drawings are not drawn to scale.

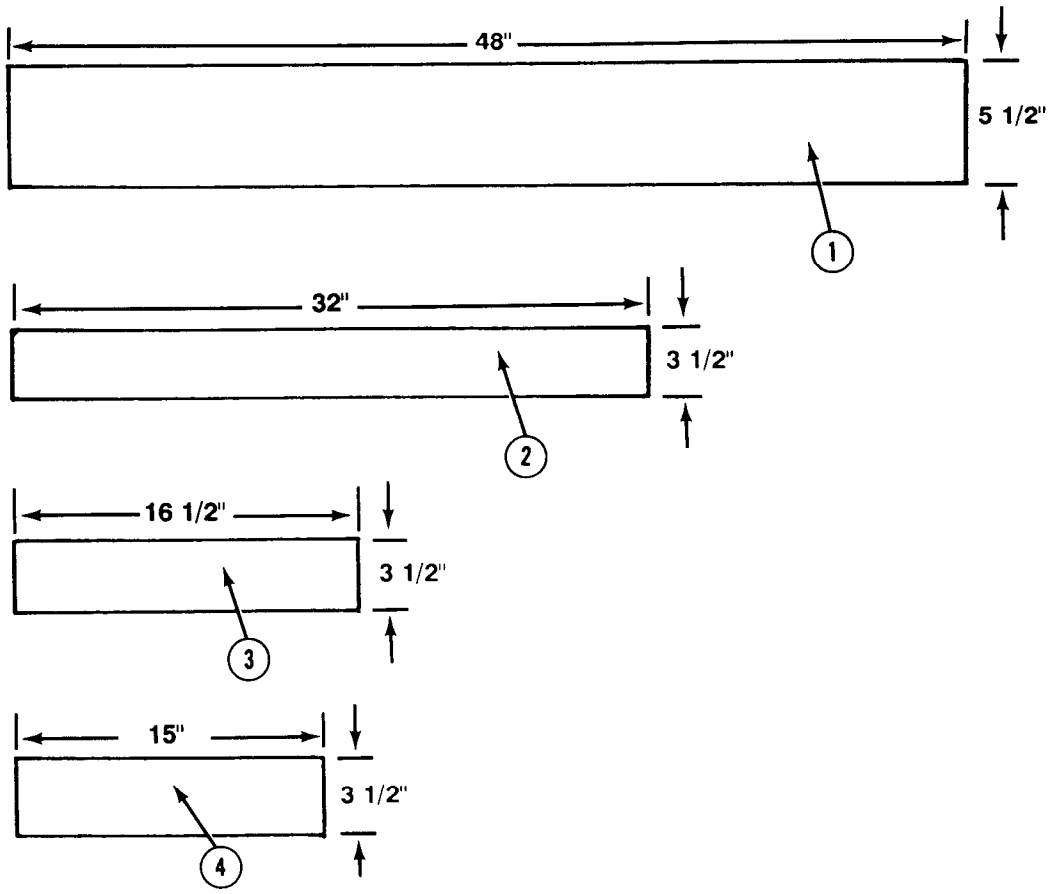


Step:

1. Construct a right front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 5-33. Right front suspension sling spreader constructed

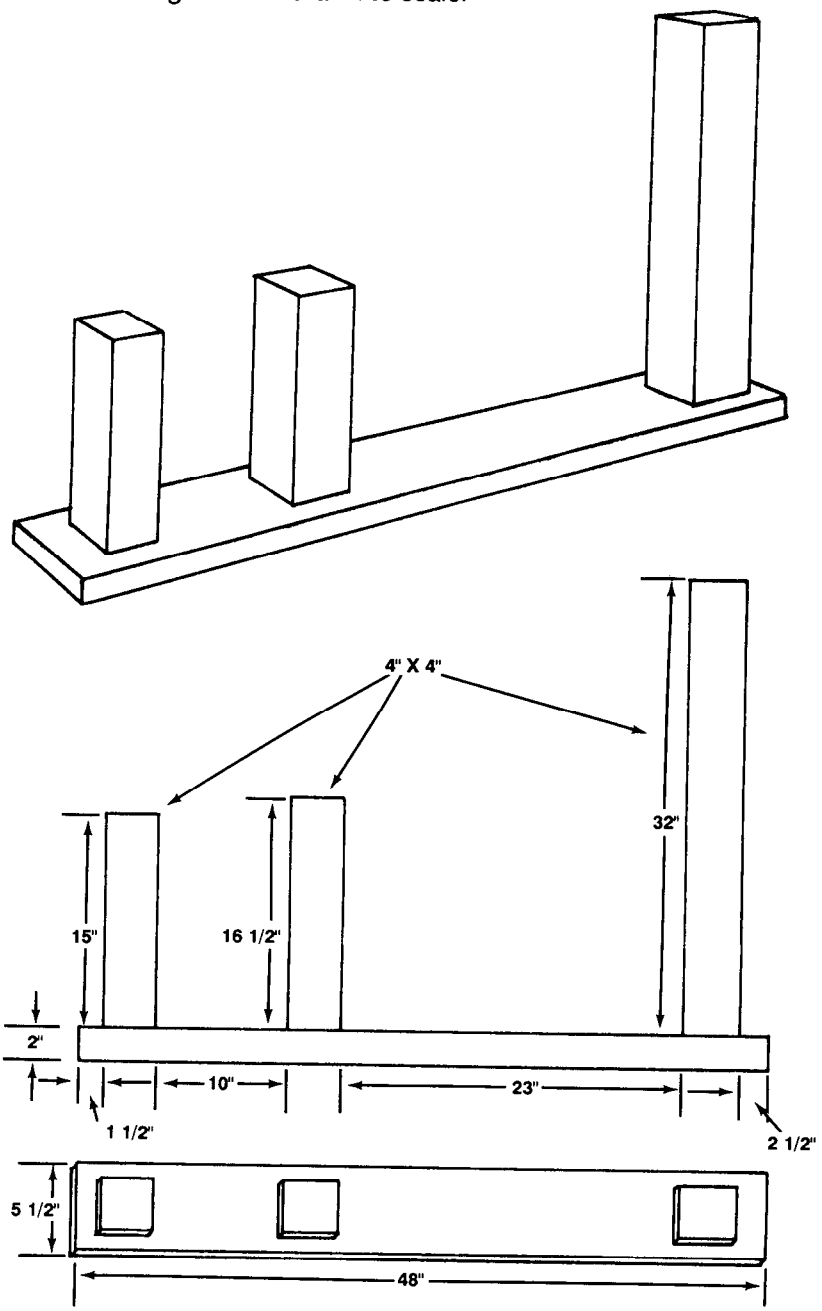
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	5 1/2 (actual)	48	2- by 6-inch lumber
2	1	3 1/2 (actual)	32	4- by 4-inch lumber
3	1	3 1/2 (actual)	16 1/2	4- by 4-inch lumber
4	1	3 1/2 (actual)	15	4- by 4-inch lumber

Figure 5-34. Material required for the left front suspension sling spreader

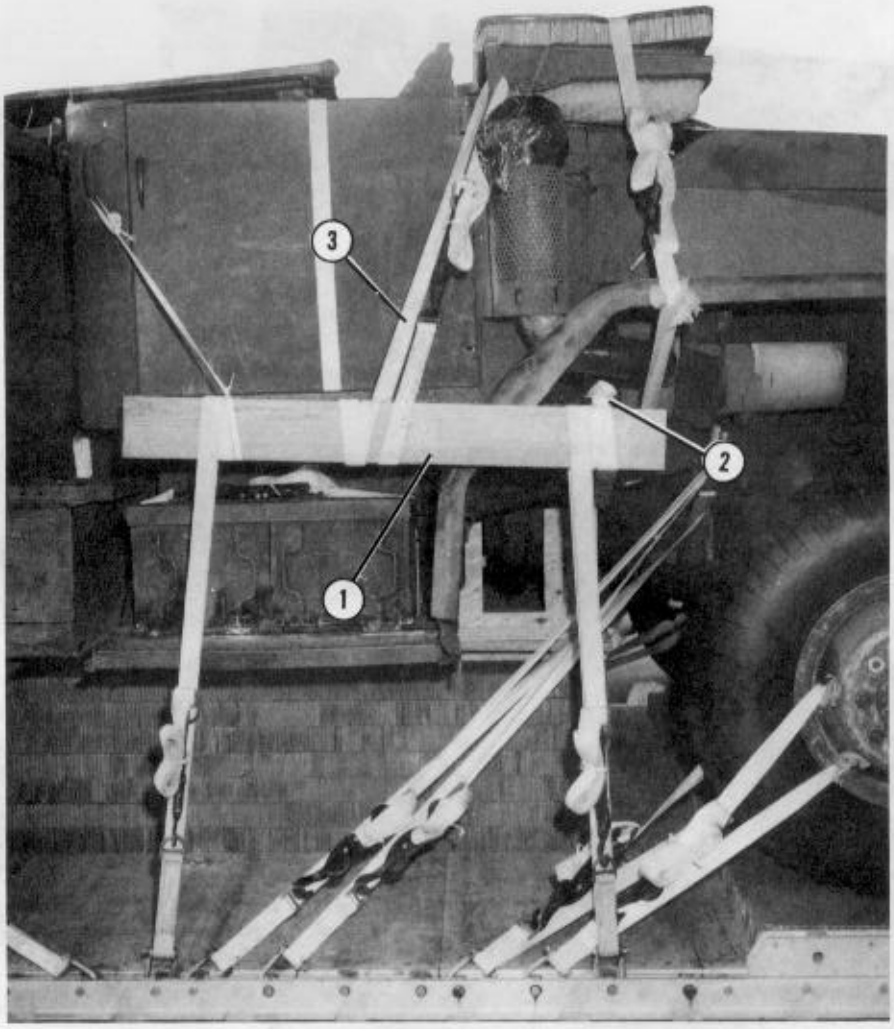
Note: These drawings are not drawn to scale.



Step:

1. Construct a left front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 5-35. Left front suspension sling spreader constructed



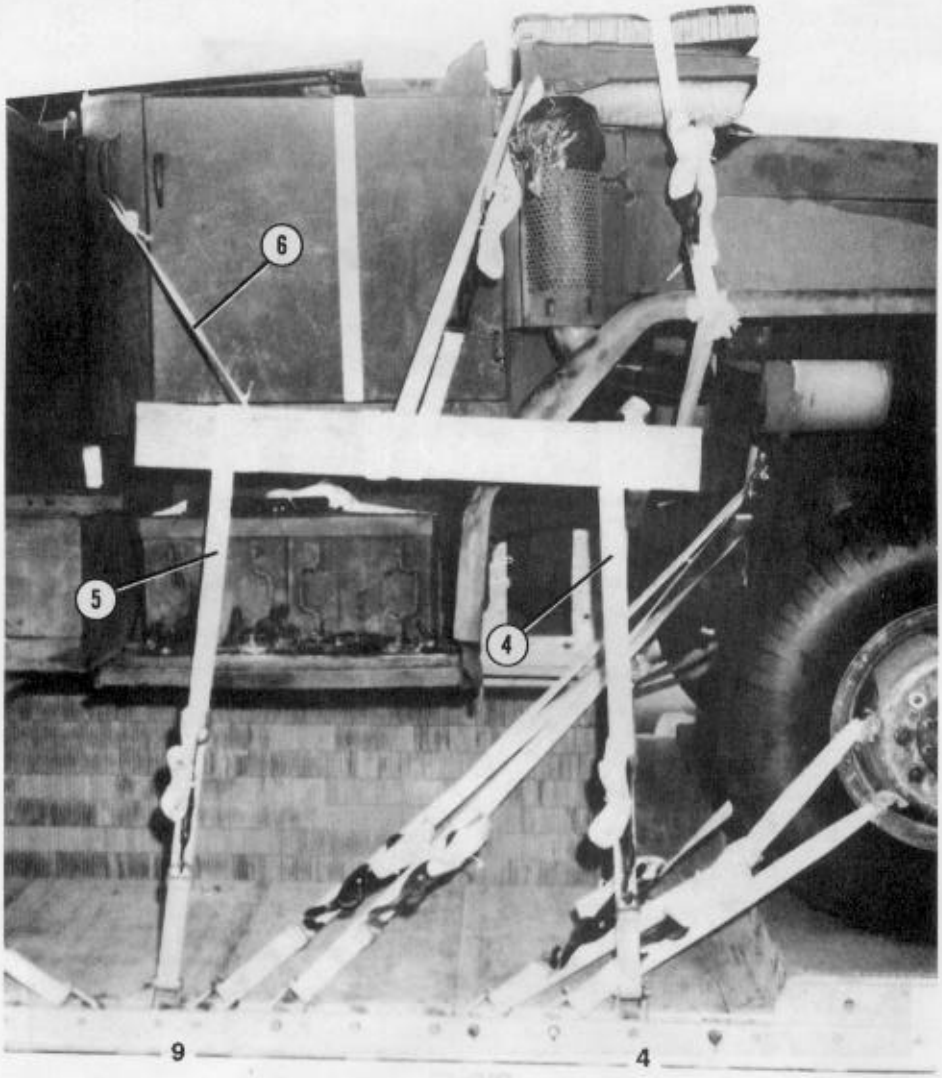
RIGHT

(1) Position the right front suspension sling spreader against the truck as shown.

(2) Pass the end of a 15-foot tiedown strap around the front end of the 2- by 6- by 48-inch portion of the right suspension sling spreader. Pass the end of the strap around the mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass the end of a 15-foot tiedown strap around the right suspension sling spreader. Pass the end of the strap around the windshield frame support. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-36. Right front suspension sling spreader installed

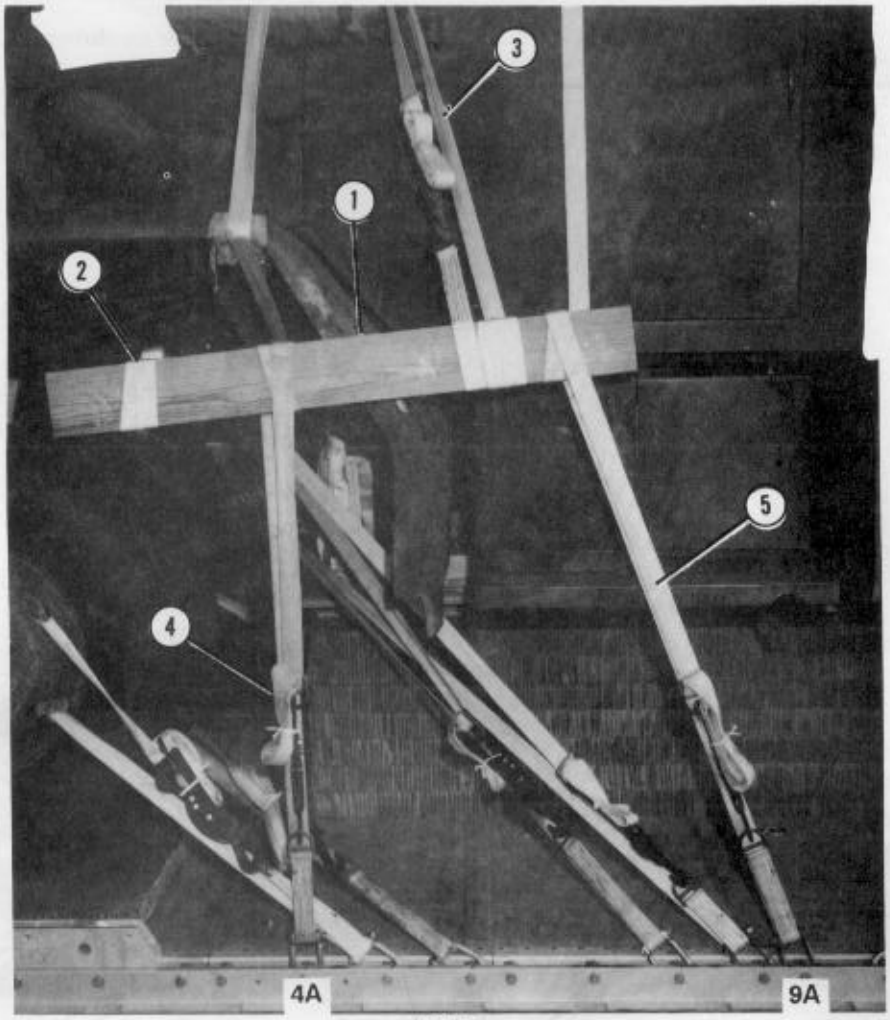


(4) Pass the end of a 15-foot tiedown strap around the front of the right suspension sling spreader and through clevis 4. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(5) Pass the end of a 15-foot tiedown strap around the rear of the right suspension sling spreader and through clevis 9. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(6) Safety the rear of the right suspension sling spreader to the handhold handle with 1/2-inch tubular nylon webbing.

Figure 5-36. Right front suspension sling spreader installed (continued)



(1) Position the left front suspension sling spreader against the truck as shown.

(2) Pass the end of a 15-foot tiedown strap around the front end of the 2- by 6- by 48-inch portion of the left suspension sling spreader. Pass the end of the strap around the mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass the end of a 15-foot tiedown strap completely around the left suspension sling spreader. Pass the end of the strap around the windshield frame support. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

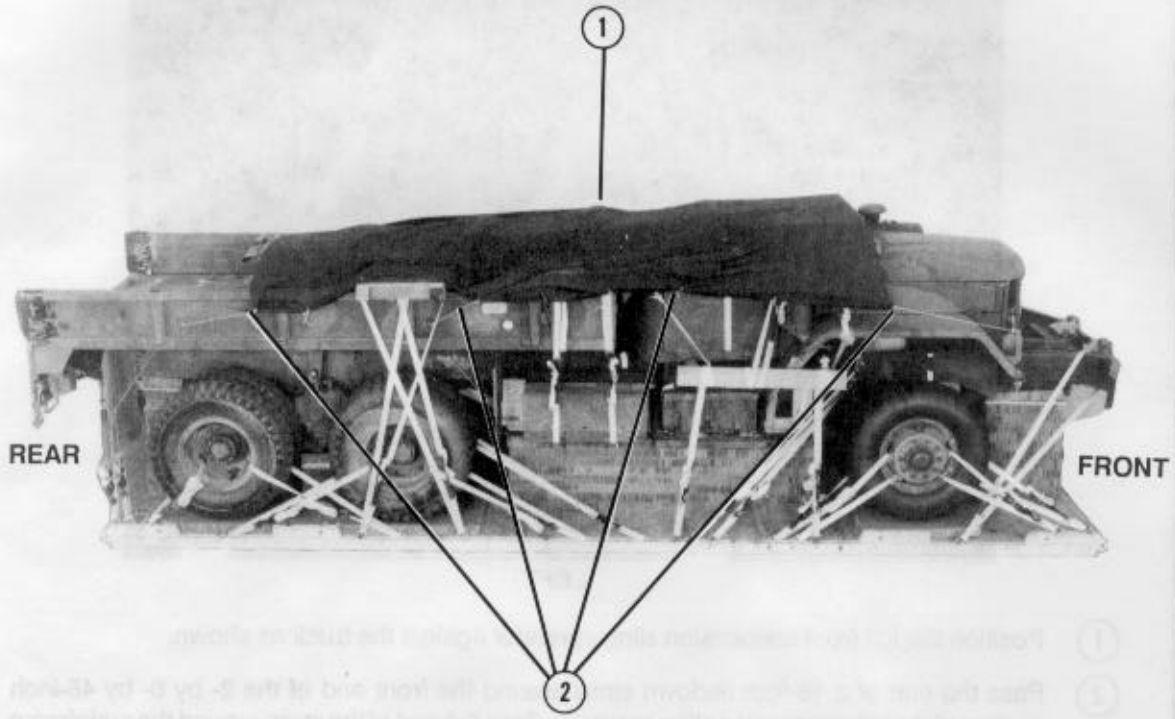
(4) Pass the end of a 15-foot tiedown strap around the front of the left suspension sling spreader and through clevis 4A. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(5) Pass the end of a 15-foot tiedown strap around the rear of the left suspension sling spreader and through clevis 9A. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 5-37. Left front suspension sling spreader installed

5-14. Installing Load Cover

Install the load cover as shown in Figure 5-38.



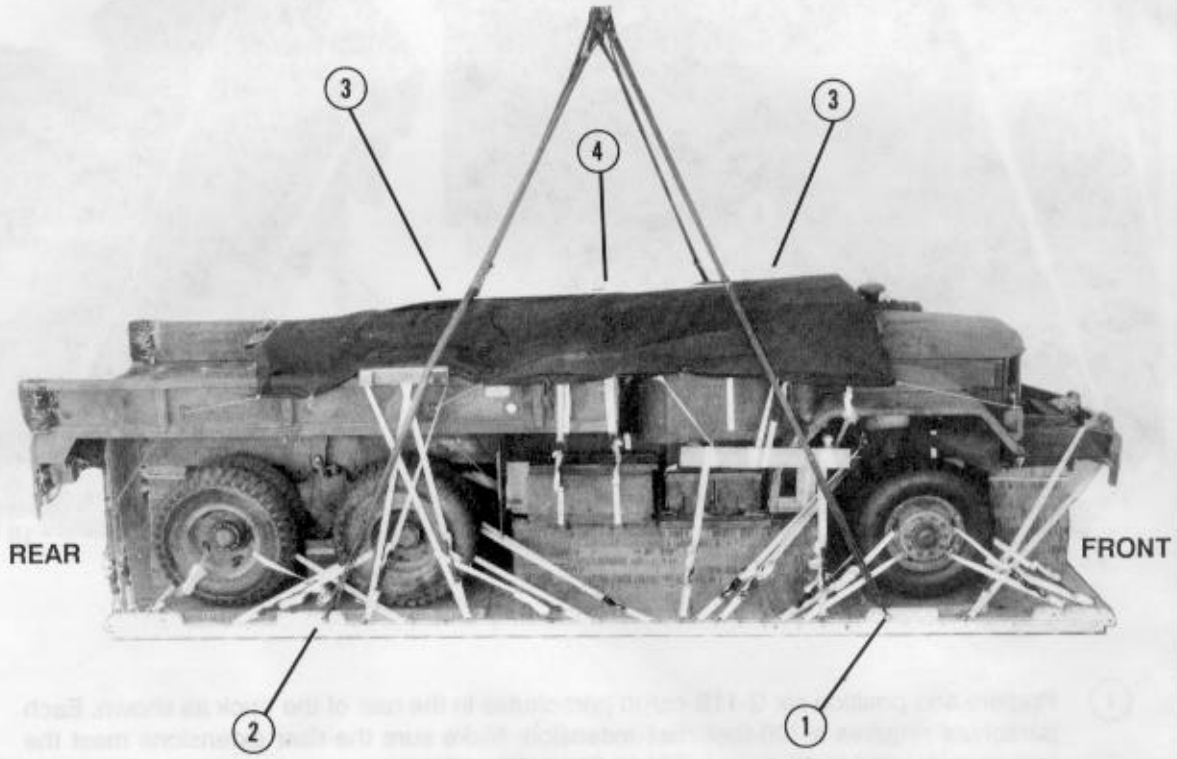
(1) Place a 10- by 15-foot piece of duck cloth over the load.

(2) Tie the load cover in place with ties of type III nylon cord.

Figure 5-38. Load cover installed

5-15. Installing Suspension Slings and Deadman's Tie

Install the suspension slings and deadman's tie as shown in Figure 5-39.



(1) Place the bell portion of a large suspension clevis on the end of a 16-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link.

(2) Install a 16-foot (4-loop), type XXVI nylon webbing sling on the right rear suspension link as described in step 1 above.

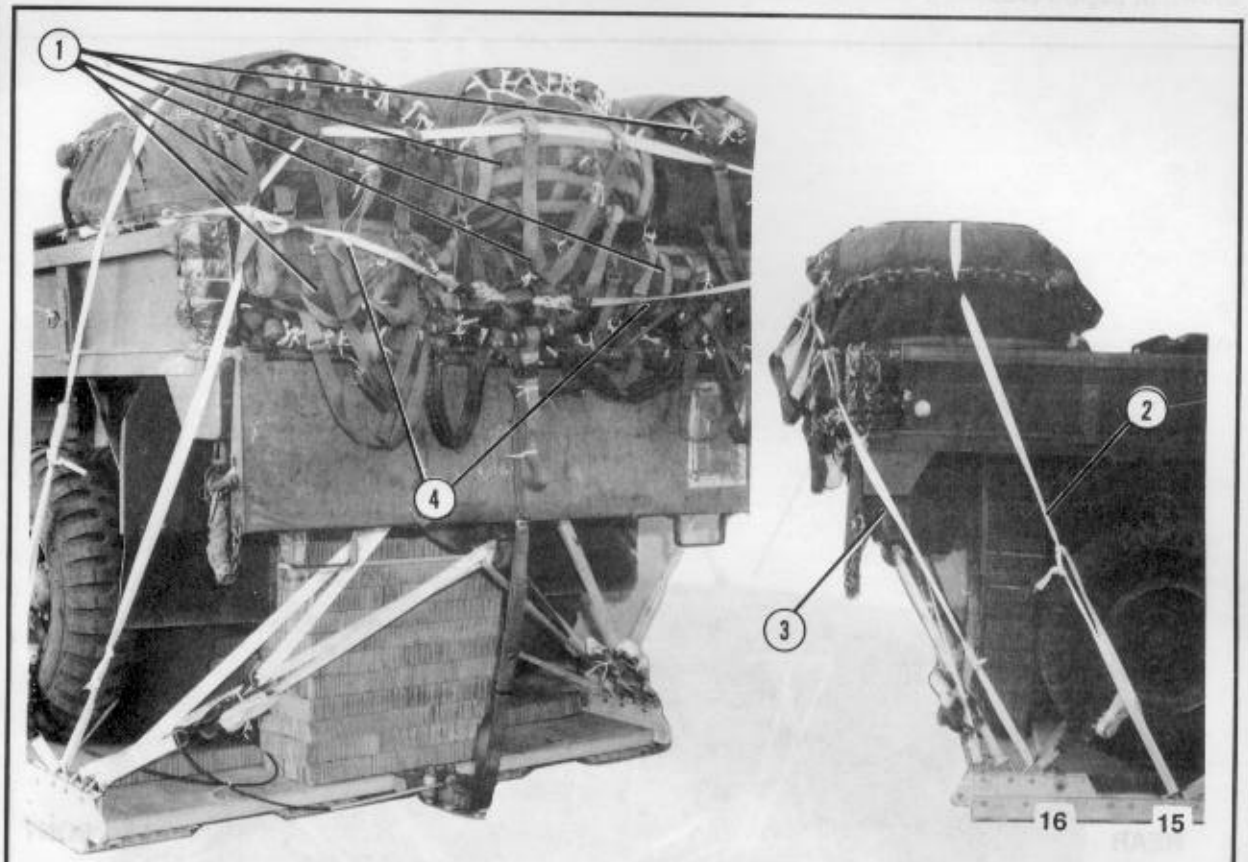
(3) Install a 16-foot (4-loop), type XXVI nylon webbing sling on the left front and left rear suspension links by adapting the procedures in steps 1 and 2 above.

(4) Install a deadman's tie on the slings according to FM 10-500-2/TO 13C7-1-5.

Figure 5-39. Suspension slings and deadman's tie installed

5-16. Stowing Cargo Parachutes

Stow six G-11B cargo parachutes on the truck as shown in Figure 5-40.



(1) Prepare and position six G-11B cargo parachutes in the rear of the truck as shown. Each parachute requires a 120-foot riser extension. Make sure the riser extensions meet the requirements and restrictions in FM 10-500-2/TO 13C7-1-5.

(2) Bolt a load tiedown clevis to clevises 15 and 15A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the center of the cargo parachutes. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

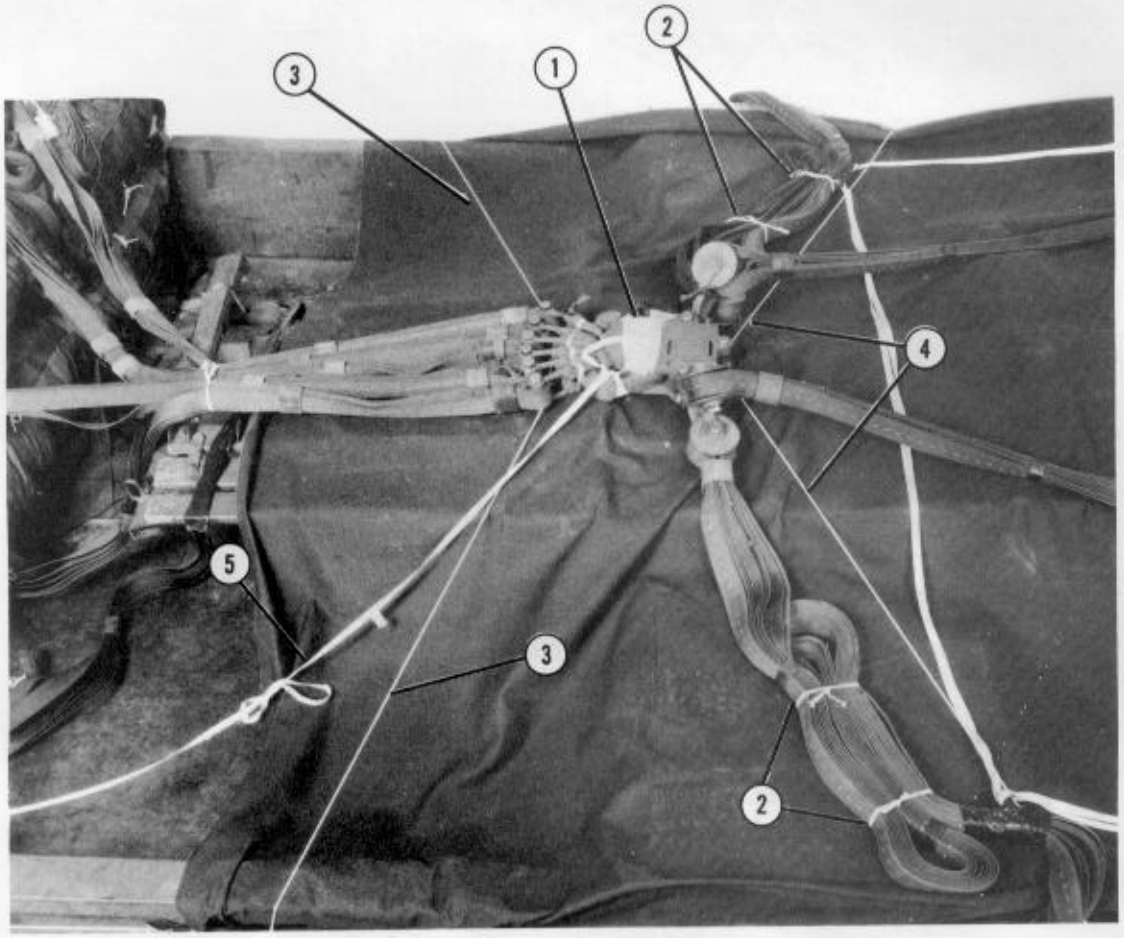
(3) Bolt a load tiedown clevis to clevises 16 and 16A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the top of the cargo parachutes. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

(4) Install two multicut parachute release straps according to FM 10-500-2/TO 13C7-1-5.

Figure 5-40. Six G-11B cargo parachutes installed

5-17. Installing Release System

Prepare and install the release system as shown in Figure 5-41.



(1) Prepare an M-2 cargo parachute release assembly according to FM 10-500-2/TO 13C7-1-5. Attach the release assembly to the suspension slings and the cargo parachutes according to FM 10-500-2/TO 13C7-1-5. Center the release assembly on the top of the load.

(2) Fold the suspension slings, and secure the folds with single turns of type I, 1/4-inch cotton webbing.

(3) Secure the top of the release assembly according to FM 10-500-2/TO 13C7-1-5.

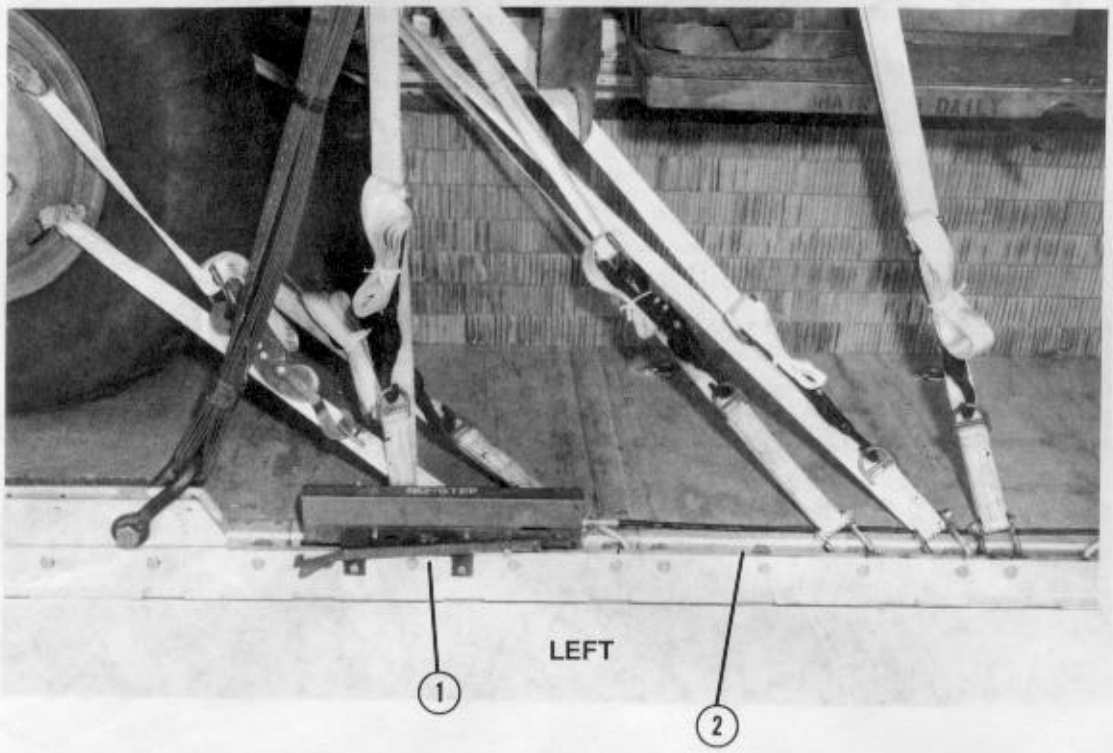
(4) Secure the bottom of the release assembly according to FM 10-500-2/TO 13C7-1-5.

(5) Install the arming lanyard according to FM 10-500-2/TO 13C7-1-5.

Figure 5-41. Release system installed

5-18. Installing Extraction System

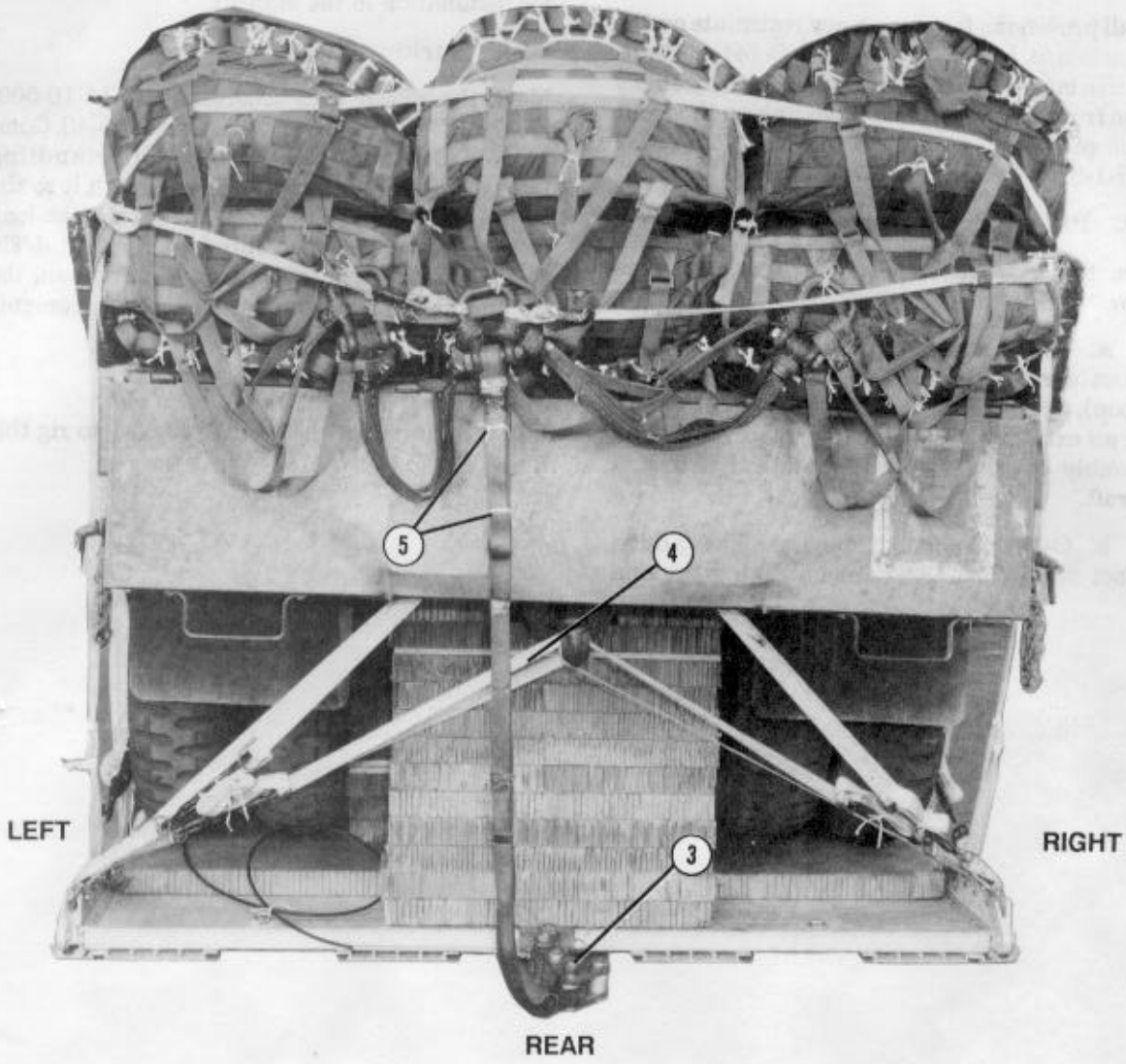
Install the EFTC extraction system as shown in Figure 5-42.



(1) Attach the type V EFTA mounting brackets to the rear mounting holes in the left platform rail.

(2) Install the actuator with a 24-foot cable to the EFTA mounting brackets according to FM 10-500-2/TO 13C7-1-5.

Figure 5-42. Extraction system installed



(3) Use a 5-inch latch assembly adapter, and attach the latch assembly to the extraction bracket according to FM 10-500-2/TO 13C7-1-5. Make sure the locking nut hole faces toward the left side of the platform.

(4) Connect one end of a 9-foot (2-loop), type XXVI nylon webbing sling (deployment line) to the top spacer of the link assembly. Connect the free end to the center large suspension clevis on the 3-foot clustering slings.

(5) Fold the excess deployment line, and secure the folds in place with tape or type I, 1/4-inch cotton webbing.

Figure 5-42. Extraction system installed (continued)

5-19. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints on the load when it is dropped from a C-141 aircraft. Attach a large (1-inch) suspension clevis assembly to the front hole of each tandem link on the front of the platform as outlined in FM 10-500-2/TO 13C7-1-5.

5-20. Placing Extraction Parachutes

Place the extraction parachutes as described below.

a. C-130 Aircraft. Place two heavy-duty, 28-foot cargo extraction parachutes; a 60-foot (6-loop), type XXVI nylon webbing extraction line; an extraction line leaf; and a four-point link assembly on the load for installation in the aircraft.

b. C-141 Aircraft. Place one heavy-duty, 28-foot cargo extraction parachute, an extraction line leaf, and a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line on the load for installation in the aircraft.

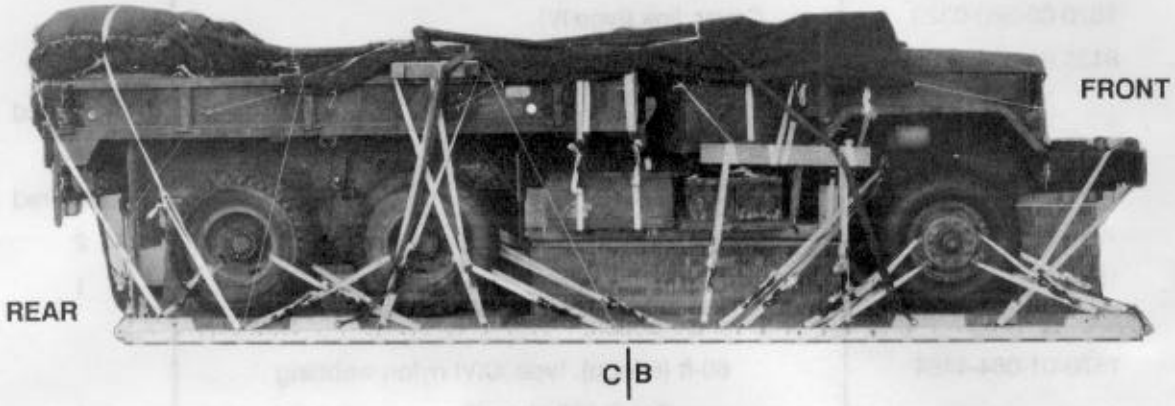
5-21. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 5-43. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

5-22. Equipment Required

Use the equipment listed in Table 5-1 to rig this load.

CAUTION
Make the final rigger inspection required by FM 10-500-2/TO 13C7-1-5 before the load leaves the rigging site.



RIGGED LOAD DATA

Weight: Load shown	26,840 pounds
Maximum load allowed	27,340 pounds
Height	98 inches
Width	108 inches
Length	326 inches
Overhang: Front	10 inches
Rear	28 inches
CB (from front edge of platform)	160 inches
Extraction System	EFTC

Figure 5-43. M813, 5-ton cargo truck rigged for low-velocity airdrop on a type V platform

Table 5-1. Equipment required for rigging the M813 or M54, 5-ton cargo truck for low-velocity airdrop on a type V platform

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
3990-00-937-0272	Binder, load, 10,000-lb	42
1670-01-020-2013	Bracket, suspension, rear	2
4030-00-678-5354	Clevis, suspension, 1-in (large)	15
8305-00-242-3593	Cloth, cotton duck, 60-in	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-434-5787	Coupling, airdrop, extraction force transfer w 20-ft cable	1
1670-00-360-0328	Cover, clevis, large	6
1670-00-360-0329	Cover, link (type IV)	19
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
5365-00-937-0147	D-ring, heavy-duty, 10,000-lb	44
8305-00-958-3685	Felt, 1/2-in thick	As required
1670-00-573-6790	Frame extension assembly	2
1670-01-183-2678	Leaf, extraction line	1
	Line, extraction:	
1670-01-064-4454	60-ft (6-loop), type XXVI nylon webbing (for C-130 aircraft)	1
1670-01-107-7651	140-ft (3-loop), type XXVI nylon webbing (for C-141 aircraft)	1
	Link assembly:	
1670-00-006-2752	Four-point	1
	Two-point:	1
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(2)
5310-00-232-5165	Nut, 1-in	(2)
1670-00-003-1954	Plate, side, 5 1/2-in	(2)
5365-00-007-3414	Spacer, large	(2)
1670-00-783-5988	Type IV (Add one assembly for C-130 aircraft if a 28-ft extraction parachute, NSN 1670-00-040-8135, is used.)	1

Table 5-1. Equipment required for rigging the M813 or M54, 5-ton cargo truck for low-velocity airdrop on a type V platform (continued)

National Stock Number	Item	Quantity
	Load spreader:	
5510-00-220-6146	Lumber, 2- by 4- by 88-in	2
5510-00-220-6274	Lumber, 4- by 4-in:	
	17-in	2
	108-in	2
5530-00-128-4981	Plywood, 3/4- by 24- by 42-in	2
5510-00-220-6146	Lumber, 2- by 4- by 96-in	2
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	35 sheets
	9- by 18-in	(8)
	12- by 12-in	(4)
	16- by 18-in	(2)
	18- by 18-in	(6)
	24- by 18-in	(2)
	24- by 60-in	(1)
	25- by 18-in	(2)
	25- by 24-in	(1)
	27- by 24-in	(2)
	36- by 12-in	(11)
	36- by 24-in	(13)
	36- by 36-in	(2)
	45- by 18-in	(8)
	45- by 24-in	(4)
	54- by 18-in	(4)
	96- by 36-in	(10)
1670-01-016-7841	Parachute, Cargo, G-11B	6
	Cargo extraction:	
1670-00-262-1797	28-ft or	2
1670-00-040-8135	28-ft, heavy-duty	2
	Platform, AD, type V, 24-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)

Table 5-1. Equipment required for rigging the M813 or M54, 5-ton cargo truck for low-velocity airdrop on a type V platform (continued)

National Stock Number	Item	Quantity
1670-01-162-2385	Bumper, nose	(1)
1670-01-162-2372	Clevis, load tiedown	(36)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-247-2389	Suspension link	(4)
1670-01-162-2381	Tandem link	(4)
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in:	5 sheets
	4- by 96-in	(4)
	12- by 12-in	(2)
	36- by 12-in	(1)
	36- by 24-in	(1)
	36- by 96-in	(1)
	45- by 18-in	(4)
	45- by 24-in	(2)
	54- by 18-in	(1)
1670-01-097-8817	Release, cargo parachute, M-2	1
	Sling, cargo, airdrop:	
	For deployment line:	
1670-01-062-6304	9-ft (2-loop), type XXVI nylon webbing	1
	For lifting:	
1670-00-432-2506	12-ft (4-loop), type XXVI nylon webbing	2
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing	4
	For riser extensions:	
1670-01-062-6311	120-ft (2-loop), type XXVI nylon webbing	6
	Sling spreader:	
5510-00-220-6448	Lumber, 2- by 6- by 48-inch	2
5510-00-220-6274	Lumber, 4- by 4-in:	
	15-in	1
	15 1/2-in	1
	16-in	1
	16 1/2-in	1
	30-in	1
	32-in	1

Table 5-1. Equipment required for rigging the M813 or M54, 5-ton cargo truck for low-velocity airdrop on a type V platform (continued)

National Stock Number	Item	Quantity
1670-00-040-8219	Strap, parachute release, multicut, comes w 3 knives (Use only 2 knives on each line.)	2
	Support, mainframe:	1
	Lumber:	
5510-00-220-6146	2- by 4- by 9 3/4-in	(2)
5510-00-220-6448	2- by 6- by 33 1/4-in	(3)
5510-00-220-6274	4- by 4- by 33 3/4-in	(1)
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4663	16d	As required
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in:	4 sheets
	12- by 12-in	(1)
	13- by 95-in	(6)
	18- by 60-in	(1)
	33 3/4- by 95-in	(2)
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	63
	Webbing:	
8305-00-268-2411	Cotton, type I, 1/4-inch	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-261-8584	Type X, treated	As required

CHAPTER 6

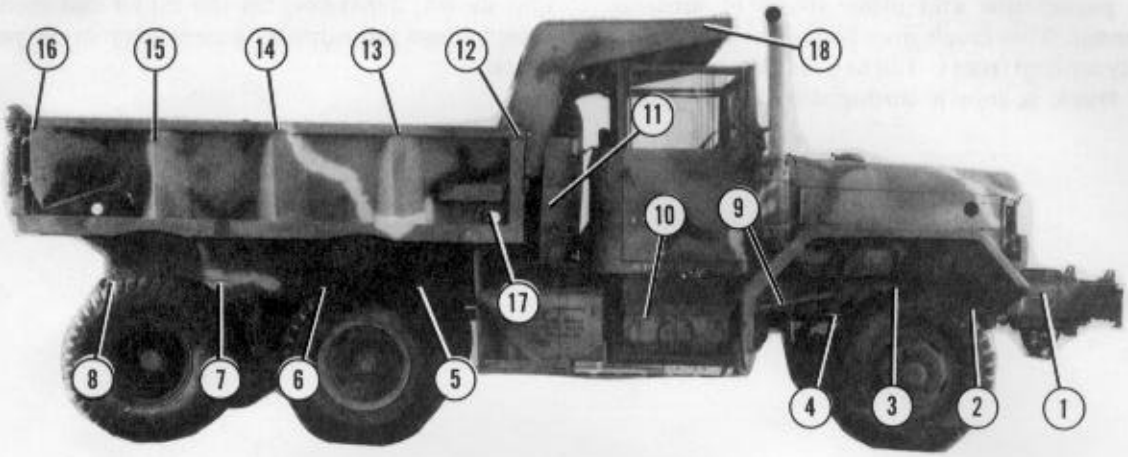
RIGGING M817 OR M51, 5-TON DUMP TRUCK ON A TYPE V PLATFORM

Section I

RIGGING TRUCK FOR LOW-VELOCITY AIRDROP

6-1. Description of Load

The M817 or M51, 5-ton dump truck is rigged on a 24-foot, type V airdrop platform with six G-11B cargo parachutes and other items of airdrop equipment. This truck may be delivered by low-velocity airdrop from C-130 or C-141 aircraft. The M817 truck is shown throughout this chapter. Figure 6-1 shows the unrigged M817 truck. The truck you are rigging may vary slightly from the one shown, depending on the make and model. Adapt these procedures as necessary to rig your truck.



1	First tiedown provision	10	Toolbox
2	Second tiedown provision	11	Tool stowage box
3	Third tiedown provision	12	First side rack socket
4	Fourth tiedown provision	13	Second side rack socket
5	Fifth tiedown provision	14	Third side rack socket
6	Sixth tiedown provision	15	Fourth side rack socket
7	Seventh tiedown provision	16	Fifth side rack socket
8	Eighth tiedown provision	17	Side body storage sockets
9	Fender brace	18	Cab shield

Figure 6-1. Unrigged M817, 5-ton dump truck

6-2. Preparing Platform

Prepare a 24-foot, type V airdrop platform as described below.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to TM 10-1670-268-20&P/TO 13C7-52-22.

Note:
If the platform must be assembled, install the suspension links when assembling the platform. See Figure 6-2 for the location of the suspension links.

b. Installing Suspension Links. Install the suspension links as described in Figure 6-2.

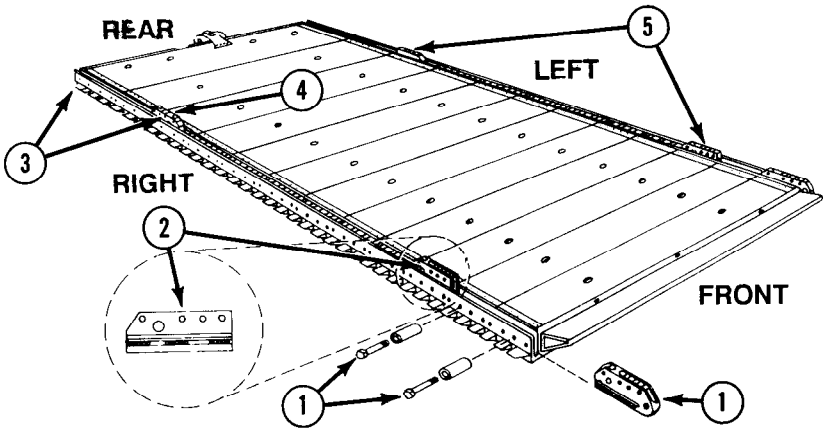
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 6-2.

d. Attaching and Numbering Clevises. Attach and number 46 clevises as shown in Figure 6-3.

e. Labeling and Numbering Tiedown Rings. Label and number the tiedown rings as shown in Figure 6-3.

Notes:
a. The nose bumper may or may not be installed.
b. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

Note: This drawing is not drawn to scale.



(1) Remove bushings, bolts, and tandem links that may have been installed in holes 1 through 11 on the right rail.

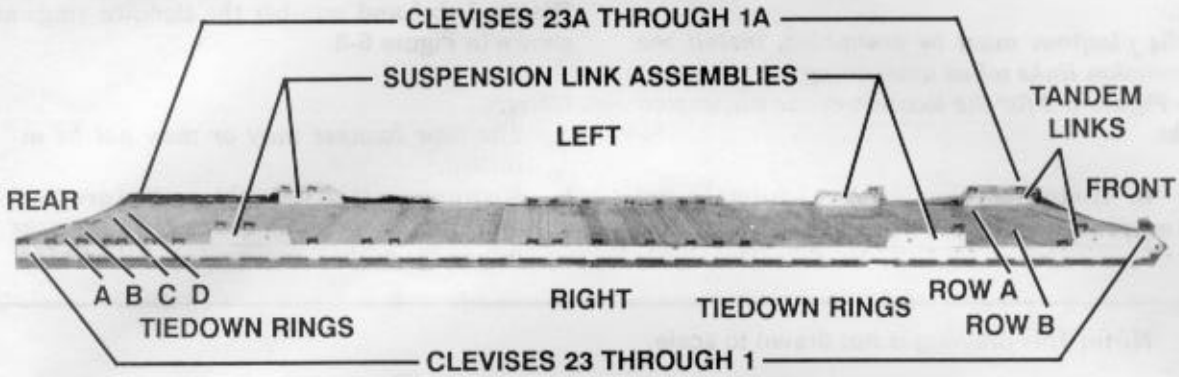
(2) Place a suspension link in the front of the right rail with the flat portion to the front of the rail. Slide the link along the rail until the holes in the link align with rail holes 9, 10, and 11. Bolt the link in place with the bushing bolts.

(3) Remove bushings, bolts, and tandem links that may have been installed in bushing holes 38 through 48 on the right rail.

(4) Place a suspension link on the rear of the right rail with the flat portion to the rear of the rail. Slide the link along the rail until the holes in the link align with rail holes 38, 39, and 40. Bolt the link in place with the bushing bolts.

(5) Install two suspension links on the left rail adapting the procedures in steps 1 through 4 above.

Figure 6-2. Suspension links installed



Step:

1. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
2. Install a clevis on bushings 1 and 4 on each front tandem link.
3. Install a clevis on bushing 1 on each front suspension link.
4. Install a clevis on bushings 2 and 4 on each rear suspension link.
5. Starting at the front of each platform side rail, install clevises on each platform side rail using the bushings bolted on holes 4, 18, 19, 20, 22, 24, 26, 27, 33, 34, 36, 42, 43, 44, 45, 46, 47, and 48.
6. Starting at the front of the platform, number the clevises bolted to the right side from 1 through 23 and those bolted to the left side from 1A through 23A.
7. Label the two rows of tiedown rings in the first 11 panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting at the front of the platform, number the rows of tiedown rings 1 through 12.

Figure 6-3. Platform prepared

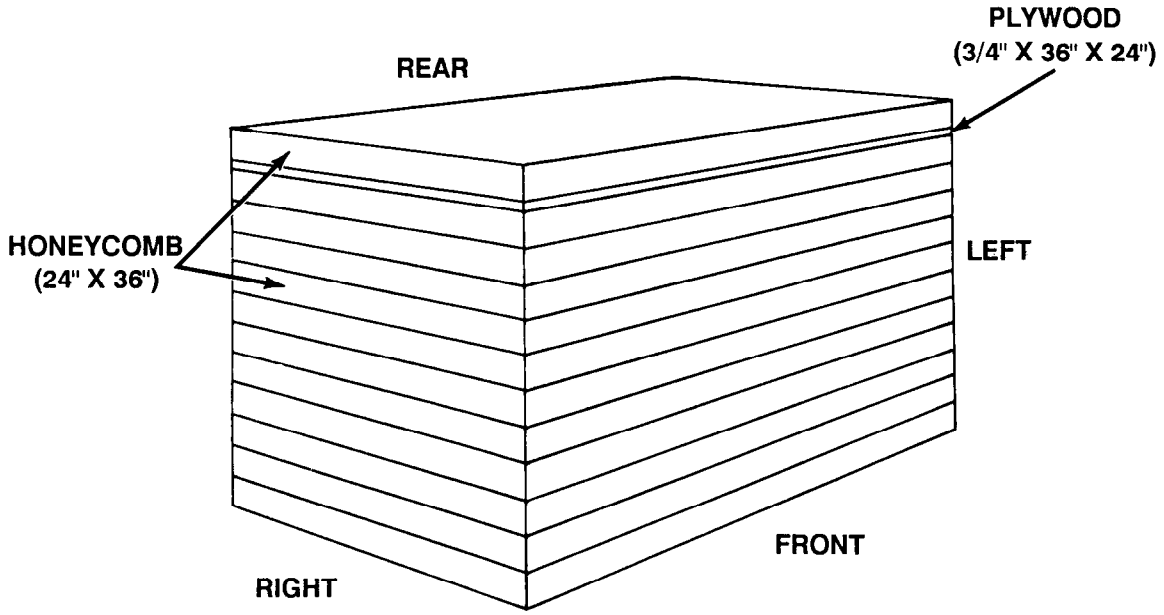
6-3. Building and Positioning Honeycomb Stacks

Build and position the honeycomb stacks as described below.

a. Build the honeycomb stacks as shown in Figures 6-4 through 6-11. Glue the layers of honeycomb and plywood together. Do NOT glue the stacks to the platform.

b. Position the honeycomb stacks on the platform as shown in Figures 6-12 through 6-14.

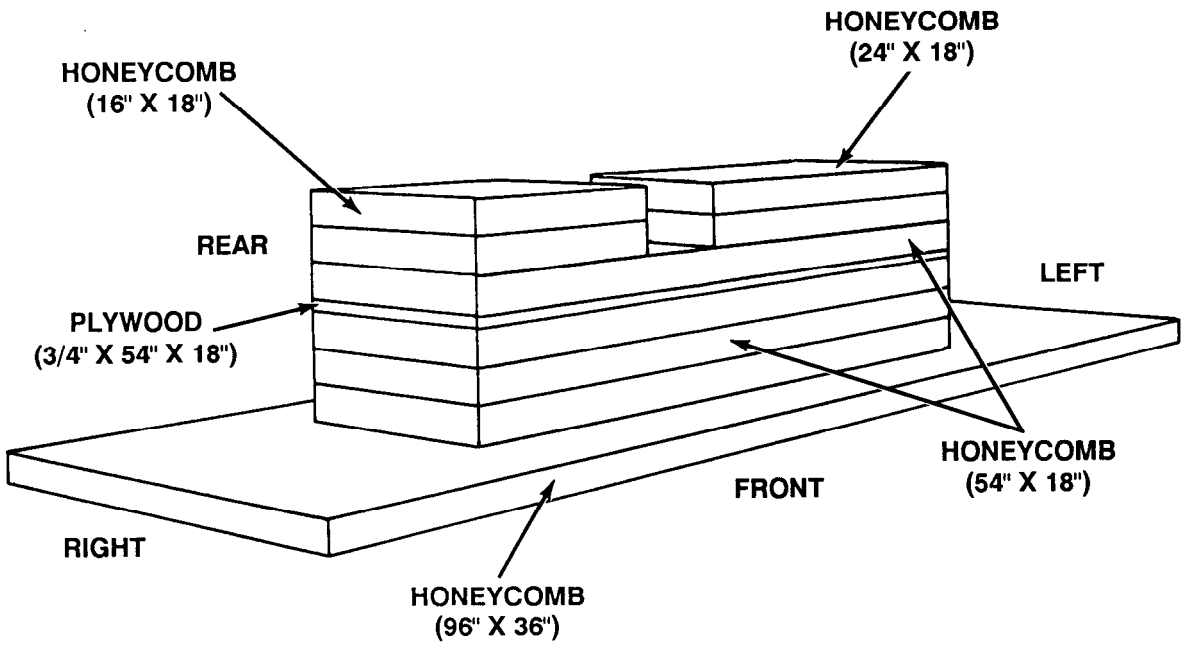
Notes: a. This drawing is not drawn to scale.
b. If the truck you are rigging is NOT equipped with a winch, one additional 36- by 24-inch layer of honeycomb must be placed on top of the stack.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	11	36	24	Honeycomb	Place honeycomb as the base.
	1	36	24	3/4-inch plywood	Place plywood on top of the base.
	1	36	24	Honeycomb	Place honeycomb on top of the plywood.

Figure 6-4. Honeycomb stack 1 prepared

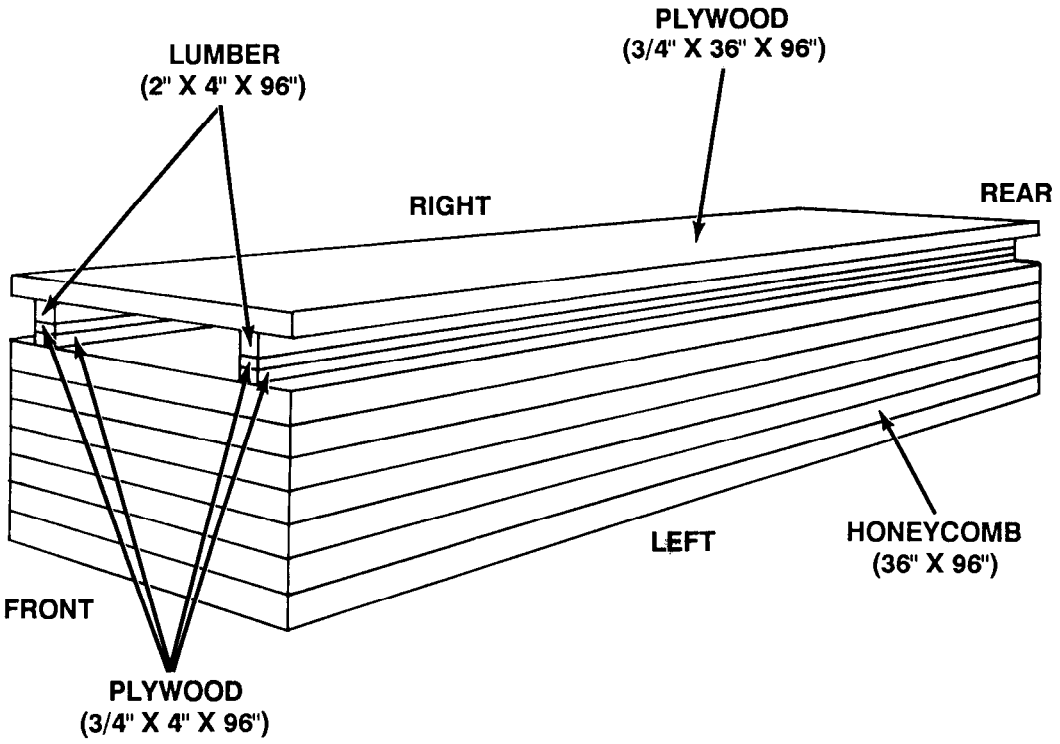
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	1	96	36	Honeycomb	Place honeycomb as the base.
	3	54	18	Honeycomb	Center honeycomb on top of the base.
	1	54	18	3/4-inch plywood	Place plywood on top of the 54- by 18-inch honeycomb.
	1	54	18	Honeycomb	Place honeycomb on top of the plywood.
	2	24	18	Honeycomb	Place honeycomb on top of the 54- by 18-inch honeycomb, flush with the left side.
	2	16	18	Honeycomb	Place honeycomb on top of the 54- by 18-inch honeycomb, flush with the right side.

Figure 6-5. Honeycomb stack 2 prepared

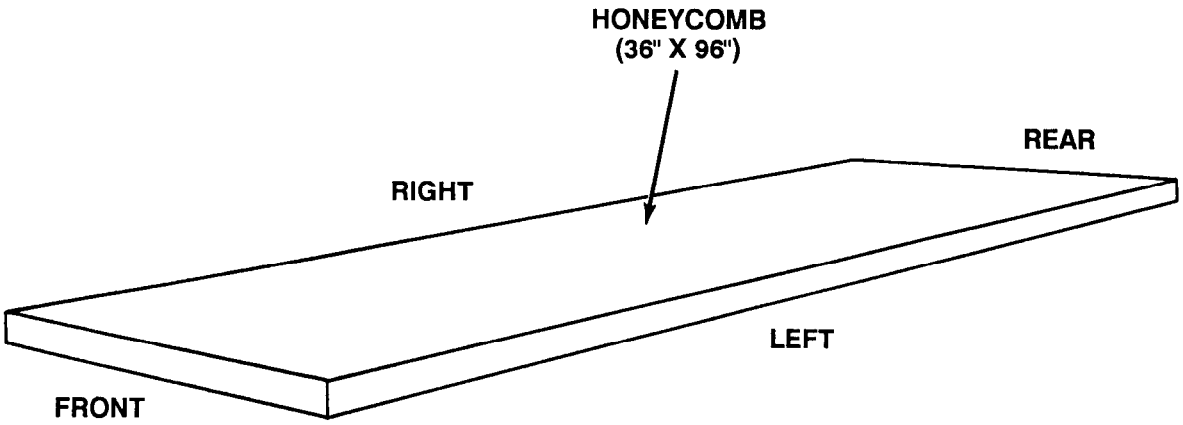
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	7	36	96	Honeycomb	Place honeycomb as the base.
	4	4	96	3/4-inch plywood	Place two pieces of plywood on top of the base 8 inches from each side.
	2	3 1/2 (actual)	96	2- by 4-inch lumber	Place one piece of lumber on top of the plywood on each side.
	1	36	96	3/4-inch plywood	Center plywood on top of the lumber, over the honeycomb base.

Figure 6-6. Honeycomb stack 3 prepared

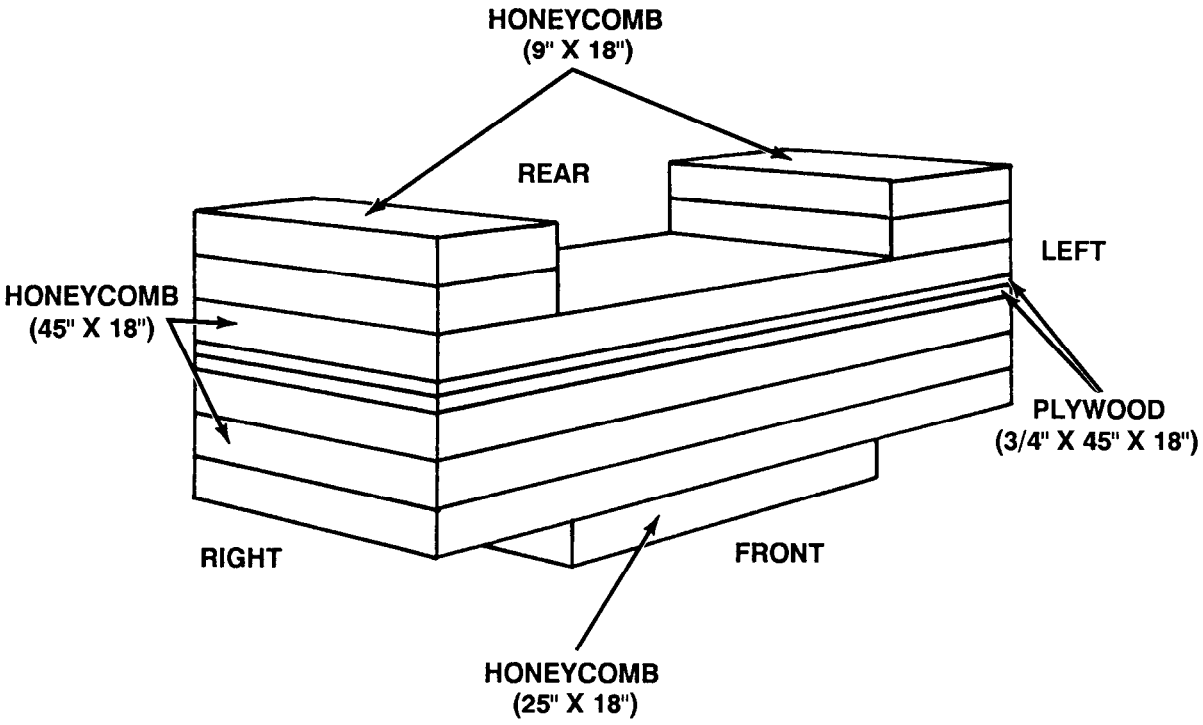
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	1	36	96	Honeycomb	Form stack.
5	1	36	96	Honeycomb	Form stack.

Figure 6-7. Honeycomb stacks 4 and 5 prepared

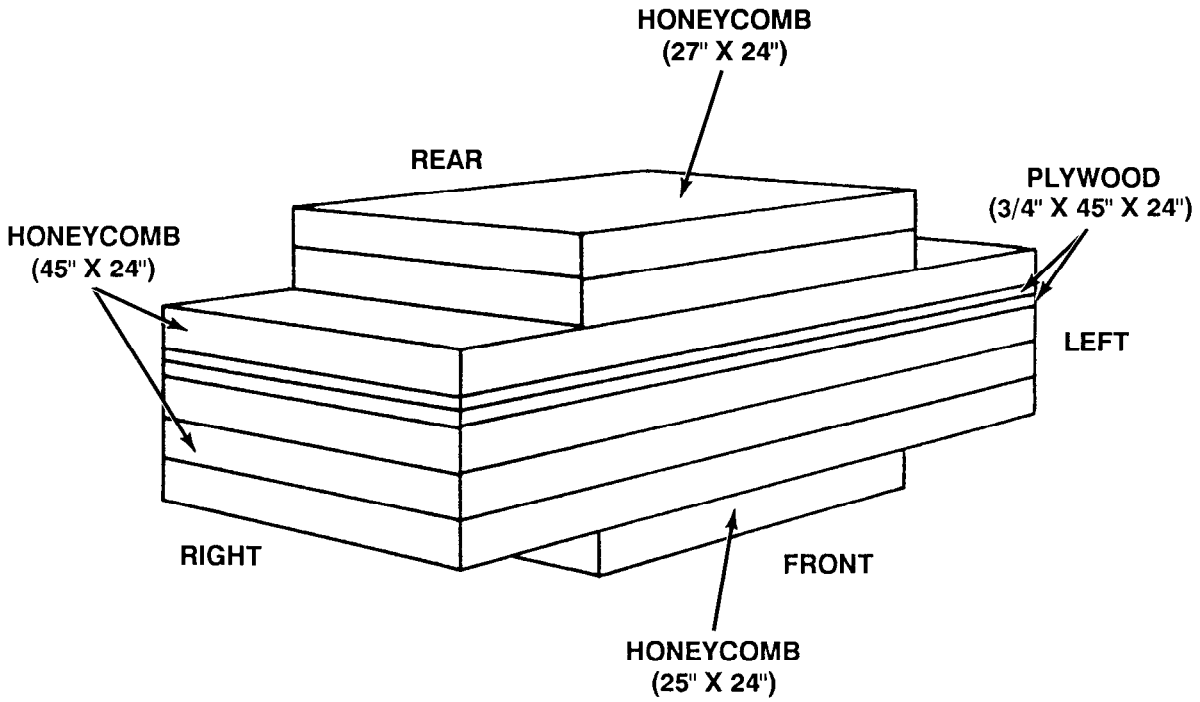
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	1	25	18	Honeycomb	Place honeycomb as the base.
	3	45	18	Honeycomb	Center honeycomb on top of the base.
	2	45	18	3/4-inch plywood	Place plywood on top of the honeycomb.
	1	45	18	Honeycomb	Place honeycomb on top of the plywood.
	4	9	18	Honeycomb	Place two pieces of honeycomb on top of the 45- by 18-inch honeycomb, flush with each side.

Figure 6-8. Honeycomb stack 6 prepared

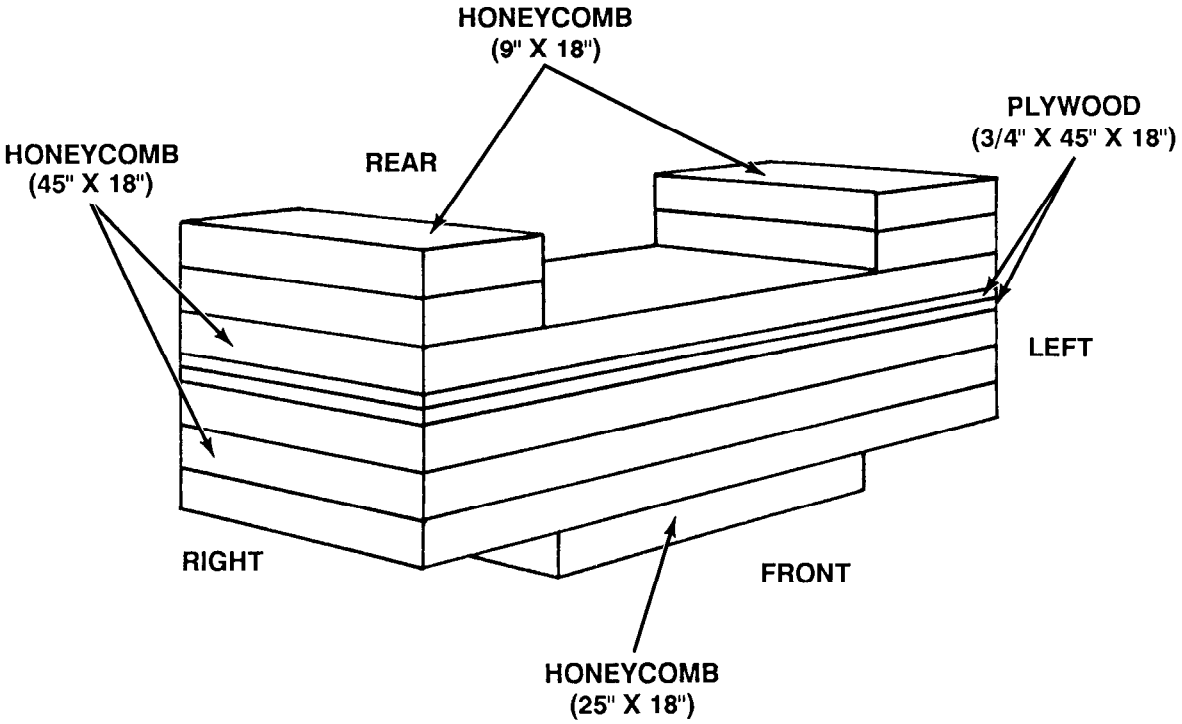
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
7	1	25	24	Honeycomb	Place honeycomb as the base.
	3	45	24	Honeycomb	Center honeycomb on top of the base.
	2	45	24	3/4-inch plywood	Place plywood on top of the honeycomb.
	1	45	24	Honeycomb	Place honeycomb on top of the plywood.
	2	27	24	Honeycomb	Center honeycomb on top of the 45- by 24-inch honeycomb.

Figure 6-9. Honeycomb stack 7 prepared

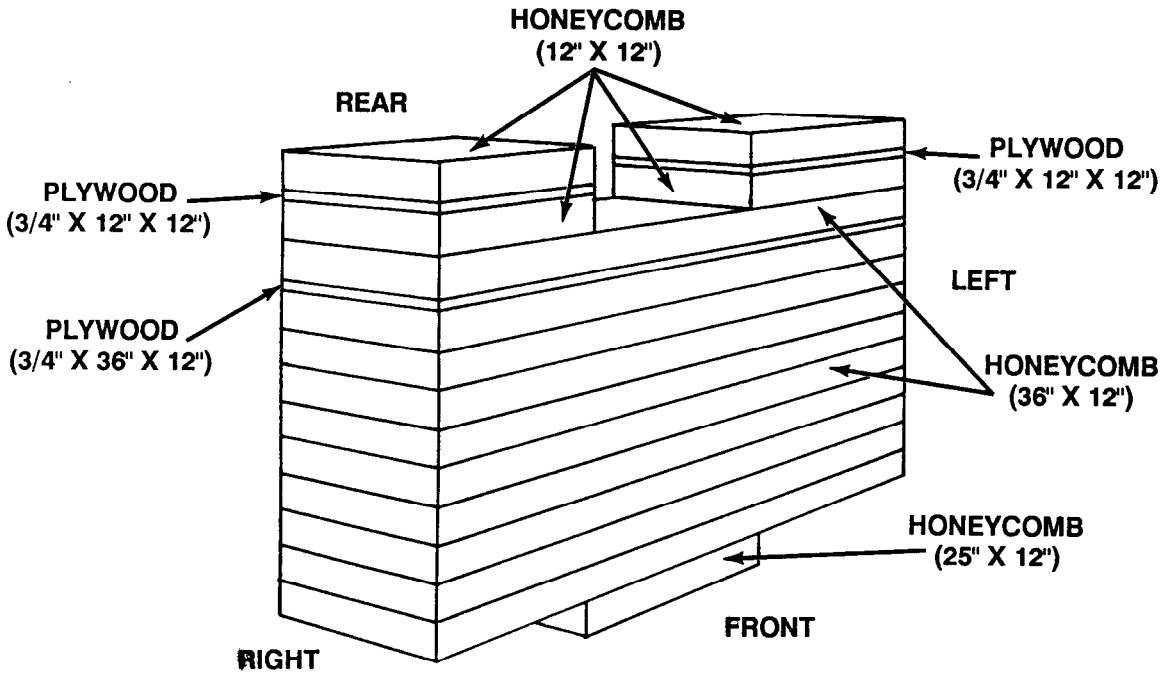
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
8	1	25	18	Honeycomb	Place honeycomb as the base.
	3	45	18	Honeycomb	Center honeycomb over the base.
	2	45	18	3/4-inch plywood	Place plywood on top of the honeycomb.
	1	45	18	Honeycomb	Place honeycomb on top of the plywood.
	4	9	18	Honeycomb	Place two pieces of honeycomb on top of the 45- by 18-inch honeycomb, flush with each side.

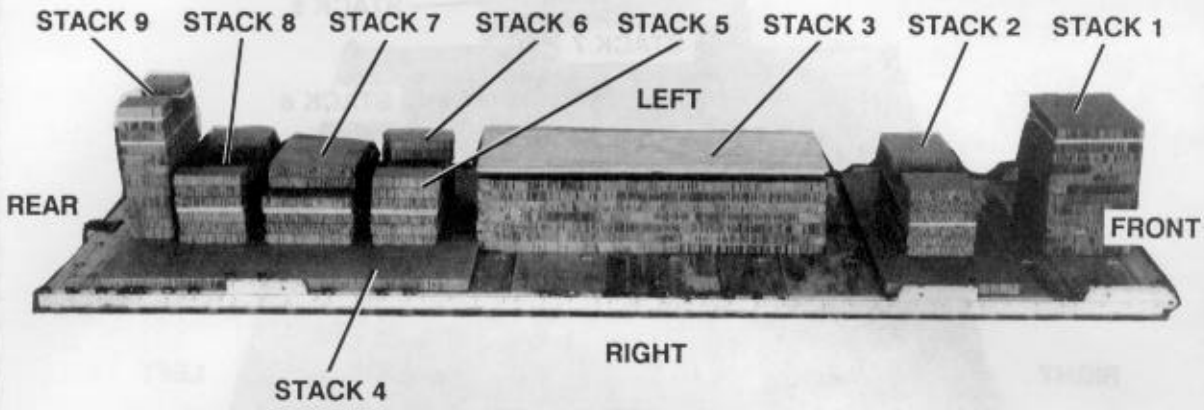
Figure 6-10. Honeycomb stack 8 prepared

Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
9	1	25	12	Honeycomb	Place honeycomb as the base.
	9	36	12	Honeycomb	Center honeycomb over the base.
	1	36	12	3/4-inch plywood	Place plywood on top of the honeycomb.
	1	36	12	Honeycomb	Place honeycomb on top of the plywood.
	2	12	12	Honeycomb	Place one piece of honeycomb on top of the 36-by 12-inch honeycomb, flush with each side.
	2	12	12	3/4-inch plywood	Place plywood on top of the honeycomb, flush with each side.
	2	12	12	Honeycomb	Place honeycomb on top of the plywood, flush with each side.

Figure 6-11. Honeycomb stack 9 prepared



Stack Number	Position of Stack on Platform
	Place stack:
1	Centered flush with front edge of platform.
2	Centered 12 inches from stack 1.
3	Centered 12 inches from stack 2.
4	Flush with rear of stack 3, 3 inches from right rail.
5	Flush with rear of stack 3, 3 inches from left rail.
6	Between stacks 4 and 5, 10 inches from rear of stack 3.
7	Between stacks 4 and 5, 5 inches from rear of stack 6.
8	Between stacks 4 and 5, 5 inches from rear of stack 7.
9	Between stacks 4 and 5, 2 inches from rear of stack 8.

Figure 6-12. Honeycomb stacks positioned on platform

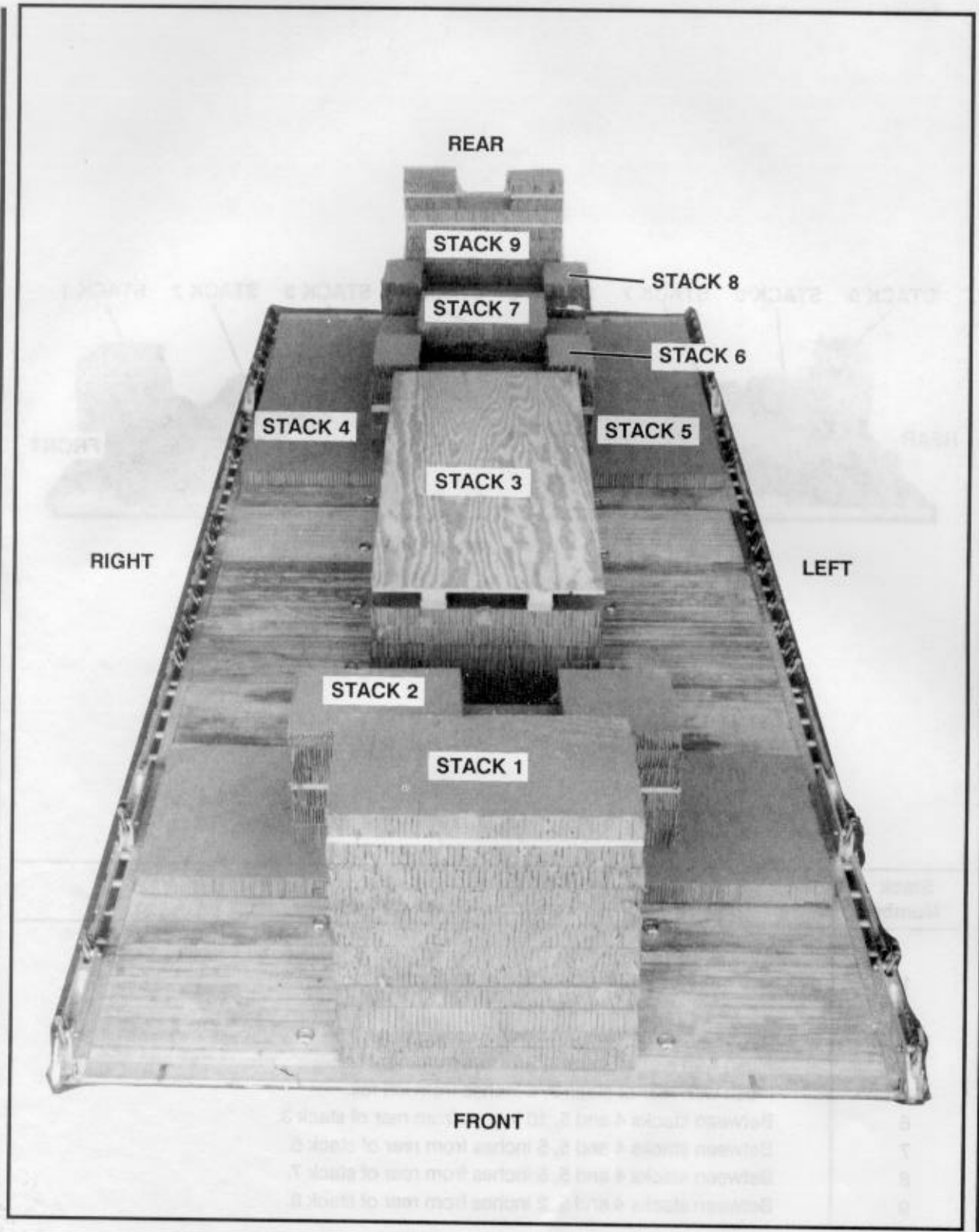


Figure 6-13. Front view of honeycomb stacks positioned on platform

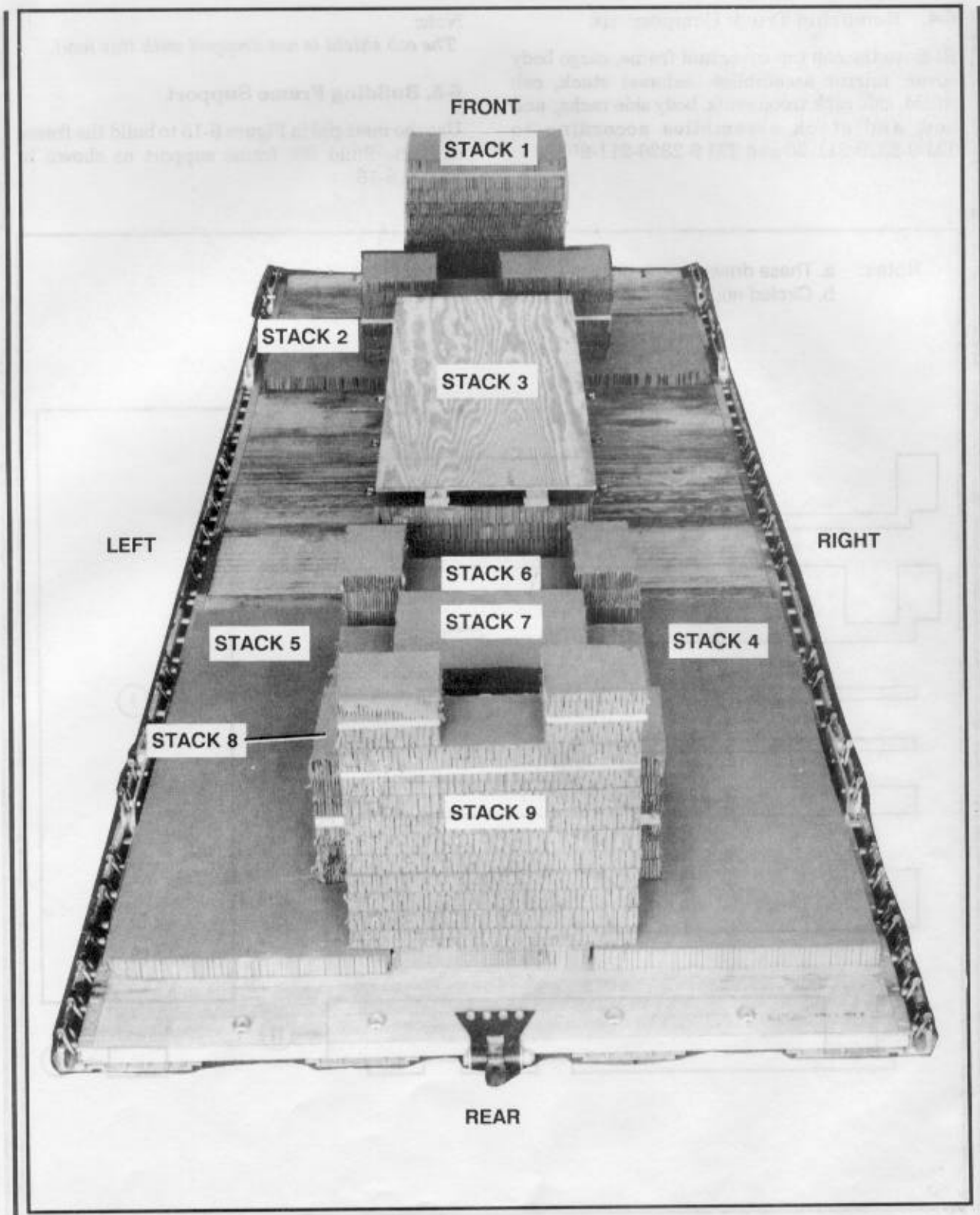


Figure 6-14. Rear view of honeycomb stacks positioned on platform

6-4. Removing Truck Components

Remove the cab top cover and frame, cargo body cover, mirror assemblies, exhaust stack, cab shield, side rack troop seats, body side racks, and bow and stack assemblies according to TM 9-2320-211-20 and TM 9-2320-211-20P.

Note:
The cab shield is not dropped with this load.

6-5. Building Frame Support

Use the material in Figure 6-15 to build the frame support. Build the frame support as shown in Figure 6-16.

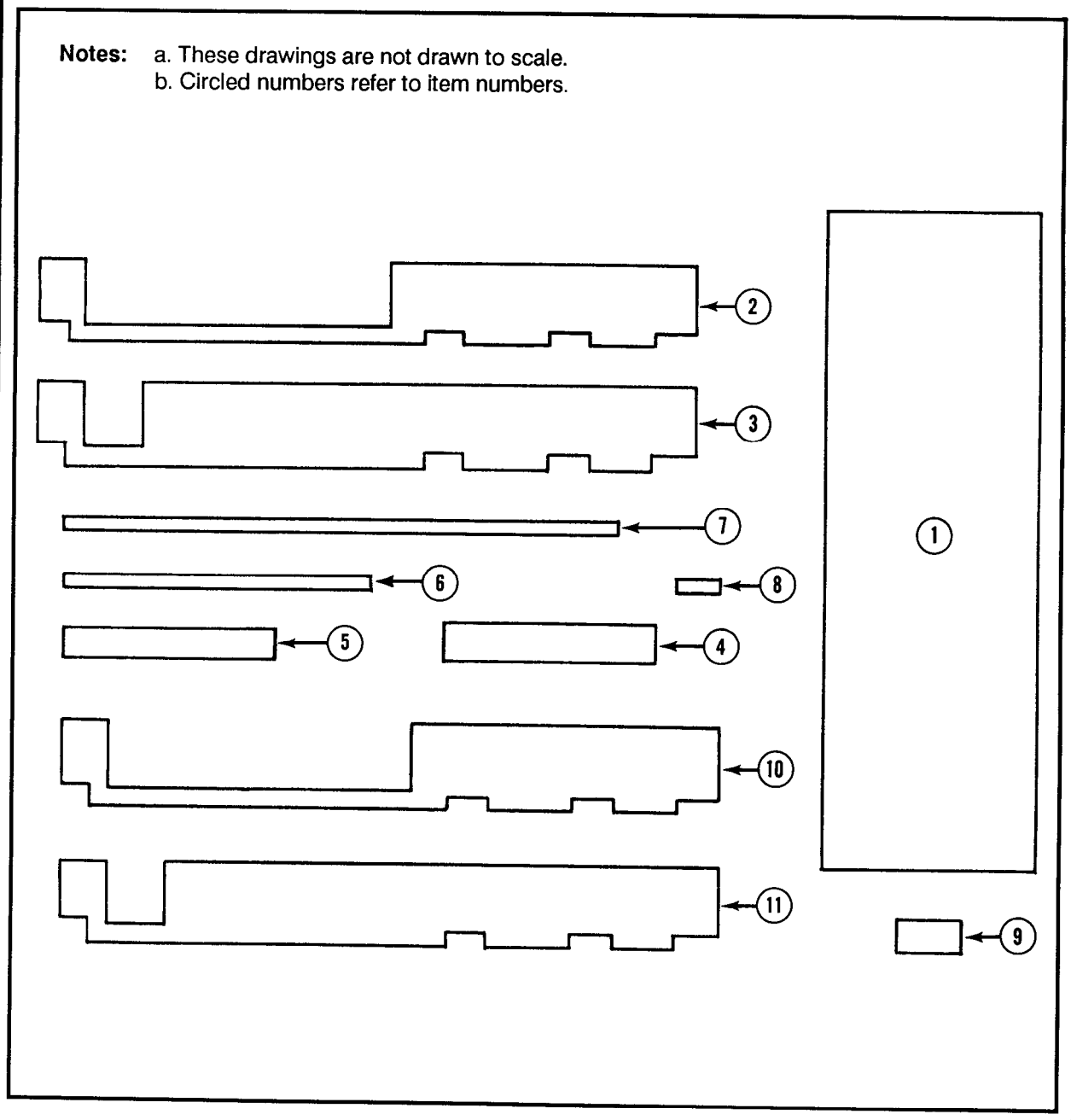
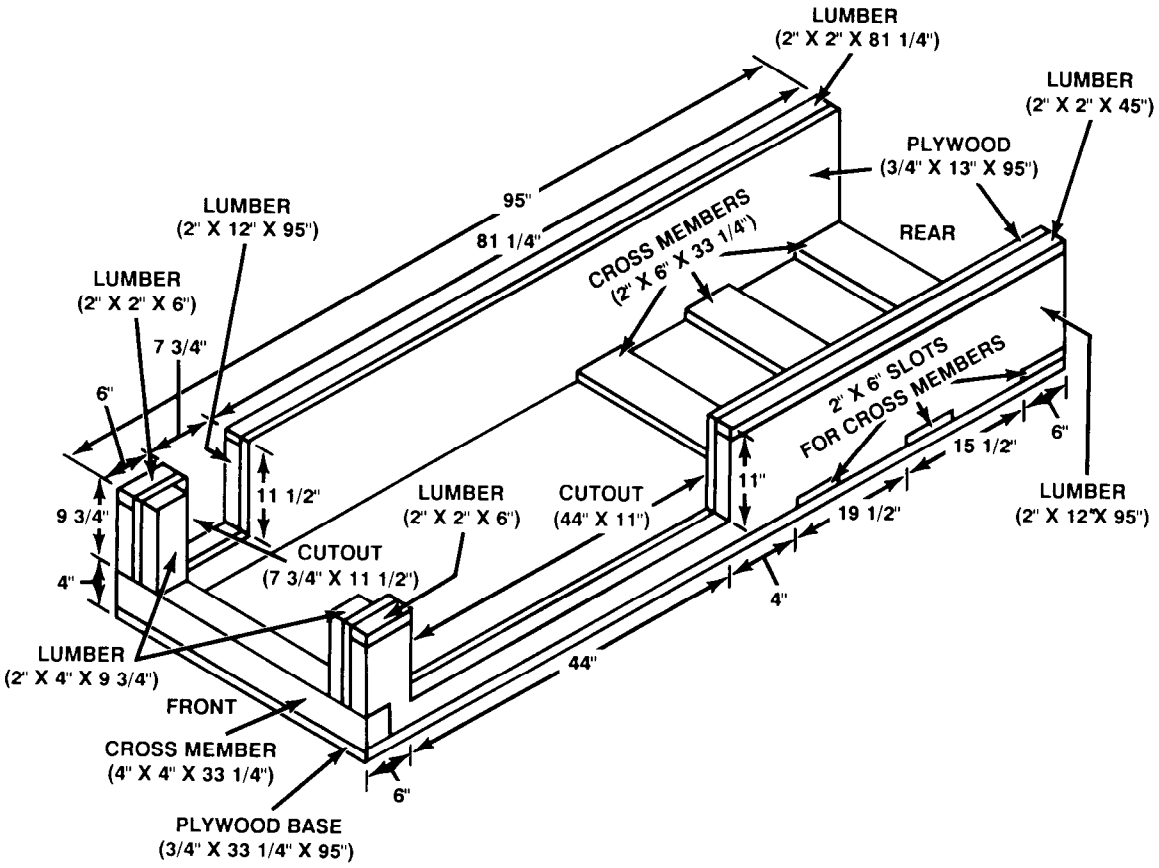


Figure 6-15. Material required for frame support

Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	33 1/4	95	3/4-inch plywood
2	1	13	95	3/4-inch plywood
3	1	13	95	3/4-inch plywood
4	1	3 1/2 (actual)	33 1/4	4- by 4-inch lumber
5	3	6	33 1/4	2- by 6-inch lumber
6	1	2	45	2- by 2-inch lumber
7	1	2	81 1/4	2- by 2-inch lumber
8	2	2	6	2- by 6-inch lumber
9	2	4	9 3/4	2- by 4-inch lumber
10	1	12	95	2- by 12-inch lumber
11	1	12	95	2- by 12-inch lumber

Figure 6-15. Material required for frame support (continued)

Note: This drawing is not drawn to scale.



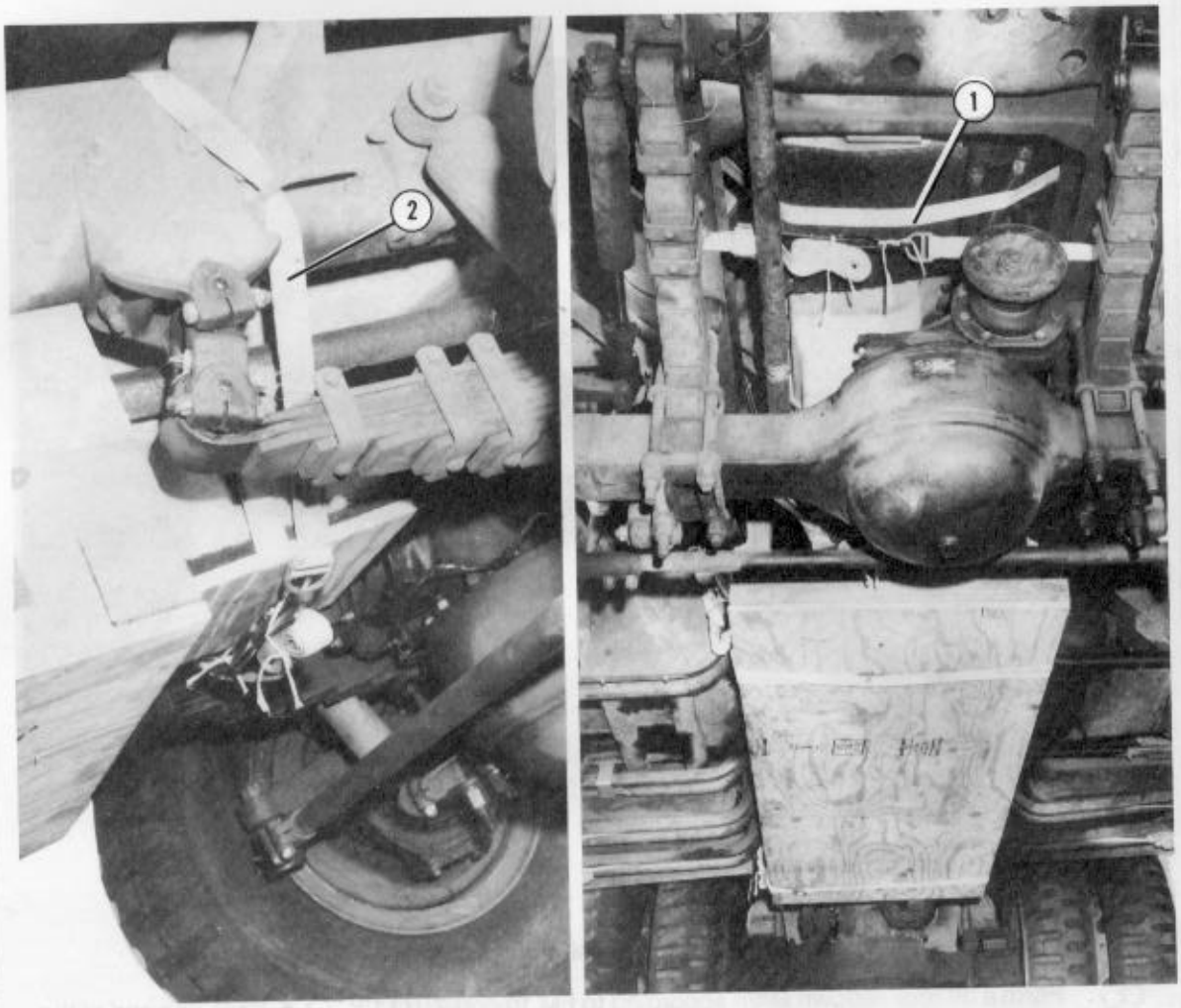
Step:

1. Construct the frame support as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 6-16. Frame support constructed

6-6. Installing Engine Supports and Frame Support

Install the engine supports and the frame support as shown in Figures 6-17 and 6-18 using four 15-foot tiedown straps.

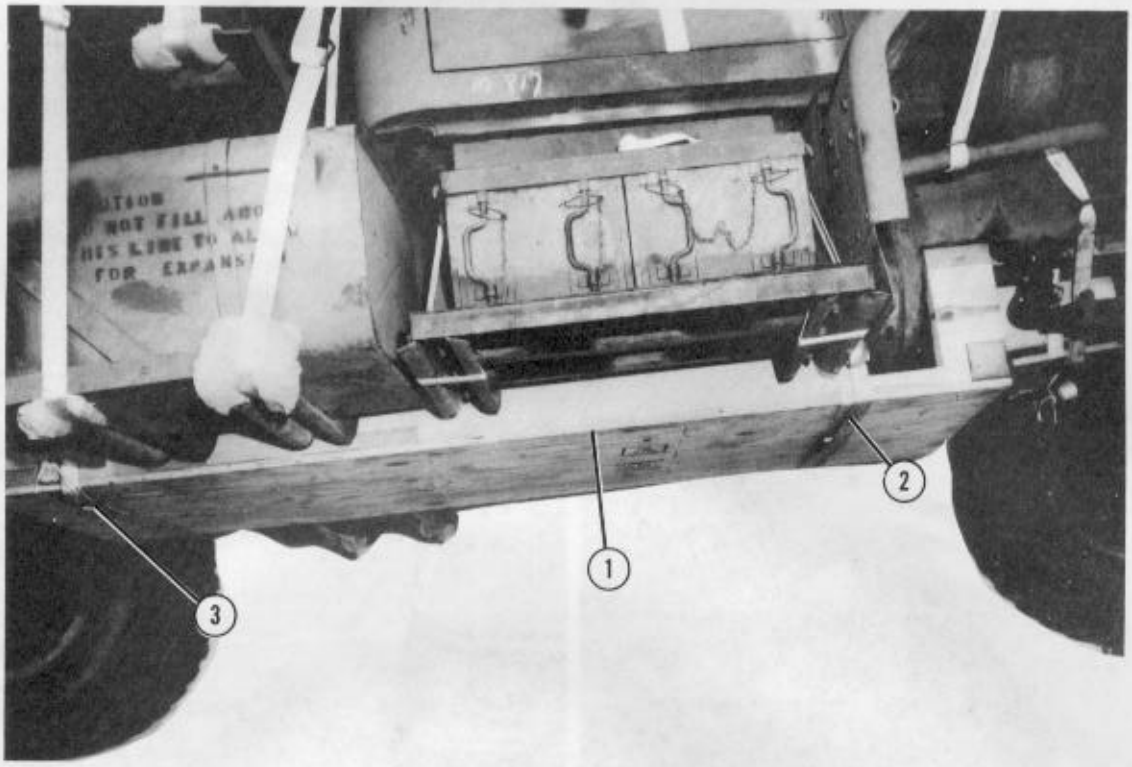


(1) Pass the end of a 15-foot tiedown strap around the right frame rail, under the front part of the oil pan, and around the left frame rail. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(2) Install a second 15-foot tiedown strap as explained in step 1 above, except under the rear of the oil pan. Place a 12- by 12-inch piece of felt and a 3/4- by 12- by 12-inch piece of plywood between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 6-17. Engine supports installed

CAUTION
Ensure the frame support is not placed on hydraulic lines.



(1) Position the frame support under the mainframe as shown.

(2) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Pass one end of the strap around one mainframe rail near the front of the frame support. Pass the other end of the strap under the frame support and around the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Install a second 30-foot tiedown strap near the rear of the frame support, adapting the procedures in step 2 above.

Note: Position the load binders on the side of the frame support so that load binders will not touch the honeycomb stack.

Figure 6-18. Frame support installed

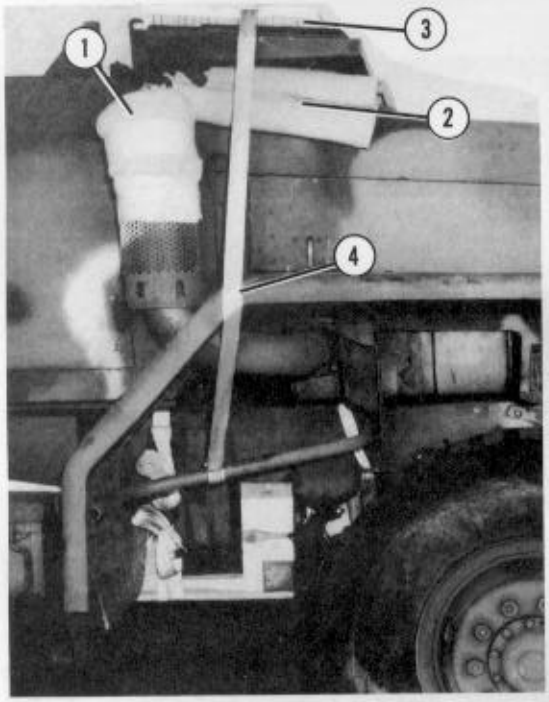
6-7. Preparing Truck

Prepare the truck as shown in Figure 6-19 and as described below.

a. Make sure the fuel tank is not more than 1/2 full.

b. Make sure the fire extinguisher is charged and the safety pin is secured. Pad the fire extinguisher, and secure it to the vehicle.

c. Fill the toolbox and the tool stowage box with scrap honeycomb or cellulose wadding.





(1) Cover the exhaust pipe opening with cellulose wadding. Tape the wadding in place.

(2) Wrap a 3/4- by 18- by 60-inch piece of plywood in cellulose wadding, and tape the wadding in place. Place the plywood on the hood of the truck.

(3) Fold the windshield down on the plywood, and place a 24- by 60-inch piece of honeycomb on top of the windshield.

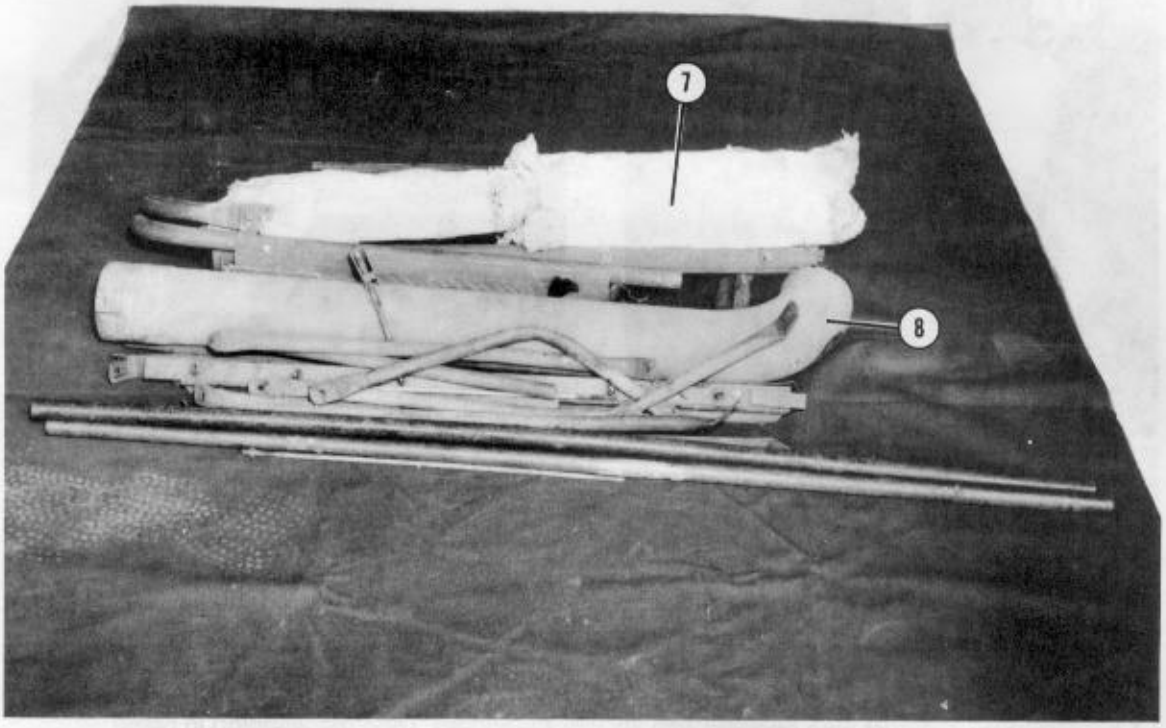
(4) Pass the free end of a 15-foot tiedown strap around the right front fender brace and through its own D-ring. Pull the free end tight, and lay the strap across the honeycomb.

(5) Pass the free end of a 15-foot tiedown strap around the left front fender brace and through its own D-ring. Pull the free end of the strap tight.

(6) Secure the ends of the straps according to FM 10-500-2/TO 13C7-1-5.

Note: Pad the fenders with cellulose wadding where the straps touch, and tape the wadding in place.

Figure 6-19. Truck prepared

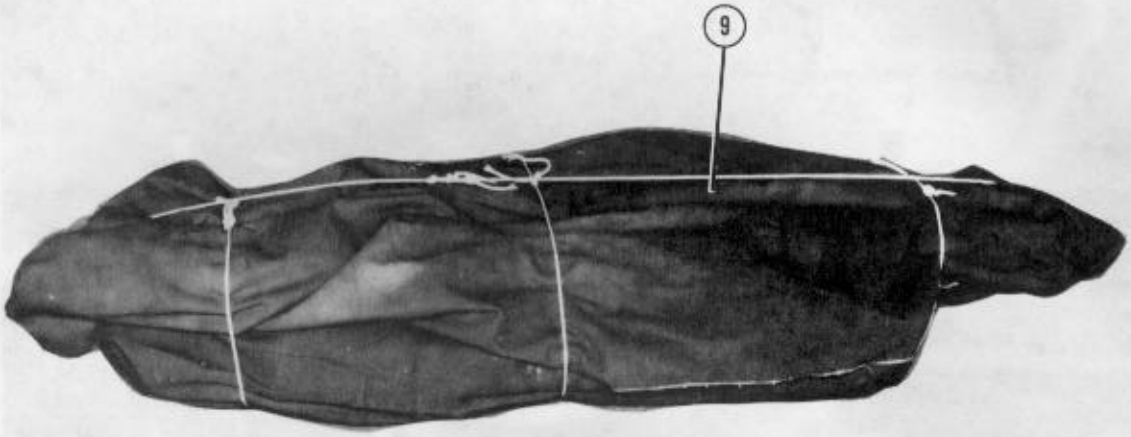


(7) Wrap the mirror assemblies in cellulose wadding. Tape the wadding in place. Place the mirror assemblies on the cab top cover.

(8) Place the cab top frame and the exhaust stack on the cab top cover. Pad the sharp edges with cellulose wadding, and tape the wadding in place.

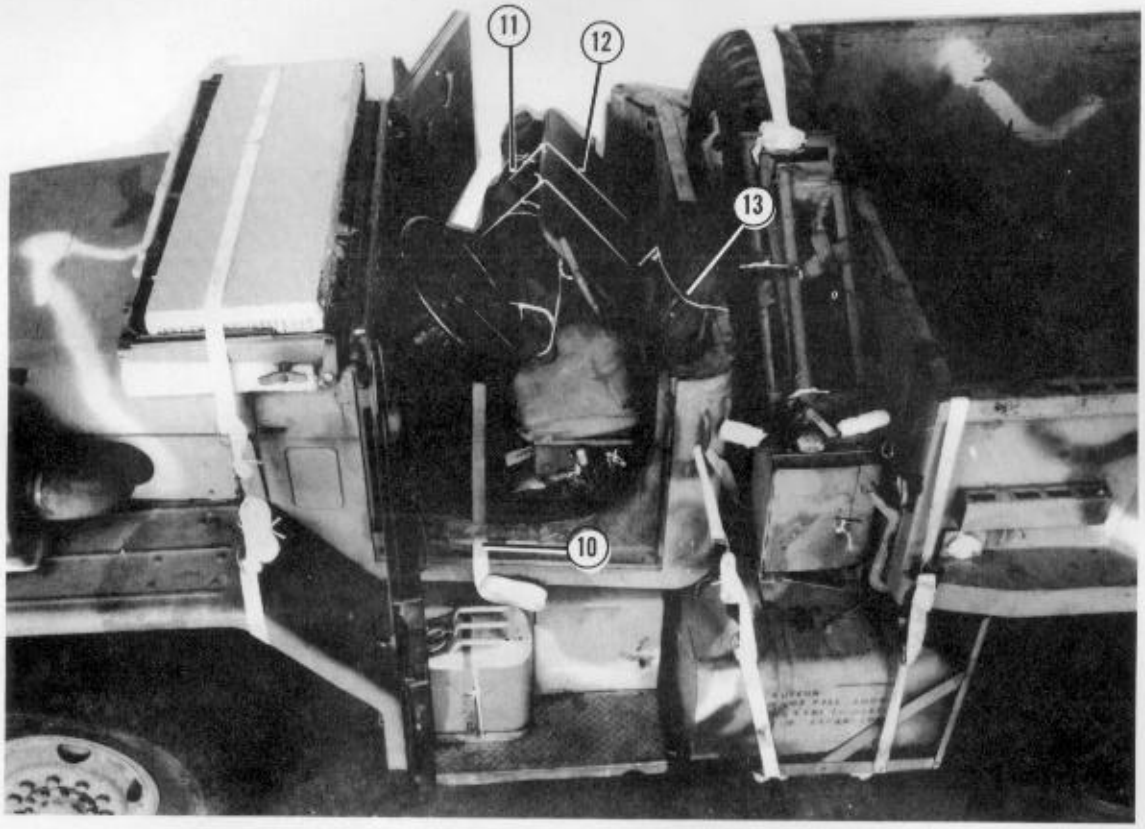
Note: Other small components may also be placed on the cab top cover.

Figure 6-19. Truck prepared (continued).



(9) Wrap the cab top cover over the items placed on it. Tie the cover in place with type III nylon cord.

Figure 6-19. Truck prepared (continued)



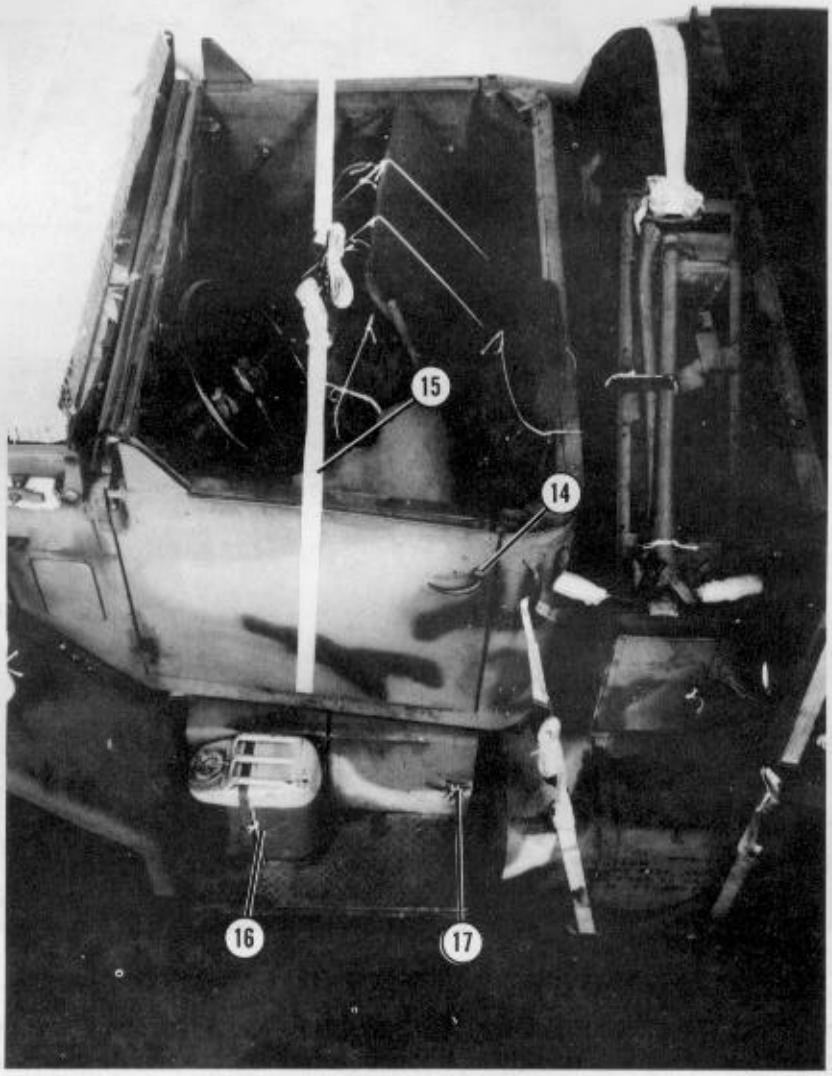
(10) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the strap across the cab floor, and pass the ends of the strap through the slots in the door frame.

(11) Place the items wrapped in the cab top cover on the cab seats.

(12) Fold the back of the passenger seat down against the cab top cover. Tie the back of the seat against the cover with type III nylon cord.

(13) Tie the driver seat to the cab of the truck with type III nylon cord.

Figure 6-19. Truck prepared (continued).



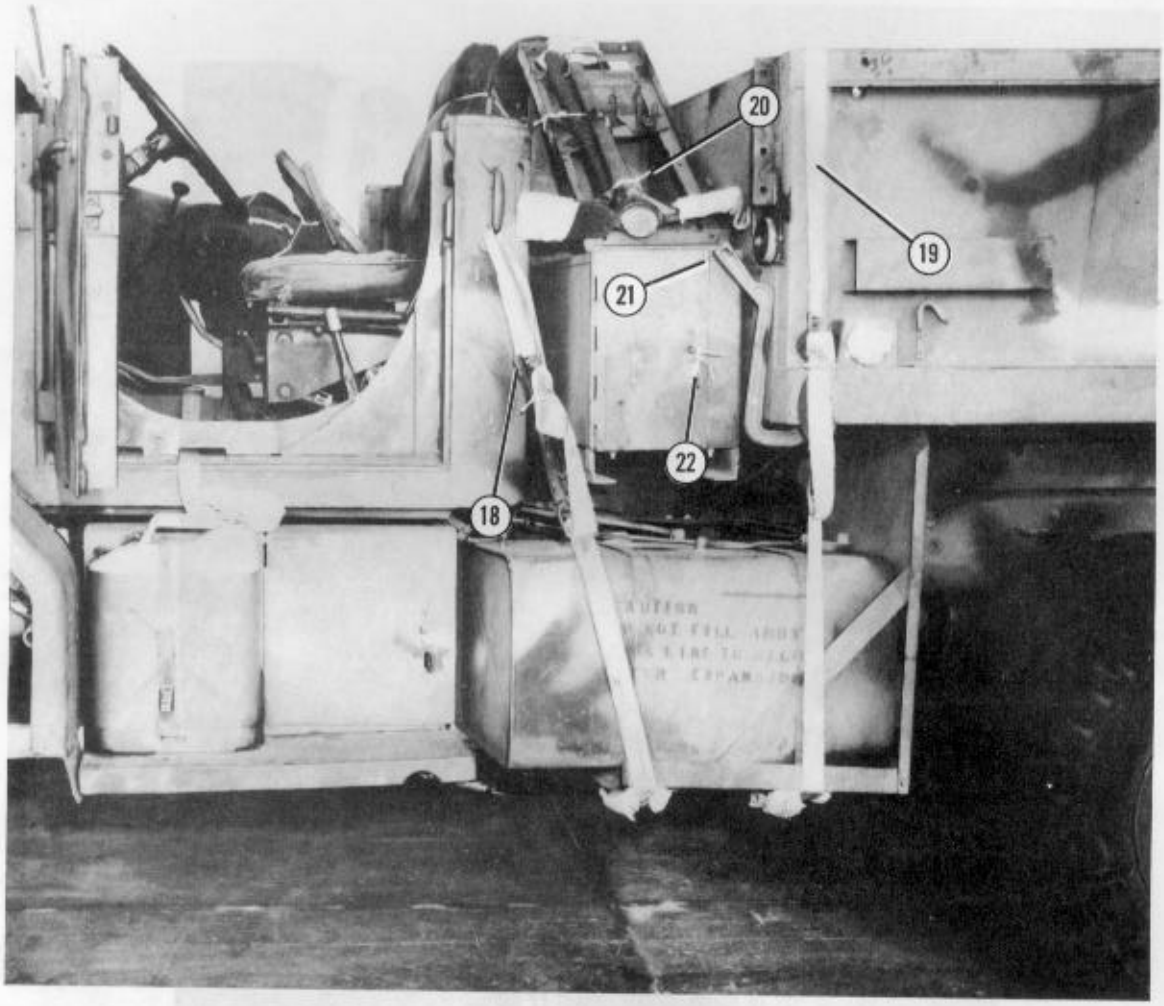
(14) Close the truck doors.

(15) Pass the ends of the 30-foot tiedown strap over the cab doors. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(16) Place the fuel or water can in its storage bracket, and fasten the retainer strap. Tie the can in place with type III nylon cord.

(17) Tie the tool storage box closed with type III nylon cord.

Figure 6-19. Truck prepared (continued)



(18) Pass the free end of a 15-foot tiedown strap through the handhold handle, through the front fuel tank hanger using the first side rack socket, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(19) Install another 15-foot strap as explained in step 18 above using the second side rack socket and the rear fuel tank hanger.

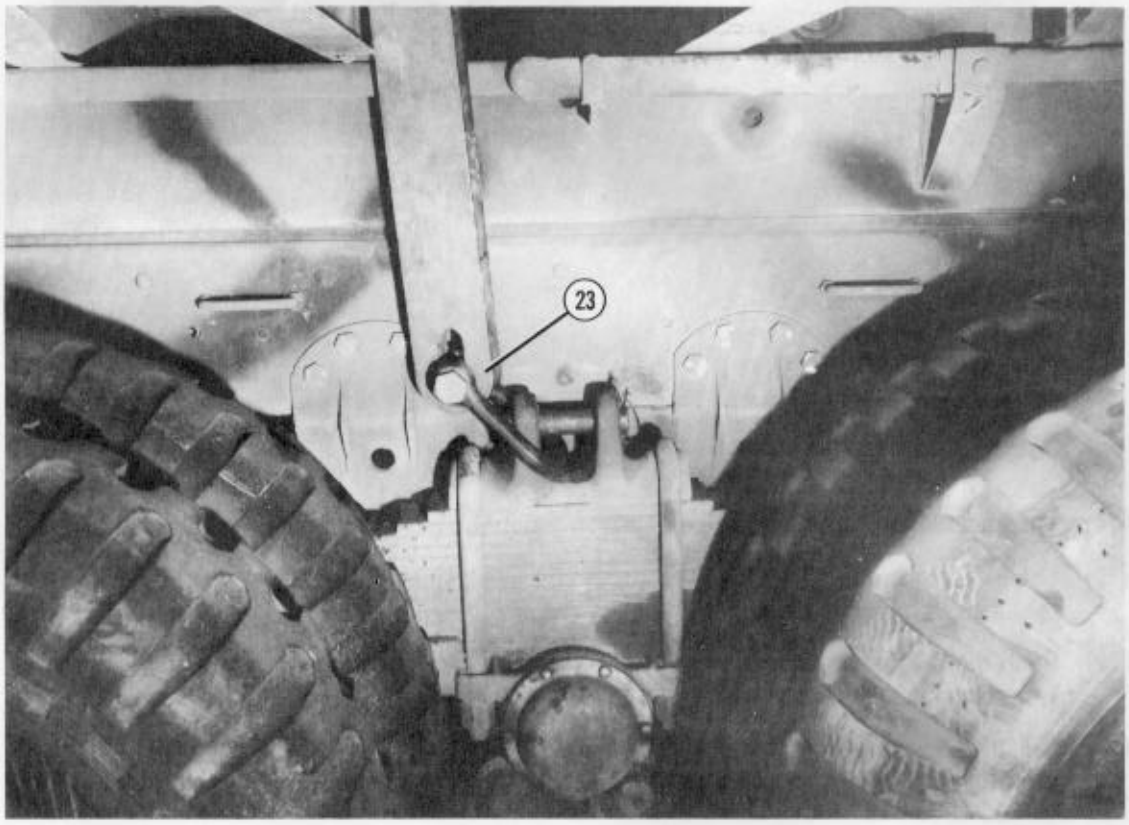
(20) Place the pioneer tools in their bracket, and tie the tools in place with type III nylon cord.

(21) Tie the tailgate control rod hand lever in place with a double length of type III nylon cord.

Note: Pad all sharp edges that the straps may touch with cellulose wadding.

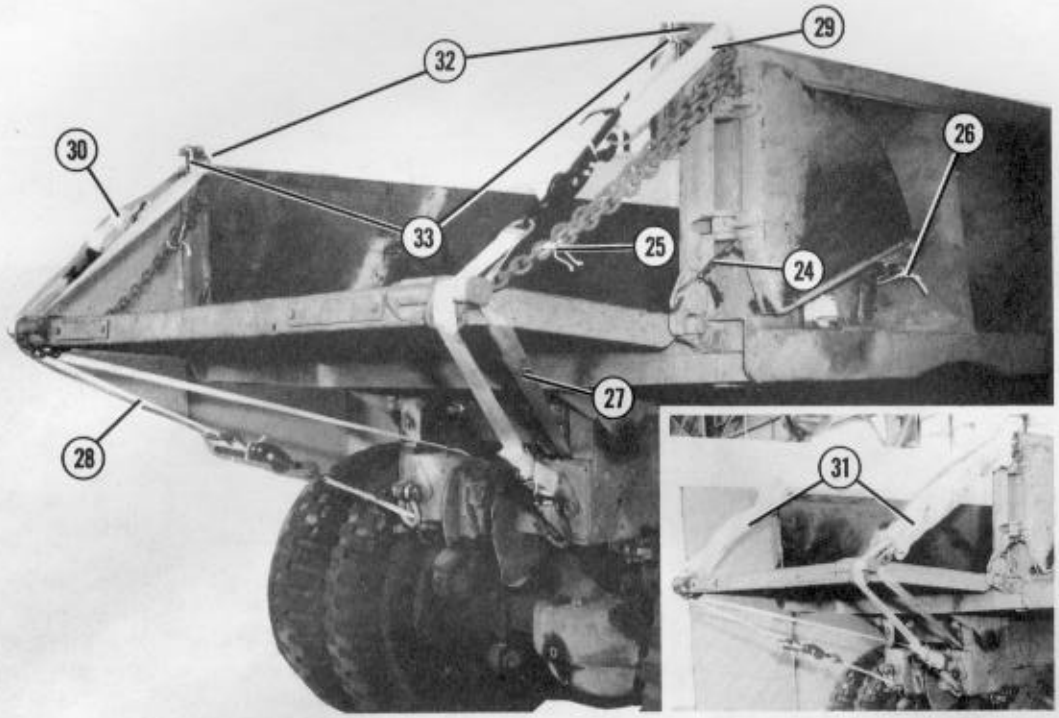
(22) Tie the toolbox closed with type III nylon cord.

Figure 6-19. Truck prepared (continued)



(23) Lower a suspension extension bracket down through one access hole in the body of the truck. Bolt the bracket to the spring saddle with a large suspension clevis. Bolt a second bracket to the spring saddle on the opposite side of the truck in the same way.

Figure 6-19. Truck prepared (continued)



(24) Tie the lower tailgate hinges closed with 1/2-inch tubular nylon webbing.

(25) Lower the tailgate, and hook the chains. Tie the chains to the body, and tie the chains together with type III nylon cord.

(26) Push the tailgate wings against the body, and secure the wings with their hooks. Tie the wings in place with type III nylon cord.

(27) Run a 15-foot tiedown strap around the upper hinge pin, around the rear mainframe cross member, and through the lifting shackle. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(28) Run a 15-foot tiedown strap as explained in step 27 above on the other side of the truck.

(29) Run a 15-foot tiedown strap around the upper hinge bracket and the upper tailgate hinge pin. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

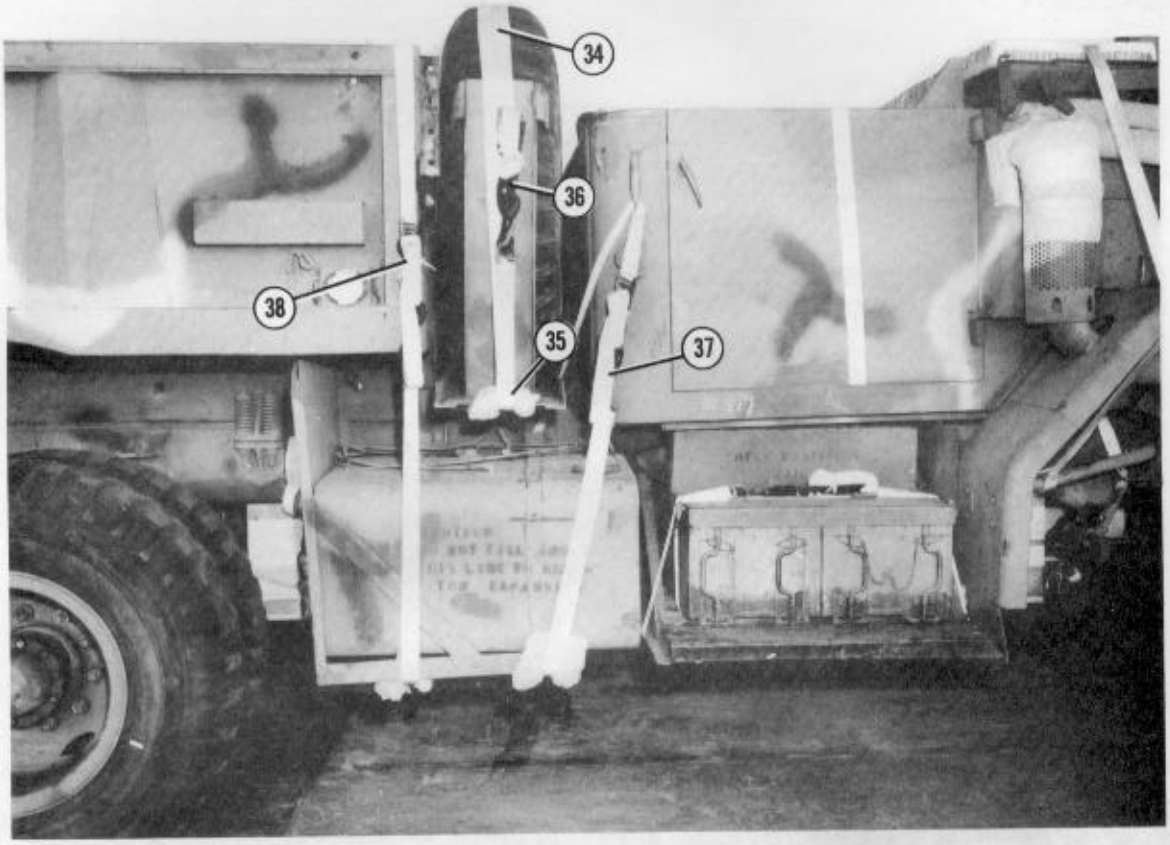
(30) Run a 15-foot tiedown strap as explained in step 29 above on the other side of the truck.

(31) Wrap the upper tiedown straps and the tailgate chains with cellulose wadding. Tape the wadding in place.

(32) Bolt a large suspension clevis to each upper tailgate hinge bracket.

(33) Tie each upper hinge bracket retaining pin in its bracket with type III nylon cord.

Figure 6-19. Truck prepared (continued)



(34) Pass the free end of a 15-foot tiedown strap around the top of the spare tire support bracket. Lay the strap over the tire.

(35) Pass the free end of the strap around the spare tire support clamp assembly.

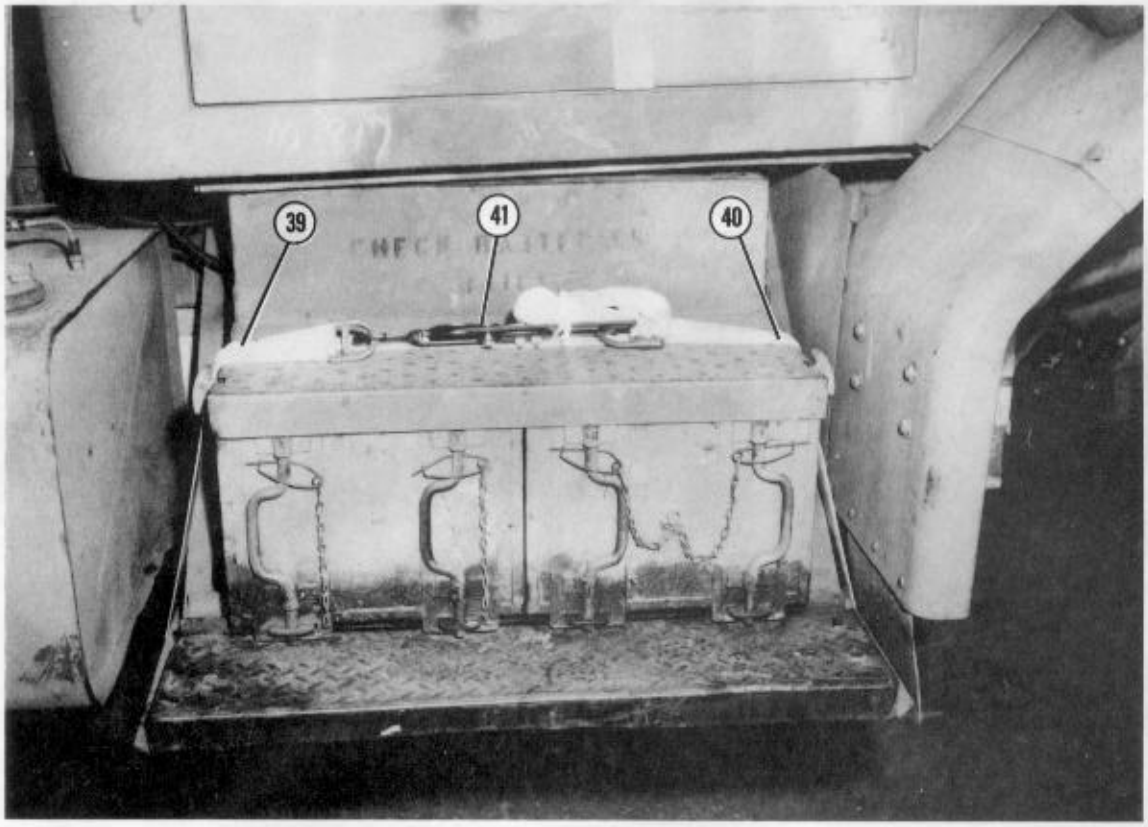
(36) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(37) Pass the free end of a 15-foot tiedown strap through the handhold handle, through the front fuel tank hanger, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(38) Install a 15-foot tiedown strap as explained in step 37 above using the first side rack socket and the rear fuel tank hanger.

Note: Pad all sharp edges that the straps may touch with cellulose wadding.

Figure 6-19. Truck prepared (continued)

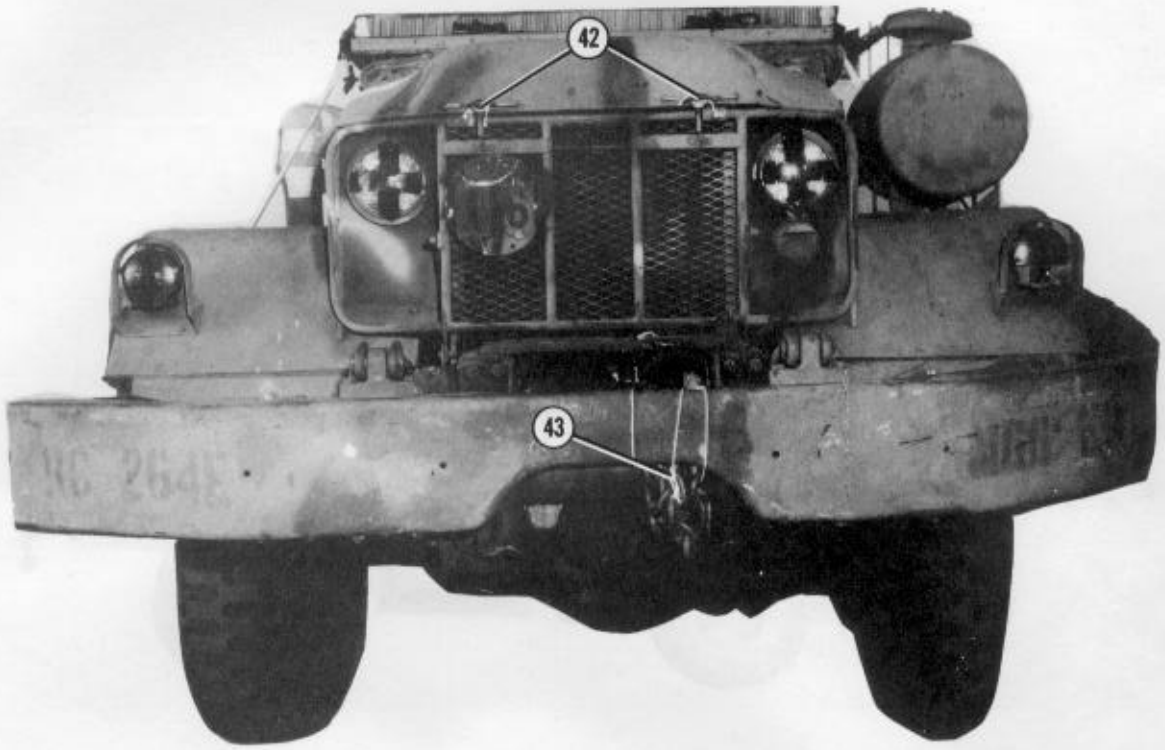


(39) Pass one end of a 15-foot tiedown strap around the rear running board support and back to the top of the battery box.

(40) Pass the other end of the strap around the front running board support and back to the top of the box.

(41) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 6-19. Truck prepared (continued)



(42) Tie the hood closed with type III nylon cord.

(43) If the truck is equipped with a winch, tie the hook to the bumper with type III nylon cord.

Figure 6-19. Truck prepared (continued)

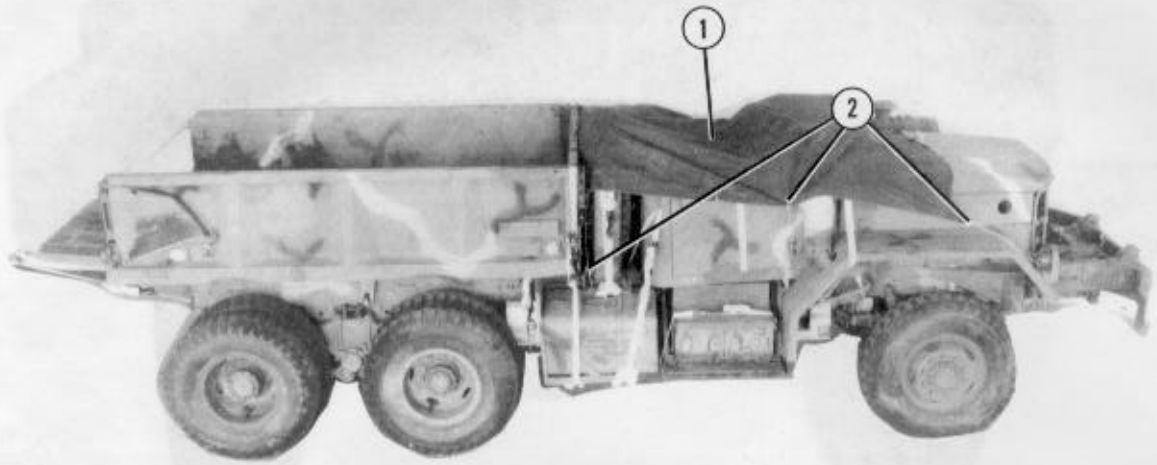
6-8. Installing Load Cover

Install the load cover as described below.

a. Place the transmission gearshift lever in the neutral position.

b. Make sure that the hand brake control lever is in the release position.

c. Tie an 8- by 12-foot piece of duck cloth (load cover) over the front of the truck as shown in Figure 6-20.



(1) Cover the cab and hood of the truck with an 8- by 12-foot piece of cotton duck cloth.

(2) Tie the cover in place with type III nylon cord.

Figure 6-20. Load cover installed

6-9. Positioning Truck

Position the truck as described below.

a. Install two 12-foot (4-loop), type XXVI nylon webbing slings on the rear suspension brackets. Install two 16-foot (4-loop), type XXVI nylon webbing slings on the front suspension clevises. Install the lifting slings as shown in Figure 6-21.

Note: Other slings of equal or greater strength may be used to lift the truck.

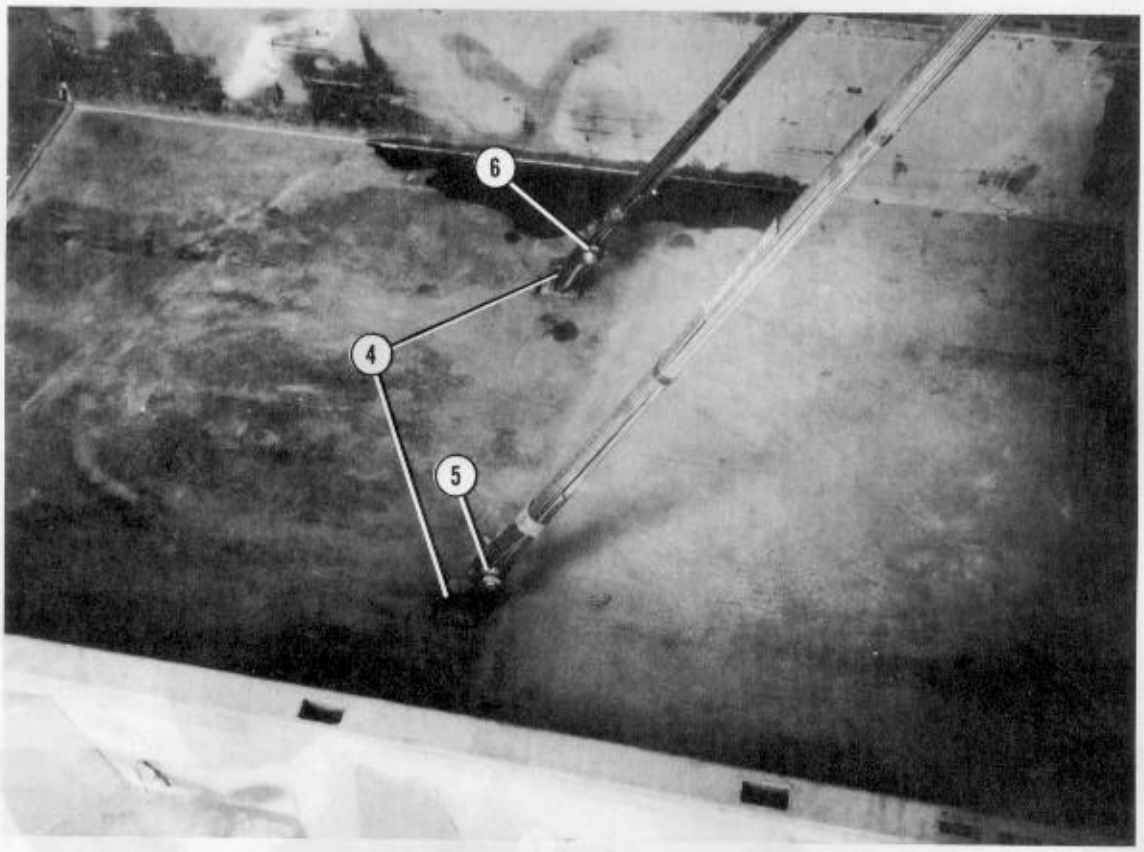


(1) Fit a large suspension clevis on each front lifting shackle.

(2) Attach the end of a 16-foot (4-loop), type XXVI nylon webbing sling to a front lifting shackle with a large clevis.

(3) Bolt a second sling to the other front lifting shackle as described in step 2 above.

Figure 6-21. Lifting slings installed



(4) Fit a large suspension clevis on each suspension extension bracket in the rear of the truck.

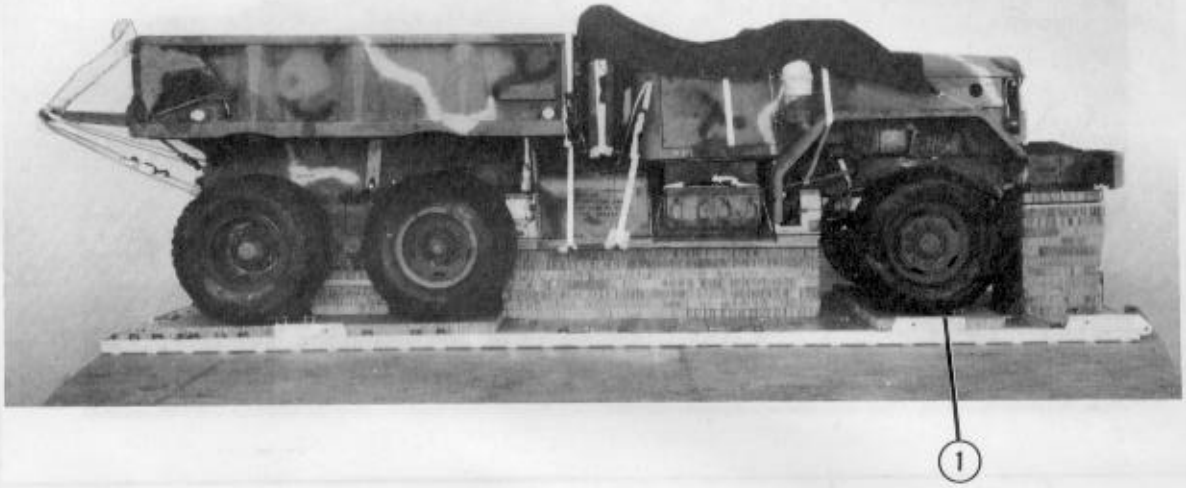
(5) Attach the end of a 12-foot (4-loop), type XXVI nylon webbing sling to one of the large suspension clevises.

(6) Attach a second 12-foot sling to the suspension clevis on the opposite side of the truck.

Figure 6-21. Lifting slings installed (continued)

b. Position the truck on the honeycomb stacks as shown in Figure 6-22.

Note:
The honeycomb stacks may need to be adjusted slightly when the truck is positioned on the stacks.



(1) Lift the truck with the lifting slings, and position it on the honeycomb stacks with the front axle centered on stack 2 and the mainframe support centered on stack 3.

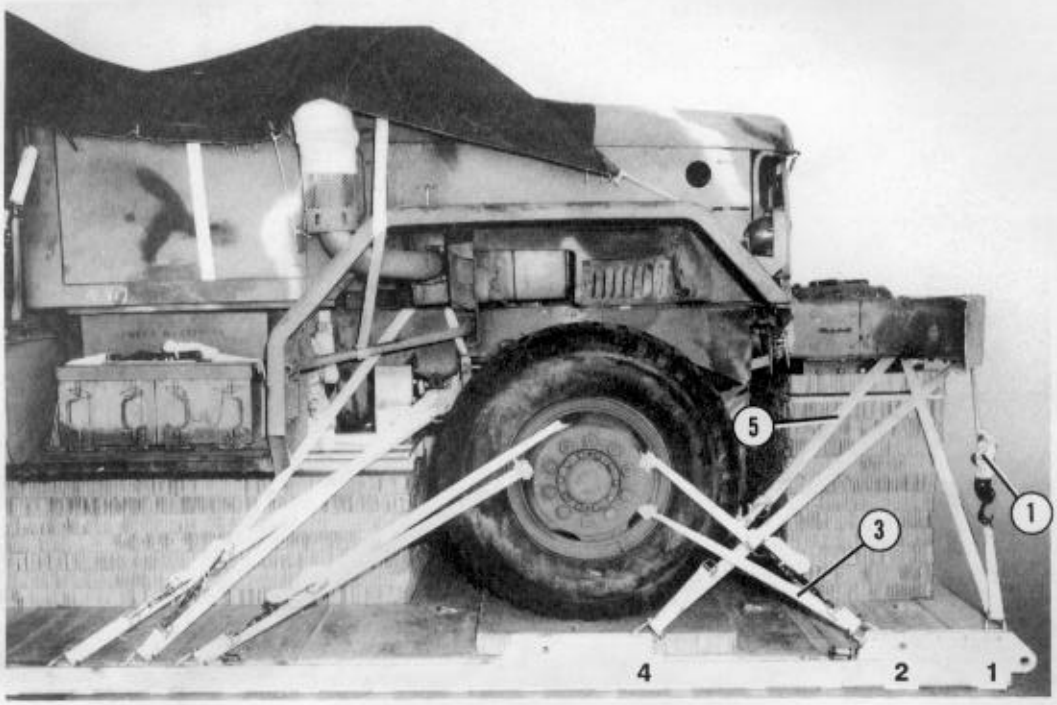
Note: The front and rear overhang may vary with the series of truck. The truck shown above has no overhang in the front and a 27-inch overhang in the rear.

Figure 6-22. Truck positioned

6-10. Installing Lashings

Lash the truck to the platform using thirty-eight 15-foot tiedown straps, 38 D-rings, and 38 load binders as shown in Figures 6-23 through 6-27. Secure the ends of the lashings according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all lashings that are looped through the wheels with cellulose wadding.



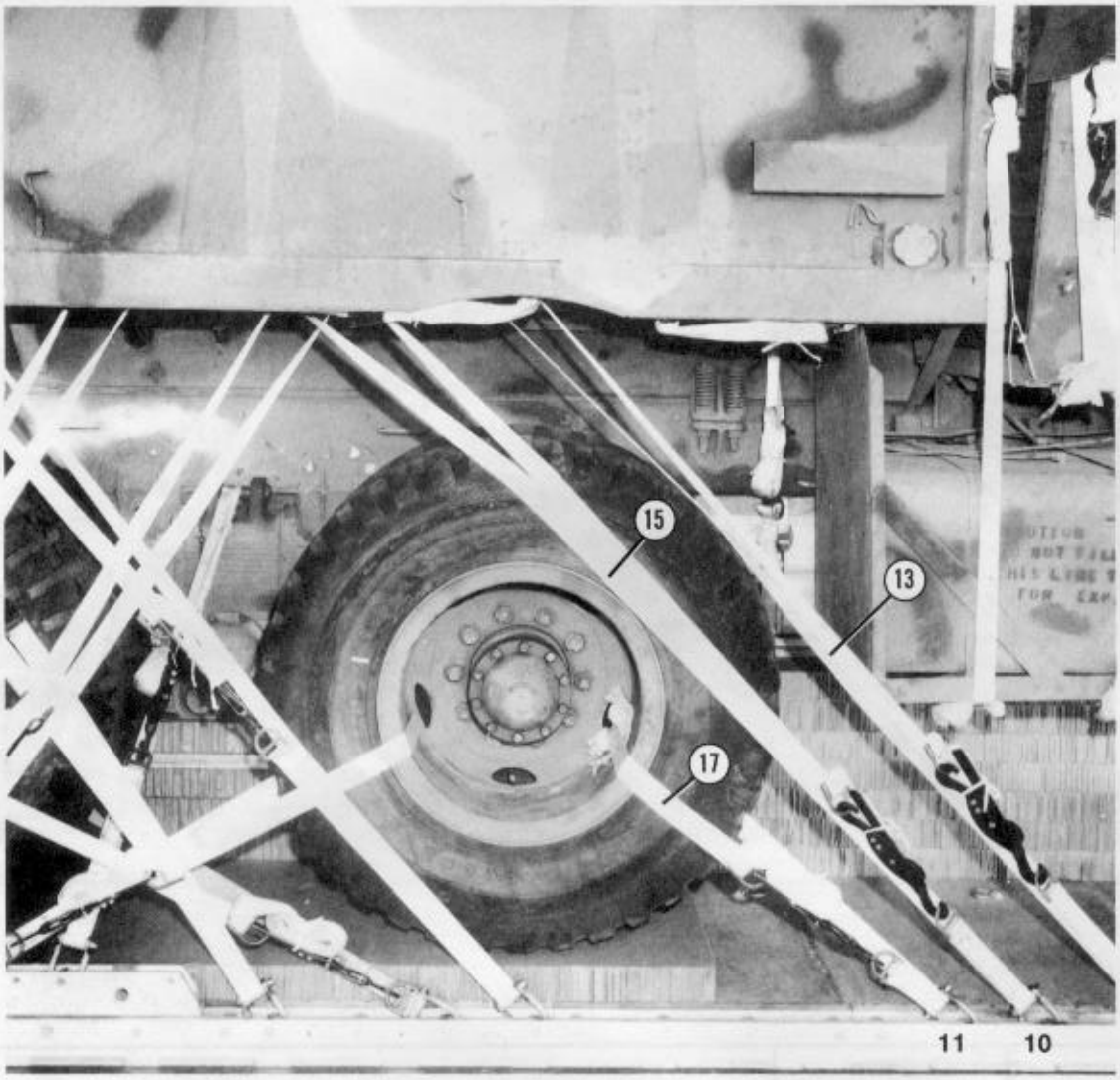
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Around the front bumper, inside the lifting shackle, right side.
2	1A	Around the front bumper, inside the lifting shackle, left side.
3	2	Through the front wheel, right side.
4	2A	Through the front wheel, left side.
5	4	Around the front bumper, inside the lifting shackle, right side.
6	4A	Around the front bumper, inside the lifting shackle, left side.

Figure 6-23. Lashings 1 through 6 installed



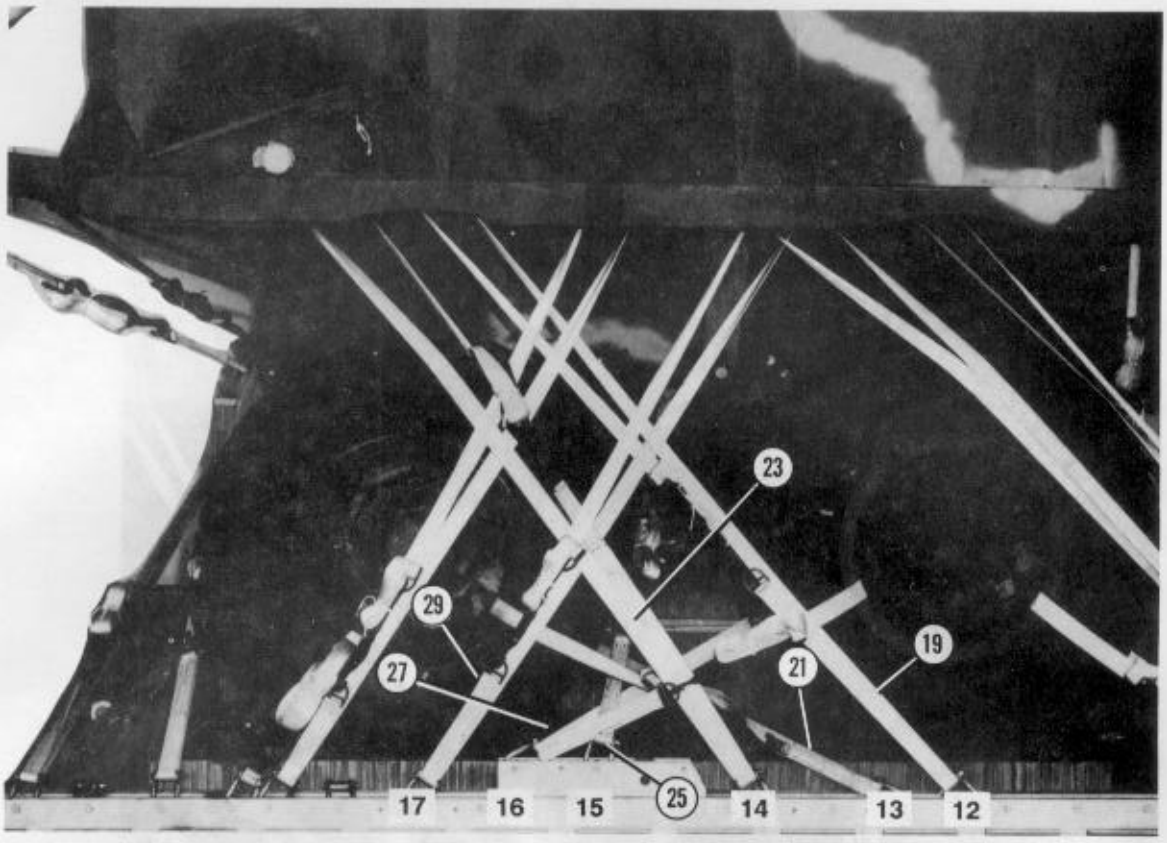
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
7	6	Through the front wheel, right side.
8	6A	Through the front wheel, left side.
9	7	Around the mainframe, in front of the spring bracket, right side.
10	7A	Around the mainframe, in front of the spring bracket, left side.
11	8	Around the top of the spring bracket, right side.
12	8A	Around the top of the spring bracket, left side.

Figure 6-24. Lashings 7 through 12 installed



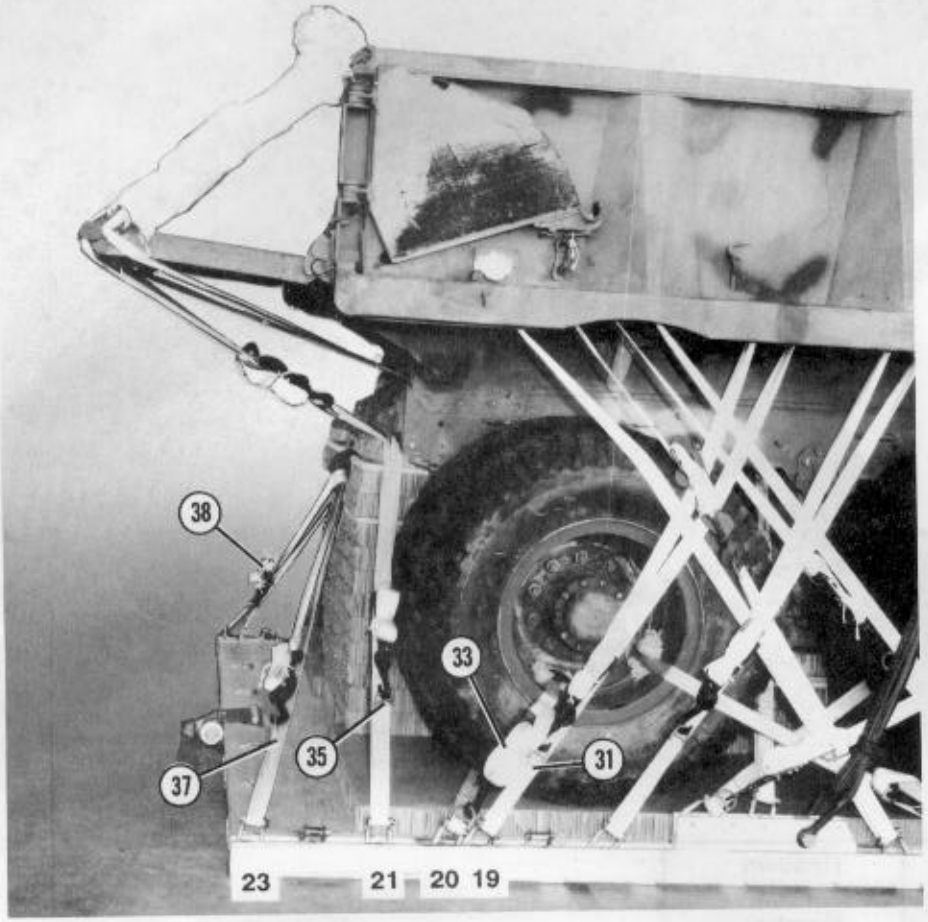
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
13	9	Around the third body support, right side.
14	9A	Around the third body support, left side.
15	10	Around the fourth body support, right side.
16	10A	Around the fourth body support, left side.
17	11	Around the front outside dual wheel, right side.
18	11A	Around the front outside dual wheel, left side.

Figure 6-25. Lashings 13 through 18 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
19	12	Around the sixth body support, right side.
20	12A	Around the sixth body support, left side.
21	13	Around the rear outside dual wheel, right side.
22	13A	Around the rear outside dual wheel, left side.
23	14	Around the seventh body support, right side.
24	14A	Around the seventh body support, left side.
25	15	Around the spring saddle, right side.
26	15A	Around the spring saddle, left side.
27	16	Around the front outside dual wheel, right side.
28	16A	Around the front outside dual wheel, left side.
29	17	Around the fourth body support, right side.
30	17A	Around the fourth body support, left side.

Figure 6-26. Lashings 19 through 30 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
31	19	Around the fifth body support, right side.
32	19A	Around the fifth body support, left side.
33	20	Around the rear outside dual wheel, right side.
34	20A	Around the rear outside dual wheel, left side.
35	21	Through the rear towing shackle, right side.
36	21A	Through the rear towing shackle, left side.
37	23	Through the towing pintle.
38	23A	Through the towing pintle.

Figure 6-27. Lashings 31 through 38 installed

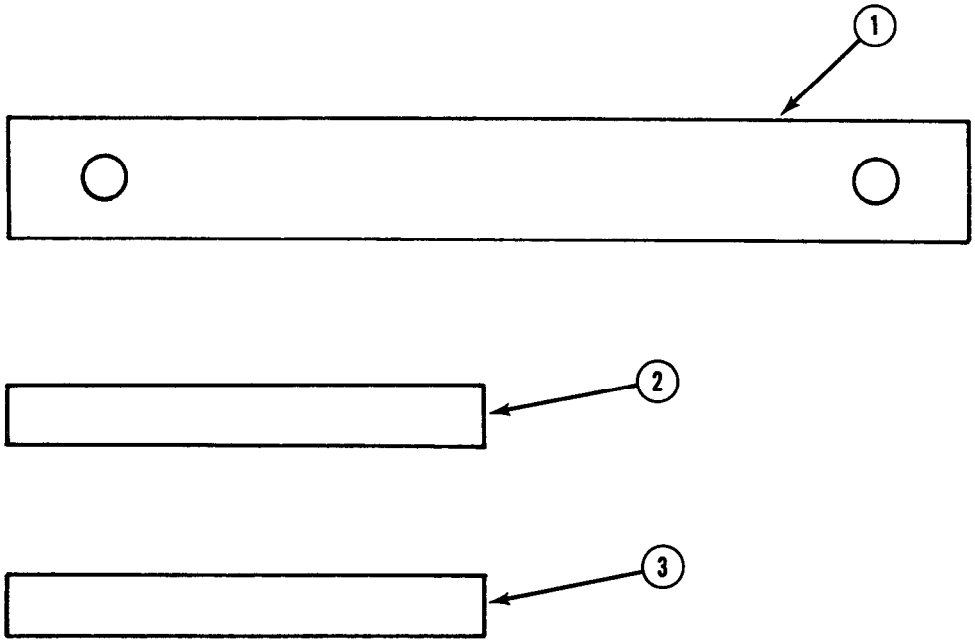
6-11. Building Suspension Sling Spreaders

Build two front and one rear suspension sling spreaders as described below.

a. Build two front suspension sling spreaders as shown in Figures 6-28 and 6-29. One will be used for the right; one, for the left.

b. Build a rear suspension sling spreader as shown in Figures 6-30 and 6-31.

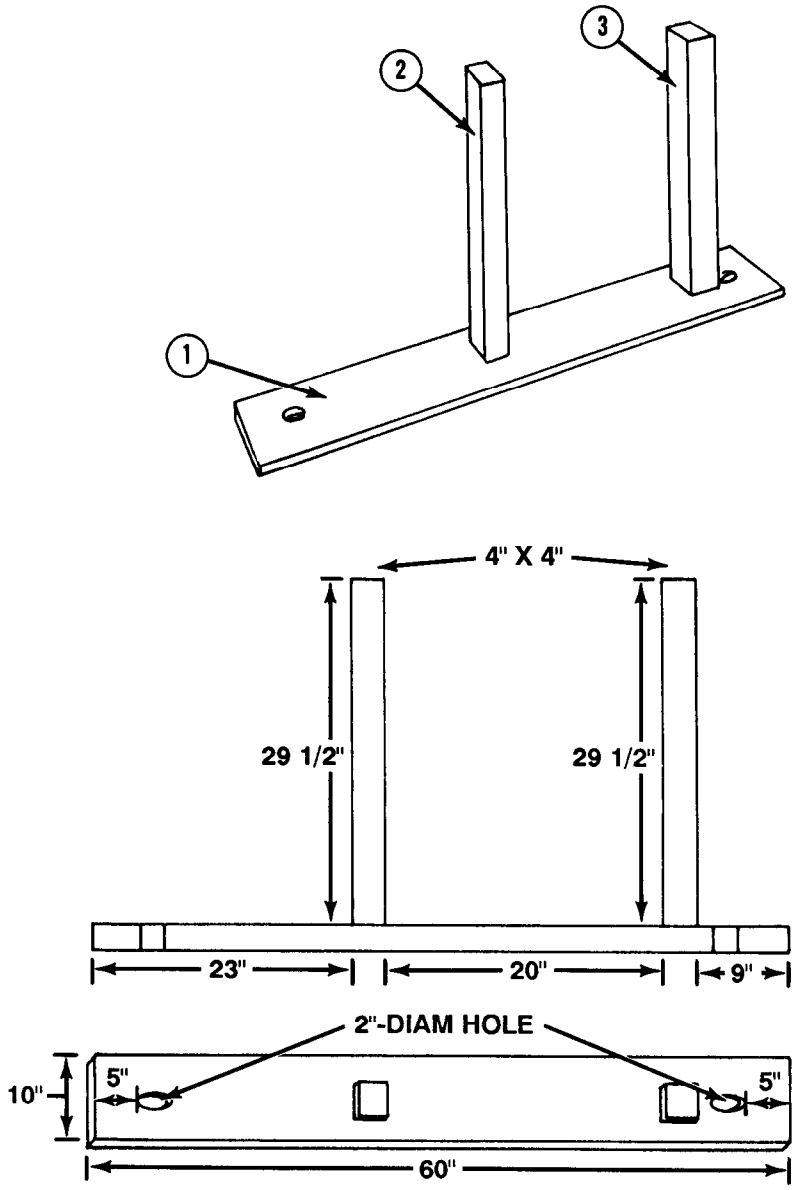
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber
3	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber

Figure 6-28. Material required for each front suspension sling spreader

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

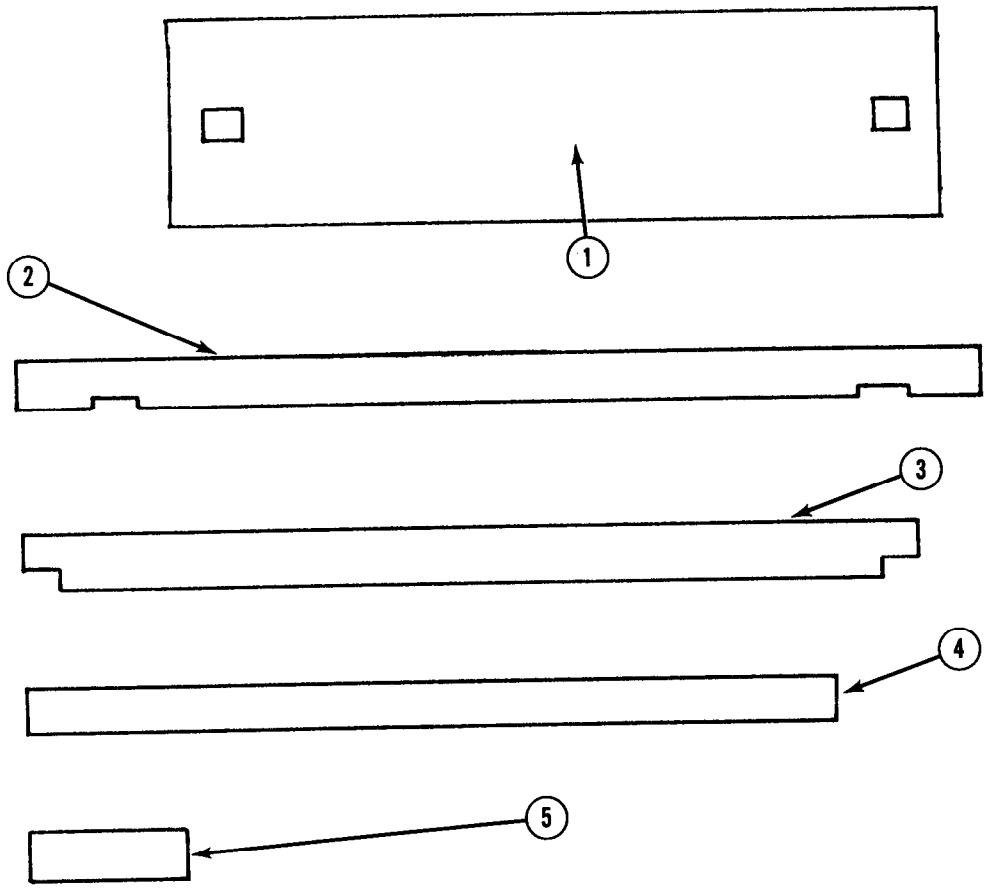


Step:

1. Construct two front suspension sling spreaders.
2. Secure the 4- by 4-inch lumber in place, as shown, with sixteen-penny nails.

Figure 6-29. Front suspension sling spreaders constructed

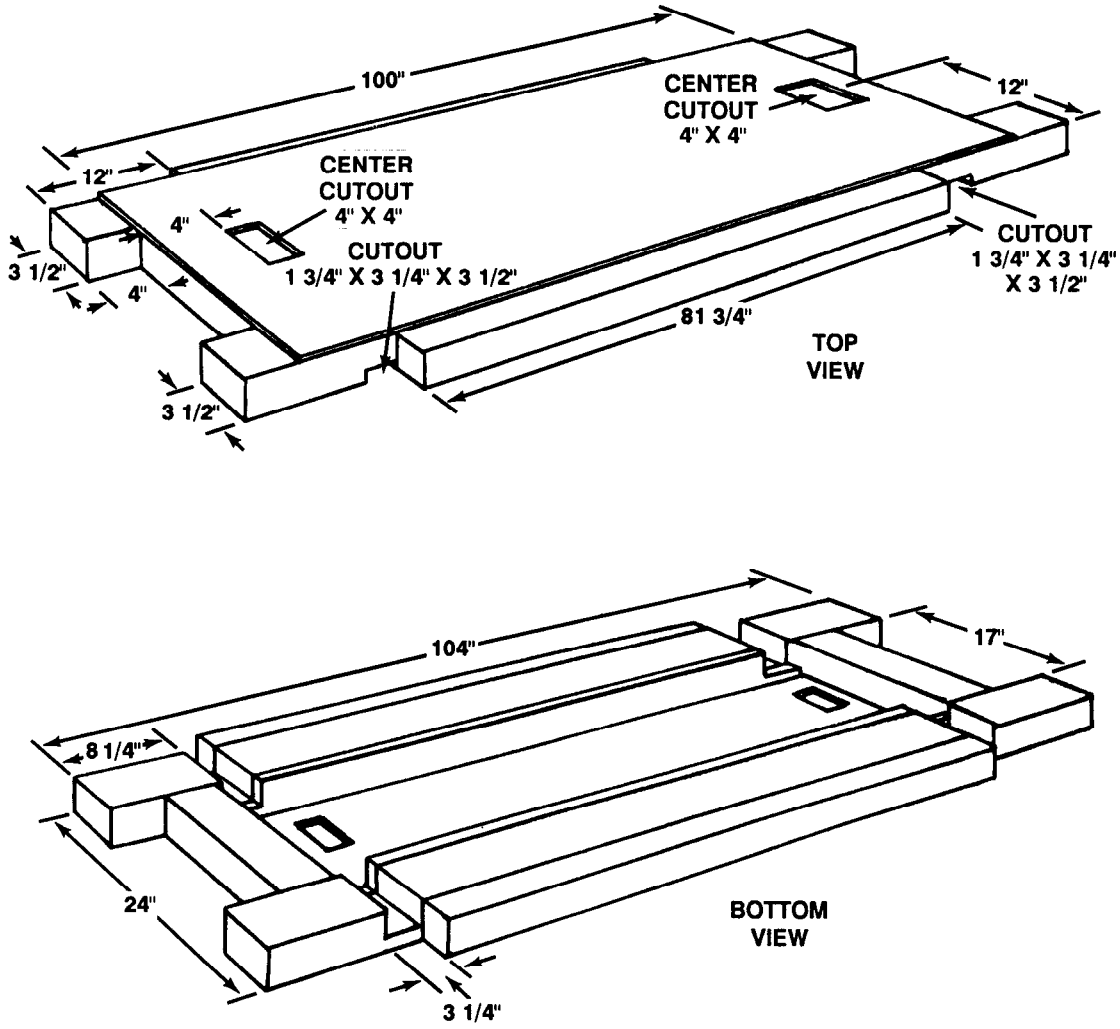
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	24	94 1/2	3/4-inch plywood
2	2	3 1/2 (actual)	104	4- by 4-inch lumber
3	2	1 3/4 (actual)	87 1/2	2- by 4-inch lumber
4	2	1 3/4 (actual)	81 3/4	2- by 4-inch lumber
5	2	3 1/2 (actual)	17	4- by 4-inch lumber

Figure 6-30. Material required for rear suspension sling spreader

Note: These drawings are not drawn to scale.



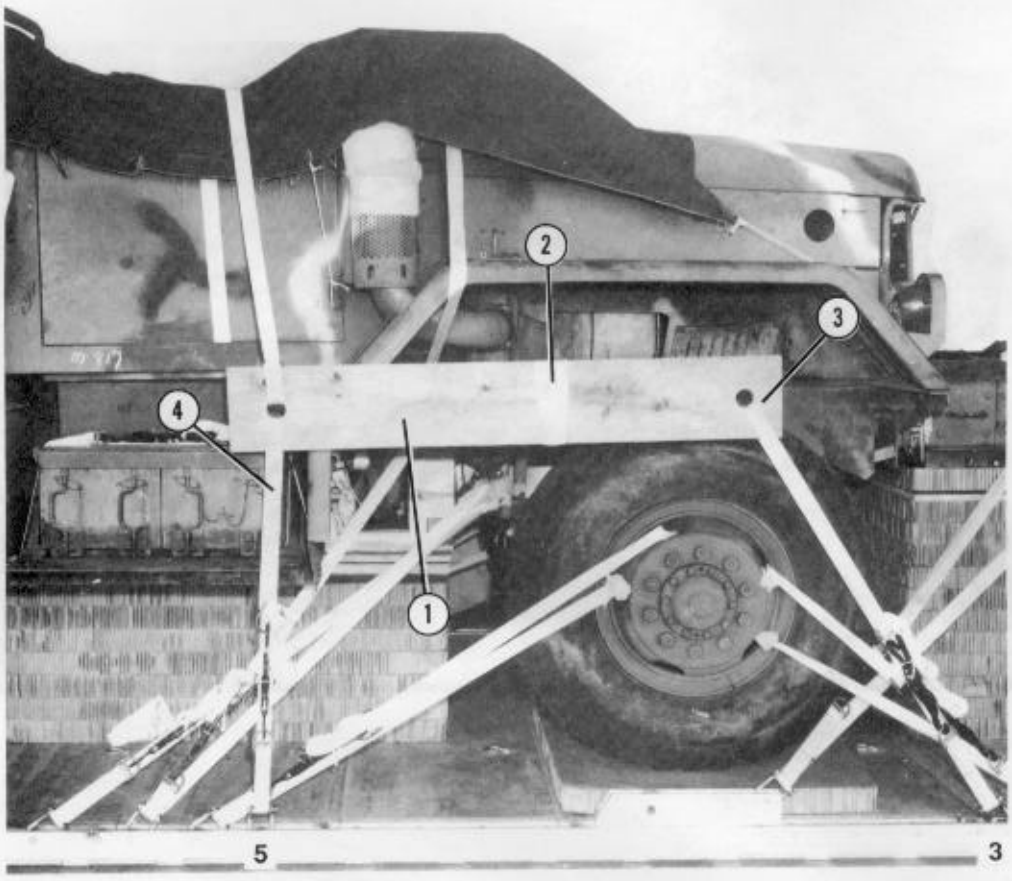
Step:

1. Construct a rear suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 6-31. Rear suspension sling spreader constructed

6-12. Installing Suspension Sling Spreaders

Install the suspension sling spreaders as shown in Figures 6-32 and 6-33.



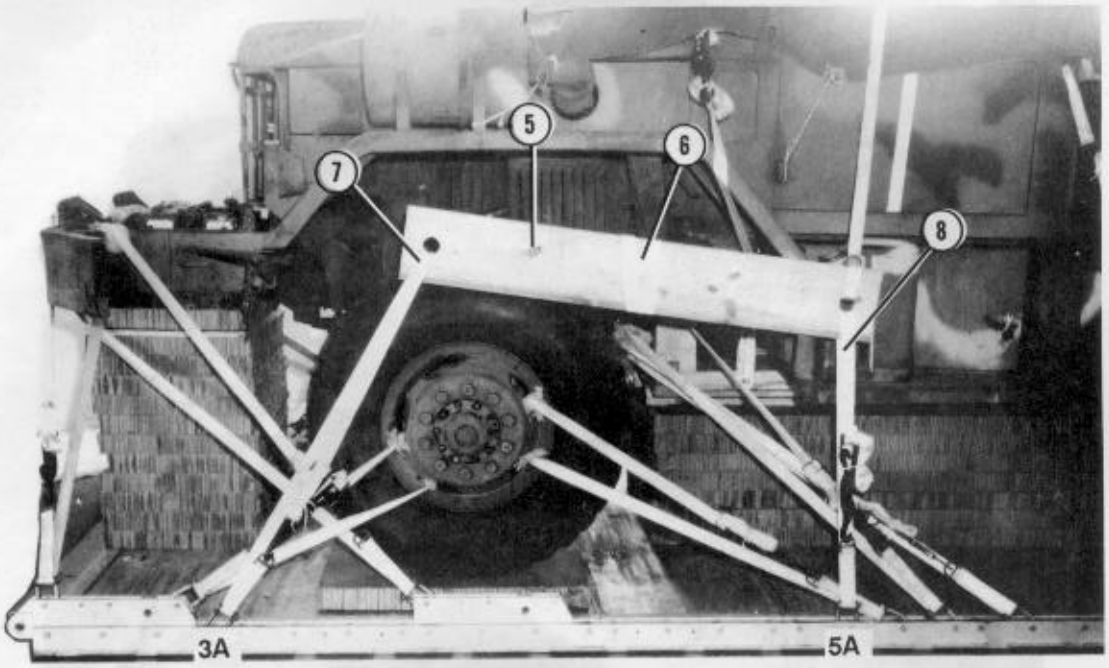
(1) Position the right front suspension sling spreader as shown.

(2) Pass the free end of a 15-foot tiedown strap through the third tiedown provision and around the center of the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass the free end of a 15-foot tiedown strap through the front hole in the sling spreader and clevis 3. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Pass the free end of a 15-foot tiedown strap through the rear hole in the sling spreader and clevis 5. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 6-32. Front suspension sling spreaders installed



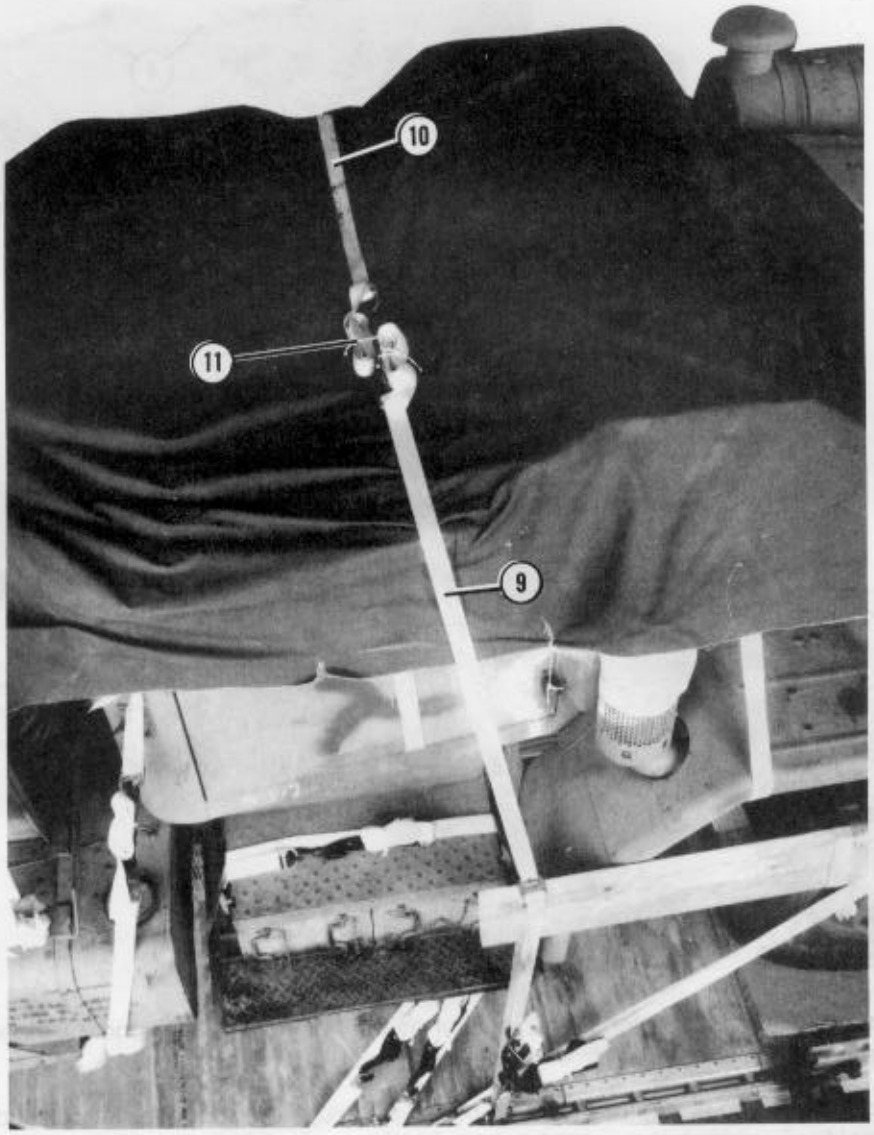
(5) Position the left front suspension sling spreader as shown.

(6) Pass the free end of a 15-foot tiedown strap through the third tiedown provision and around the center of the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(7) Pass the free end of a 15-foot tiedown strap through the front hole in the sling spreader and clevis 3A. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(8) Pass the free end of a 15-foot tiedown strap through the rear hole in the sling spreader and clevis 5A. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 6-32. Front suspension sling spreaders installed (continued)

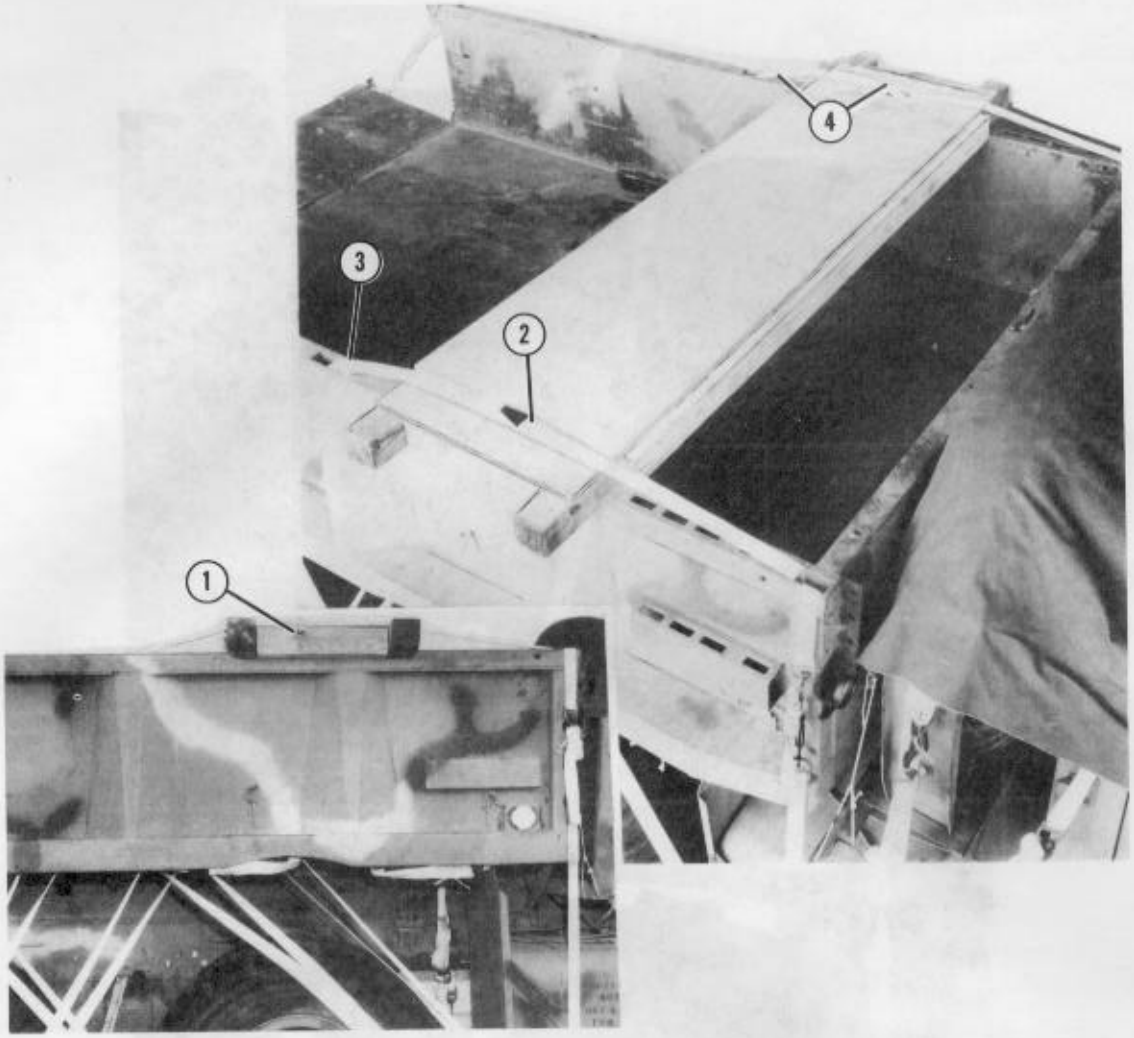


(9) Pass the free end of a 15-foot tiedown strap through the rear hole in the right suspension sling spreader and through its own D-ring. Pass the end of the strap to the top of the load.

(10) Pass the free end of a 15-foot tiedown strap through the rear hole in the left suspension sling spreader and through its own D-ring. Pass the end of the strap to the top of the load.

(11) Secure the ends of the straps according to FM 10-500-2/TO 13C7-1-5.

Figure 6-32. Front suspension sling spreaders installed (continued)



(1) Center the rear suspension sling spreader on the body of the truck and over the front dual wheels, 23 inches from the front of the truck body.

(2) Pass the free end of a 15-foot tiedown strap up through the second side rack socket on the right side of the truck, through the hole in the suspension sling spreader, and down through the first side rack socket. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

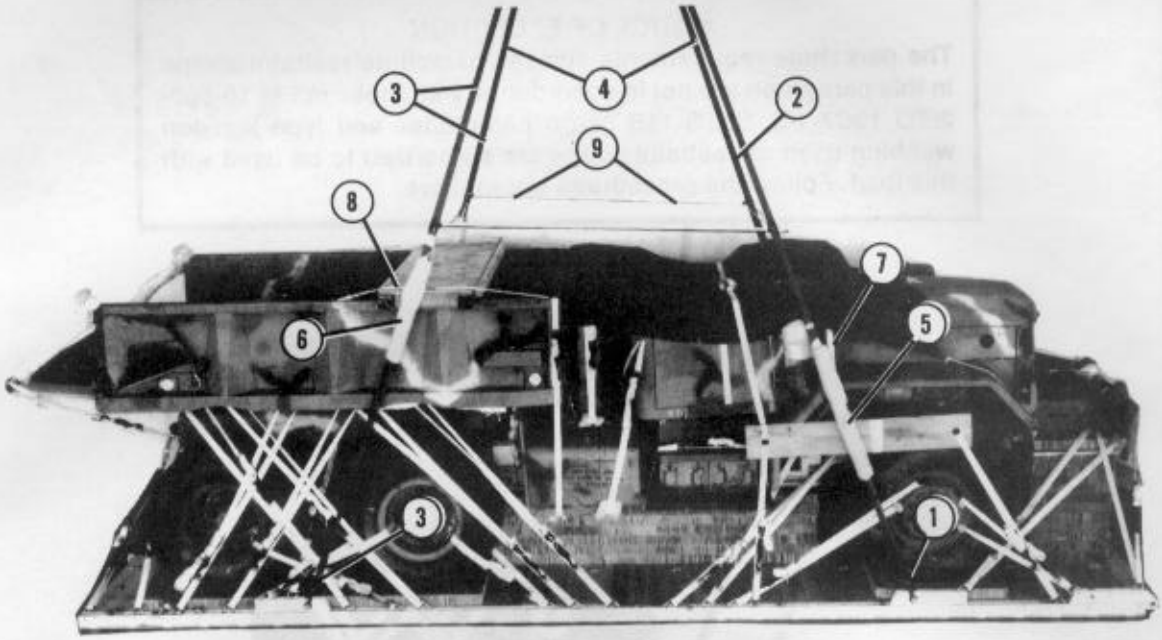
(3) Pass the free end of a 15-foot tiedown strap up through the second side rack socket on the right side of the truck, through the hole in the suspension sling spreader, and down through the third side rack socket. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Secure the left side of the suspension sling spreader by adapting the procedures in 2 and 3 above.

Figure 6-33. Rear suspension sling spreader installed

6-13. Installing Suspension Slings and Deadman's Tie

Install the suspension slings and deadman's tie as shown in Figure 6-34.



(1) Place the bell portion of a large clevis through the loop of a 20-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link.

(2) Use a 20-foot (4-loop), type XXVI nylon webbing sling to install the left front suspension sling as described in 1 above to the left front suspension link.

(3) Use two 20-foot (4-loop), type XXVI nylon webbing slings and adapt the procedures in 1 and 2 above to install the rear suspension slings to the rear suspension links.

(4) Pull the suspension slings tight above the load.

(5) Wrap a 24- by 36-inch piece of felt around each front suspension sling 30 inches from the large clevis. Tape the felt in place.

(6) Wrap a 24- by 36-inch piece of felt around each rear suspension sling 65 inches from the large clevis. Tape the felt in place.

(7) Tie each front suspension sling to the windshield tiedown strap with type III nylon cord.

(8) Tie each rear suspension sling to the rear suspension sling spreader with type III nylon cord.

(9) Install a deadman's tie according to FM 10-500-2/TO 13C7-1-5.

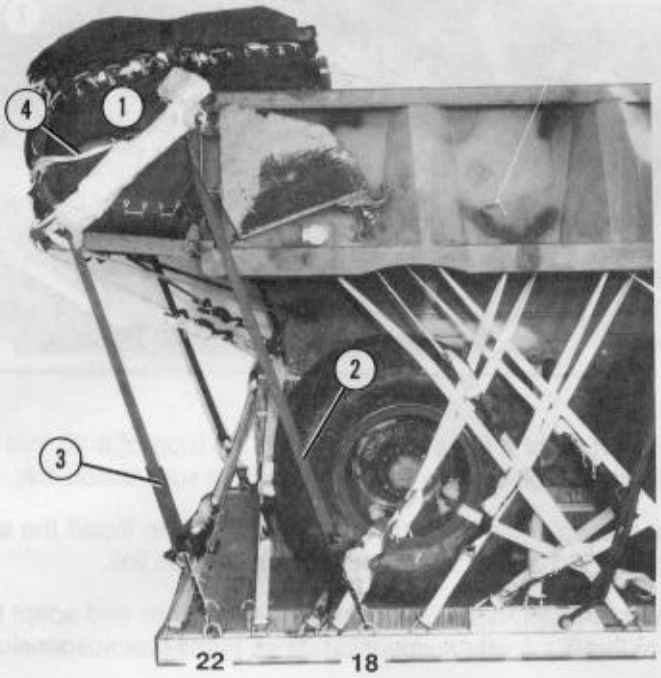
Figure 6-34. Suspension slings and deadman's tie installed

6-14. Stowing Cargo Parachutes

Stow six G-11B cargo parachutes on the truck as shown in Figure 6-35.

NOTICE OF EXCEPTION

The parachute requirements and the parachute restraint straps in this paragraph are not in accordance with those in FM 10-500-2/TO 13C7-1-5. Six G-11B cargo parachutes and type X nylon webbing used as restraint straps are authorized to be used with this load. Follow the procedures shown here.



(1) Prepare and position six G-11B cargo parachutes in the rear of the truck as shown. Each parachute requires an 120-foot riser extension. Make sure the riser extensions meet the requirements and restrictions in FM 10-500-2/TO 13C7-1-5.

(2) Install a 10-yard, type X nylon webbing parachute restraint strap over the center of the cargo parachutes, adapting the procedures in FM 10-500-2/TO 13C7-1-5 for eight parachutes. Secure the ends of the strap to tiedown clevises 18 and 18A.

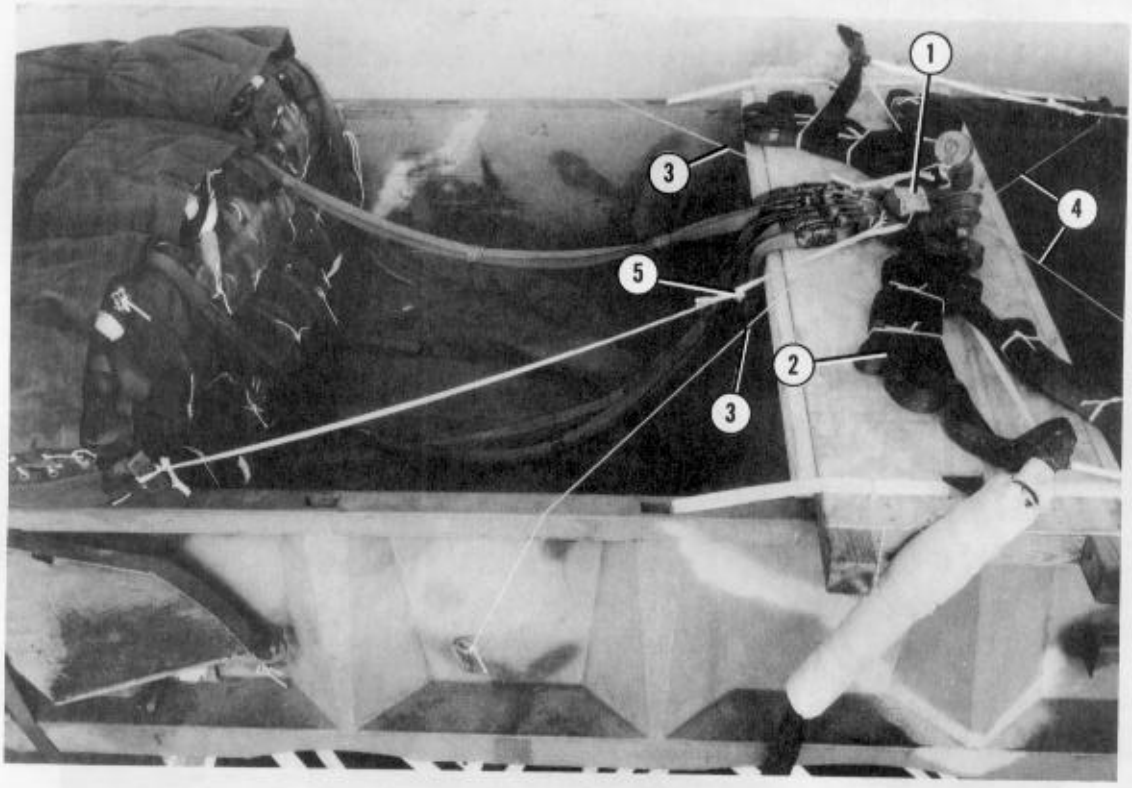
(3) Install a 10-yard, type X nylon webbing parachute restraint strap at the top of the parachutes, adapting the procedures in FM 10-500-2/TO 13C7-1-5 for eight parachutes. Secure the ends of the strap to tiedown clevises 22 and 22A.

(4) Install two multicut parachute release straps according to FM 10-500-2/TO 13C7-1-5.

Figure 6-35. Six G-11B cargo parachutes installed

6-15. Installing Release System

Prepare and install the release system as shown in Figure 6-36.

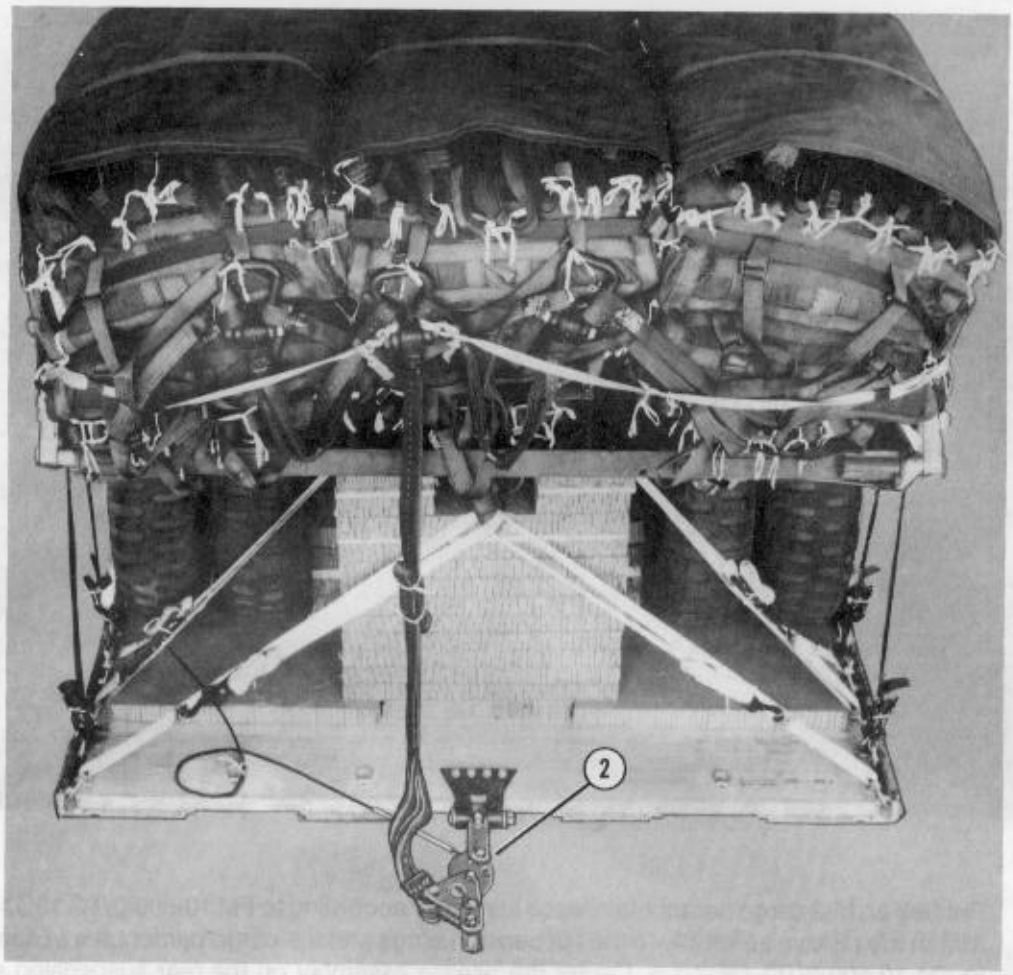


1. Prepare an M-2 cargo parachute release assembly according to FM 10-500-2/TO 13C7-1-5. Attach the release assembly to the suspension slings and the cargo parachutes according to FM 10-500-2/TO 13C7-1-5. Center the release assembly on the rear suspension sling spreader.
2. Fold the suspension slings, and secure the folds with single turns of type I, 1/4-inch cotton webbing.
3. Secure the top of the release assembly according to FM 10-500-2/TO 13C7-1-5.
4. Secure the bottom of the release assembly according to FM 10-500-2/TO 13C7-1-5.
5. Install the arming lanyard according to FM 10-500-2/TO 13C7-1-5.

Figure 6-36. Release system installed

6-16. Installing Extraction System

Install the EFTC extraction system as shown in Figure 6-37.





(1) Attach the type V EFTA mounting brackets to the front mounting holes in the left platform rail.

(2) Install the EFTC extraction system according to FM 10-500-2/TO 13C7-1-5.

Figure 6-37. Extraction system installed

6-17. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints on the load when it is dropped from a C-141 aircraft. Attach a large (1-inch) suspension clevis assembly to the front hole of each tandem link on the front of the platform as outlined in FM 10-500-2/TO 13C7-1-5.

6-18. Placing Extraction Parachutes

Place the extraction parachutes as described below.

a. C-130 Aircraft. Place two heavy-duty, 28-foot cargo extraction parachutes; a 60-foot (6-loop), type XXVI nylon webbing extraction line; an extraction line leaf; and a four-point link assembly on the load for installation in the aircraft as outlined in FM 10-500-2/TO 13C7-1-5.

b. C-141 Aircraft. Place one heavy-duty, 28-foot cargo extraction parachute; a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line; and an extraction line leaf on the load for installation in the aircraft as outlined in FM 10-500-2/TO 13C7-1-5.

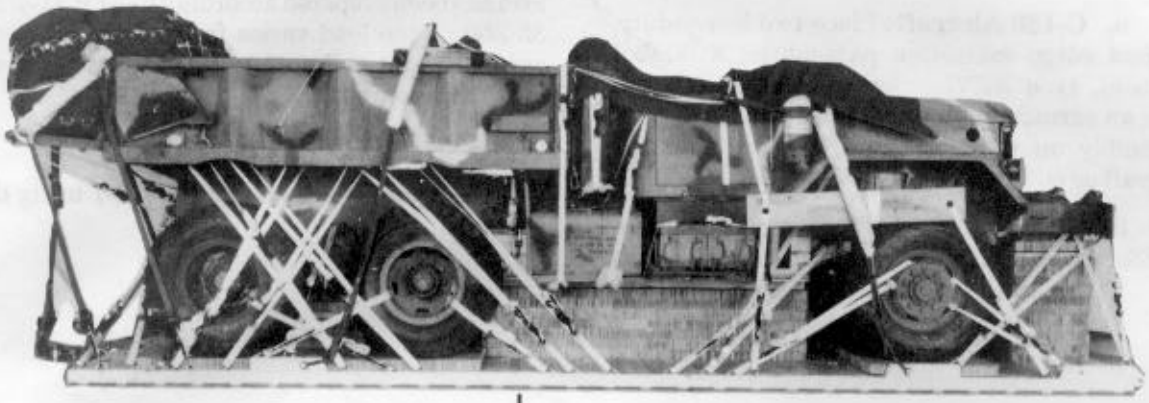
6-19. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 6-38. Complete DD Form 1387-2, and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

6-20. Equipment Required

Use the equipment listed in Table 6-1 to rig this load.

CAUTION
Make the final rigger inspection required by FM 10-500-2/TO 13C7-1-5 before the load leaves the rigging site.



C B

RIGGED LOAD DATA

Weight: Load shown	28,620 pounds
Maximum load allowed	29,120 pounds
Height	99 inches
Width	108 inches
Length	320 inches
Overhang: Front	5 inches
Rear	27 inches
CB (from front edge of platform)	161 inches
Extraction System	EFTC

Figure 6-38. M817, 5-ton dump truck rigged for low-velocity airdrop on a type V platform

Table 6-1. Equipment required for rigging M817, 5-ton dump truck for low-velocity airdrop on a type V platform

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
4030-00-090-5354	Clevis, suspension, 1-in (large)	17
8305-00-242-3593	Cloth, cotton duck, 60-in	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-434-5782	Coupling, airdrop, extraction force transfer w 24-ft cable	1
1670-00-360-0328	Cover, clevis, large	6
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt, 1/2-in thick	As required
1670-00-573-6790	Frame extension assembly	2
1670-01-183-2678	Leaf, extraction line	1
	Line, extraction, type XXVI nylon webbing:	
1670-01-064-4454	60-ft (6-loop) (for C-130 aircraft)	1
1670-01-107-7651	140-ft (3-loop) (for C-141 aircraft)	1
	Link assembly:	
1670-00-006-2752	Four-point	2
	Two-point:	1
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(2)
5310-00-232-5165	Nut, 1-in	(2)
1670-00-003-1954	Plate, side, 5 1/2-in	(2)
5365-00-007-3414	Spacer, large	(2)
5510-00-220-6146	Lumber:	
	2- by 4- by 81 3/4-in	2
	2- by 4- by 87 1/2-in	2
	2- by 4- by 96-in	2
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4-in:	
	17-in	2
	29 1/2-in	2
	31-in	2
	104-in	2
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in:	30 sheets
	9- by 18-in	(8)
	12- by 12-in	(4)
	16- by 18-in	(2)

Table 6-1. Equipment required for rigging M817, 5-ton dump truck for low-velocity airdrop on a type V platform (continued)

National Stock Number	Item	Quantity
	24- by 18-in	(2)
	24- by 60-in	(1)
	25- by 12-in	(1)
	25- by 18-in	(2)
	25- by 24-in	(1)
	27- by 24-in	(2)
	36- by 12-in	(10)
	36- by 24-in	(12)
	45- by 18-in	(8)
	45- by 24-in	(4)
	54- by 18-in	(4)
	96- by 36-in	(10)
	Parachute:	
1670-01-016-7841	Cargo, G-11B	6
1670-00-040-8135	Cargo, extraction, 28-ft, heavy-duty (for C-130 aircraft)	2
	Platform, airdrop, type V, 24-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis, load tiedown	(46)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-247-2389	Suspension link	(4)
1670-01-162-2381	Tandem link	(2)
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in:	5 sheets
	4- by 96-in	(4)
	12- by 12-in	(3)
	13- by 95-in	(2)
	18- by 60-in	(1)
	24- by 94 1/2-in	(1)
	33 1/4- by 95-in	(1)
	36- by 12-in	(1)
	36- by 24-in	(1)
	36- by 96-in	(1)
	45- by 18-in	(4)
	45- by 24-in	(2)
	54- by 18-in	(1)

Table 6-1. Equipment required for rigging M817, 5-ton dump truck for low-velocity airdrop on a type V platform (continued)

National Stock Number	Item	Quantity
1670-01-097-8817	Release, cargo parachute, M-2	1
	Sling, cargo, airdrop, type XXVI nylon webbing:	
1670-00-432-2499	3-ft (4-loop)	4
1670-01-062-6305	9-ft (4-loop)	1
1670-01-062-6307	12-ft (4-loop)	2
1670-01-062-6308	16-ft (4-loop)	2
1670-01-062-6302	20-ft (2-loop) (riser extension)	24
1670-01-064-4453	20-ft (4-loop)	2
1670-00-040-8219	Strap, parachute release, multicut, comes w 3 knives (Use only 2 knives on each line.)	2
	Support, mainframe:	1
	Lumber:	
No NSN	2- by 2- by 45-in	(1)
No NSN	2- by 2- by 81 1/4-in	(1)
5510-00-220-6146	2- by 4- by 9 3/4-in	(2)
5510-00-220-6448	2- by 6- by 6-in	(2)
5510-00-220-6448	2- by 6- by 33 1/4-in	(3)
5510-00-220-6250	2- by 12- by 95-in	(2)
5510-00-220-6274	4- by 4- by 33 1/4-in	(1)
	Nail, steel wire, common:	
5315-00-010-4659	8d	(As required)
5315-00-010-4663	16d	(As required)
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in:	(4 sheets)
	13 1/2- by 96-in	(6)
	33- by 96-in	(2)
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	68
	Webbing:	
8305-00-268-2411	Cotton, type I, 1/4-inch	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required
8305-00-261-8584	Nylon, type X, treated	20 yd

CHAPTER 7

RIGGING M925, 5-TON CARGO TRUCK ON A TYPE V PLATFORM

Section I

RIGGING TRUCK FOR LOW-VELOCITY AIRDROP

7-1. Description of Load

The M925, 5-ton cargo truck is rigged on a 24-foot, type V airdrop platform with six G-11C cargo parachutes and other items of airdrop equipment. The M925 truck with winch weighs 22,360 pounds. Its height is 116 inches, reducible to 91 inches. The width of the truck is 98 inches. The length of the truck with winch is 329 inches. This truck may be delivered by low-velocity airdrop from C-130 or C-141 aircraft. Figures 7-1 and 7-2 show the unrigged M925 truck equipped with a winch and a hardtop cab cover. The truck you are rigging may vary slightly from the one shown, depending on the make and model. Adapt these procedures as necessary to rig your truck.



Figure 7-1. Left side of unrigged M925, 5-ton cargo truck



Figure 7-2. Right side of unrigged M925, 5-ton cargo truck

7-2. Preparing Platform

Prepare a 24-foot, type V airdrop platform as described below.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to TM 10-1670-268-20&P/TO 13C7-52-22.

Note:
If the platform must be assembled, install the suspension links when assembling the platform.

b. Installing Suspension Links. Install the suspension links as described in Figure 7-3.

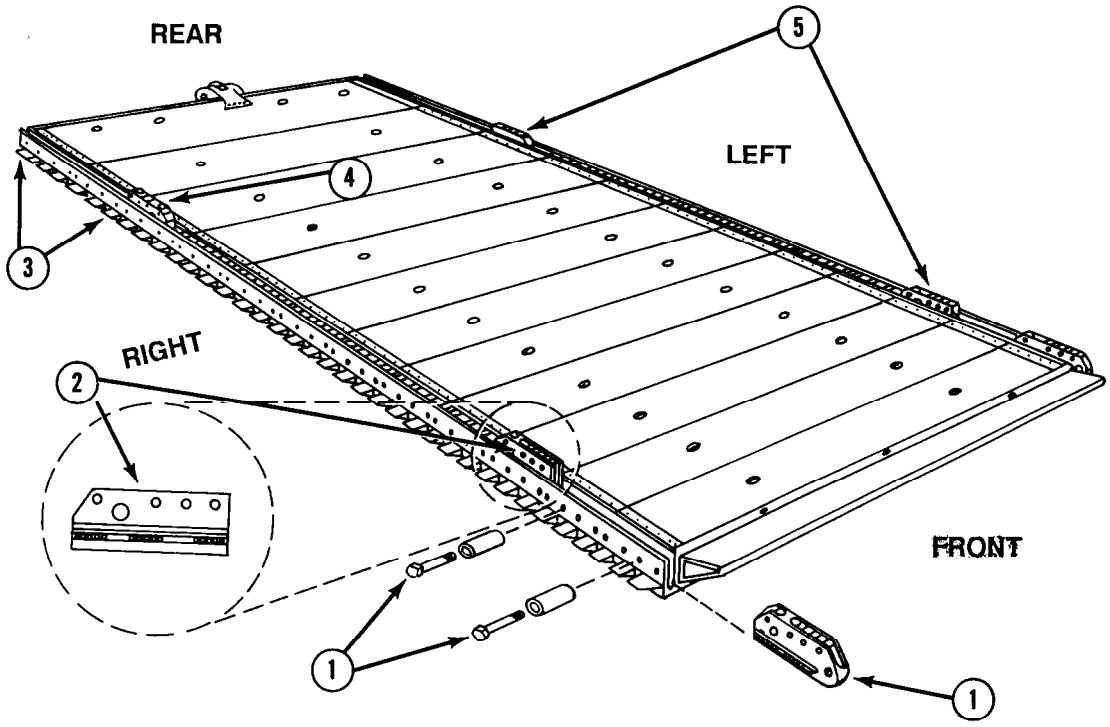
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 7-4.

d. Attaching and Numbering Clevises. Attach and number 38 clevises as shown in Figure 7-4.

e. Labeling and Numbering Tiedown Rings. Label and number the tiedown rings as shown in Figure 7-4.

Notes:
a. The nose bumper may or may not be installed.
b. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

Note: This drawing is not drawn to scale.



(1) Remove bushings, bolts, and any tandem links that may have been installed in holes 1 through 11 on the right rail.

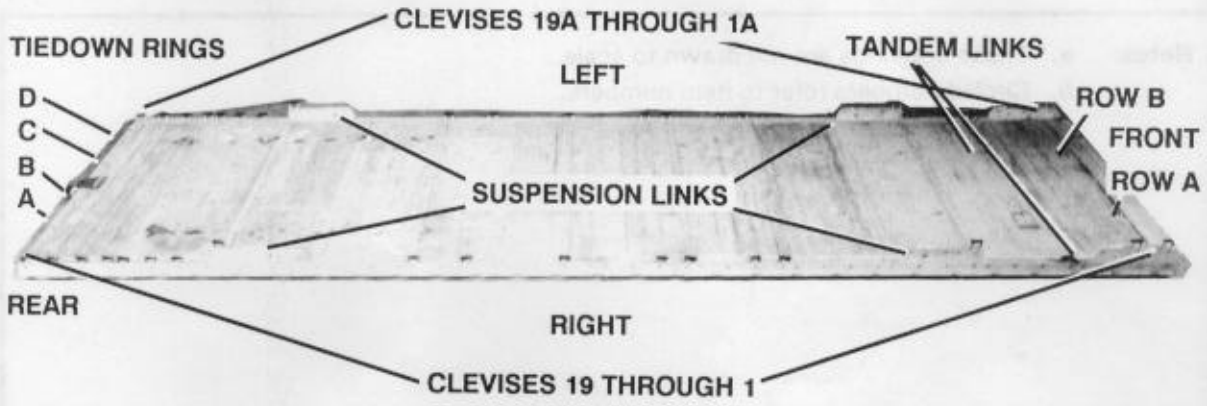
(2) Place a suspension link in the front of the right rail with the flat portion to the front of the rail. Slide the link along the rail until the holes in the link align with rail holes 9, 10, and 11. Bolt the link in place with the bushing bolts.

(3) Remove bushings, bolts, and any tandem links that may have been installed in holes 38 through 48 on the right rail.

(4) Place a suspension link in the rear of the right rail with the flat portion to the rear of the rail. Slide the link along the rail until the holes in the link align with rail holes 38, 39, and 40. Bolt the link in place with the bushing bolts.

(5) Install two suspension links on the left rail, adapting the procedures in steps 1 through 4 above.

Figure 7-3. Suspension links installed



Step:

1. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
2. Install a clevis on bushings 1 and 3 on each front tandem link.
3. Install a clevis on bushing 1 on each front suspension link.
4. Install a clevis on bushing 4 on each rear suspension link.
5. Starting at the front of each platform side rail, install clevises on each platform side rail using the bushings bolted on holes 5, 17, 18, 21, 22, 26, 30, 32, 42, 43, 44, 45, 46, 47, and 48.
6. Starting at the front of the platform, number the clevises bolted to the right side from 1 through 19 and those bolted to the left side from 1A through 19A.
7. Label the two rows of tiedown rings in the first 11 panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting at the front of the platform, number the tiedown rings 1 through 11.

Figure 7-4. Platform prepared

7-3. Building and Positioning Honeycomb Stacks

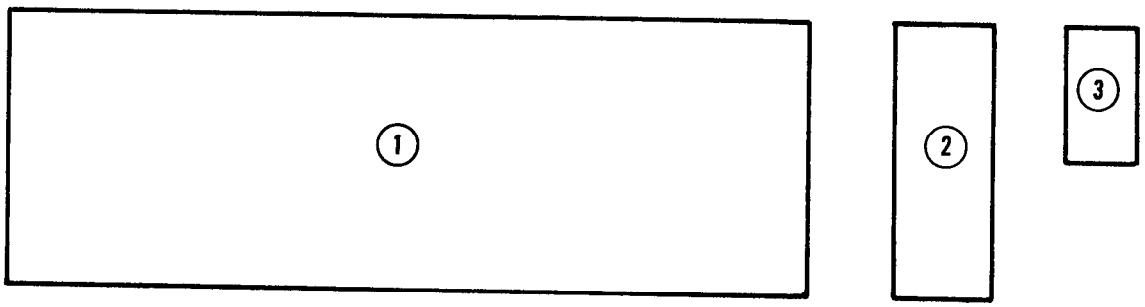
Build and position the honeycomb stacks as described below.

a. Build the load spreaders for the honeycomb stacks as described in Figures 7-5 through 7-12.

b. Build the honeycomb stacks as shown in Figures 7-13 through 7-18. Glue the layers of the honeycomb together. Do NOT glue the stacks to the platform.

c. Position the honeycomb stacks on the platform as shown in Figures 7-19 through 7-21.

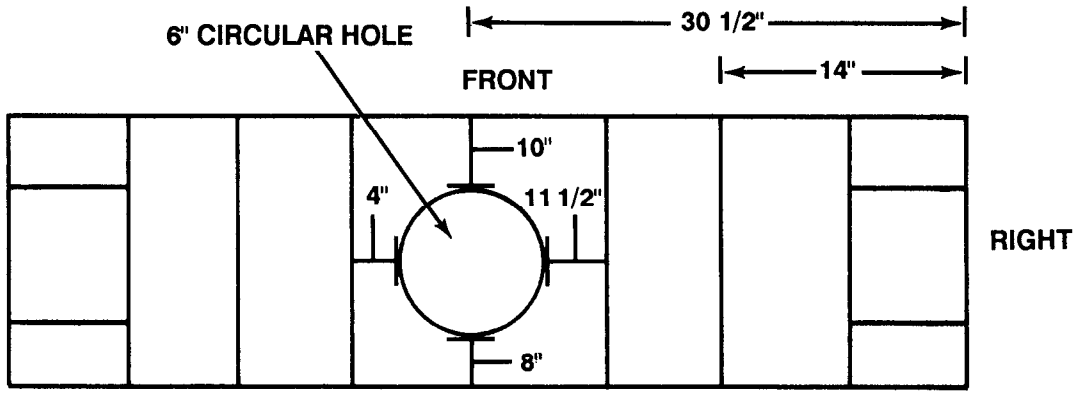
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

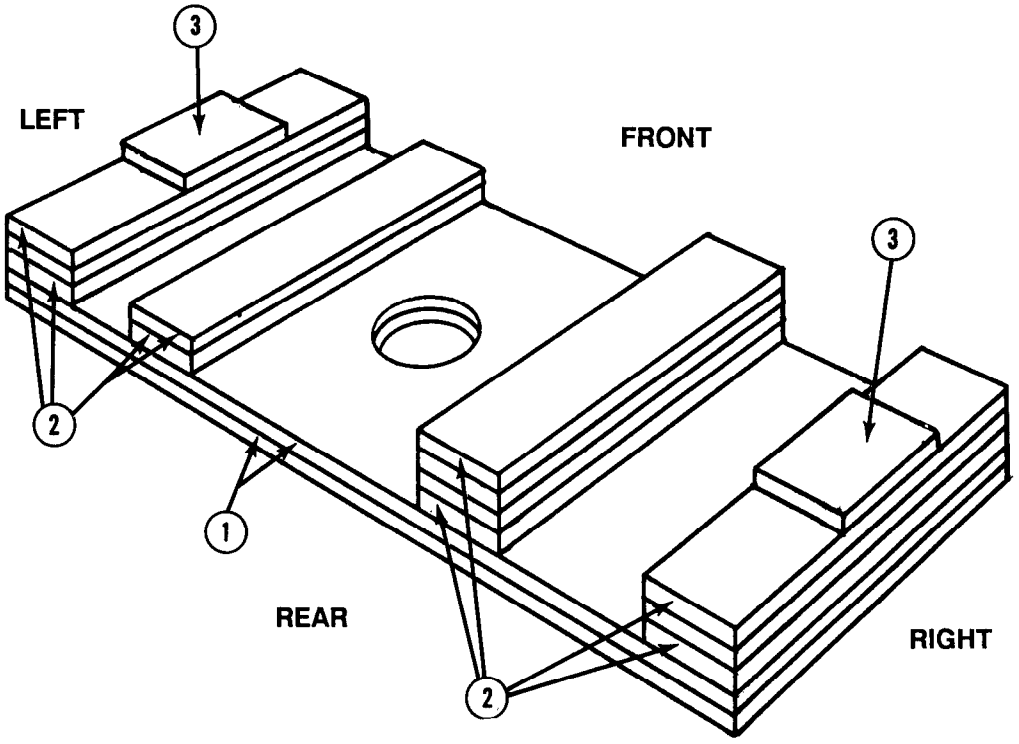


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	54	24	3/4-inch plywood
2	12	5 1/2 (actual)	24	2- by 6-inch lumber
3	2	5 1/2 (actual)	8	2- by 6-inch lumber

Figure 7-5. Material required for load spreader for honeycomb stack 2

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-5.



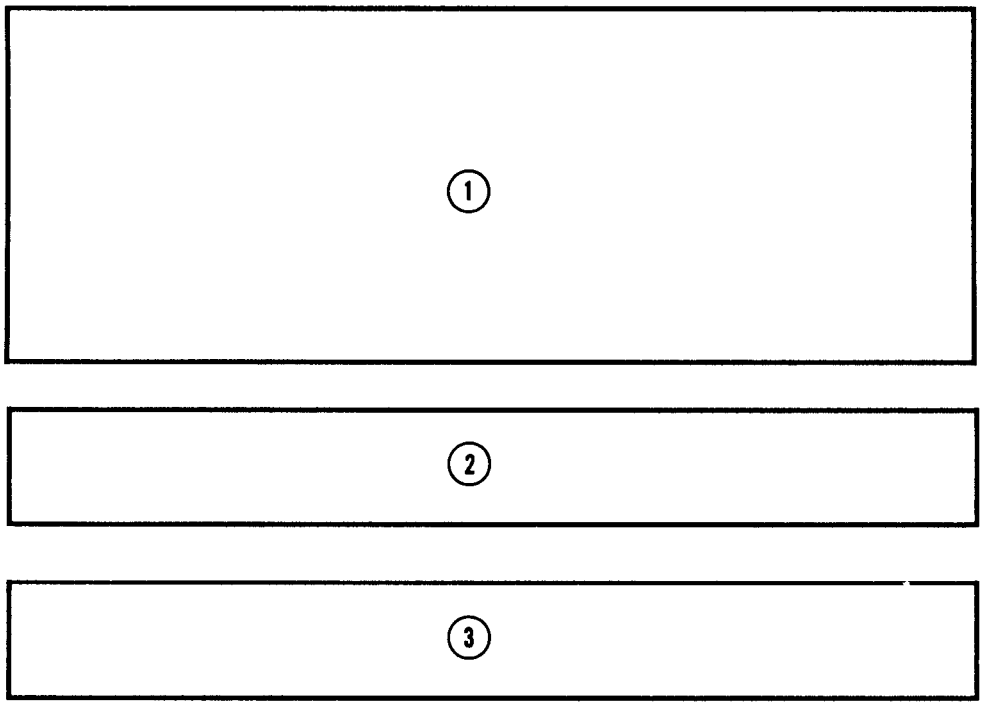


Step:

1. Construct the load spreader for honeycomb stack 2 as shown.
2. Secure the plywood and lumber in place, as shown, with sixteen-penny nails.

Figure 7-6. Load spreader for honeycomb stack 2 constructed

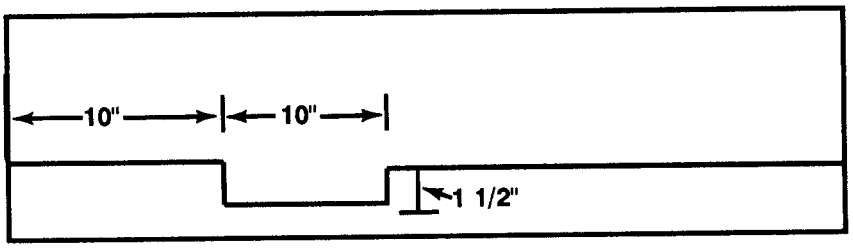
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	36	12	3/4-inch plywood
2	2	36	3 1/2 (actual)	2- by 4-inch lumber
3	1	36	3 1/2 (actual)	2- by 4-inch lumber

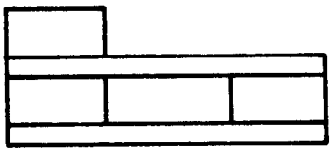
Figure 7-7. Material required for load spreader for honeycomb stack 3

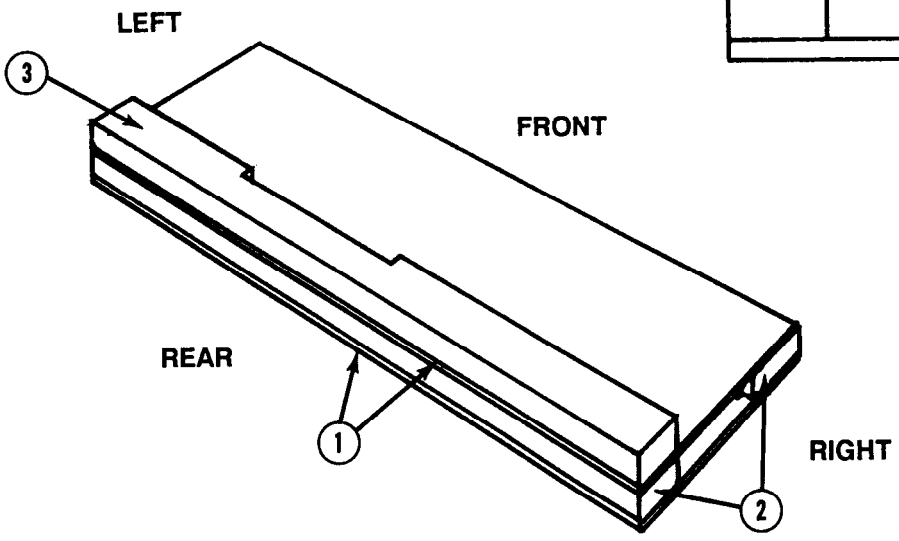
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-7.



TOP VIEW

END VIEW



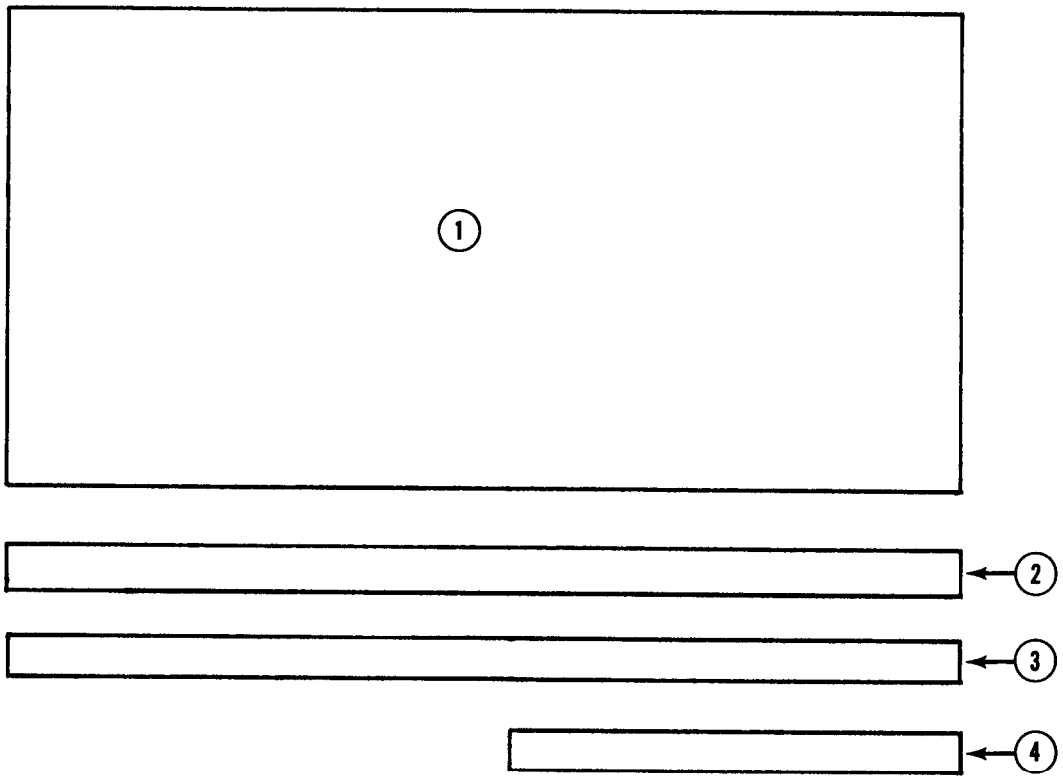


Step:

1. Construct the load spreader for honeycomb stack 3 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 7-8. Load spreader for honeycomb stack 3 constructed

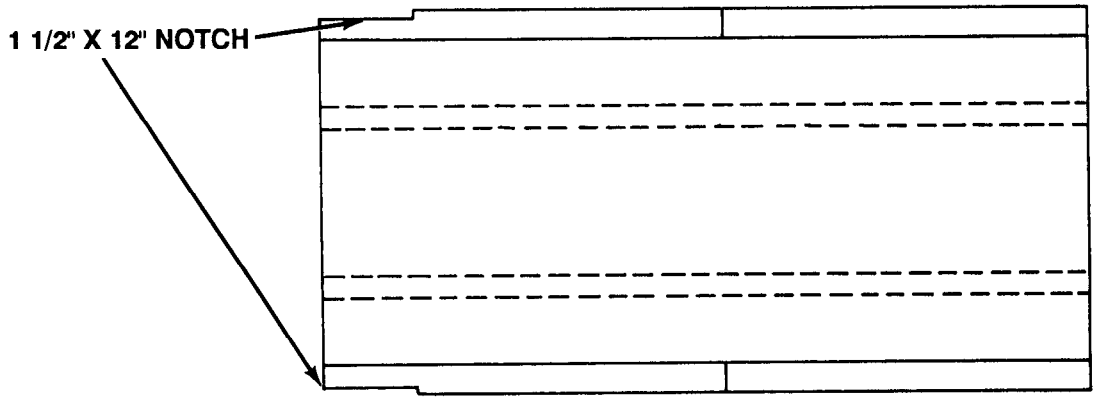
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



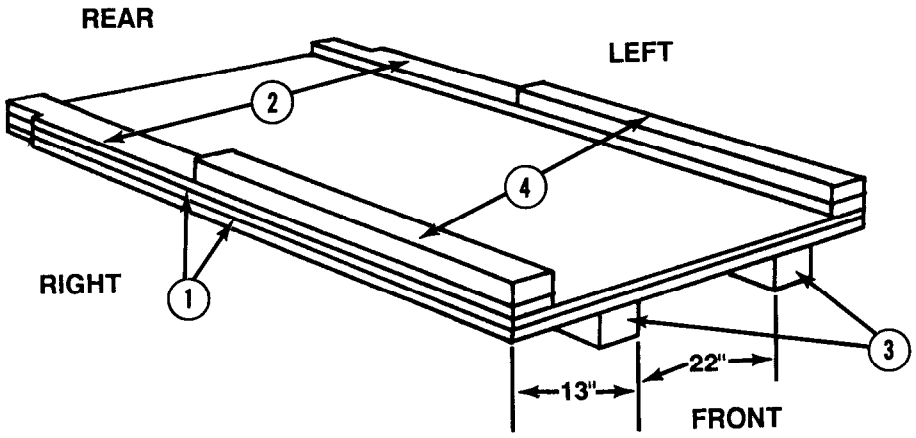
Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	48	96	3/4-inch plywood
2	2	4	96	3/4-inch plywood
3	2	3 1/2 (actual)	96	4- by 4-inch lumber
4	2	3 1/2 (actual)	46	2- by 4-inch lumber

Figure 7-9. Material required for load spreader for honeycomb stack 4

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-9.
c. Broken lines show placement of lumber underneath the load spreader.



TOP VIEW

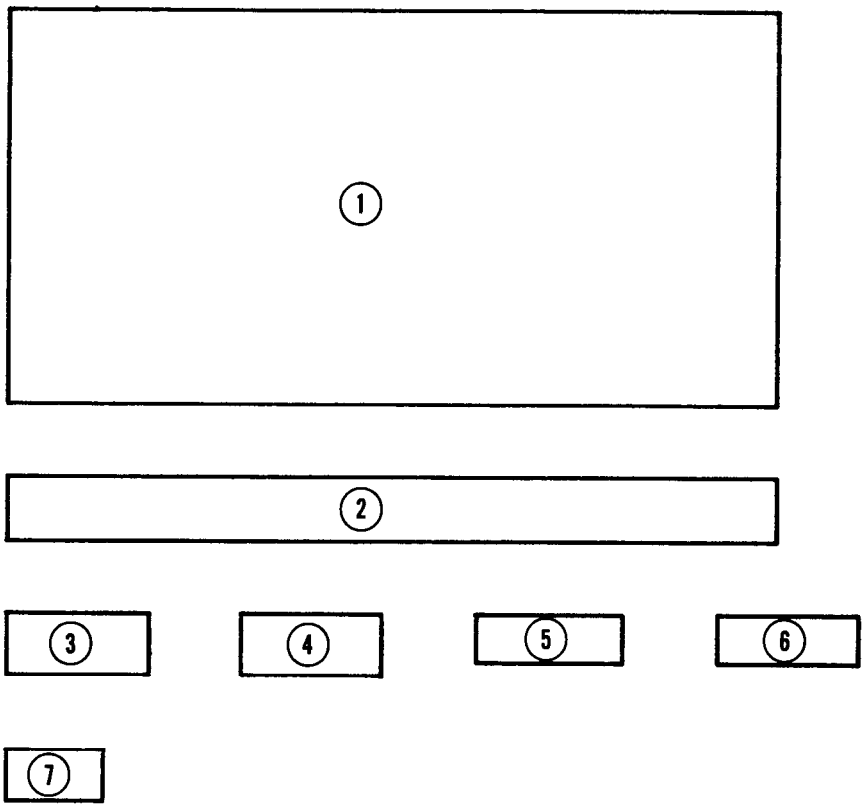


Step:

1. Construct the load spreader for honeycomb stack 4 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 7-10. Load spreader for honeycomb stack 4 constructed

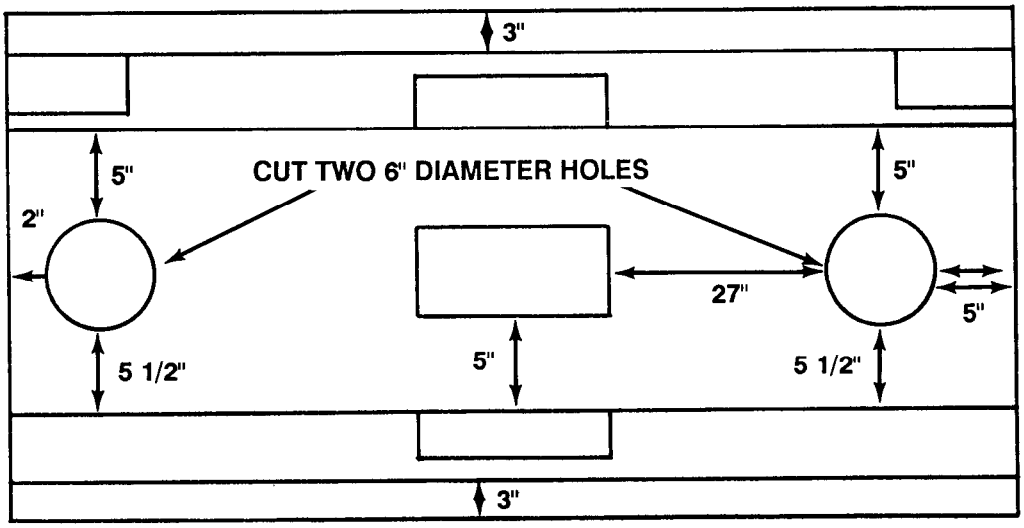
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

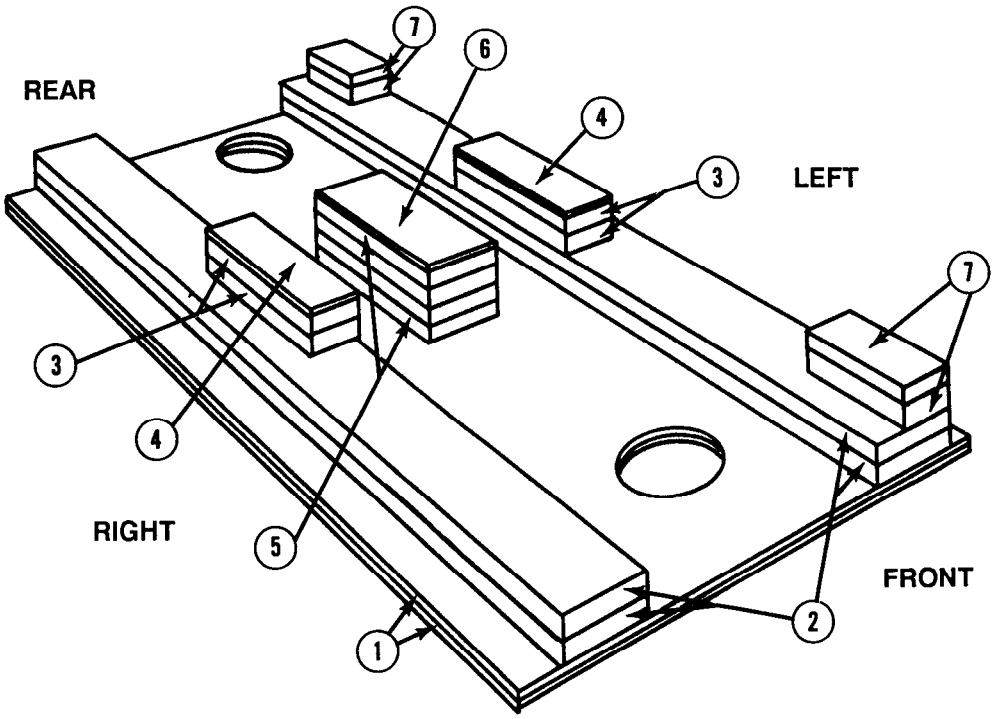


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	33 1/2	66	3/4-inch plywood
2	4	5 1/2 (actual)	66	2- by 6-inch lumber
3	4	3 1/2 (actual)	12	2- by 4-inch lumber
4	2	4	12	3/4-inch plywood
5	4	5 1/2 (actual)	12	2- by 6-inch lumber
6	1	6	12	3/4-inch plywood
7	4	3 1/2 (actual)	8	2- by 4-inch lumber

Figure 7-11. Material required for load spreader for honeycomb stack 5

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-11.



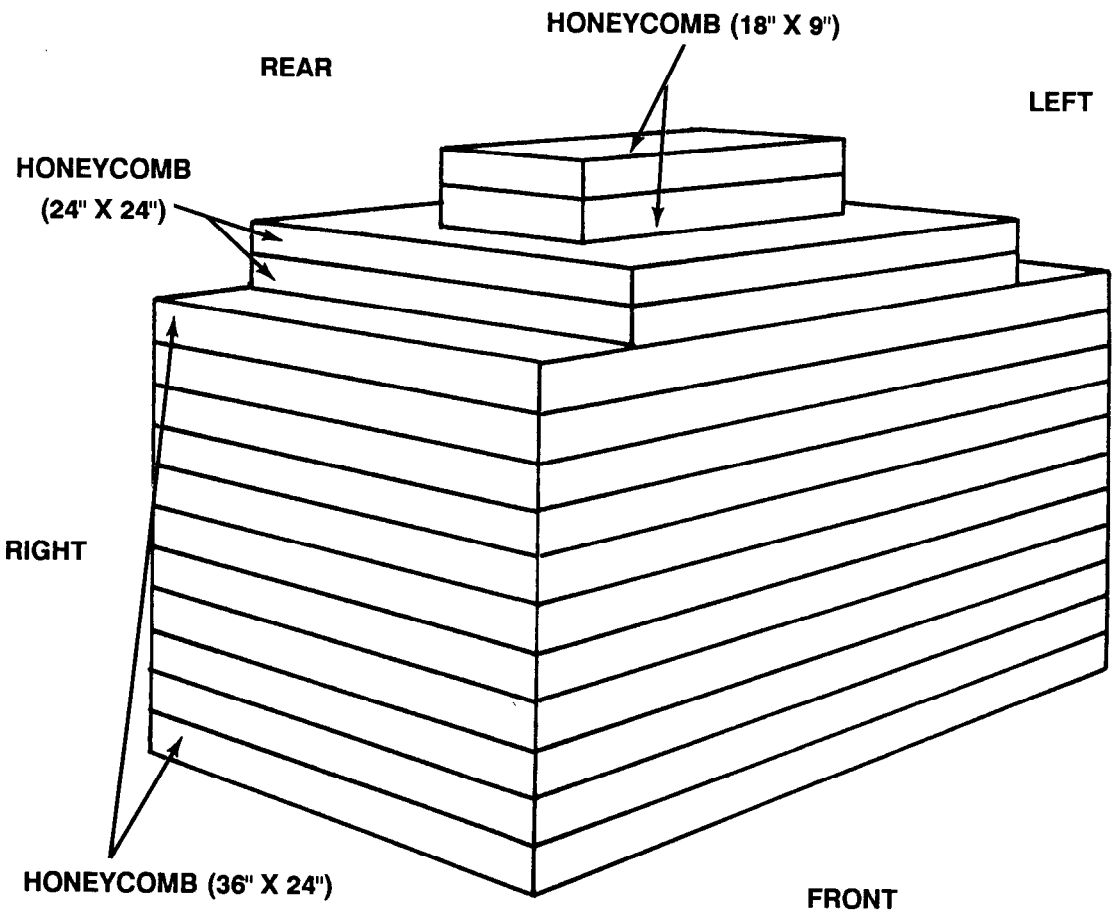


Step:

1. Construct the load spreader for honeycomb stack 5 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 7-12. Load spreader for honeycomb stack 5 constructed

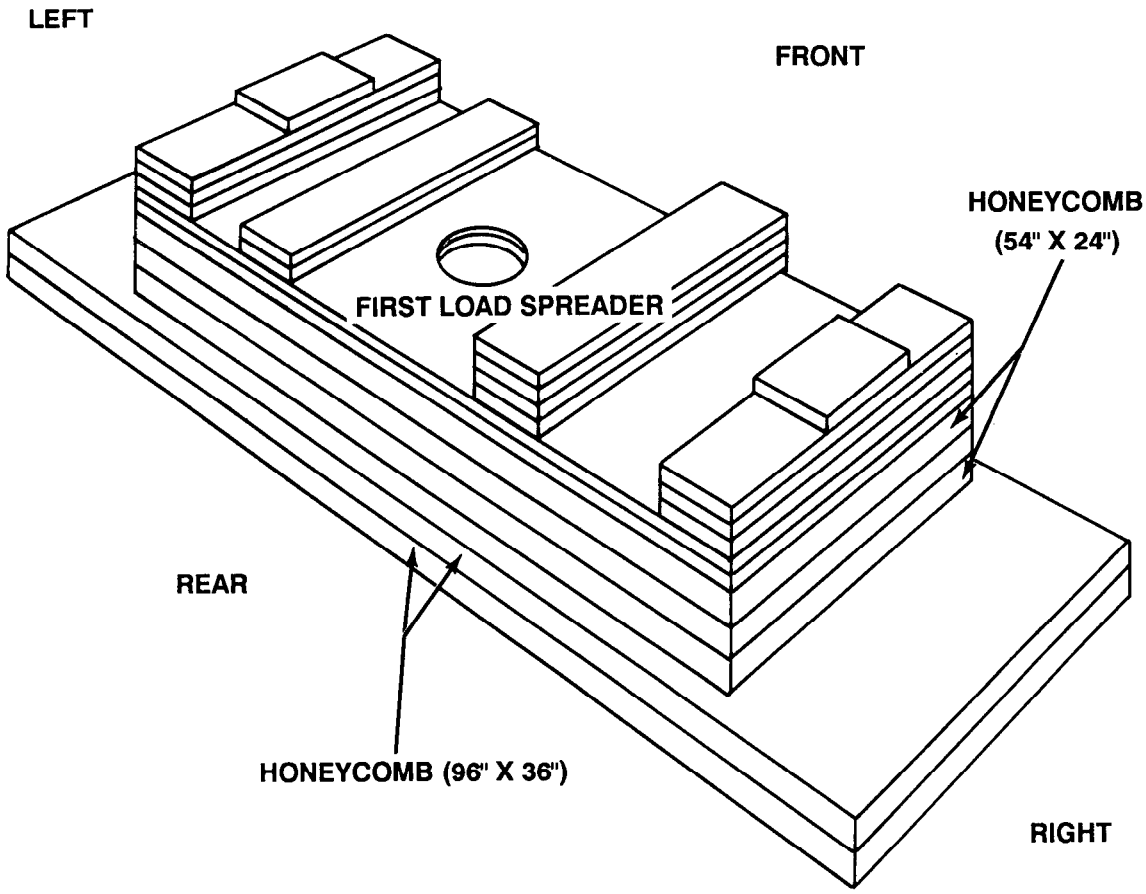
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	11	36	24	Honeycomb	Place honeycomb as the base.
	2	24	24	Honeycomb	Center honeycomb on top of the base.
	2	18	9	Honeycomb	Center honeycomb on top of 24- by 24-inch honeycomb.

Figure 7-13. Honeycomb stack 1 prepared

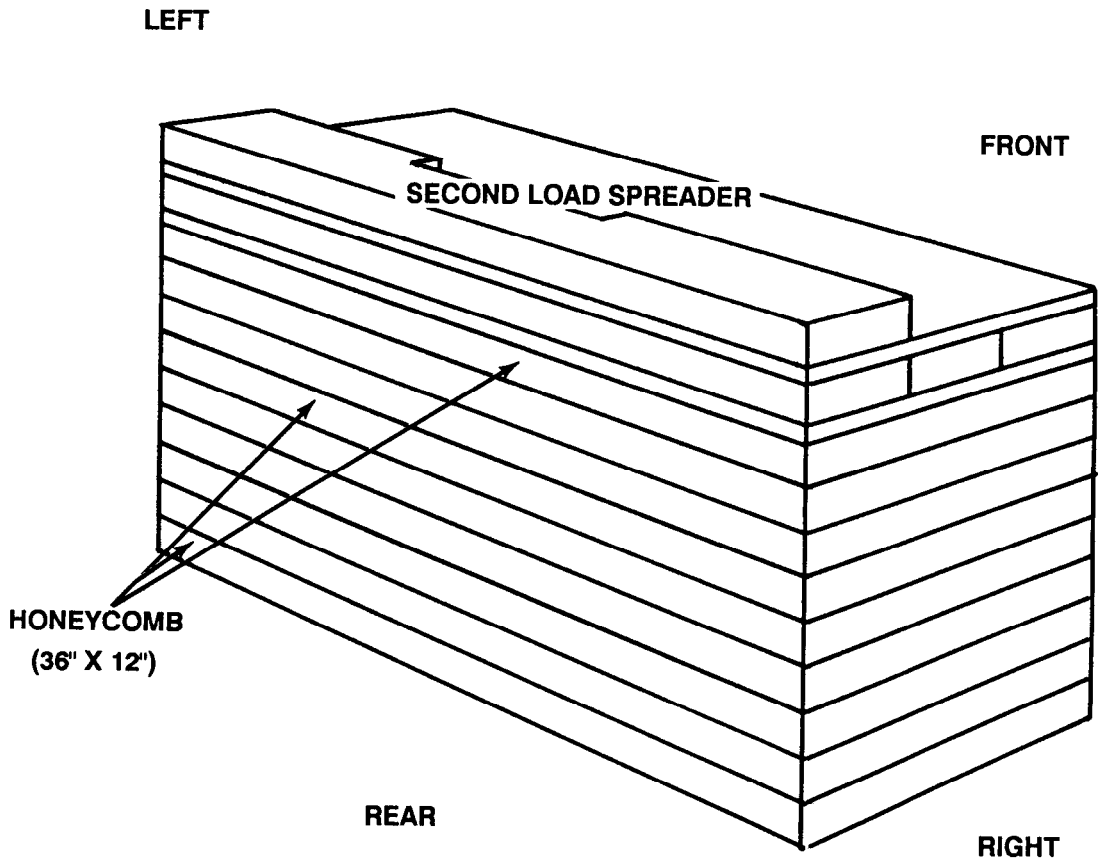
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	2	96	36	Honeycomb	Place honeycomb as the base.
	3	54	24	Honeycomb	Center honeycomb on top of the base.
				Load Spreader	Place load spreader on top of 54- by 24-inch honeycomb.

Figure 7-14. Honeycomb stack 2 prepared

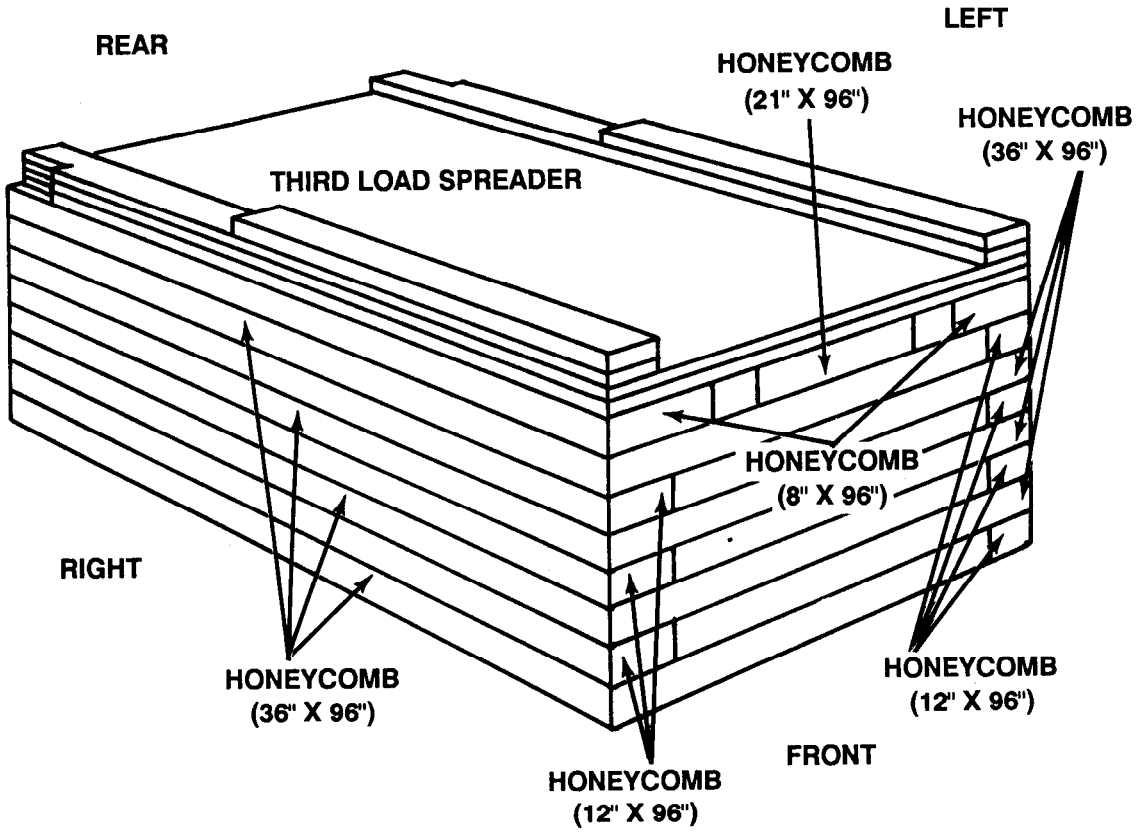
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	9	36	12	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 7-15. Honeycomb stack 3 prepared

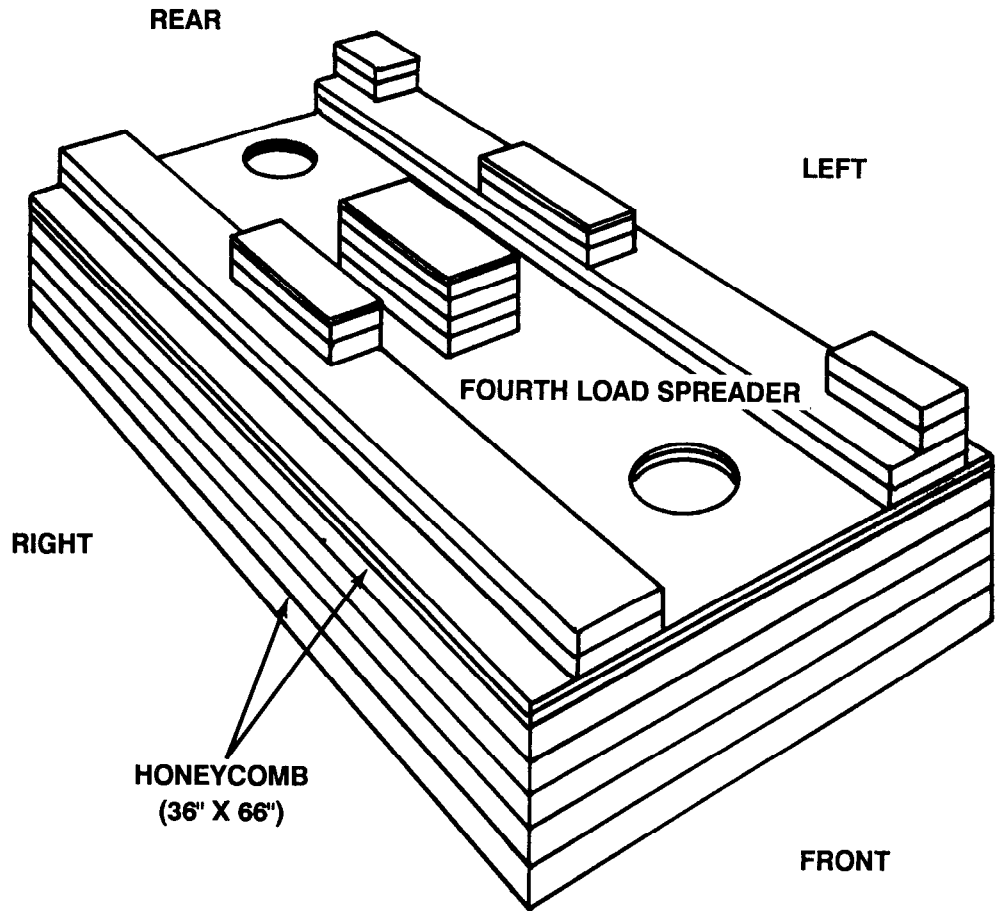
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	7	36	96	Honeycomb	Form a 48- by 96-inch base using the 36- by 96-inch and 12- by 96-inch pieces of honeycomb. Alternate the layers.
	7	12	96	Honeycomb	
	1	21	96	Honeycomb	Center honeycomb on top of the base.
	2	8	96	Honeycomb	Place one piece of honeycomb on each side of the base even with the 96-inch edge.
				Load Spreader	Place load spreader on top of the base.

Figure 7-16. Honeycomb stack 4 prepared

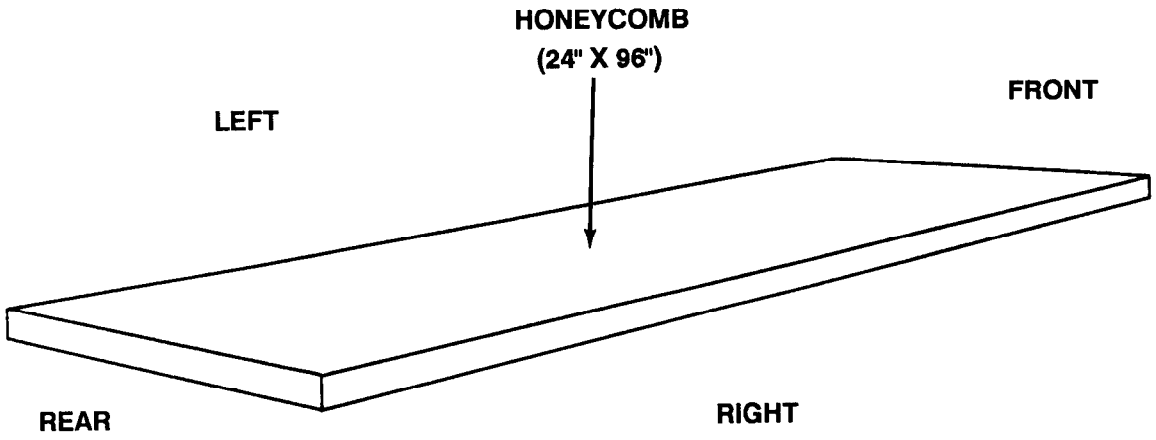
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
5	5	36	66	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 7-17. Honeycomb stack 5 prepared

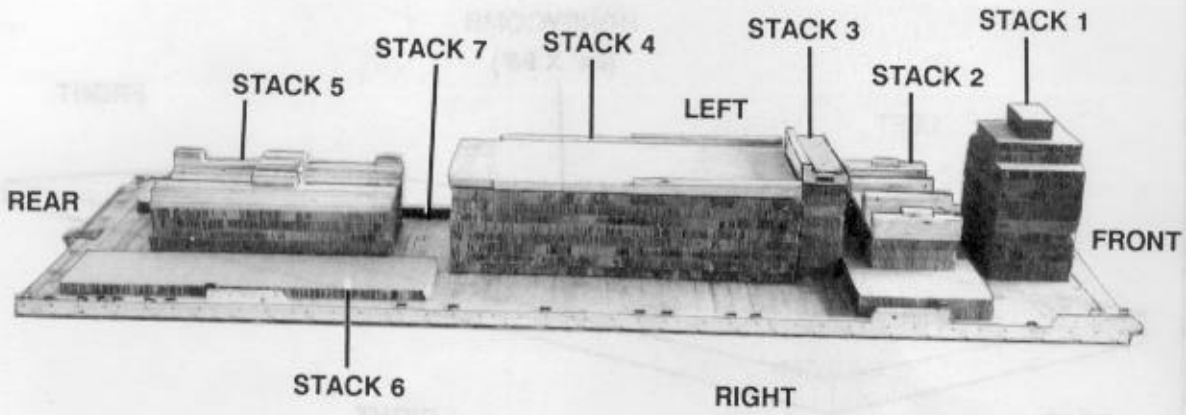
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	1	24	96	Honeycomb	Form stack.
7	1	24	96	Honeycomb	Form stack.

Figure 7-18. Honeycomb stacks 6 and 7 prepared

Note: The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.



Stack Number	Position of Stack on Platform
	Place stack:
1	Centered 5 inches from the front edge of the platform.
2	Centered 6 inches from the rear of stack 1.
3	Centered flush against the rear of stack 2.
4	Centered flush against the rear of stack 3.
5	Centered 18 inches from the rear of stack 4.
6	3 inches from the right side rail and 3 inches from the rear of stack 4.
7	3 inches from the left side rail and 3 inches from the rear of stack 4.

Figure 7-19. Honeycomb stacks positioned on platform

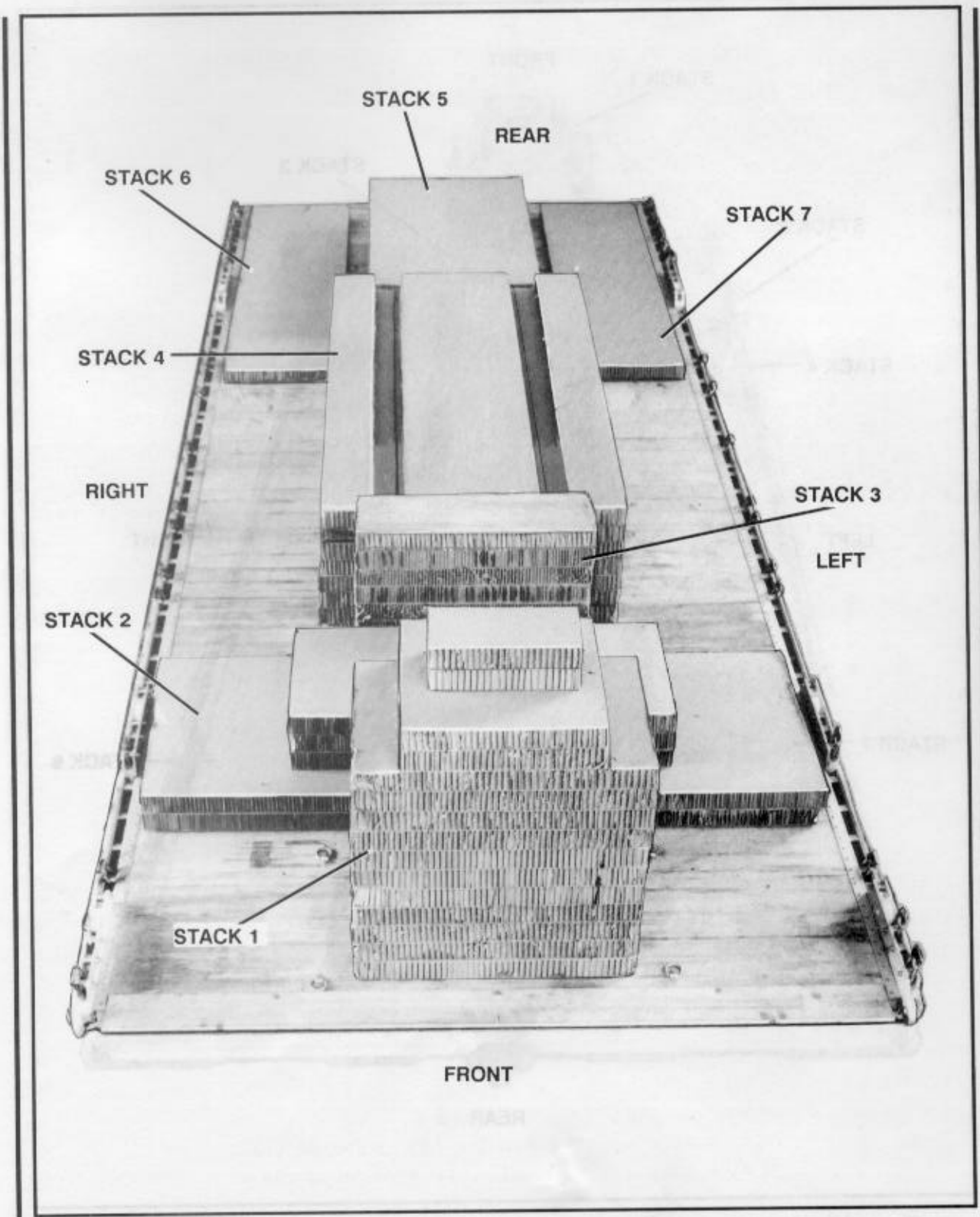


Figure 7-20. Front view of honeycomb stacks (without load spreaders) positioned on platform

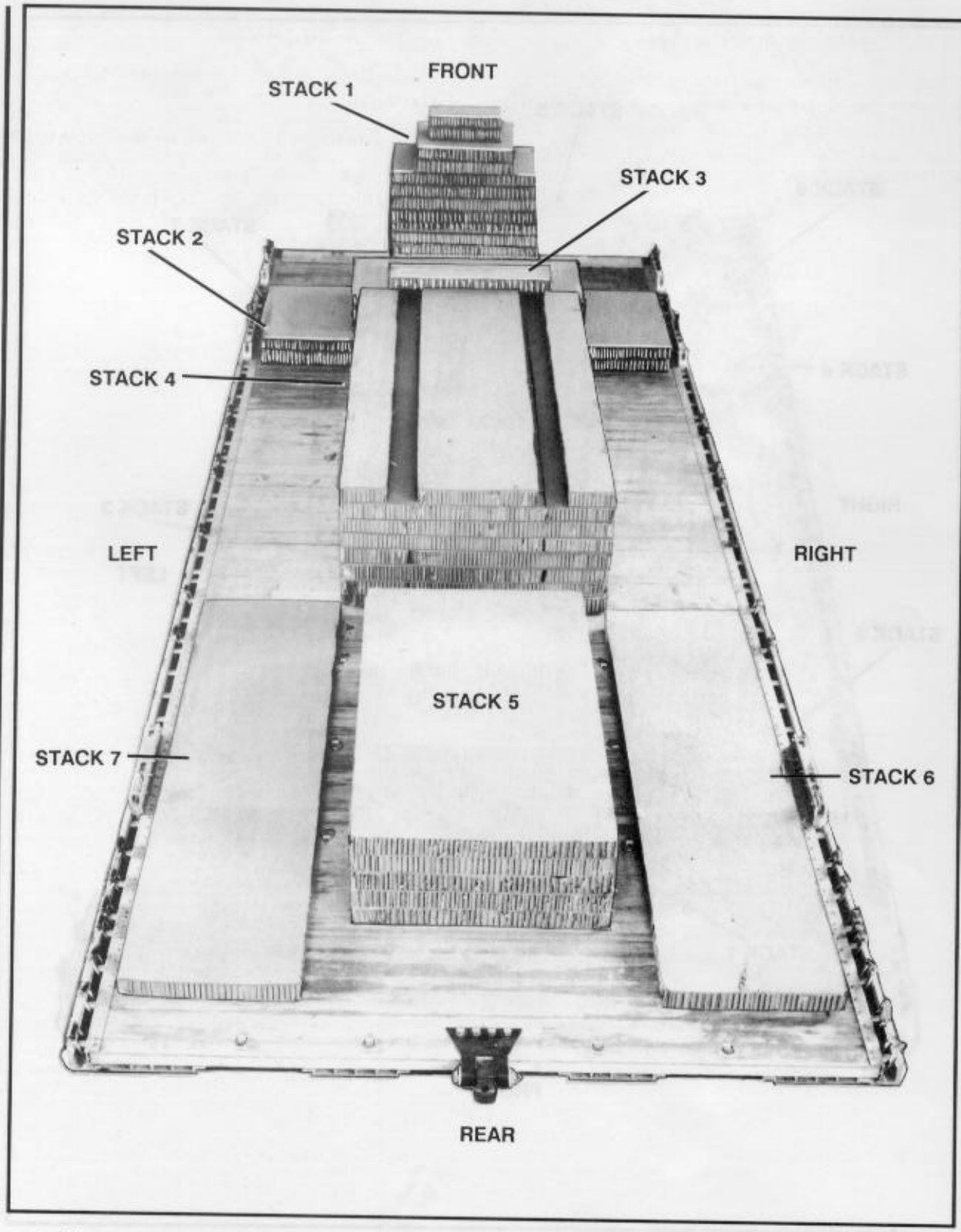


Figure 7-21. Rear view of honeycomb stacks (without load spreaders) positioned on platform

7-4. Removing Truck Components

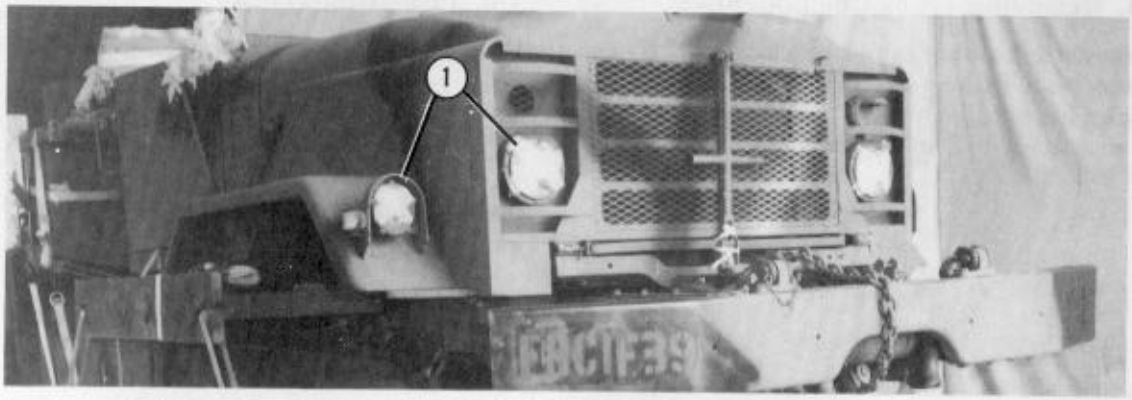
Remove the hardtop cab cover, cargo body cover, mirror assemblies, exhaust stack, air cleaner stack, side rack troop seats, body side racks, and bow and stack assemblies according to TM 9-2320-272-10

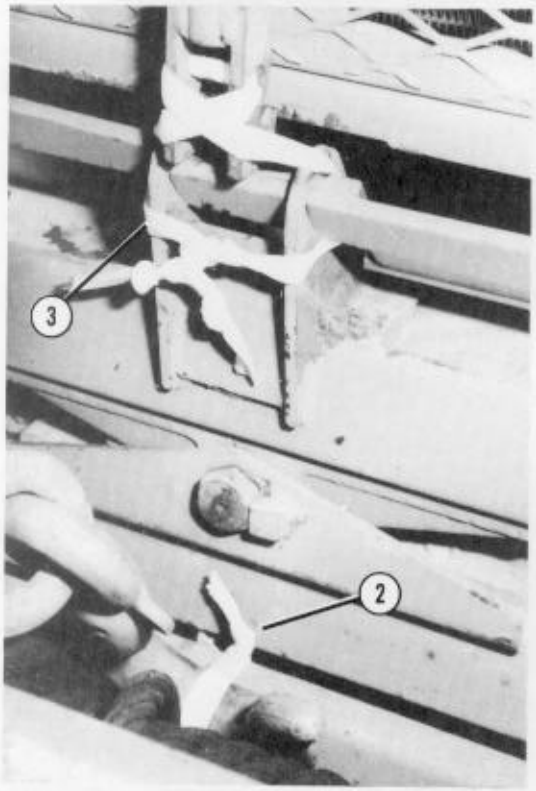
7-5. Preparing Truck

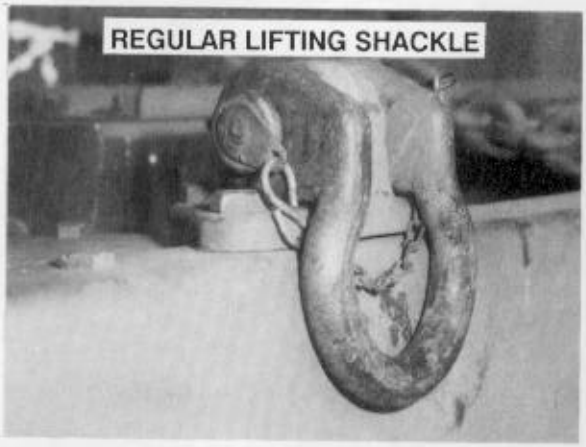
Prepare the truck as shown in Figure 7-22 and as described below.

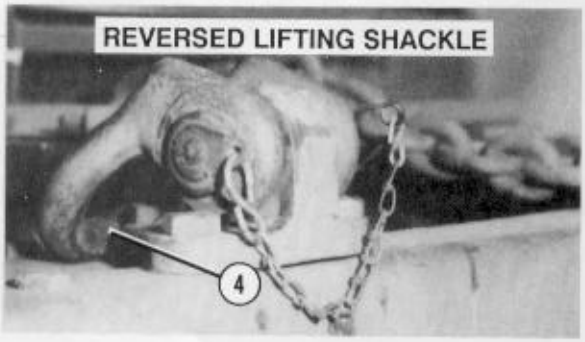
a. Reduce the tire pressure in all tires to 28 psi.

b. Make sure the fuel tank is not more than 1/2 full.









(1) Tape the headlights and blackout lights.

(2) Tie the winch chain hook to the rear bar of the winch with 1/2-inch tubular nylon webbing.

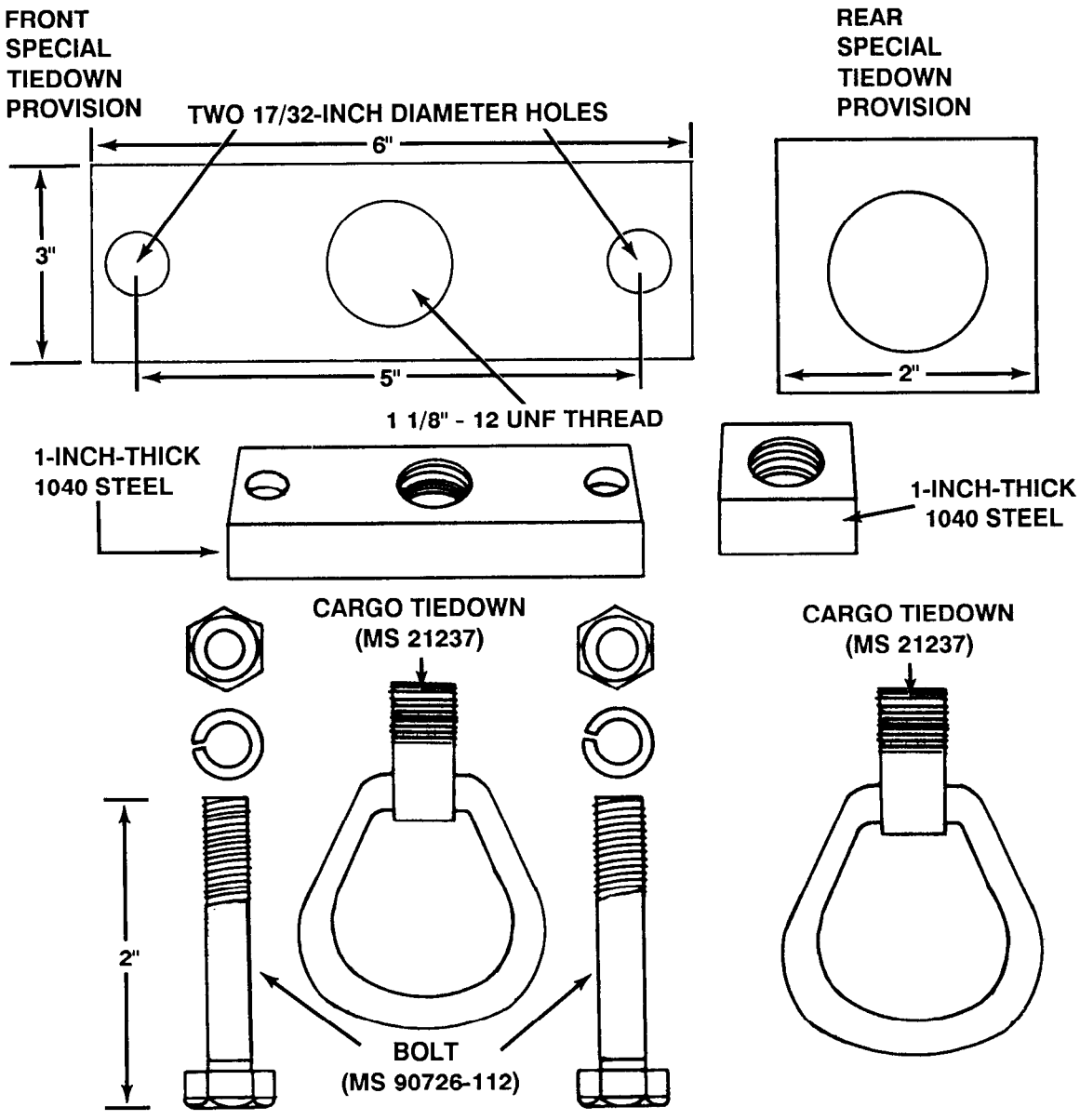
(3) Secure the grill retainer bar in the retainer bar link or tie the grill retainer bar to the front of the truck with 1/2-inch tubular nylon webbing.

(4) Remove the front lifting shackles from their links. Reverse the shackles, and fasten them to the links with their retaining pins. Place the safety pins in the holes in the ends of the retaining pins.

Figure 7-22. Truck prepared

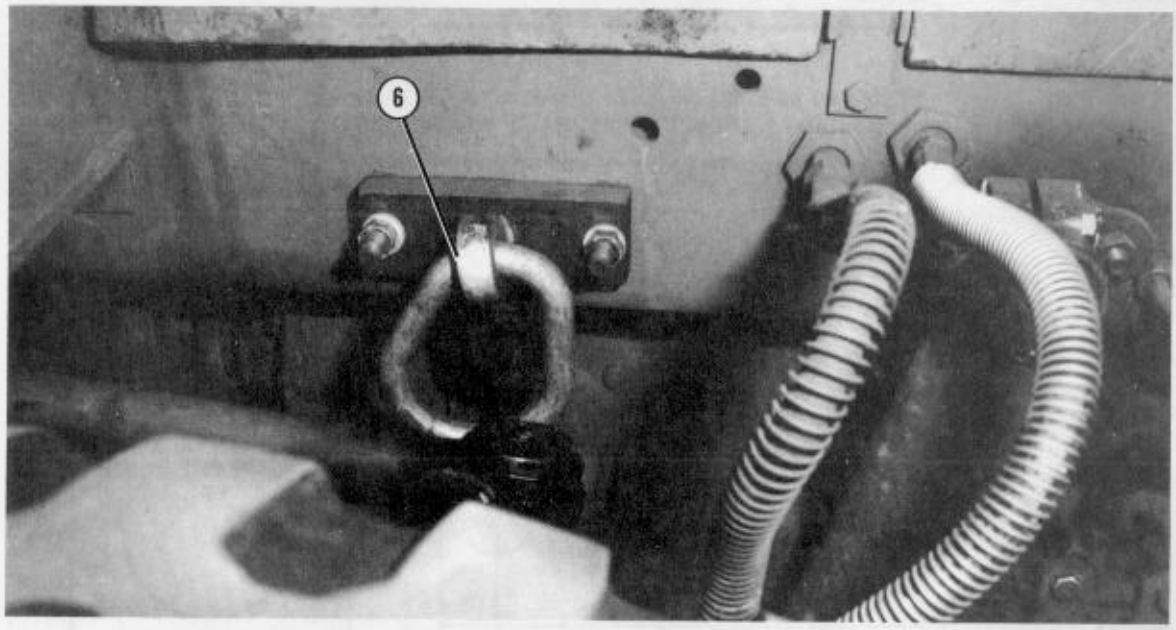
CAUTION
These special tiedown provisions must be constructed by qualified maintenance personnel.

Note: These drawings are not drawn to scale.

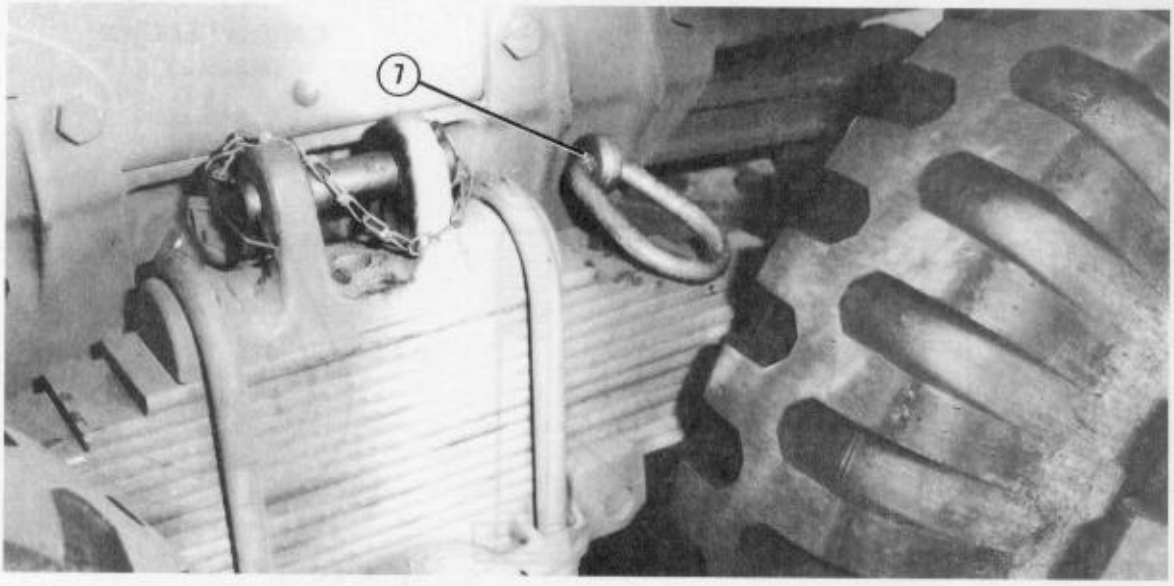


(5) Form two sets of components of the front and rear special tiedown provisions as shown above.

Figure 7-22. Truck prepared (continued)

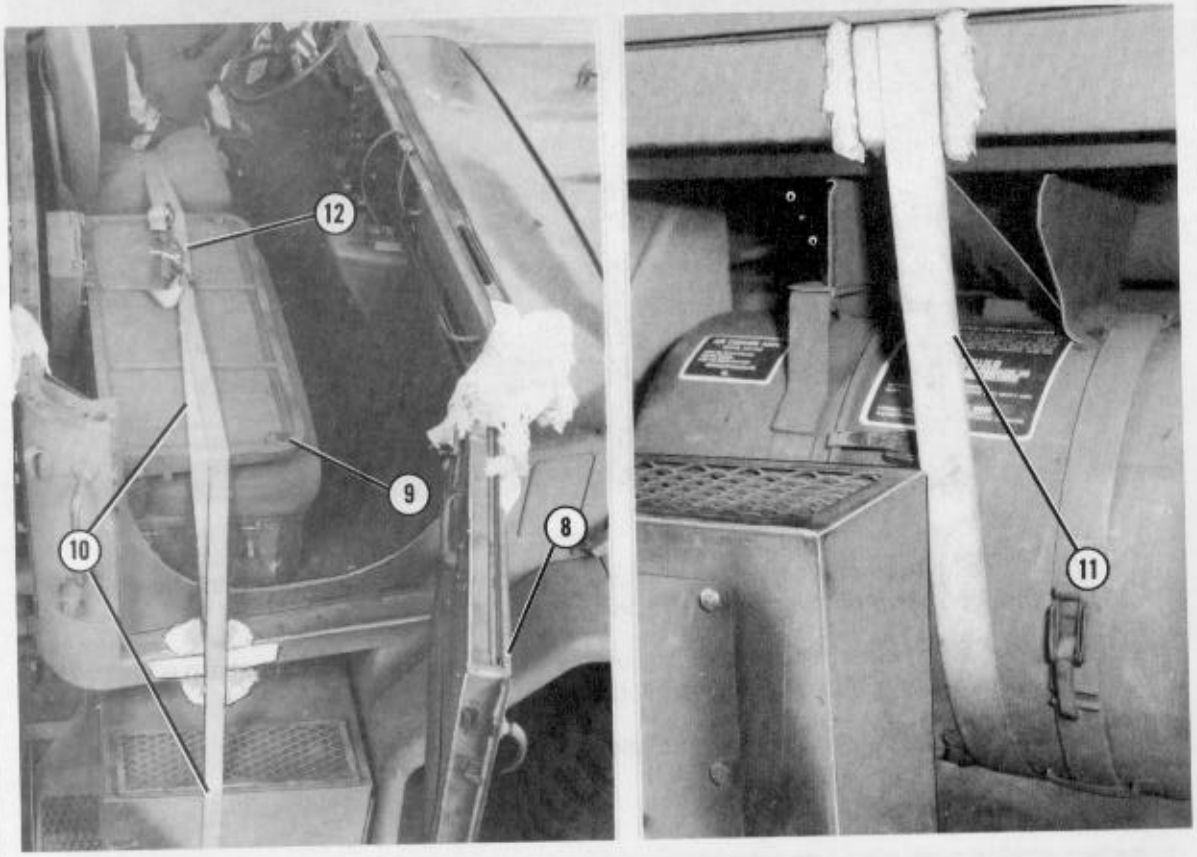


(6) Remove the two 1/2-inch-diameter rubber snubber attaching bolts from each side of the mainframe. (The rubber snubber attaching bolts are located above the front axle.) Using the front special tiedown provision bolts, insert the bolts through the rubber snubber mounting block and through the mainframe. Place the front special tiedown provision mounting block on the bolts against the mainframe. Use the original washers and nuts to secure the mounting block. Screw the tiedown ring tightly into the mounting block.



(7) Insert the screw end of the tiedown ring into the hole in the mainframe slightly in front of the rear lifting point. Screw the tiedown ring tightly into the square nut.

Figure 7-22. Truck prepared (continued)



(8) Open the truck doors.

(9) Fold the back of the passenger seat down.

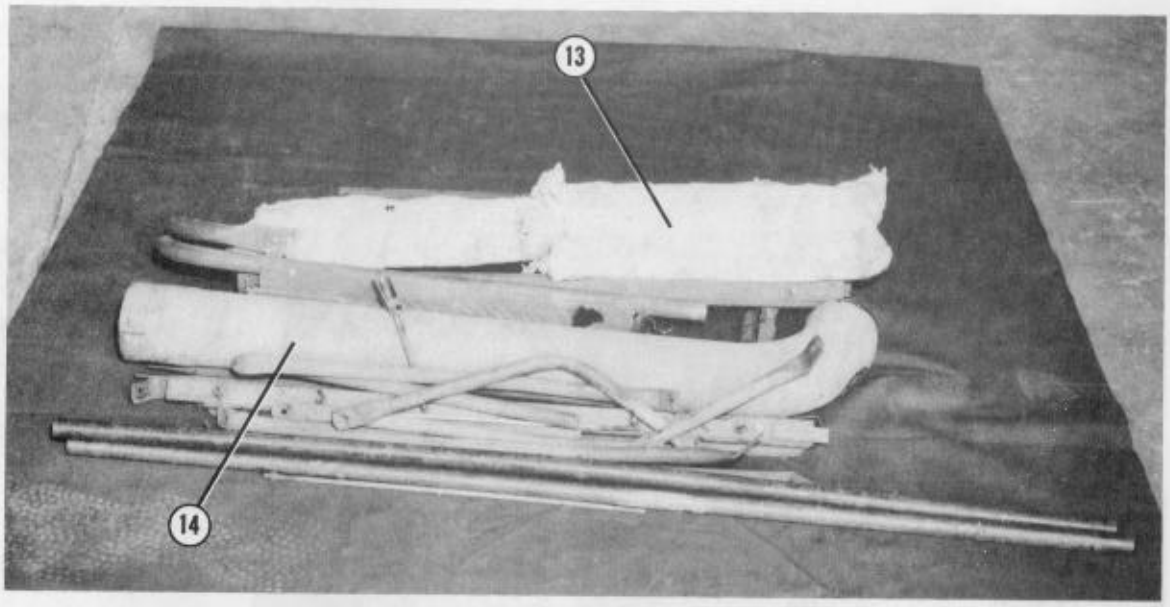
(10) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the 30-foot tiedown strap across the front seat. Pass one end of the strap out of the right door, around the battery box, back in the right door, and up across the front seat.

(11) Pass the other end of the 30-foot tiedown strap out of the left door, around the air cleaner, back in the left door, and up across the front seat.

Note: Pad the door frames with cellulose wadding where the strap touches the door frame.

(12) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

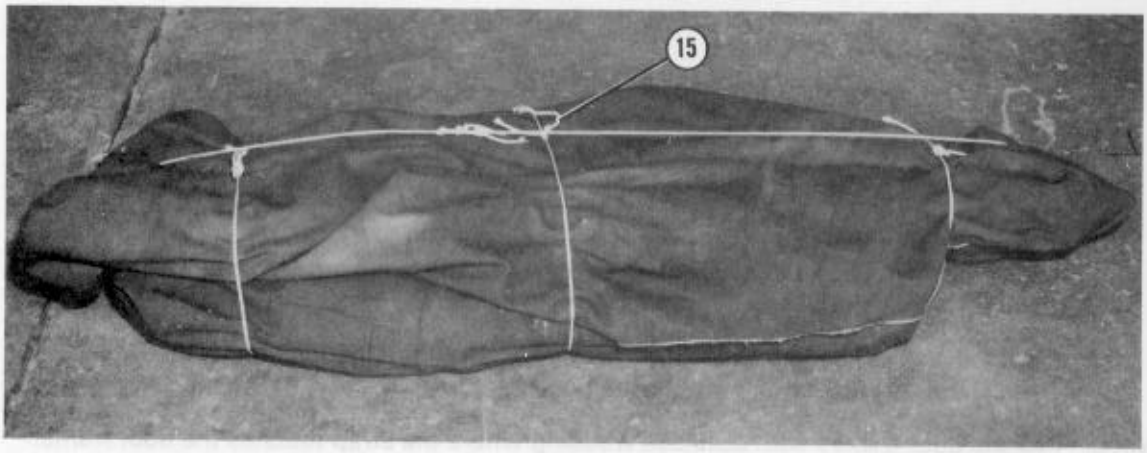
Figure 7-22. Truck prepared (eontinued)



(13) Wrap small pieces of equipment in cellulose wadding. Tape the wadding in place. Place the wrapped items on the cargo body cover.

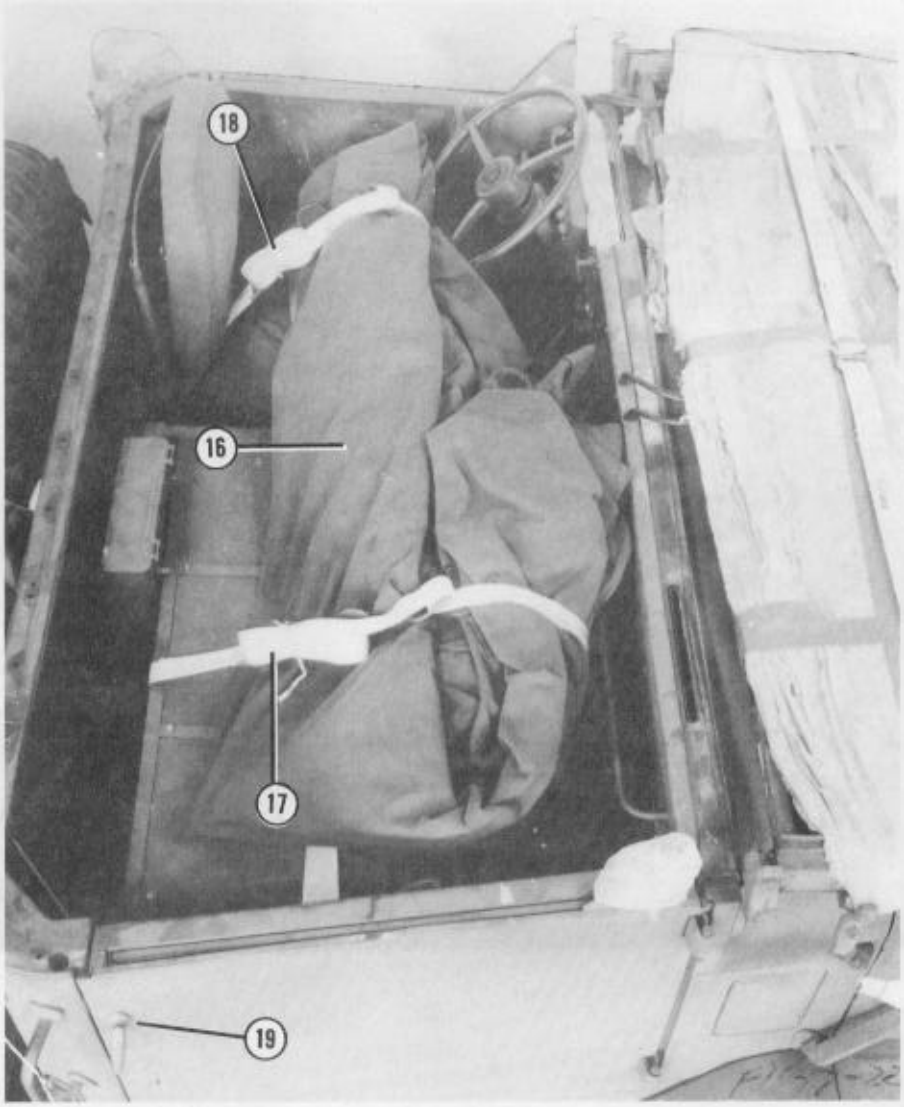
(14) Place the air breather stack and the exhaust stack on the cover. Pad the sharp edges with cellulose wadding, and tape the wadding in place.

Note: Other small components may also be placed on the cover.



(15) Wrap the cover over the items placed on it. Tie the cover in place with type III nylon cord.

Figure 7-22. Truck prepared (continued)



(16) Place the wrapped equipment in the cover on the cab seats.

(17) Pass the end of a 15-foot tiedown strap under the passenger seat and over the cover. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(18) Pass the end of a 15-foot tiedown strap between the back of the driver seat and seat portion of the driver seat, under the driver seat, and over the cover. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(19) Close and lock the doors.

Figure 7-22. Truck prepared (continued)



(20) Cover the instrument gages with tape.

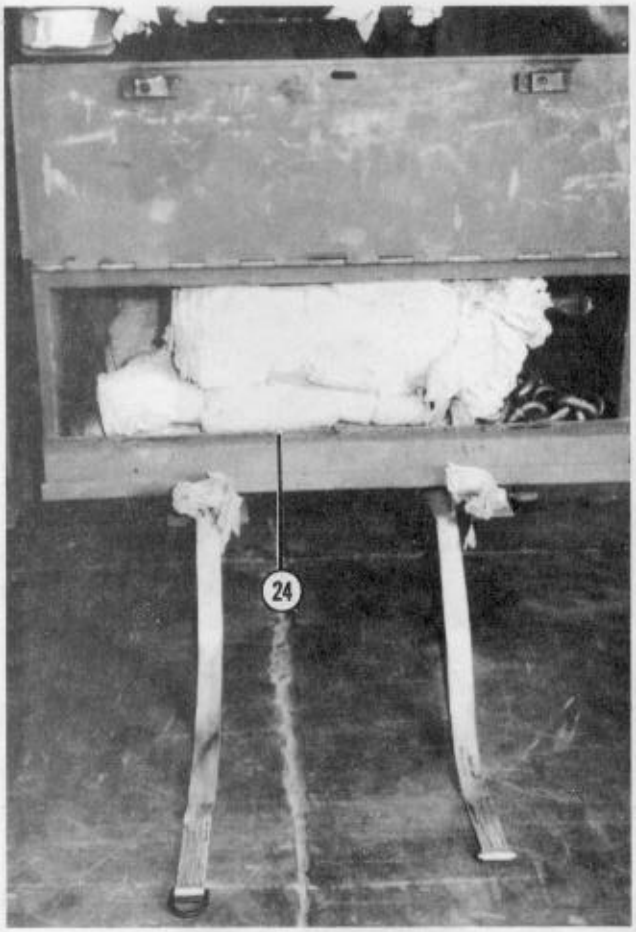
Note: Pad all sharp edges on doors and windshield brackets with cellulose wadding. Tape the wadding in place.

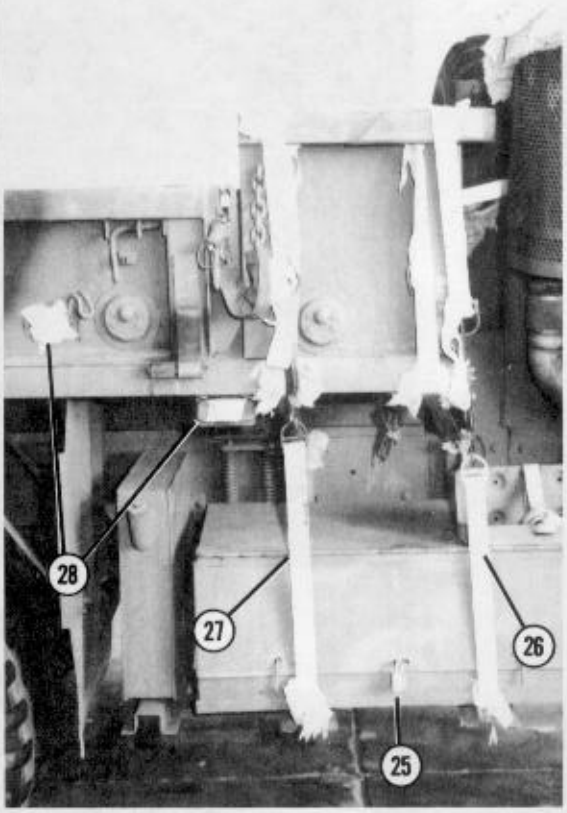
(21) Push the side mirror mounts against the doors. Pad the mounts with cellulose wadding, and tape the wadding in place.

(22) Tie the battery box closed with type III nylon cord.

(23) Pad the top of the muffler with cellulose wadding, and tape the wadding in place.

Figure 7-22. Truck prepared (continued)





(24) Pad the tools in the toolbox with cellulose wadding. Pad the mirrors with cellulose wadding, and tape the wadding in place. Place the mirrors in the toolbox.

Note: Pad other small items with cellulose wadding and store them in the toolbox.

(25) Close and secure the toolbox.

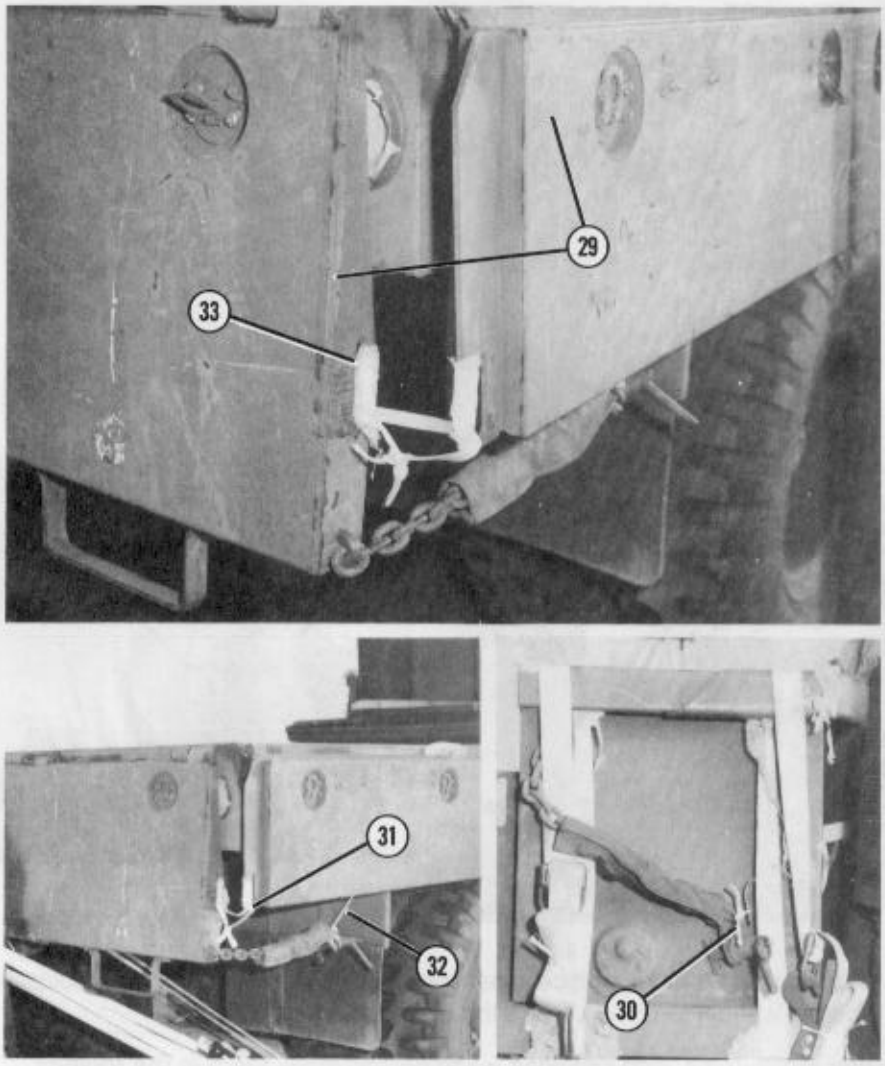
(26) Pass the free end of a 15-foot tiedown strap down through the first side rack socket, through the front toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(27) Pass the free end of a 15-foot tiedown strap down through the second side rack socket, through the rear toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all sharp edges with cellulose wadding where the straps touch.

(28) Tape all lights and reflectors on the truck body.

Figure 7-22. Truck prepared (continued)



(29) Lower the tailgate and sides of the truck body.

(30) Secure the front chains with type III nylon cord.

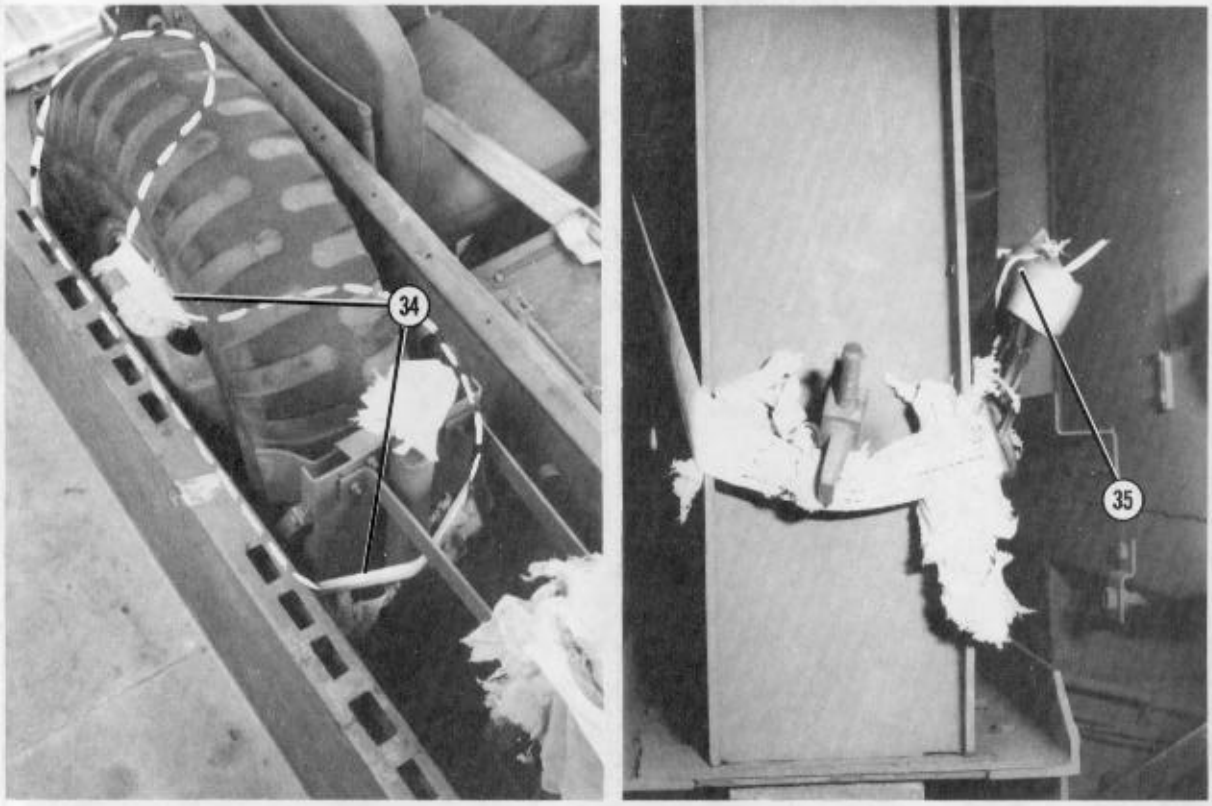
(31) Tie both sides of the tailgate to the side bodies with 1/2-inch tubular nylon webbing.

Note: Do NOT pull the 1/2-inch webbing tight. Leave about 1/2-inch give in the tie.

(32) Hook the chains to the side body tiedown rings. Tie the hooks to the side bodies with type III nylon cord.

(33) Pass the free end of a 15-foot tiedown strap through the slot in the right side of the tailgate and through the rear tiedown provision. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5. Do not install a 15-foot tiedown strap on the left side of the truck.

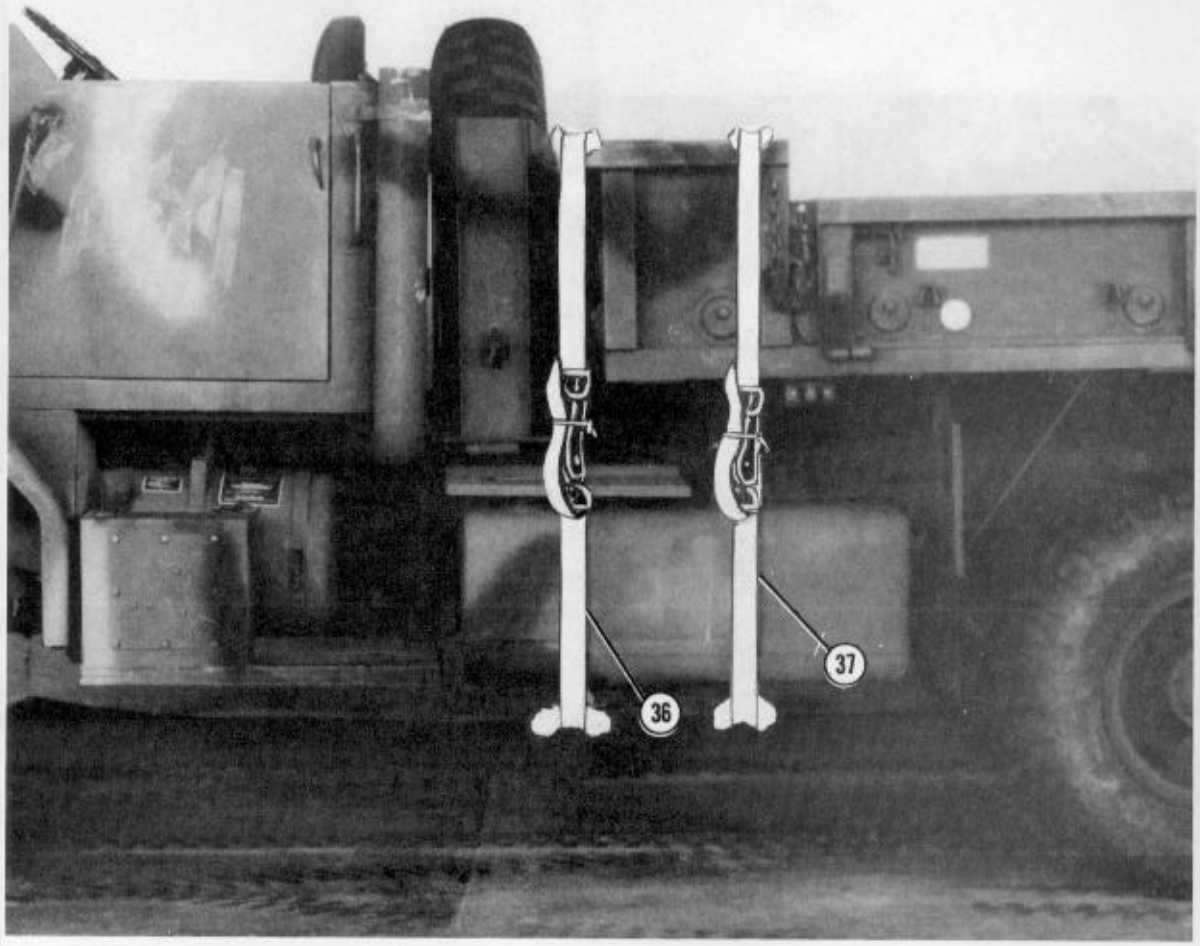
Figure 7-22. Truck prepared (continued)



(34) Pass the end of a 15-foot tiedown strap around the spare tire brace, in one hole in the spare tire and out another hole, around the center of the spare tire frame, and to the outside of the left side of the truck.

(35) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 7-22. Truck prepared (continued)

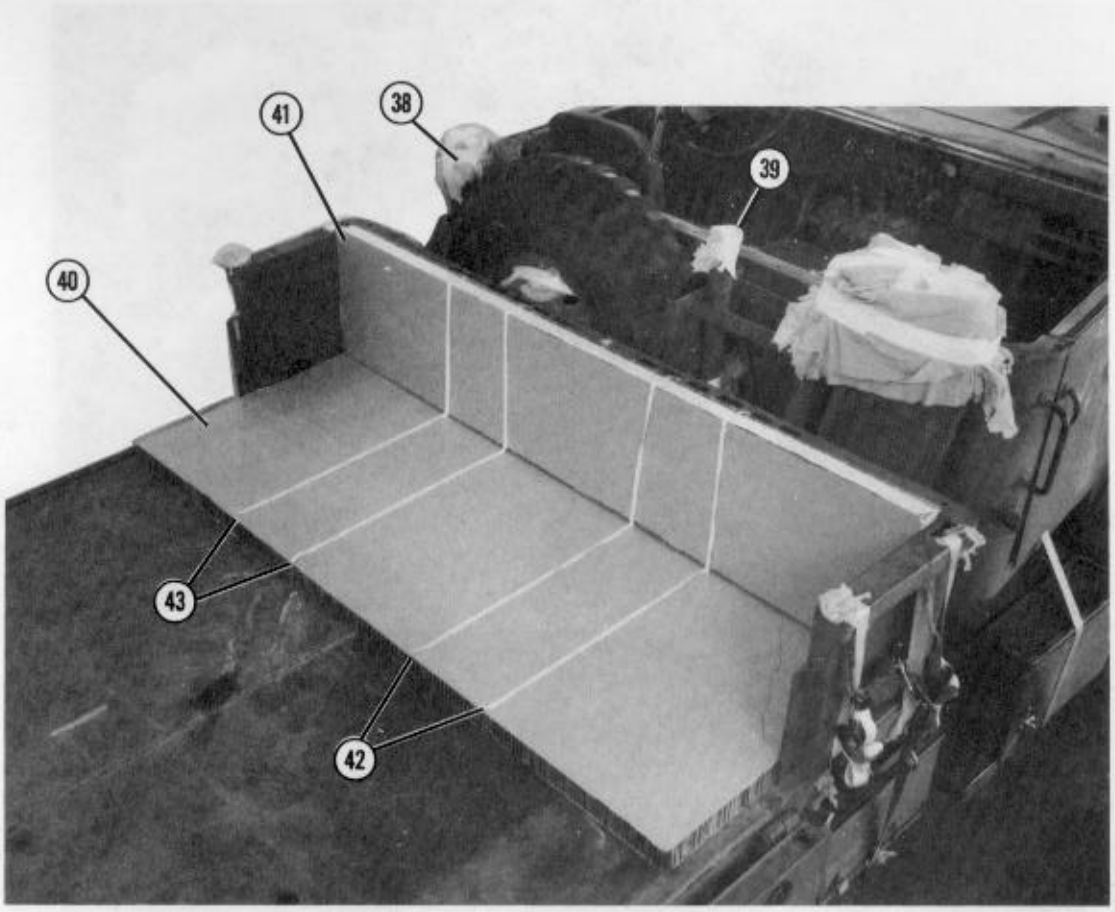


(36) Pass the free end of a 15-foot tiedown strap down through the first side rack socket, through the front fuel tank hanger, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(37) Pass the free end of a 15-foot tiedown strap down through the second side rack socket, through the rear fuel tank hanger, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all sharp edges with cellulose wadding where the straps touch.

Figure 7-22. Truck prepared (continued).



(38) Pad the air cleaner intake with cellulose wadding, and tape the wadding in place.

(39) Pad the davit boom brace with cellulose wadding, and tape the wadding in place.

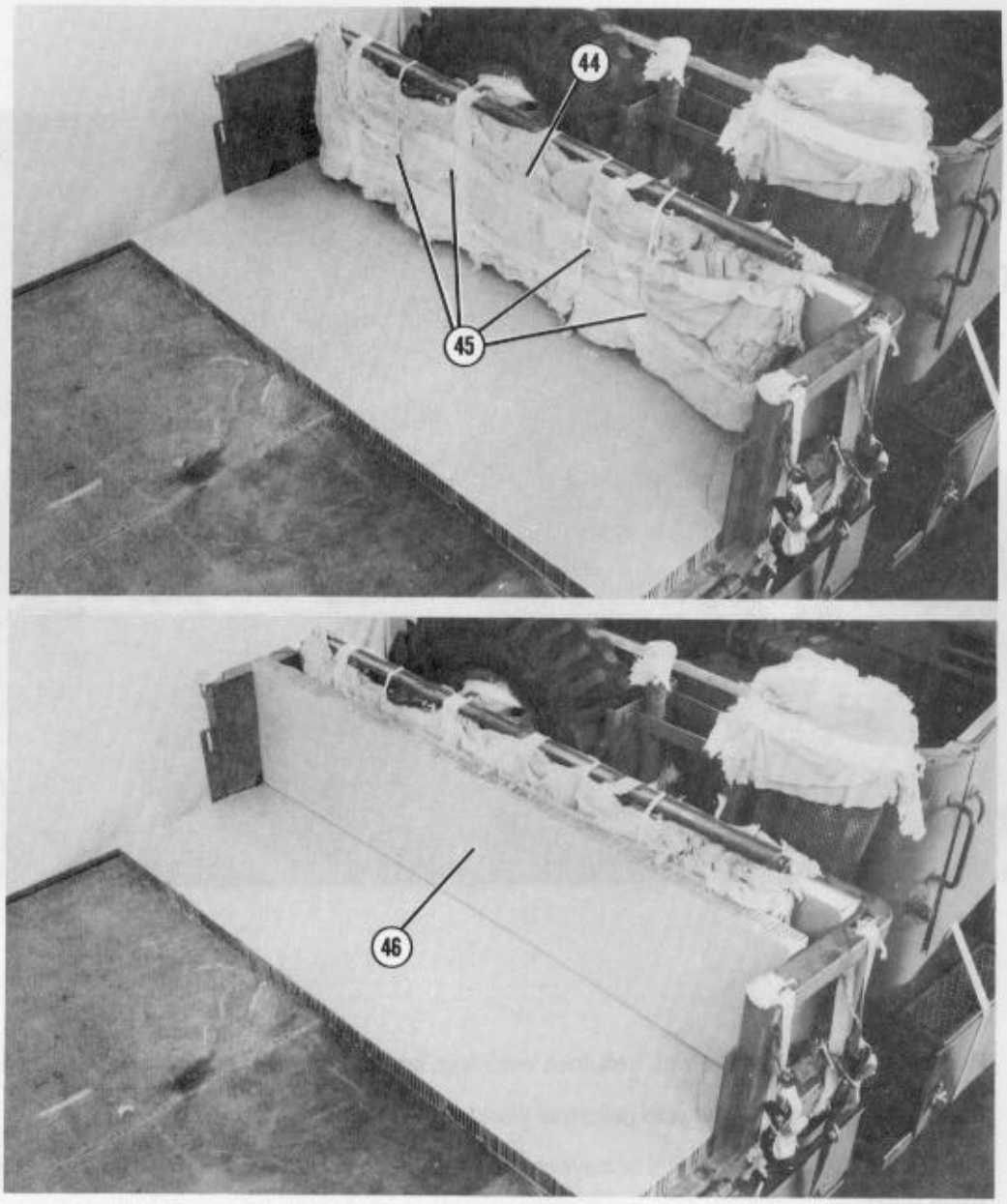
(40) Place a 36- by 88-inch piece of honeycomb on the cargo body floor against the front of the truck body.

(41) Place an 18- by 88-inch piece of honeycomb against the front of the truck body.

(42) Pass one end of a 10-foot length of 1/2-inch tubular nylon webbing through one socket on the right side of the front of the truck body. Pass the same end of the 1/2-inch webbing over to another socket. Pass the end through the socket, and even the ends of the webbing.

(43) Install a second 10-foot length of 1/2-inch tubular nylon webbing on the left side as described in step 42 above.

Figure 7-22. Truck prepared (continued)

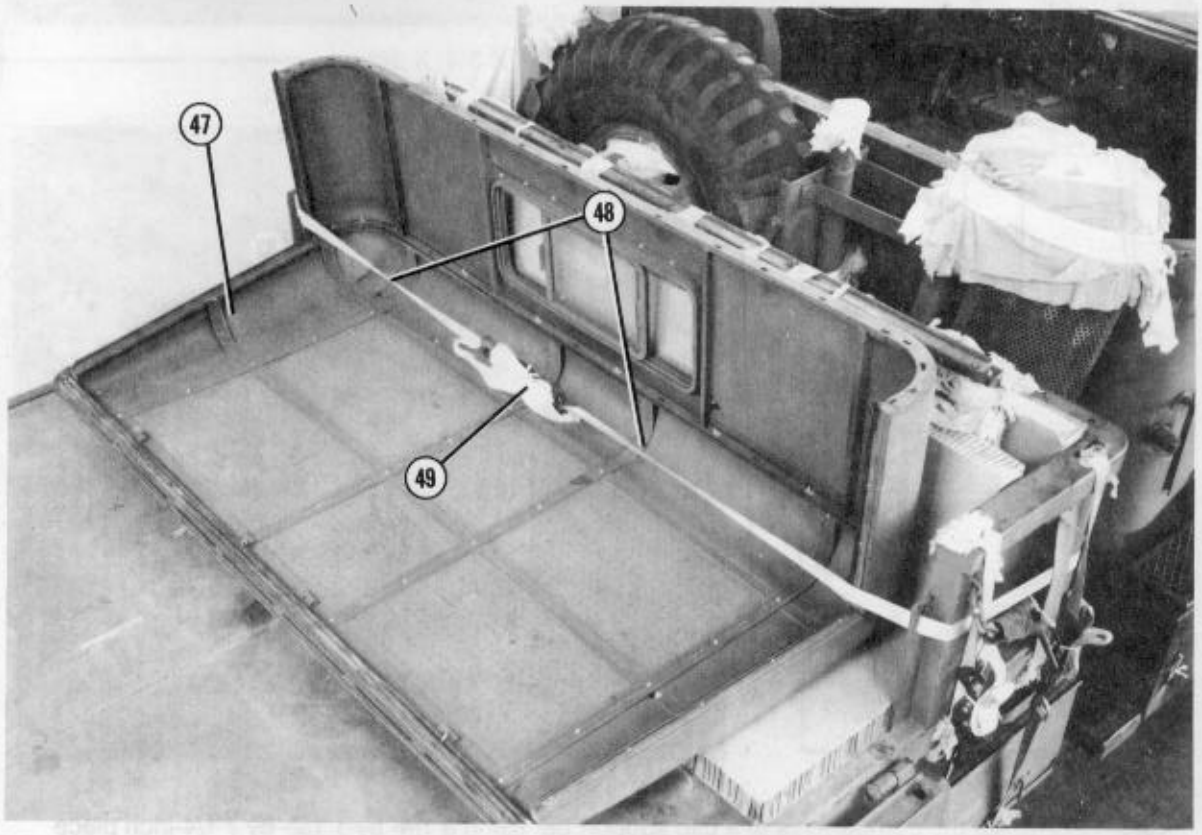


(44) Pad the windshield with cellulose wadding, and tape the wadding in place. Place the windshield on the 36- by 88-inch piece of honeycomb and against the 18- by 88-inch piece of honeycomb.

(45) Tie the windshield in place with the 1/2-inch tubular nylon webbing positioned in steps 42 and 43.

(46) Place another 18- by 88-inch piece of honeycomb against the windshield.

Figure 7-22. Truck prepared (continued)

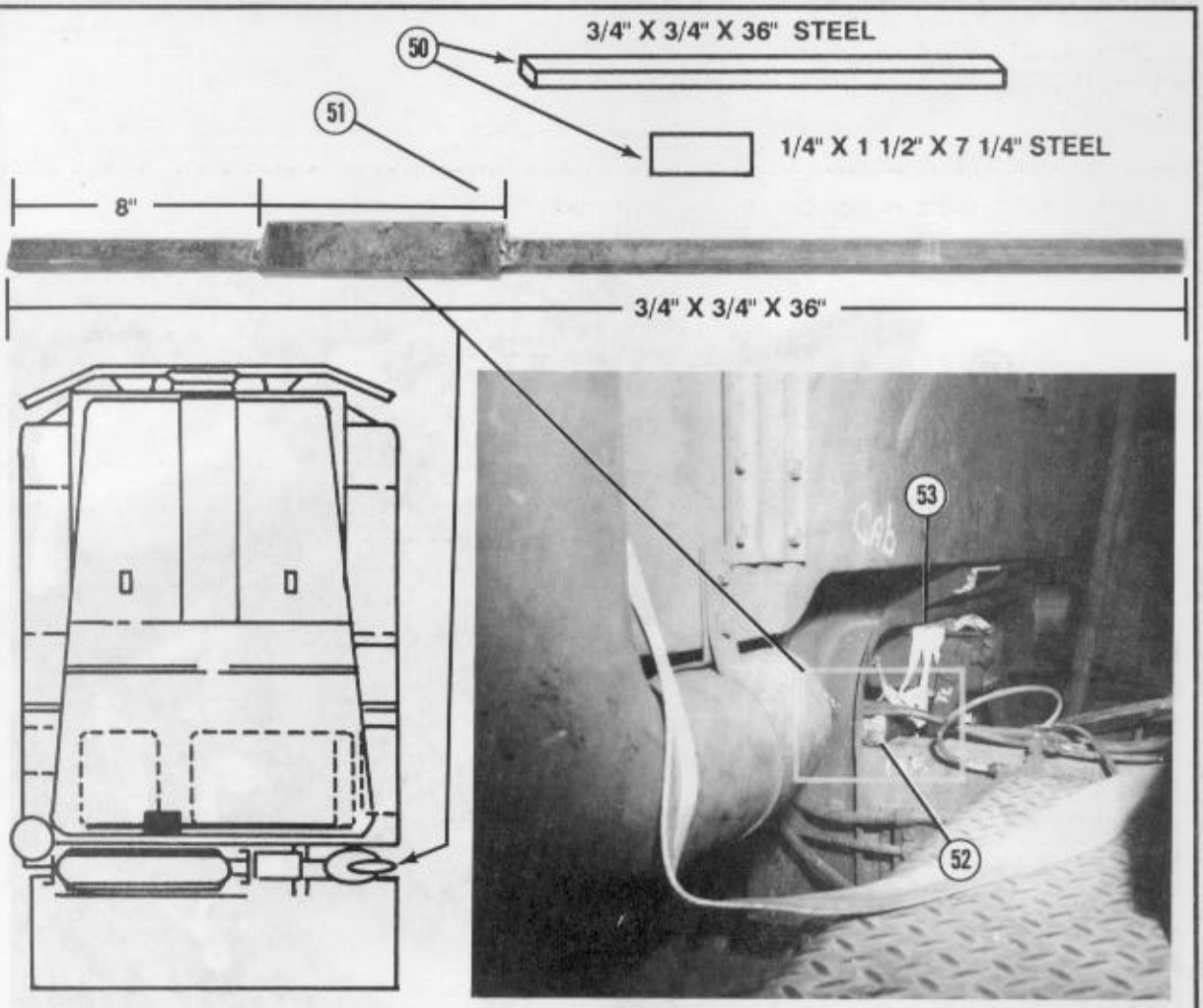


(47) Place the hardtop cab cover on the 36- by 88-inch piece of honeycomb with the back of the hardtop cab cover against the 18- by 88-inch piece of honeycomb.

(48) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Pass the strap around the front of the truck ' ody, through the retainer slots, and over the hardtop cab cover.

(49) Secure the ends of the 30-foot strap according to FM 10-500-2/TO 13C7-1-5.

Figure 7-22. Truck prepared (continued)



(50) Construct the components of a cab support bar using a 1/4- by 1 1/2- by 7 1/4-inch piece of steel and a 3/4- by 3/4- by 36-inch piece of steel.

Note: The 36-inch piece of steel must be 3/4-inch thick. A single piece or a combination of pieces may be used to get the correct thickness. This item will be supplied by the unit.

(51) Weld the pieces of steel together as shown.

(52) Slide the bar in place with the 7 1/4-inch piece of steel up and with one end of the bar over each mainframe rail and the bar under the transfer link assembly support. The 7 1/4-inch metal plate must be closest to the left side of the truck.

Note: The bar must be positioned from the right side of the truck.

(53) Tie each end of the bar securely in place with several turns of 1/2-inch tubular nylon webbing.

Figure 7-22. Truck prepared (continued)

7-6. Building Frame Support

Use the material in Figure 7-23 to build the frame support. Build the frame support as shown in Figure 7-24.

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

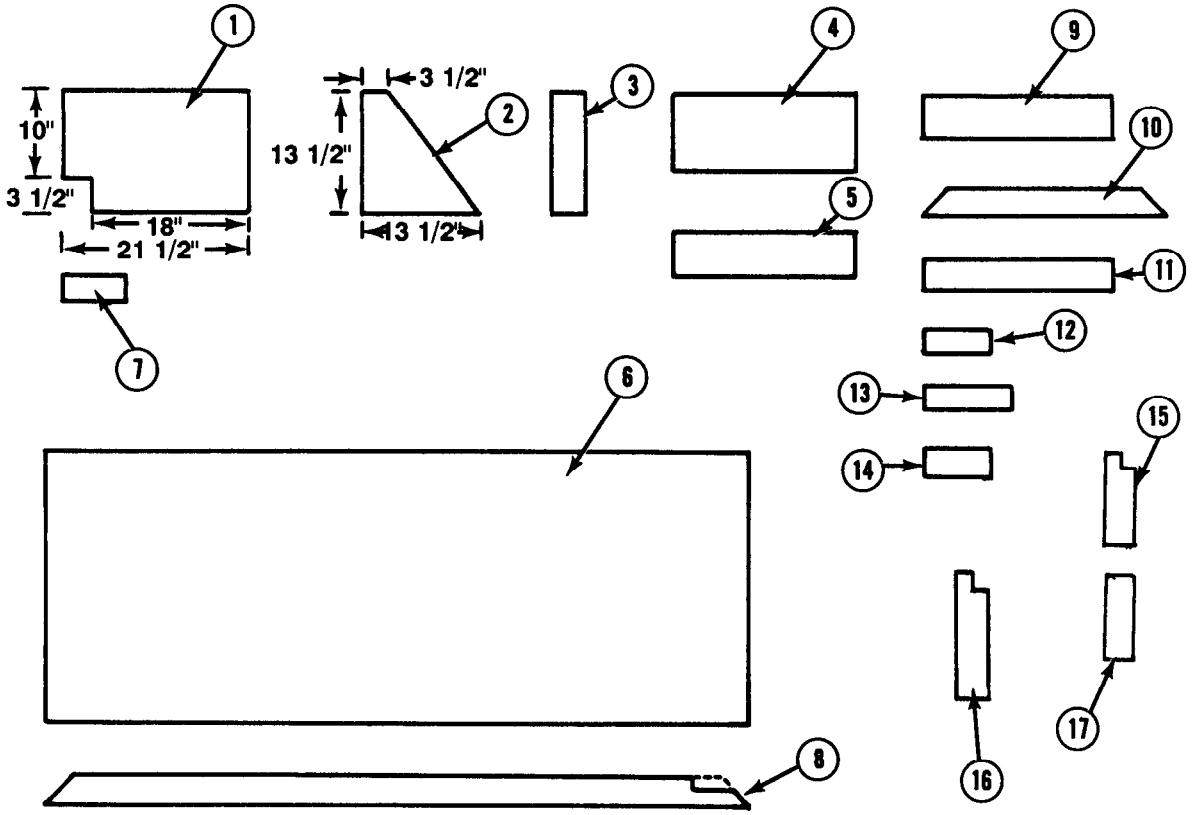
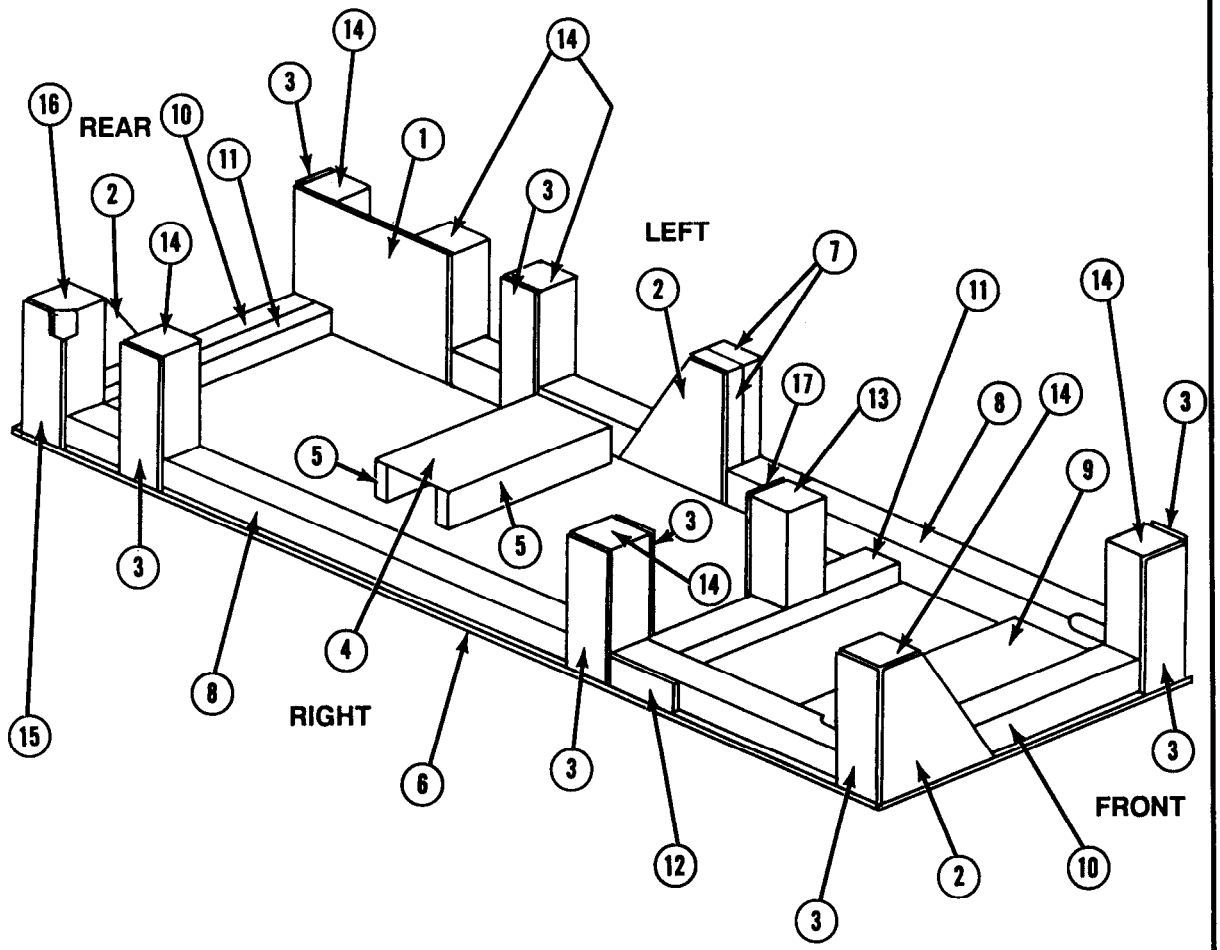


Figure 7-23. Material required for frame support

Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	13 1/2	21 1/2	3/4-inch plywood
2	3	13 1/2	13 1/2	3/4-inch plywood
3	8	3 1/2	13 1/2	3/4-inch plywood
4	1	8 1/2	20	3/4-inch plywood
5	2	3 1/2 (actual)	20	2- by 4-inch lumber
6	1	36	96	3/4-inch plywood
7	2	3 1/2 (actual)	10	2- by 4-inch lumber
8	2	3 1/2 (actual)	96	4- by 4-inch lumber
9	1	5 1/2 (actual)	26	2- by 6-inch lumber
10	2	3 1/2 (actual)	33	4- by 4-inch lumber
11	2	3 1/2 (actual)	26	2- by 4-inch lumber
12	1	3 1/2 (actual)	10 3/4	4- by 4-inch lumber
13	1	3 1/2 (actual)	10	4- by 4-inch lumber
14	7	3 1/2	13 1/2	3/4-inch plywood
15	1	3 1/2	12 1/4	3/4-inch plywood
16	1	3 1/2 (actual)	10	4- by 4-inch lumber
17	1	3 1/2 (actual)	13 1/2	3/4-inch plywood

Figure 7-23. Material required for frame support (continued)

Notes: a. This drawing is not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-23.



Step:

1. Construct the frame support as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 7-24. Frame support constructed

Note: These drawings are not drawn to scale.

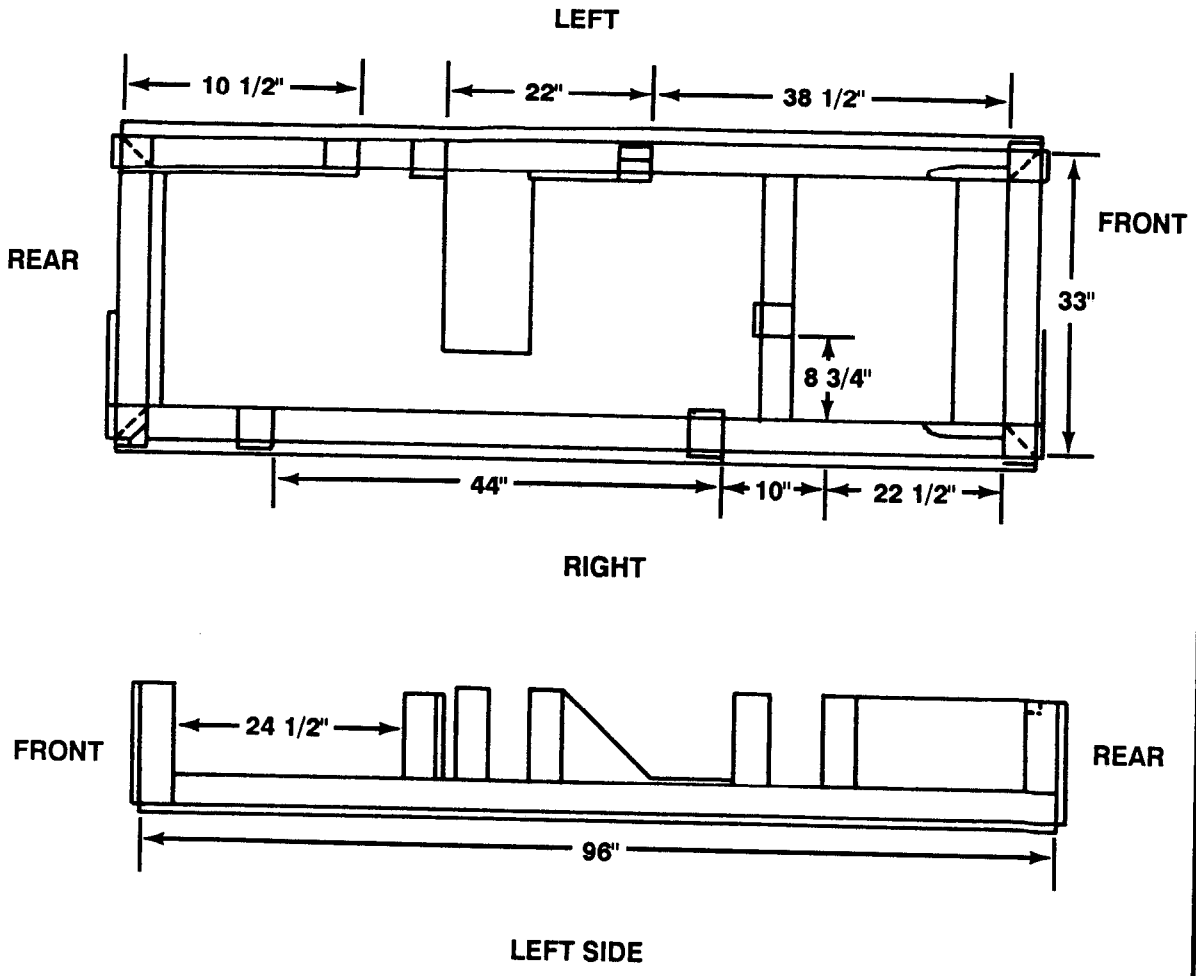
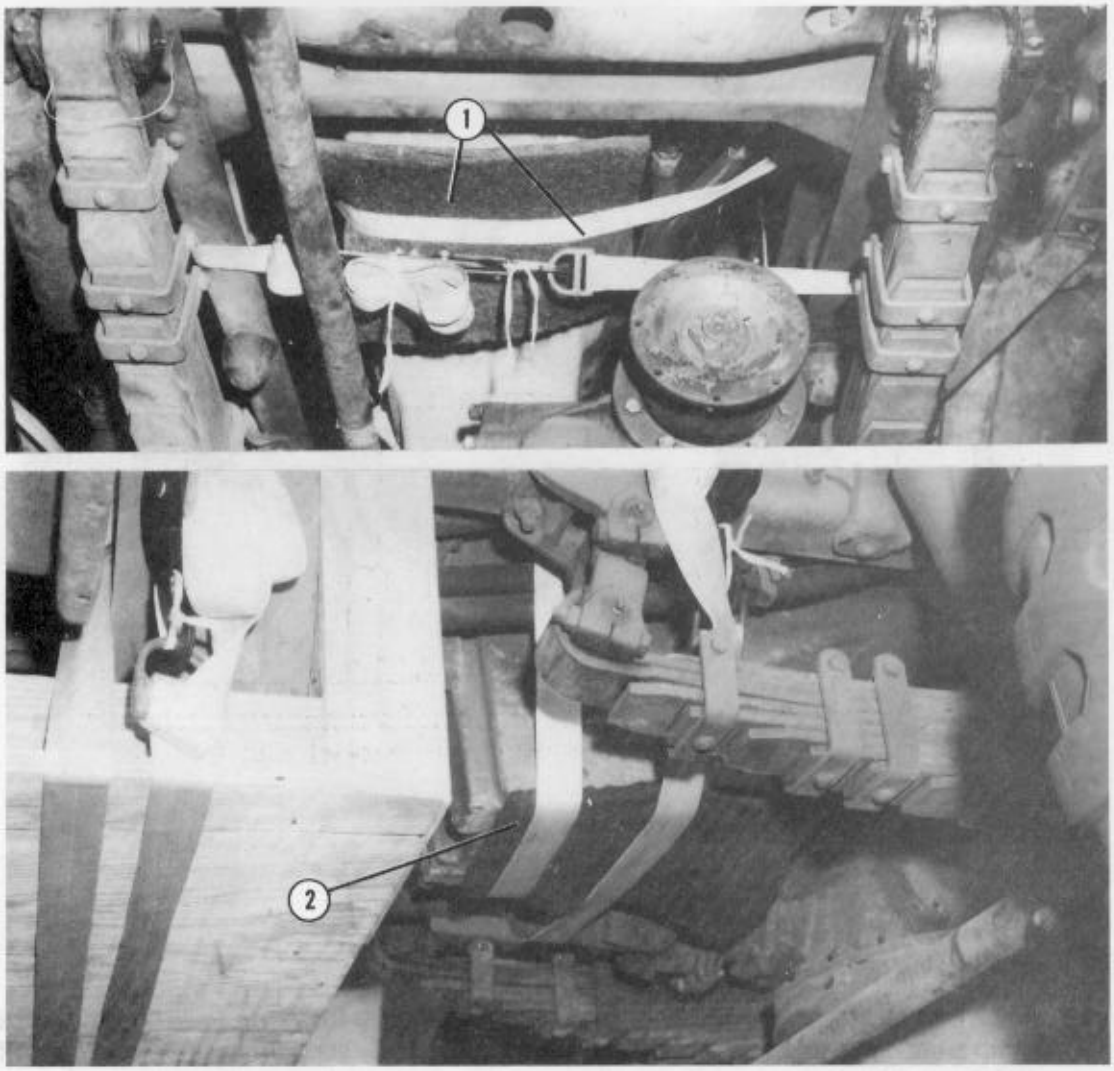


Figure 7-24. Frame support constructed (continued)

7-7. Installing Engine Supports and Frame Support

Install the engine supports and the frame support as shown in Figures 7-25 and 7-26 using four 15-foot tiedown straps.

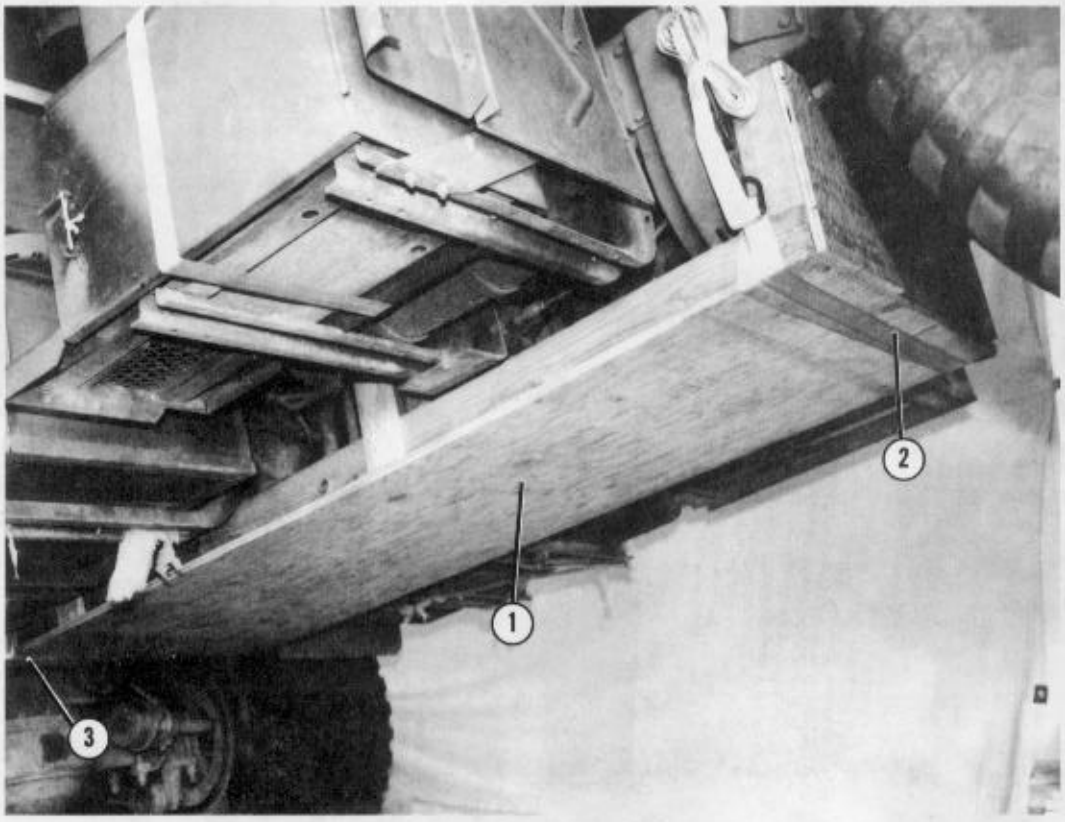


(1) Pass the end of a 15-foot tiedown strap around the right frame rail, under the front part of the oil pan, and around the left frame rail. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(2) Install a second 15-foot tiedown strap as explained in step 1 above, except under the rear of the oil pan. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 7-25. Engine supports installed

CAUTION
Ensure the frame support is not placed on hydraulic lines.



(1) Position the frame support under the mainframe as shown.

(2) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Pass one end of the strap around one mainframe rail near the front of the frame support. Pass the other end of the strap under the frame support and around the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Install a second 30-foot tiedown strap near the rear of the frame support, adapting the procedures in step 2 above.

Note: Position the load binders on the side of the frame support so that they will not touch the honeycomb stack.

Figure 7-26. Frame support installed

7-8. Positioning Truck

Position the truck as described below.

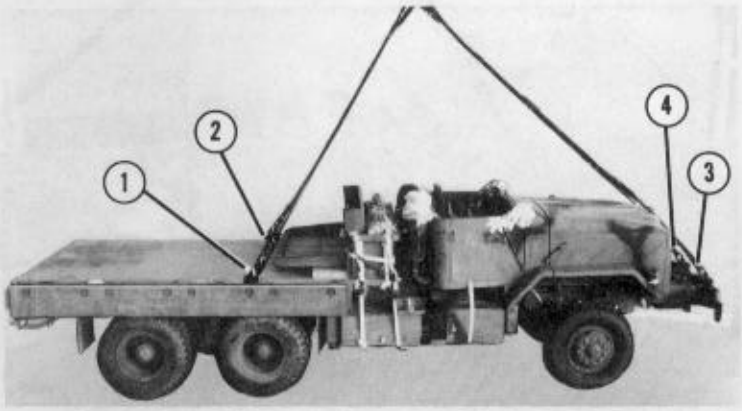
a. Install four 16-foot (4-loop), type XXVI nylon webbing slings as shown in Figure 7-27.

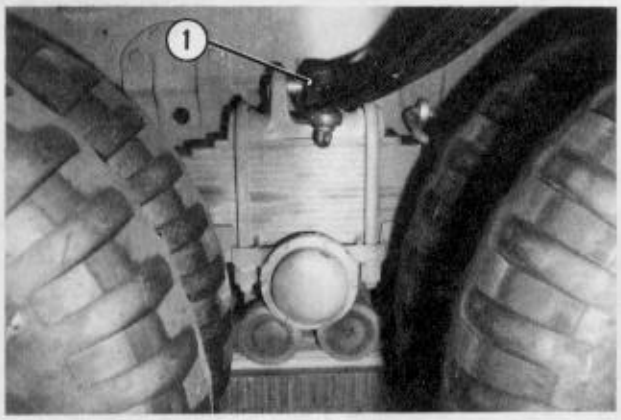
b. Position the truck on the honeycomb stacks as shown in Figure 7-28.

c. Remove the slings as shown in Figure 7-28.

Note:
Other slings of equal or greater strength may be used to lift the truck.

Note: Pad or tape the area where the slings touch the truck to protect the slings.





(1) Pass the end of a 16-foot (4-loop), type XXVI nylon webbing sling between the side body and the body floor of the truck. Attach the end of the sling to the spring saddle with a screw-pin clevis.

(2) Install another sling on the other side of the truck as described in step 1 above.

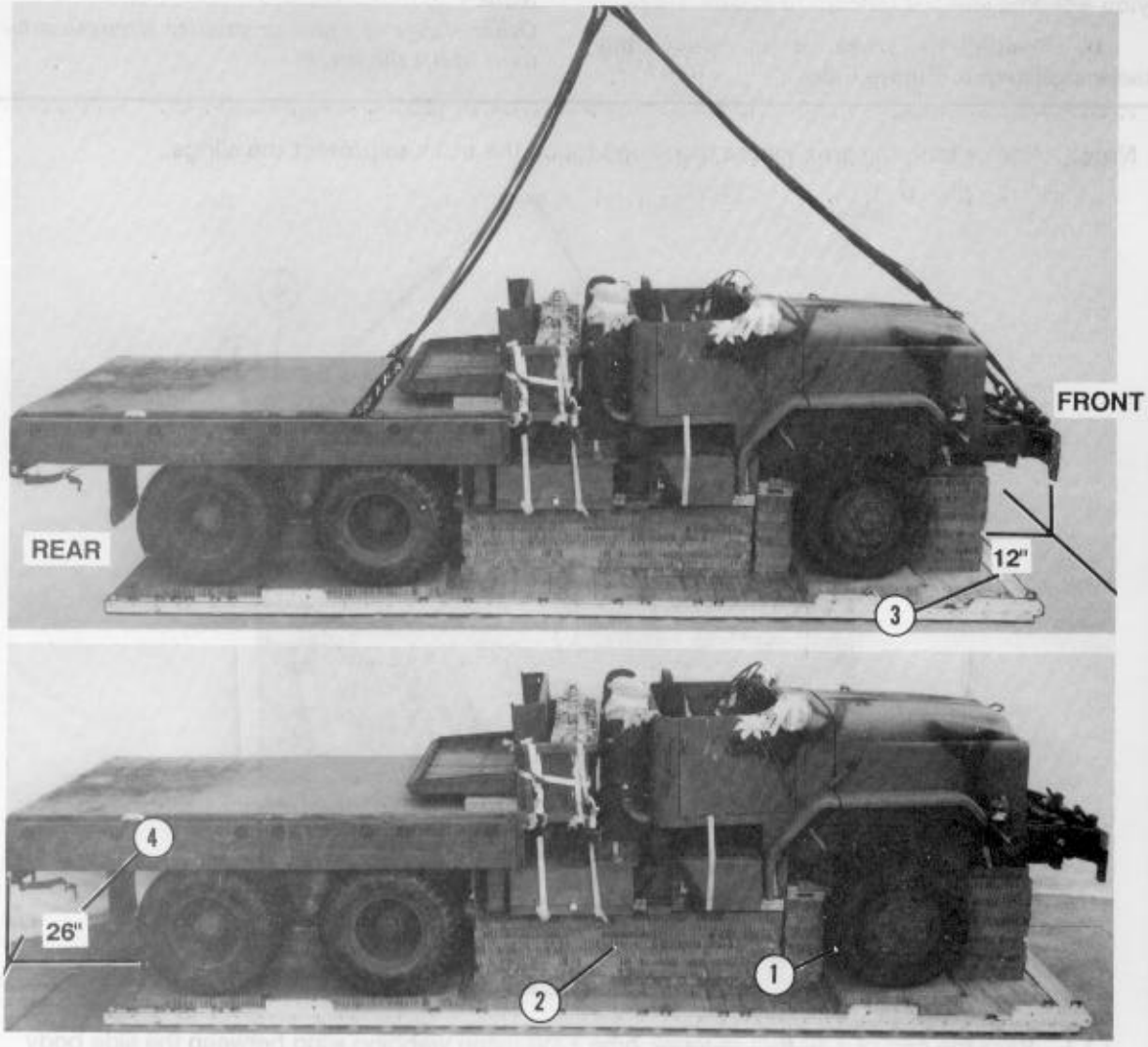
(3) Attach the end of a 16-foot (4-loop), type XXVI nylon webbing sling to a front lifting shackle with a large clevis.

(4) Install another sling on the other side of the truck as described in step 3 above.

Note: After slings are attached to the truck and the lifting device, place the transmission lever in neutral and release the brakes.

Figure 7-27. Lifting slings installed

Note: The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.



Lift the truck with the lifting slings, and position it on the honeycomb stacks with:

(1) The front axle centered on stack 2.

(2) The frame support centered on stack 4.

(3) The front bumper overhanging the front of the platform by 12 inches.

(4) The rear of the truck overhanging the rear of the platform by 26 inches.

Note: After the truck is positioned, remove the lifting slings.

Figure 7-28. Truck positioned

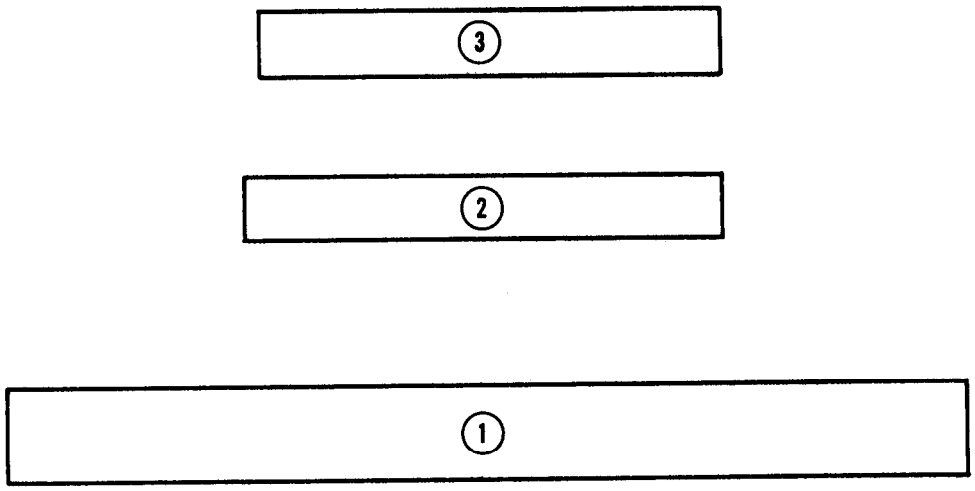
7-9. Constructing and Installing Front Suspension Sling Spreaders

Construct and install the front suspension sling spreaders as described below.

a. Construct the front suspension sling spreaders as shown in Figures 7-29 through 7-32.

b. Install the front suspension sling spreaders as shown in Figure 7-33.

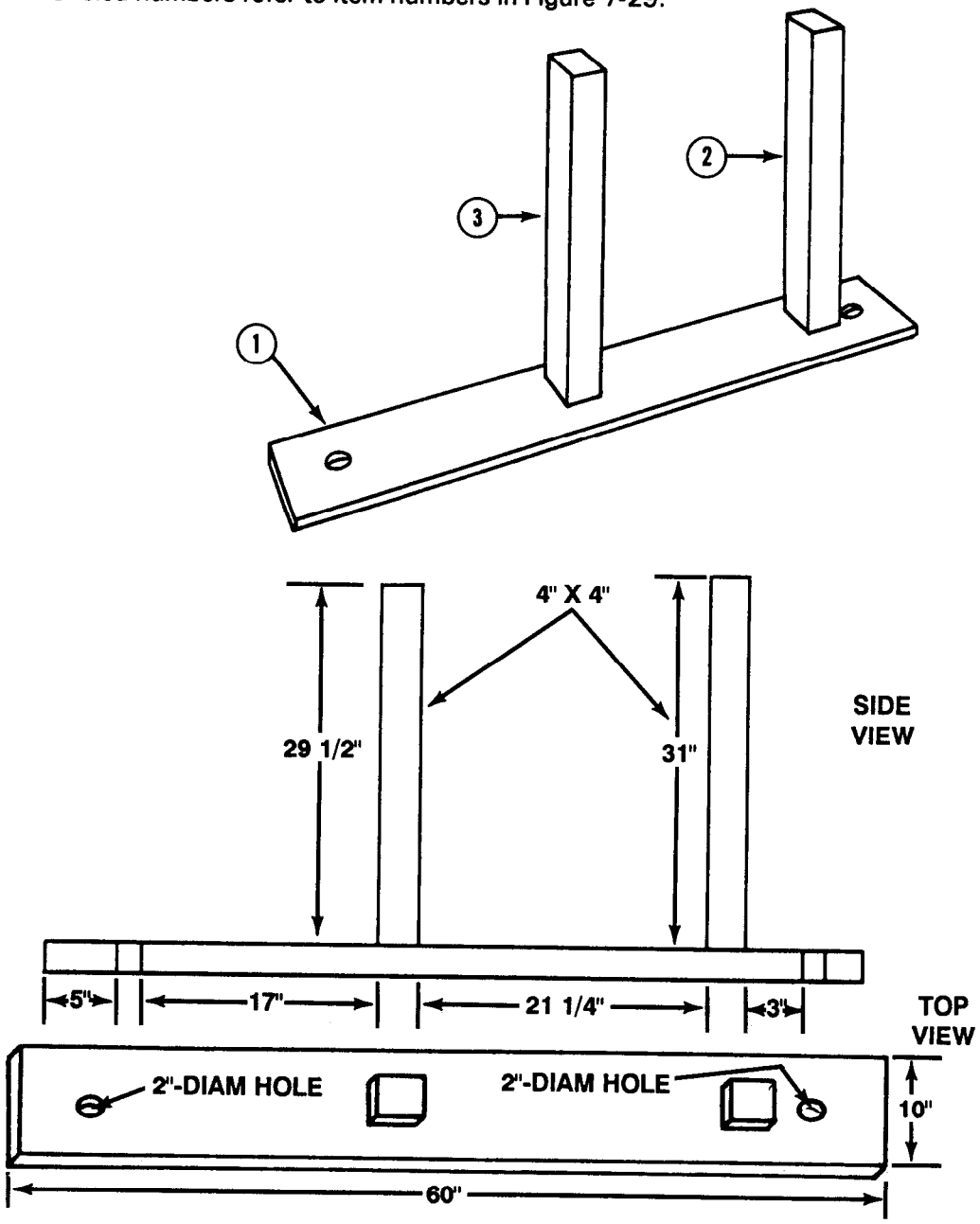
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	1	3 1/2 (actual)	31	4- by 4-inch lumber
3	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber

Figure 7-29. Material required for the left front suspension sling spreader

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-29.

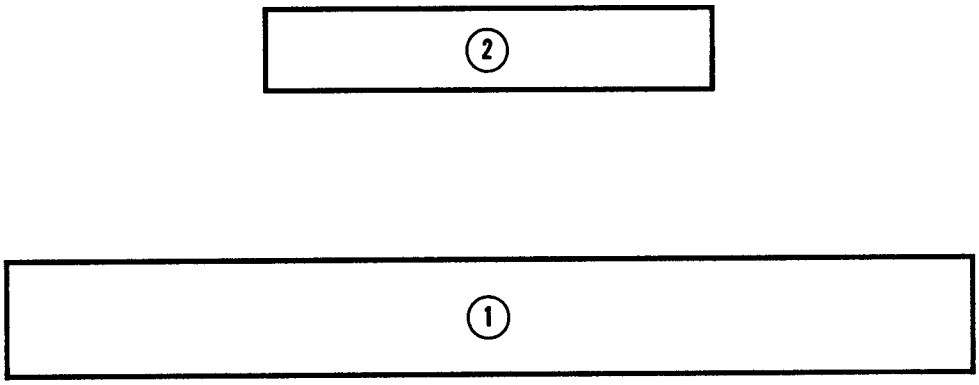


Step:

1. Construct a left front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 7-30. Left front suspension sling spreader constructed

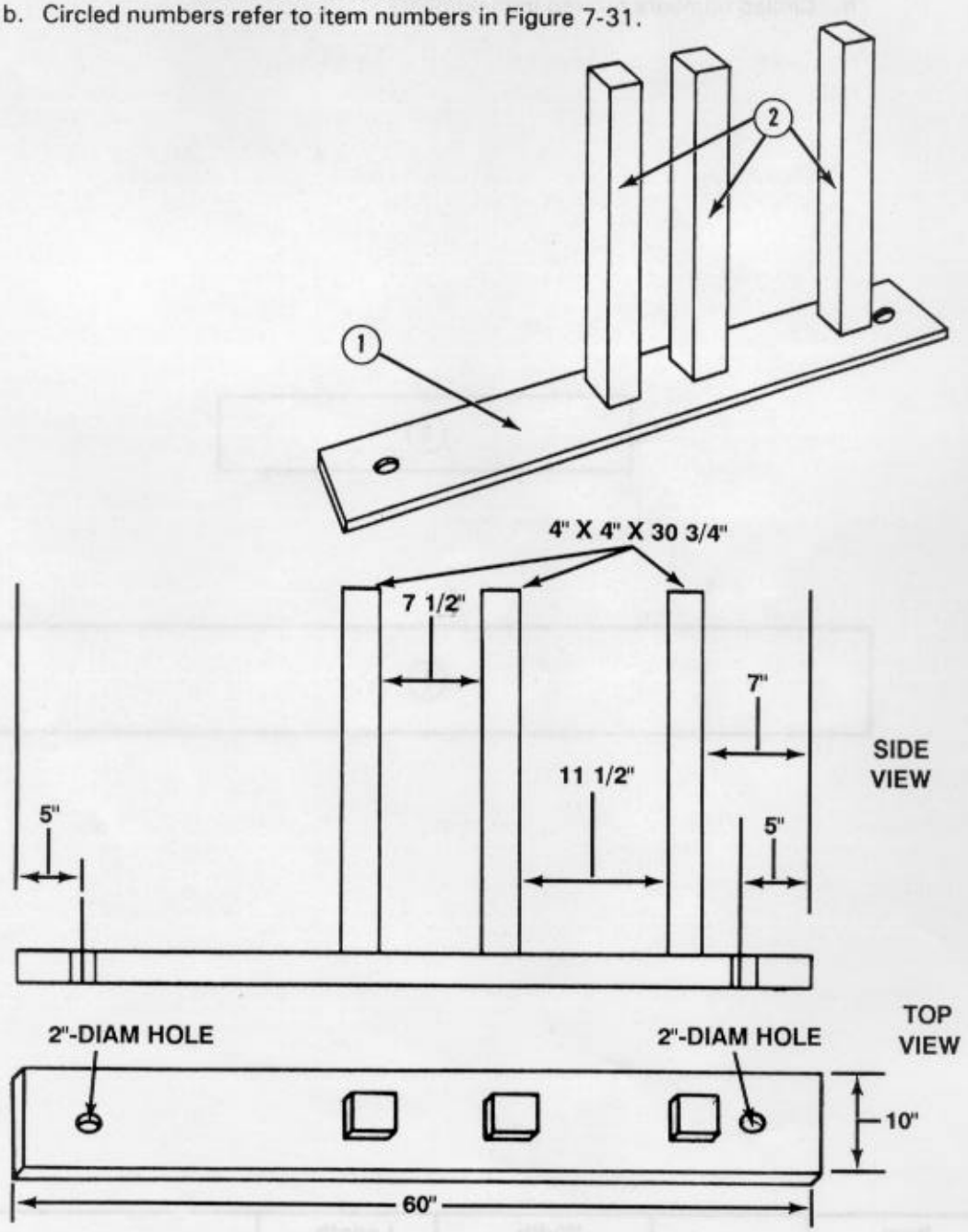
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	3	3 1/2 (actual)	30 3/4	4- by 4-inch lumber

Figure 7-31. Material required for the right front suspension sling spreader

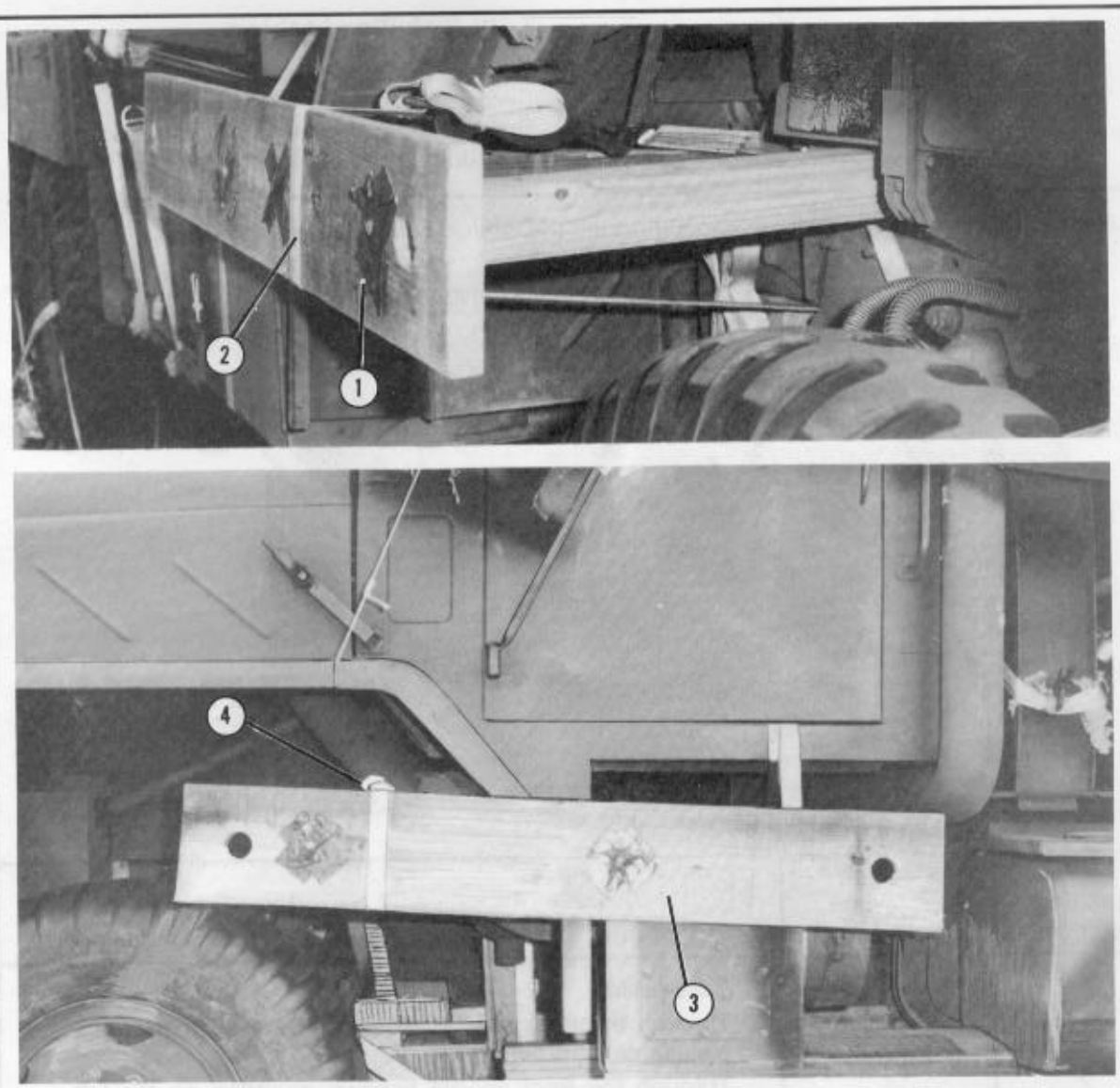
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-31.



Step:

1. Construct a right front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 7-32. Right front suspension sling spreader constructed



(1) Position the right front suspension sling spreader against the mainframe of the truck as shown.

(2) Pass the free end of a 15-foot tiedown strap around the mainframe and around the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Position the left front suspension sling spreader against the mainframe of the truck as shown.

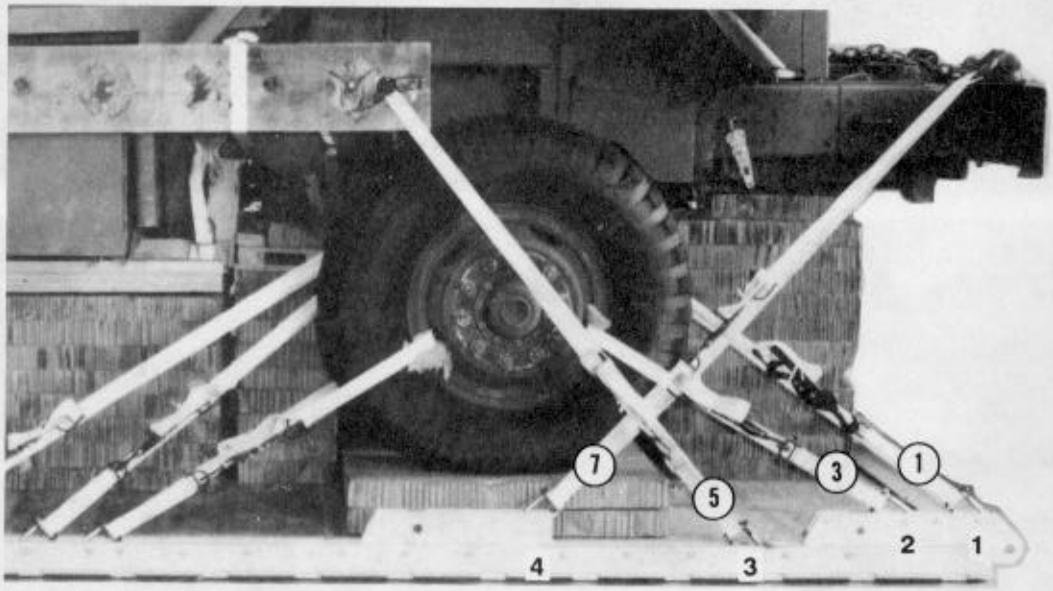
(4) Pass the free end of a 15-foot tiedown strap around the mainframe and around the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 7-33. Front suspension sling spreaders installed

7-10. Installing Lashings

Lash the truck to the platform using thirty 15-foot tiedown assemblies as shown in Figures 7-34 through 7-38. Secure the ends of the lashings according to FM 10-500-2/TO 13C7-1-5.

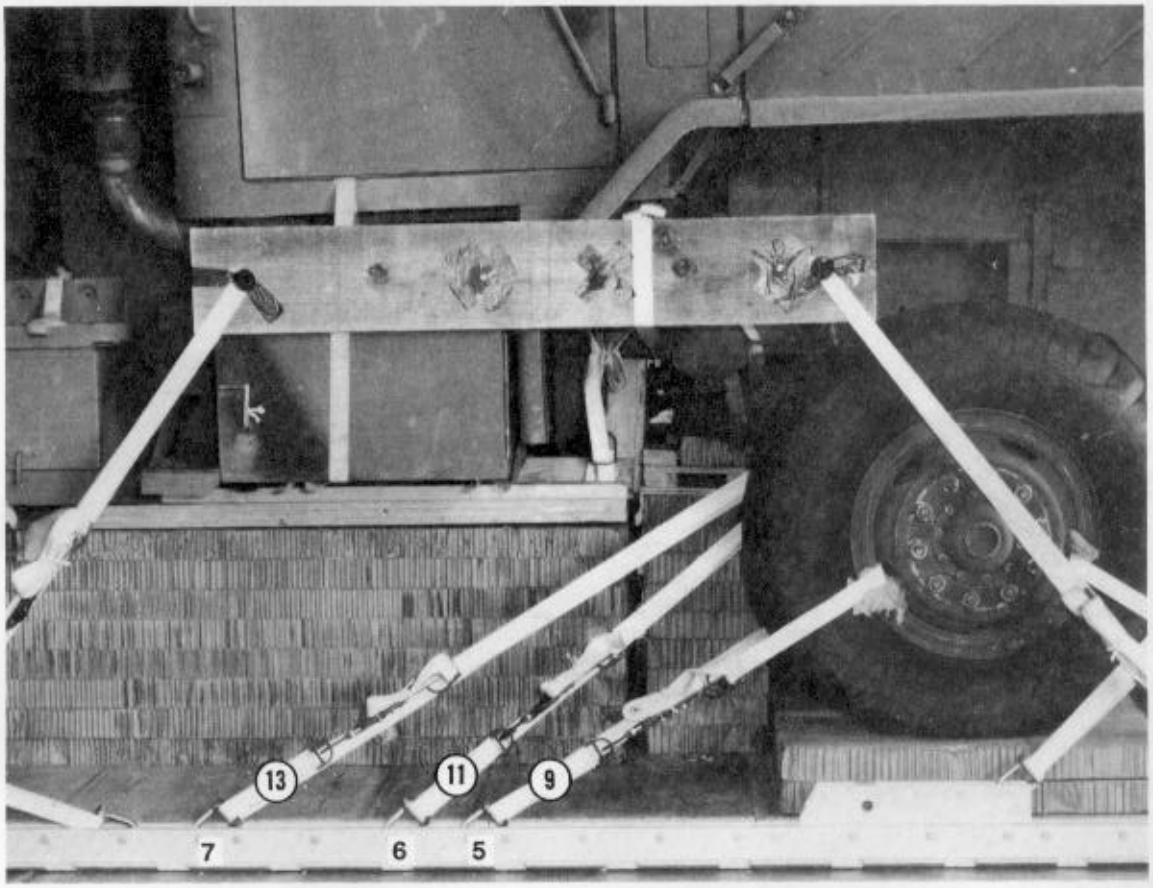
Note: Pad all lashings that are looped through the wheels with cellulose wadding.



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Through the front special tiedown provision on the right mainframe.
2	1A	Through the front special tiedown provision on the left mainframe.
3	2	Through the front wheel, right side.
4	2A	Through the front wheel, left side.
5	3	Through the front hole in the right front suspension sling spreader.
6	3A	Through the front hole in the left front suspension sling spreader.
7	4	Through the front lifting shackle, right side.
8	4A	Through the front lifting shackle, left side.

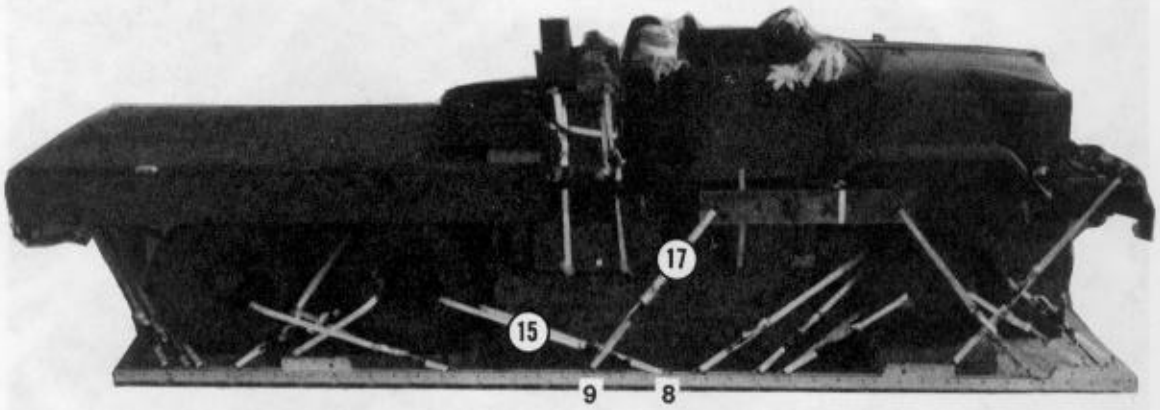
Note: See Figure 7-22, step 6, for the locations of the front special tiedown provisions.

Figure 7-34. Lashings 1 through 8 installed



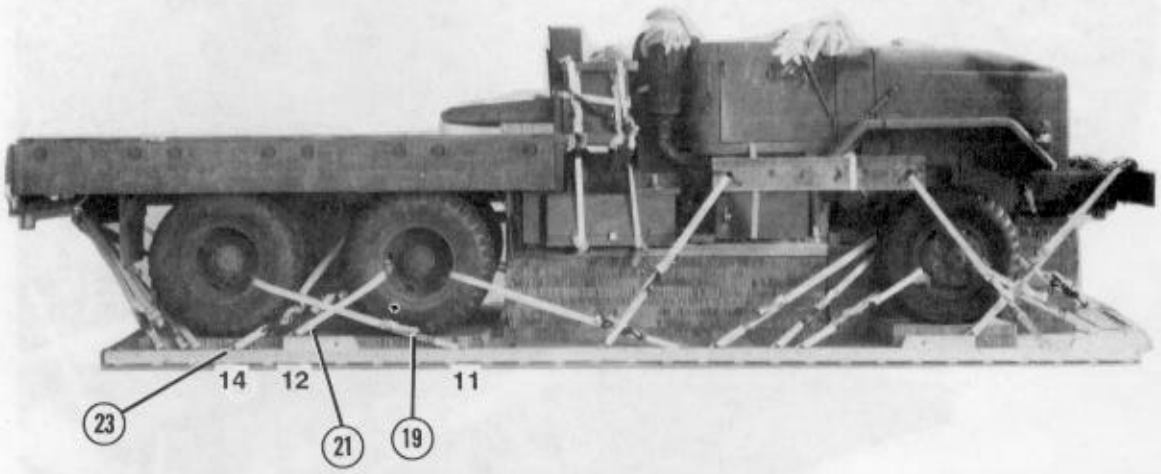
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
9	5	Through the front wheel, right side.
10	5A	Through the front wheel, left side.
11	6	Through the front special tiedown provision on the right mainframe.
12	6A	Through the front special tiedown provision on the left mainframe.
13	7	Through the front special tiedown provision on the right mainframe.
14	7A	Through the front special tiedown provision on the left mainframe.

Figure 7-35. Lashings 9 through 14 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
15	8	Through the front outside dual wheel, right side.
16	8A	Through the front outside dual wheel, left side.
17	9	Through the rear hole in the right front suspension sling spreader.
18	9A	Through the rear hole in the left front suspension sling spreader.

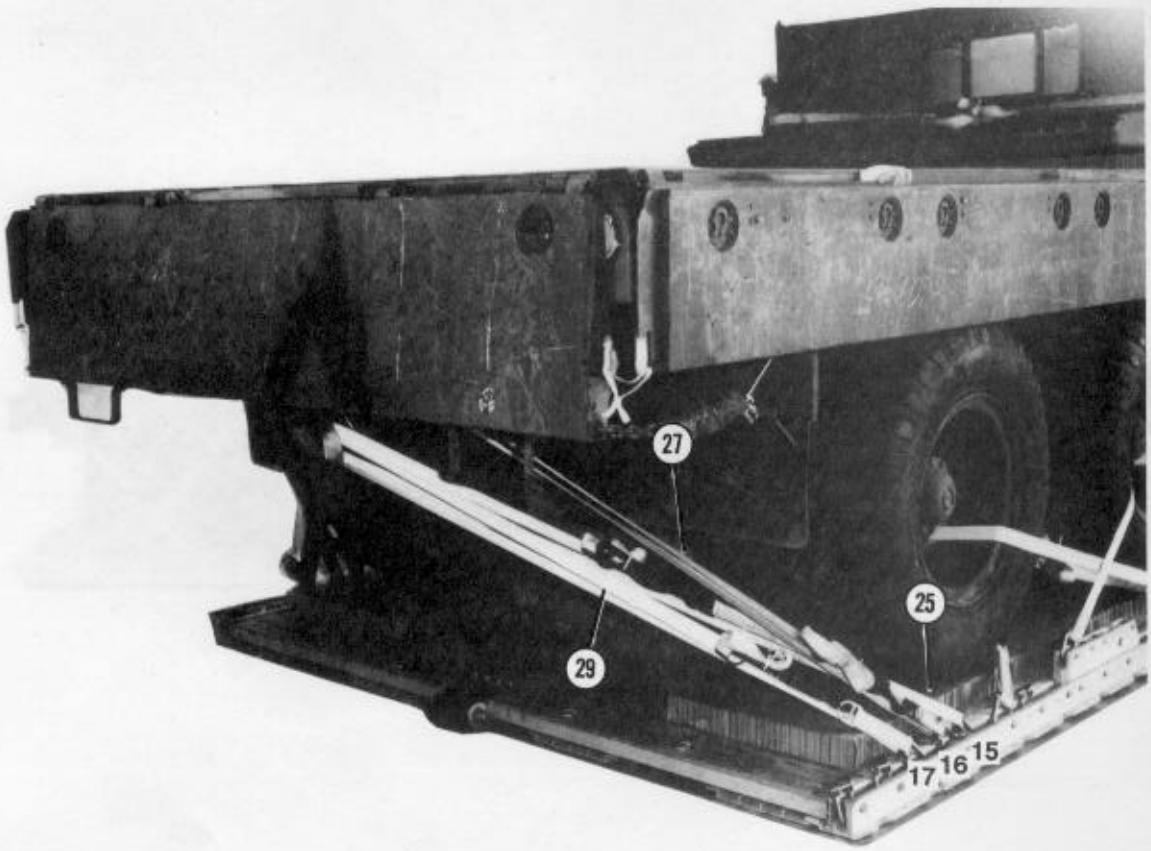
Figure 7-36. Lashings 15 through 18 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
19	11	Through the rear outside dual wheel, right side.
20	11A	Through the rear outside dual wheel, left side.
21	12	Through the front outside dual wheel, right side.
22	12A	Through the front outside dual wheel, left side.
23	14	Through the special tiedown provision on the right mainframe.
24	14A	Through the special tiedown provision on the left mainframe.

Note: See Figure 7-22, step 7, for the locations of the rear special tiedown provisions.

Figure 7-37. Lashings 19 through 24 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
25	15	Through the towing pintle.
26	15A	Through the towing pintle.
27	16	Through the rear towing shackle, right side.
28	16A	Through the rear towing shackle, left side.
29	17	Through the towing pintle.
30	17A	Through the towing pintle.

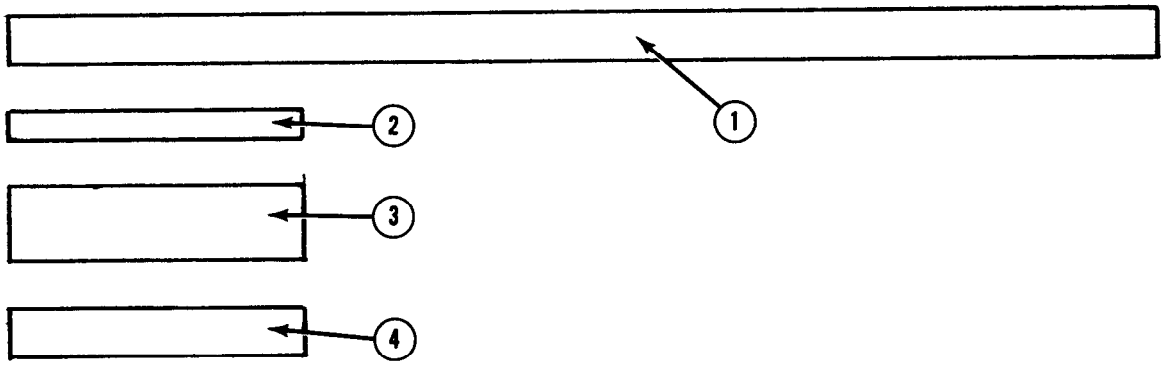
Figure 7-38. Lashings 25 through 30 installed

7-11. Constructing and Installing Rear Suspension Sling Spreader

Use the material in Figure 7-39 to build the rear suspension sling spreader. Construct the rear suspension sling spreader as shown in Figure 7-40.

Install the rear suspension sling spreader as shown in Figure 7-41.

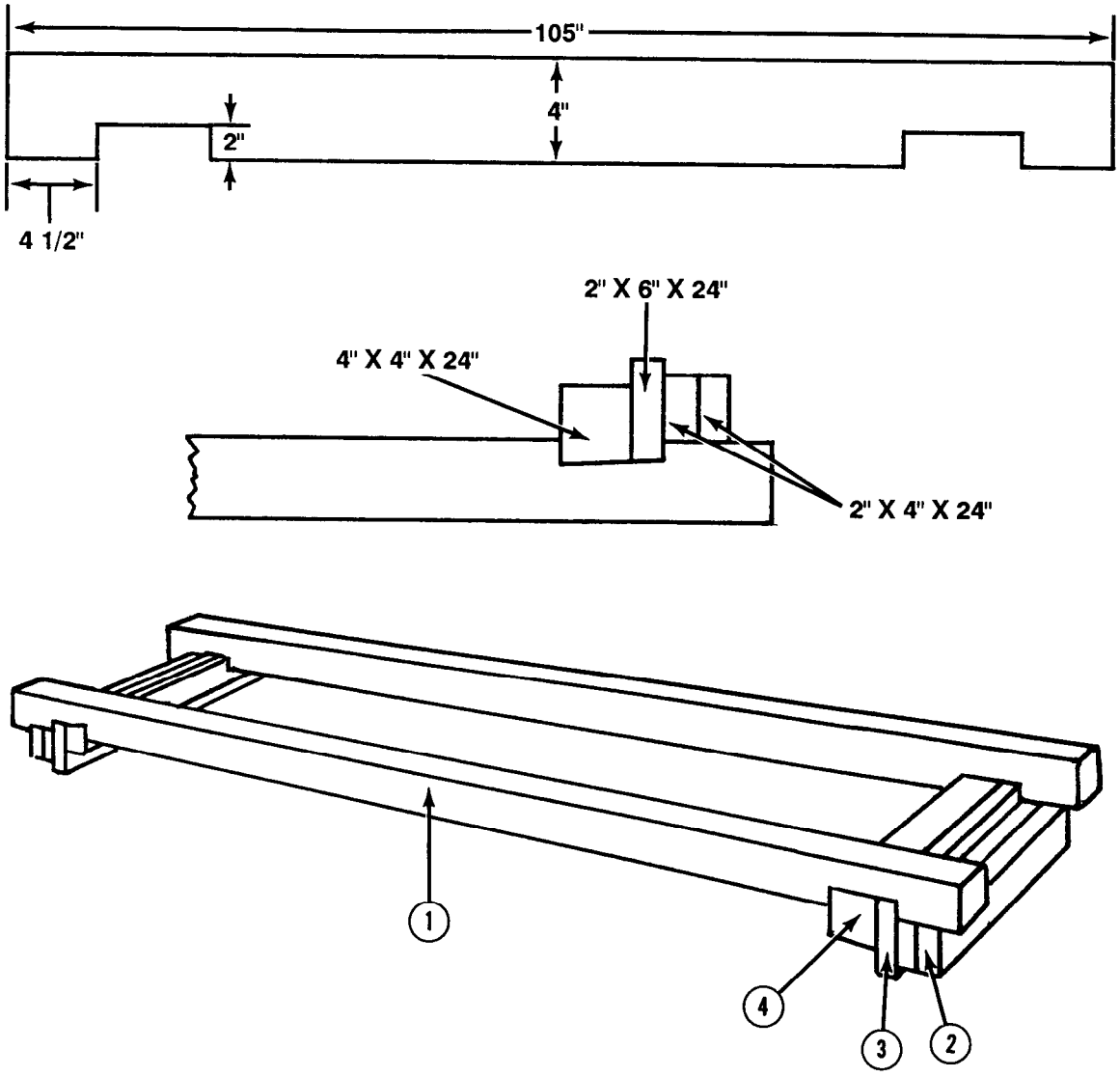
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	1 3/4 (actual)	105	4- by 4-inch lumber
2	4	1 3/4 (actual)	24	2- by 4-inch lumber
3	2	1 3/4 (actual)	24	2- by 6-inch lumber
4	2	3 1/2 (actual)	24	4- by 4-inch lumber

Figure 7-39. Material required for the rear suspension sling spreader

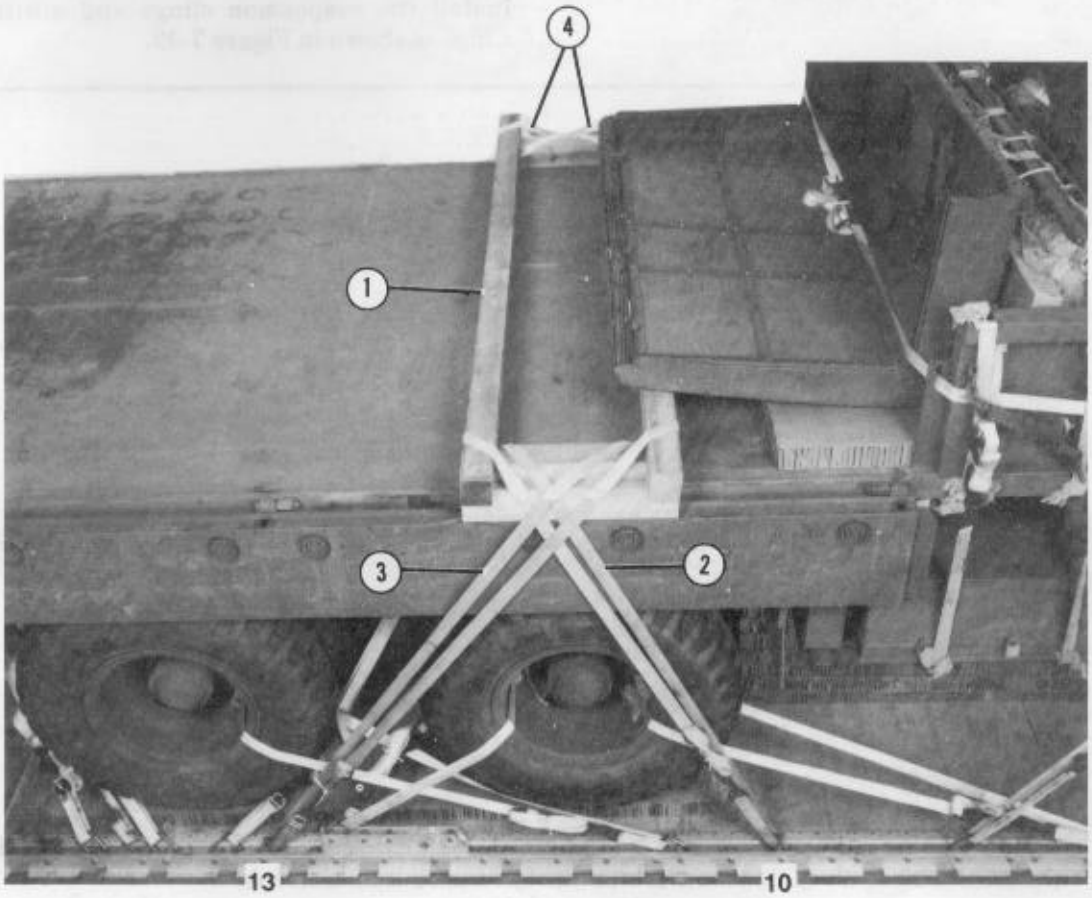
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 7-39.



Step:

1. Construct a rear suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 7-40. Rear suspension sling spreader constructed



(1) Center the rear suspension sling spreader on the truck body and over the front dual wheels. Make sure the notched portion of the 2- by 6-inch lumber is over the second (from the front) side body hinge.

(2) Pass the free end of a 15-foot tiedown strap around the rear 4- by 4- by 105-inch piece of lumber on the right side of the truck. Pass the free end of the lashing through clevis 10. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

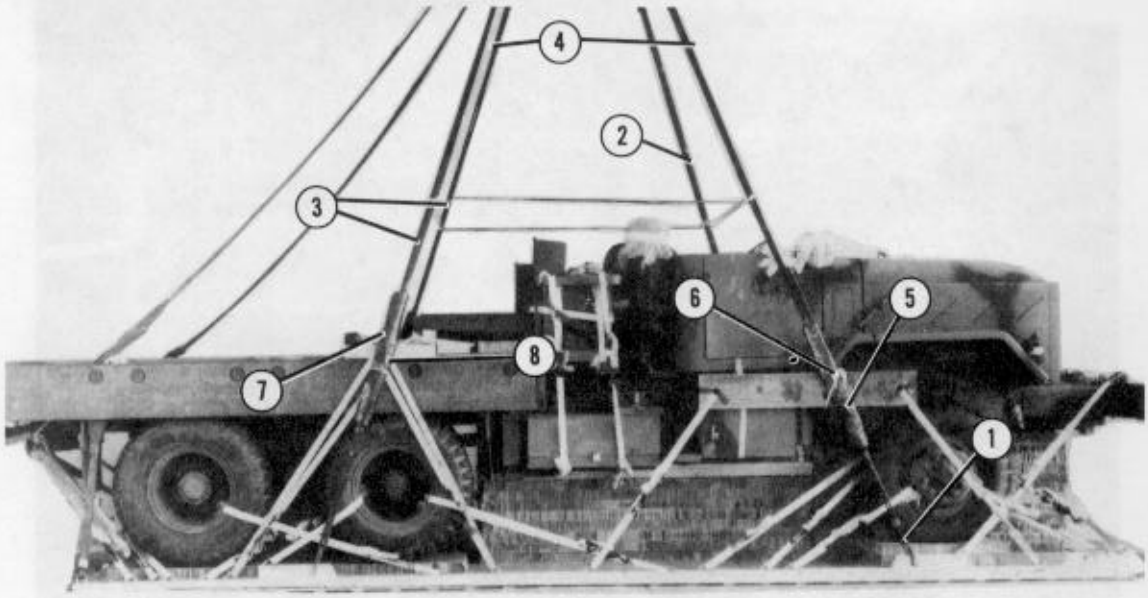
(3) Pass the free end of a 15-foot tiedown strap around the front 4- by 4- by 105-inch piece of lumber on the right side of the truck. Pass the free end of the lashing through clevis 13. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Adapt the procedures in steps 2 and 3 above and secure the left side of the rear suspension sling spreader.

Figure 7-41. Rear suspension sling spreader installed

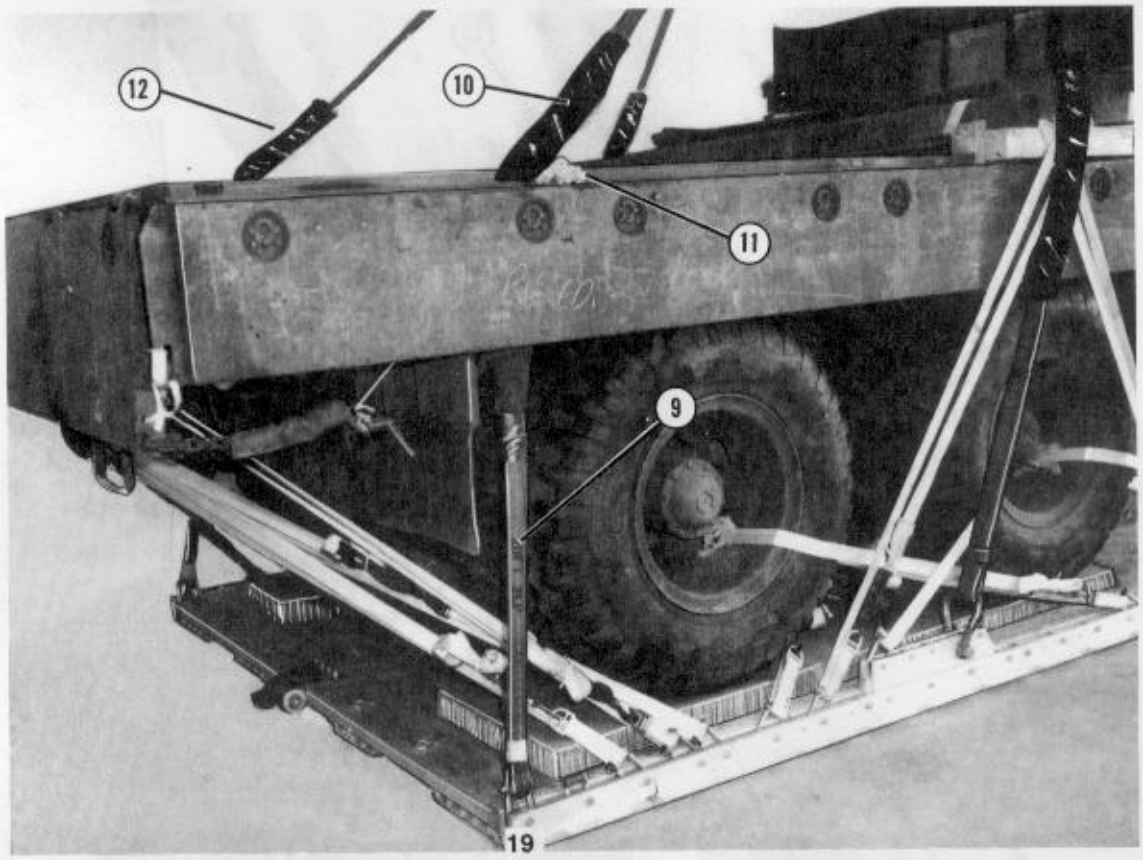
7-12. Installing Suspension Slings and Antitumble Slings

Install the suspension slings and antitumble slings as shown in Figure 7-42.



1. Place the bell portion of a large clevis through the loop of a 20-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link.
2. Place the bell portion of a large clevis through the loop of a 20-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the left front suspension link.
3. Using two 16-foot (4-loop), type XXVI nylon webbing slings, adapt the procedures in steps 1 and 2 above and install the rear suspension slings to the rear suspension links.
4. Pull the suspension slings tight above the load.
5. Wrap a 15- by 36-inch piece of felt around each front suspension sling 30 inches from the large clevis. Tape the felt in place.
6. Tie each front suspension sling to the front suspension sling spreader with a turn of 1/2-inch tubular nylon webbing.
7. Wrap a 15- by 36-inch piece of felt around each rear suspension sling 30 inches from the large clevis. Tape the felt in place.
8. Tie each rear suspension sling to the side board ring tiedown with a single turn of 1/2-inch tubular nylon webbing.

Figure 7-42. Suspension slings and antitumble slings installed



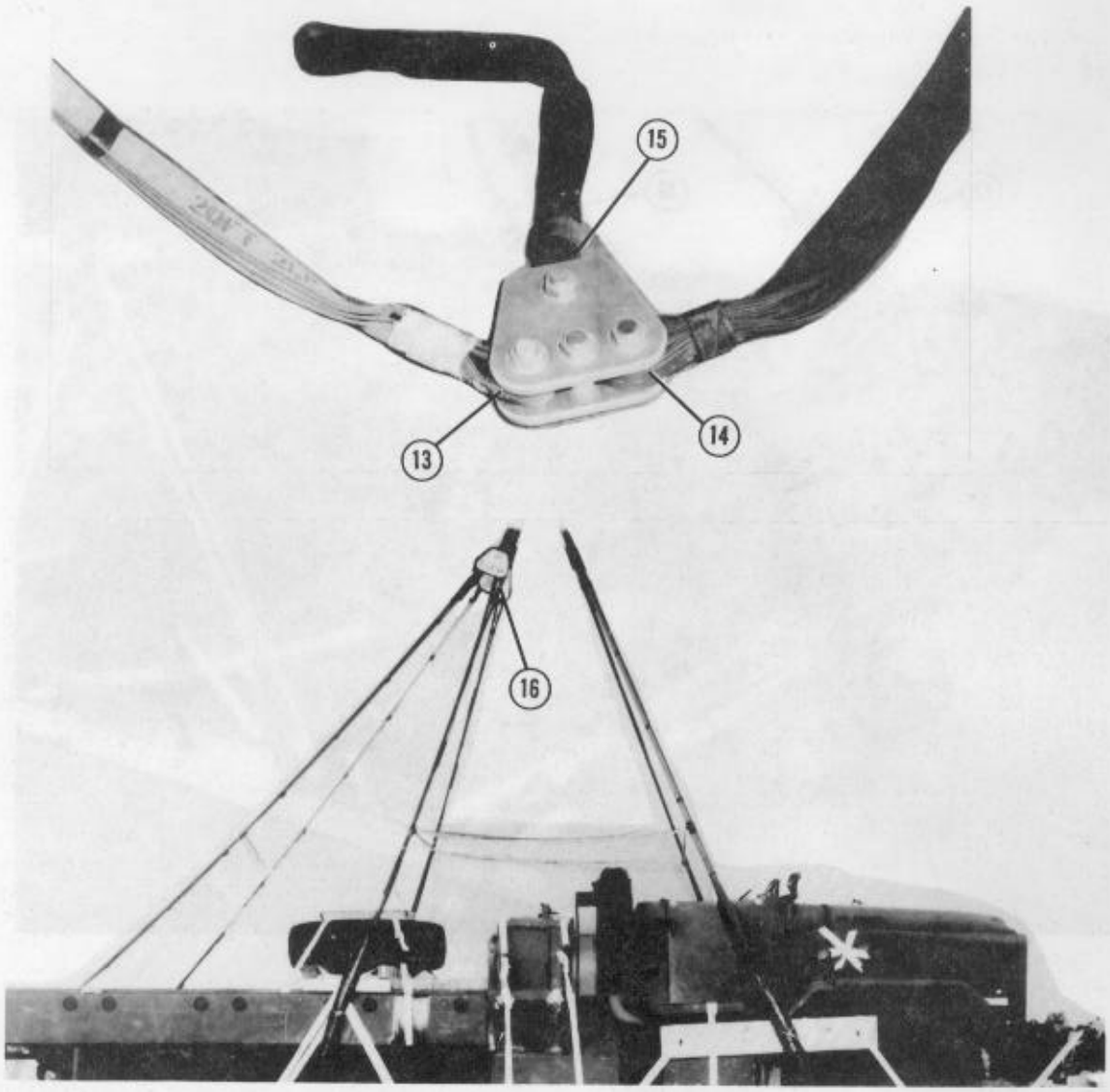
(9) Pass one end of a 20-foot (2-loop), type XXVI nylon webbing sling (antitumble sling) between the right side body and the body floor to the rear of the fourth side body hinge. Attach the end of the sling to tiedown clevis 19.

(10) Slide a cloth sling cover over the sling. Slide the cover toward the clevis until it covers the area of the sling which touches the truck. Tape the sling cover in place. Cloth material or cellulose wadding may be substituted for the sling cover.

(11) Pad the fourth side body hinge with cellulose wadding, and tape the wadding in place.

(12) Adapt the procedures in steps 9 through 11 above and install an antitumble sling on the left side of the truck.

Figure 7-42. Suspension slings and antitumble slings installed (continued)



(13) Attach the free end of the right antitumble sling to the left outside bolt of a four-point link assembly.

(14) Attach the free end of the right rear suspension sling to the right outside bolt of the four-point link assembly.

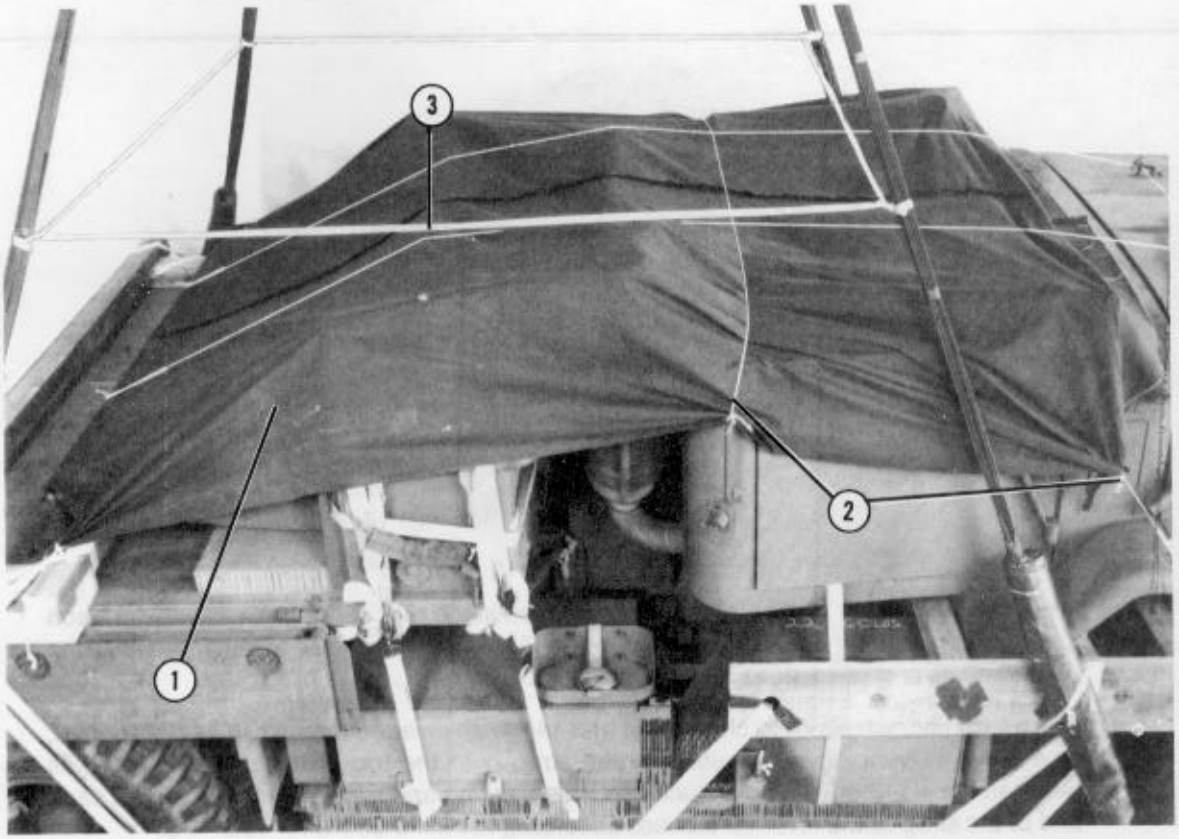
(15) Attach a 3-foot (4-loop), type XXVI nylon webbing sling to the top bolt of the four-point link assembly.

(16) Adapt the procedures in steps 13 through 15 above and install a four-point link assembly and 3-foot sling on the left side of the load.

Figure 7-42. Suspension slings and antitumble slings installed (continued)

7-13. Installing Load Cover and Deadman's Tie

Install the load cover and deadman's tie as shown in Figure 7-43.



(1) Place a 10- by 12-foot piece of duck cloth (load cover) over the truck cab.

(2) Tie the load cover in place with type III nylon cord.

(3) Install a deadman's tie according to FM 10-500-2/TO 13C7-1-5.

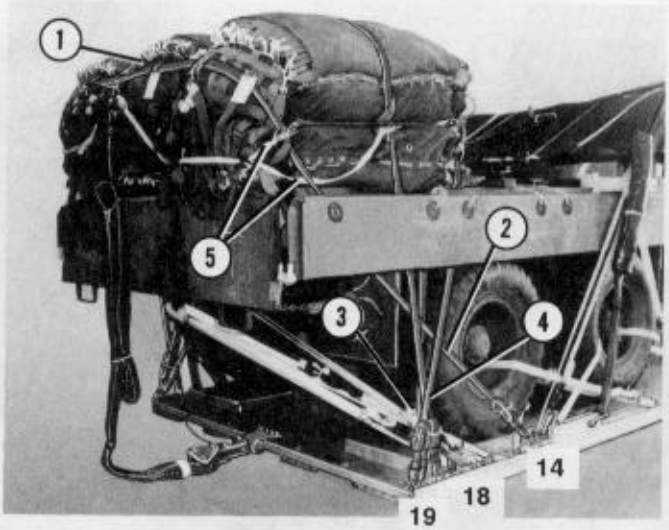
Figure 7-43. Load cover and deadman's tie installed

7-14. Stowing Cargo Parachutes

NOTICE OF EXCEPTION

The parachute requirements and the parachute restraint straps in this paragraph are not in accordance with FM 10-500-2/TO 13C7-1-5. Six G-11C cargo parachutes and type X nylon webbing used as restraint straps are authorized to be used with this load.

Stow six G-11C cargo parachutes on the truck as shown in Figure 7-44.



(1) Prepare and position six G-11C cargo parachutes in the rear of the truck as shown. Each parachute requires a 120-foot riser extension. Make sure the riser extensions meet the requirements and restrictions in FM 10-500-2/TO 13C7-1-5.

(2) Bolt a load tiedown clevis to clevises 14 and 14A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the top of the cargo parachutes between the side body and the truck bed. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

(3) Install a 10-yard, type X nylon webbing parachute restraint strap over the bottom of the parachutes between the side body and the truck bed. Use a D-ring and a load binder to secure each end of the strap to clevises 19 and 19A according to FM 10-500-2/TO 13C7-1-5.

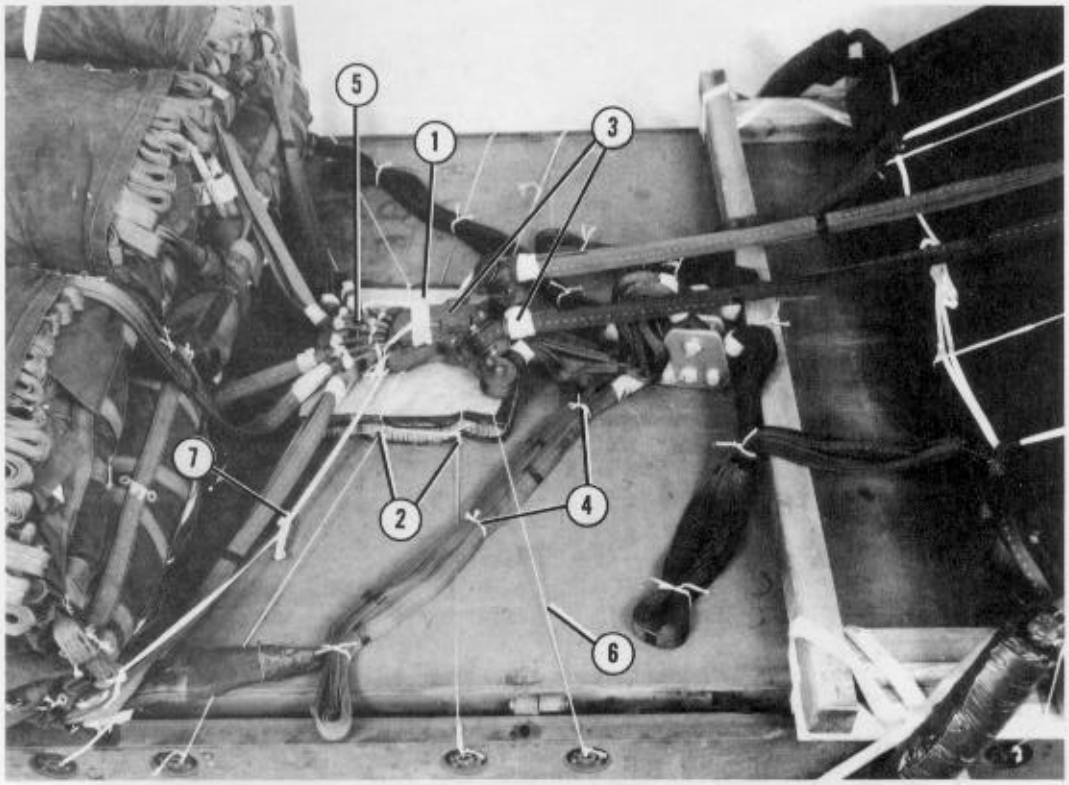
(4) Bolt a load tiedown clevis to clevises 18 and 18A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the center of the cargo parachutes between the side body and the truck bed. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

(5) Install two multicut parachute release straps according to FM 10-500-2/TO 13C7-1-5.

Figure 7-44. Six G-11C cargo parachutes installed

7-15. Installing Release System

Prepare and install the release system as shown in Figure 7-45.



(1) Center a 24- by 24-inch piece of honeycomb on the body floor of the truck, 12 inches in front of the parachutes. Tape all top and bottom edges of the honeycomb.

(2) Tie the honeycomb in place to convenient points on the truck with lengths of type III nylon cord.

(3) Prepare an M-2 cargo parachute release assembly according to FM 10-500-2/TO 13C7-1-5. Attach the release assembly to the suspension slings and the cargo parachutes according to FM 10-500-2/TO 13C7-1-5. Center the release assembly on the honeycomb positioned in step 1 above.

(4) Fold the suspension slings, and secure the folds with single turns of type I, 1/4-inch cotton webbing.

(5) Secure the top of the release assembly according to FM 10-500-2/TO 13C7-1-5.

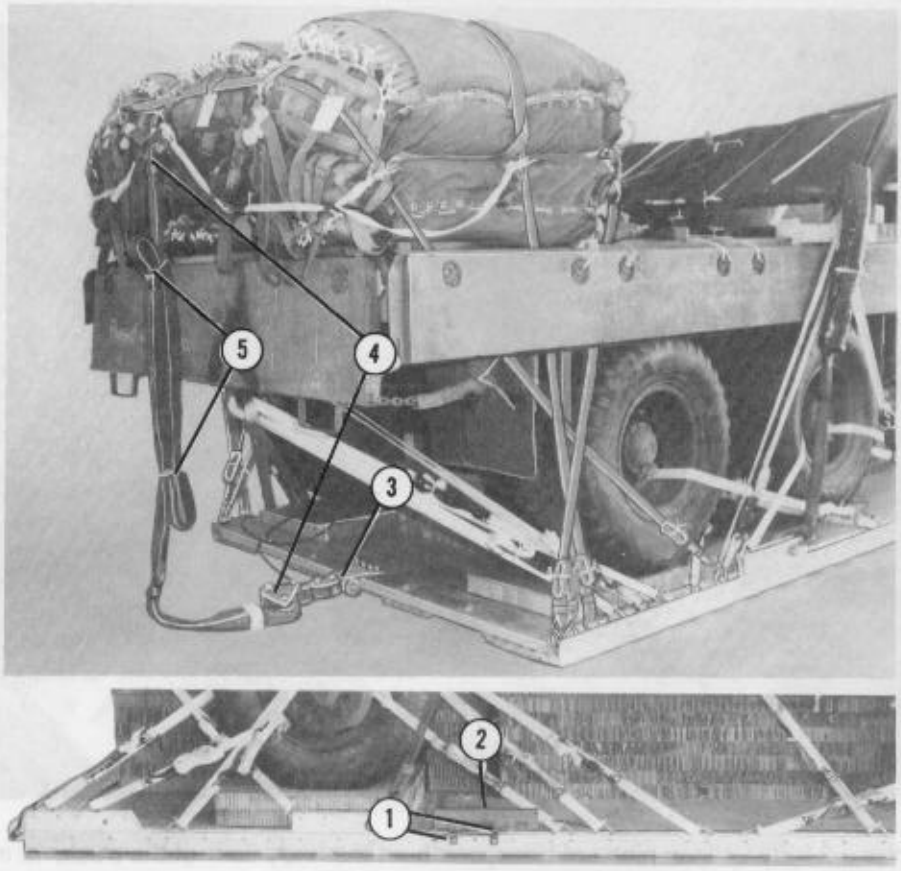
(6) Secure the bottom of the release assembly according to FM 10-500-2/TO 13C7-1-5.

(7) Install the arming lanyard according to FM 10-500-2/TO 13C7-1-5.

Figure 7-45. Release system installed

7-16. Installing Extraction System

Install the EFTC extraction system as shown in Figure 7-46.



(1) Attach the type V EFTA mounting brackets to the rear mounting holes in the left platform rail.

(2) Install a actuator with a 24-foot cable to the EFTA mounting brackets according to FM 10-500-2/TO 13C7-1-5.

(3) Use a 5-inch latch assembly adapter, and attach the latch assembly to the extraction bracket according to FM 10-500-2/TO 13C7-1-5 with the locking nut hole facing toward the left side of the platform.

(4) Connect one end of a 9-foot (4-loop), type XXVI nylon webbing sling (deployment line) to the top spacer of the link assembly. Connect the free end to the center large suspension clevis on the 3-foot clustering slings.

(5) Fold the excess deployment line, and secure the folds in place with tape or type I, 1/4-inch cotton webbing.

Figure 7-46. Extraction system installed.

7-17. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints on the load when it is dropped from a C-141 aircraft. Attach a large (1-inch) suspension clevis to the front hole of each tandem link on the front of the platform as outlined in FM 10-500-2/TO 13C7-1-5.

7-18. Placing Extraction Parachutes

Place the extraction parachutes as described below.

a. C-130 Aircraft. Place two heavy-duty, 28-foot cargo extraction parachutes; a 60-foot (6-loop), type XXVI nylon webbing extraction line; an extraction line leaf; and a four-point link assembly on the load for installation in the aircraft as outlined in FM 10-500-2/TO 13C7-1-5.

b. C-141 Aircraft. Place one heavy-duty, 28-foot cargo extraction parachute; a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line; and an extraction line leaf on the load for installation in the aircraft as outlined in FM 10-500-2/TO 13C7-1-5.

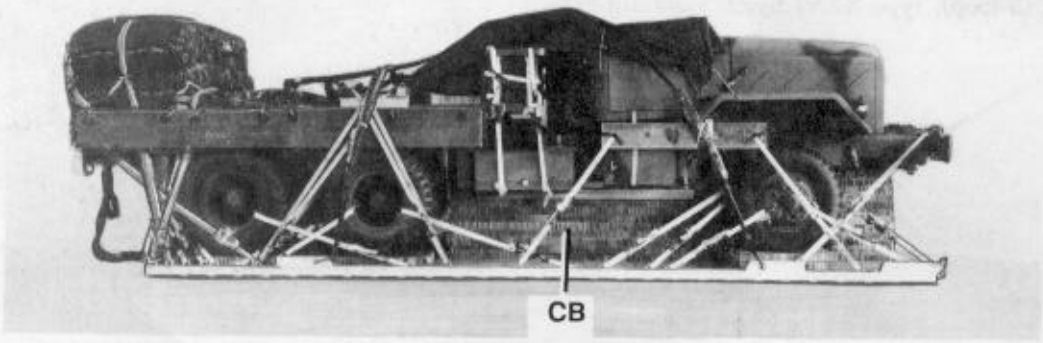
7-19. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 7-47. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

7-20. Equipment Required

Use the equipment listed in Table 7-1 to rig this load.

CAUTION
Make the final rigger inspection required by FM 10-500-2/TO 13C7-1-5 before the load leaves the rigging site.



RIGGED LOAD DATA

Weight:	Load shown	27,900 pounds
	Maximum load allowed	28,450 pounds
Height		99 inches
Width		108 inches
Length		326 inches
Overhang:	Front	12 inches
	Rear	26 inches
CB (from front edge of platform)		154 inches
Extraction System		EFTC

Figure 7-47. M925, 5-ton cargo truck rigged for low-velocity airdrop on a type V platform

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
3990-00-937-0272	Binder, load, 10,000-lb	6
1670-01-035-6054	Bridle, extraction line bag	
	(Use w extraction line leaf.)	1
4030-00-090-5354	Clevis, suspension, 1-in (large)	6
8305-00-242-3593	Cloth, cotton duck, 60-in	As required
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-434-5782	Coupling, airdrop, extraction force transfer,	
	w 24-ft cable	1
	Cover:	
1670-00-360-0328	Clevis, large	6
1670-00-360-0329	Link assembly (type IV)	20
8135-00-664-6958	Cushioning material, packaging, cellulose	
	wadding	As required
5365-00-937-0147	D-ring, heavy-duty, 10,000-lb	6
8305-00-958-3685	Felt, 1/2-in thick	As required
	Frame support:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	10-in	2
	20-in	2
	26-in	2
5510-00-220-6448	2- by 6- by 26-in	1
5510-00-220-6274	4- by 4-in:	
	10-in	8
	10 3/4-in	1
	33-in	2
	96-in	2
5530-00-128-4981	Plywood, 3/4-in:	
	3 1/2- by 12 1/4-in	1
	3 1/2- by 13 1/2-in	8
	8 1/2- by 20-in	1

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	13 1/2- by 13 1/2-in	3
	13 1/2- by 21 1/2-in	1
	36- by 96-in	1
1670-01-183-2678	Leaf, extraction line	2
	Line, extraction:	
1670-00-003-1957	60-ft (6-loop), type XXVI nylon webbing or	1
1670-01-064-4454	60-ft (6-loop), type XXVI nylon webbing (for C-130 aircraft)	1
1670-01-107-7651	140-ft (3-loop), type XXVI nylon webbing (for C-141 aircraft)	1
	Link assembly:	
1670-00-006-2752	Four-point	2
	Two-point:	1
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(2)
5310-00-232-5165	Nut, 1-in	(2)
1670-00-003-1954	Plate, side, 5 1/2-in	(2)
5365-00-007-3414	Spacer, large	(2)
1670-00-783-5988	Type IV	20
	Load spreader for honeycomb stack 2:	
5510-00-220-6448	Lumber, 2- by 6-in:	
	8-in	2
	24-in	12
5530-00-128-4981	Plywood, 3/4- by 54- by 24-in	2
	Load spreader for honeycomb stack 3:	
5510-00-220-6146	Lumber, 2- by 4- by 36-in	3
5530-00-128-4981	Plywood, 3/4- by 36- by 12-in	2
	Load spreader for honeycomb stack 4:	
	Lumber:	
5510-00-220-6146	2- by 4- by 46-in	2
5510-00-220-6274	4- by 4- by 96-in	2

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
5530-00-128-4981	Plywood, 3/4-in:	
	4- by 96-in	2
	48- by 96-in	2
	Load spreader for honeycomb stack 5:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	8-in	4
	12-in	4
5510-00-220-6448	2- by 6-in:	
	12-in	4
	66-in	4
5530-00-128-4981	Plywood, 3/4-in:	
	4- by 12-in	4
	6- by 12-in	4
	33 1/2- by 66-in	4
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4663	16d	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	28 sheets
	8- by 96-in	(2)
	12- by 96-in	(7)
	18- by 9-in	(2)
	18- by 88-in	(2)
	21- by 96-in	(1)
	24- by 24-in	(3)
	24- by 96-in	(2)
	36- by 12-in	(9)
	36- by 24-in	(11)
	36- by 66-in	(5)
	36- by 88-in	(1)
	54- by 24-in	(3)
	96- by 36-in	(9)

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	Parachute:	
1670-01-016-7841	Cargo, G-11C	6
	Cargo extraction:	
1670-00-262-1797	28-ft or	2
1670-00-040-8135	28-ft, heavy-duty	2
	Platform, AD, type V, 24-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis, load tiedown	(38)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-247-2389	Suspension link	(4)
1670-01-162-2381	Tandem link	(2)
	Release, cargo parachute:	
1670-01-097-8817	M-2 (with modified components)	1
	Bolt, clevis (w sleeves), hardened	(2)
	Bolt, sleeve, hardened	(4)
	Shaft, toggle, reinforced	
	Spacer, steel, 2 3/8-in	(4)
	Sling, cargo, airdrop:	
	For antitumble slings:	
1670-01-062-6302	20-ft (2-loop), type XXVI nylon webbing	2
	For deployment line:	
1670-00-432-2501	9-ft (4-loop), type XXVI nylon webbing or	1
1670-01-062-6305	9-ft (4-loop), type XXVI nylon webbing	1
	For lifting:	
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	4
1670-00-003-7237	16-ft (4-loop), type XXVI nylon webbing or	4
1670-01-062-6308	16-ft (4-loop), type XXVI nylon webbing	4
	For riser extensions:	
1670-01-062-6311	120-ft (2-loop), type XXVI nylon webbing	6

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	For suspension:	
1670-00-432-2499	3-ft (4-loop), type XXVI nylon webbing or	2
1670-01-062-6306	3-ft (4-loop), type XXVI nylon webbing	2
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	2
1670-00-003-7237	16-ft (4-loop), type XXVI nylon webbing or	2
1670-01-062-6308	16-ft (4-loop), type XXVI nylon webbing	2
1670-00-003-1956	20-ft (4-loop), type XXVI nylon webbing or	2
1670-00-432-2511	20-ft (4-loop), type XXVI nylon webbing or	2
1670-01-064-4453	20-ft (4-loop), type XXVI nylon webbing	2
1670-00-040-8219	Strap, parachute release, multicut, comes w 3 knives	2
	Suspension sling spreader:	
	Front, left:	
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4-in:	
	29 1/2-in	1
	31-in	1
	Front, right:	
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4- by 30 3/4-in	3
	Rear:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	24-in	4
	105-in	2
5510-00-220-6448	2- by 6- by 24-in	2
5510-00-220-6274	4- by 4- by 24-in	2
8125-00-074-5124	Tape, adhesive, cloth-backed, type IV, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	58

Table 7-1. Equipment required for rigging the M925, 5-ton truck for low-velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	Tiedown provision	
	Front, special:	
No NSN	Steel, 1040, 1-in thick	2
No NSN	Cargo tiedown (MS 21237)	2
No NSN	Bolt (MS 90726-112)	4
	Rear, special:	
No NSN	Steel, 1040, 1-in thick	2
No NSN	Cargo tiedown (MS 21237)	2
	Webbing:	
8305-00-268-2411	Cotton, 1/4-inch, type I	As required
	Nylon:	
	Tubular:	
8305-00-082-5752	1/2-in or	As required
8305-00-268-2453	1/2-in	As required
8305-00-261-8584	Type X	As required

CHAPTER 8

RIGGING M925A1, 5-TON CARGO TRUCK ON A TYPE V PLATFORM

Section I

RIGGING TRUCK FOR LOW-VELOCITY AIRDROP

8-1. Description of Load

The M925A1, 5-ton cargo truck is rigged on a 24-foot, type V airdrop platform with six G-11B cargo parachutes and other items of airdrop equipment. The M925A1 truck with winch weighs 22,360 pounds. Its height is 116 inches, reducible to 91 inches. The width of the truck is 98 inches. The length of the truck with winch is 320 inches. This truck may be delivered by low-velocity airdrop from C-130 or C-141 aircraft. The truck you are rigging may vary slightly from the one shown, depending on the make and model. Adapt these procedures as necessary to rig your truck.

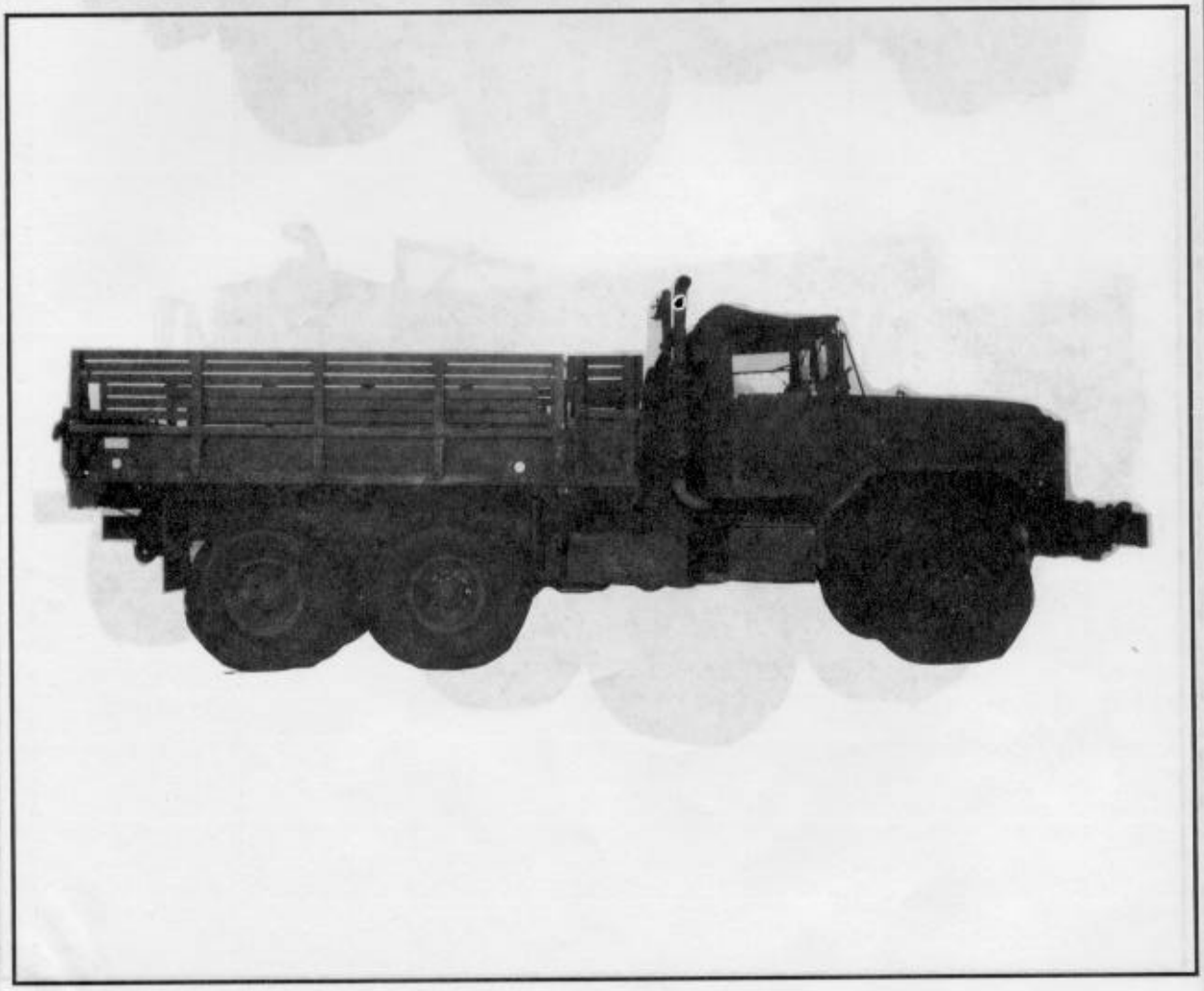


Figure 8-1. Right side of unrigged M925A1, 5-ton cargo truck



Figure 8-2. Front and rear views of unrigged M925A1, 5-ton cargo truck

8-2. Preparing Platform

Prepare a 24-foot, type V airdrop platform as described below.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to TM 10-1670-268-20&P/TO 13C7-52-22.

Note:
If the platform must be assembled, install the suspension links when assembling the platform as shown in Figure 8-3.

b. Installing Suspension Links. Install the suspension links as described in Figure 8-3.

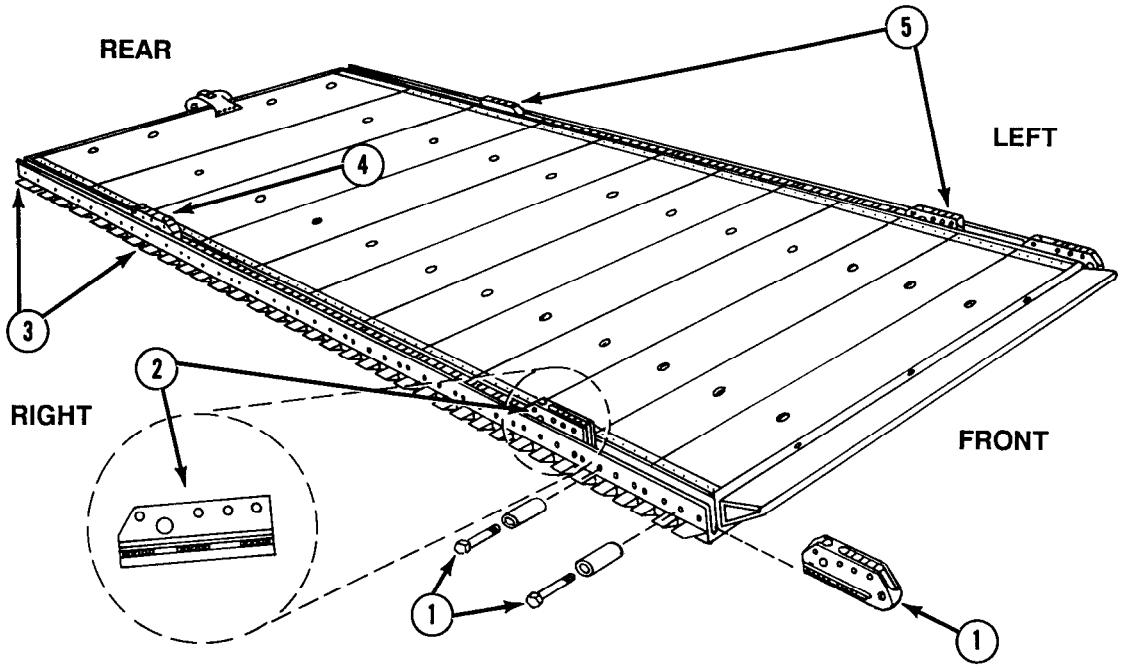
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 8-4.

d. Attaching and Numbering Clevises. Attach and number 40 clevises as shown in Figure 8-4.

e. Labeling and Numbering Tiedown Rings. Label and number the tiedown rings as shown in Figure 8-4.

Notes:
a. The nose bumper may or may not be installed.
b. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

Note: This drawing is not drawn to scale.



(1) Remove any bushings, bolts, and tandem links that may have been installed in holes 1 through 11 on the right rail.

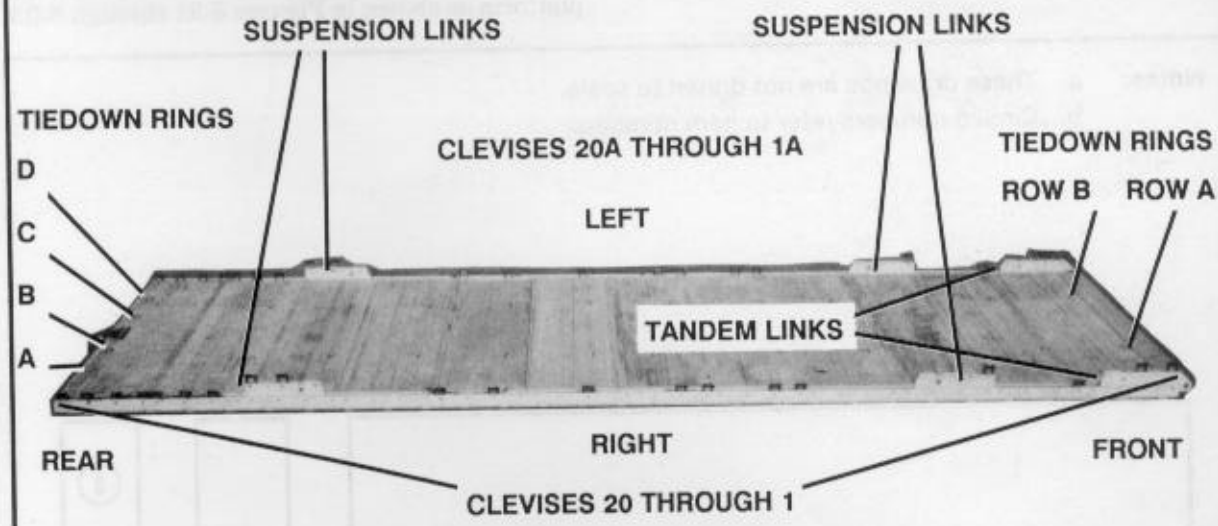
(2) Place a suspension link in the front of the right rail with the flat portion to the front of the rail. Slide the link along the rail until the holes in the link align with rail holes 9, 10, and 11. Bolt the link in place with the bushing bolts.

(3) Remove bushings, bolts, and tandem links that may have been installed in holes 38 through 48 on the right rail.

(4) Place a suspension link in the rear of the right rail with the flat portion to the rear of the rail. Slide the link along the rail until the holes in the link align with rail holes 38, 39, and 40. Bolt the link in place with the bushing bolts.

(5) Install two suspension links on the left rail, adapting the procedures in steps 1 through 4 above.

Figure 8-3. Suspension links installed



Step:

1. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
2. Install a clevis on bushings 1 and 3 on each front tandem link.
3. Install a clevis on bushing 1 on each front suspension link.
4. Install a clevis on bushings 2 and 4 on each rear suspension link.
5. Starting at the front of each platform side rail, install clevises on each platform side rail using the bushings bolted on holes 5, 17, 18, 21, 22, 26, 30, 32, 42, 43, 44, 45, 46, 47 and 48.
6. Starting at the front of the platform, number the clevises bolted to the right side from 1 through 20 and those bolted to the left side from 1A through 20A.
7. Label the two rows of tiedown rings in the first 11 panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting at the front of the platform, number the tiedown rings 1 through 12.

Figure 8-4. Platform prepared

8-3. Building and Positioning Honeycomb Stacks

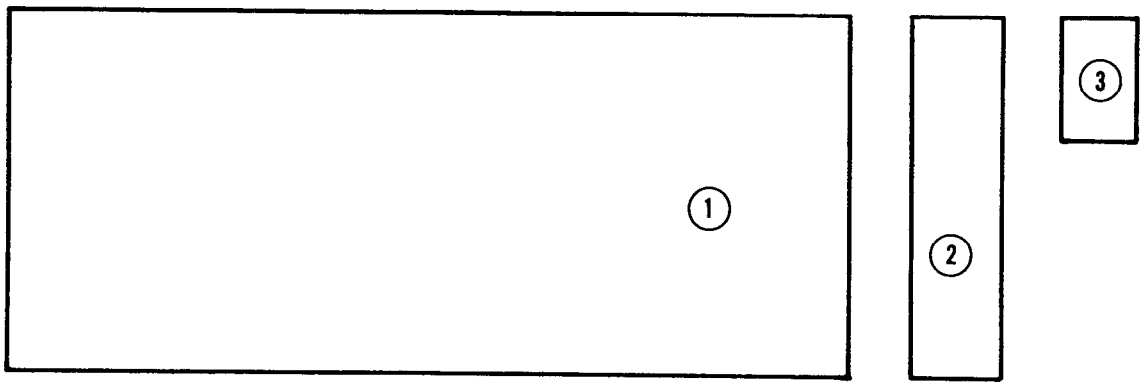
Build and position the honeycomb stacks as described below.

a. Build the load spreaders for the honeycomb stacks as shown in Figures 8-5 through 8-14.

b. Build the honeycomb stacks as shown in Figures 8-15 through 8-20. Glue the layers of the honeycomb together. Do NOT glue the stacks to the platform.

c. Position the honeycomb stacks on the platform as shown in Figures 8-21 through 8-23.

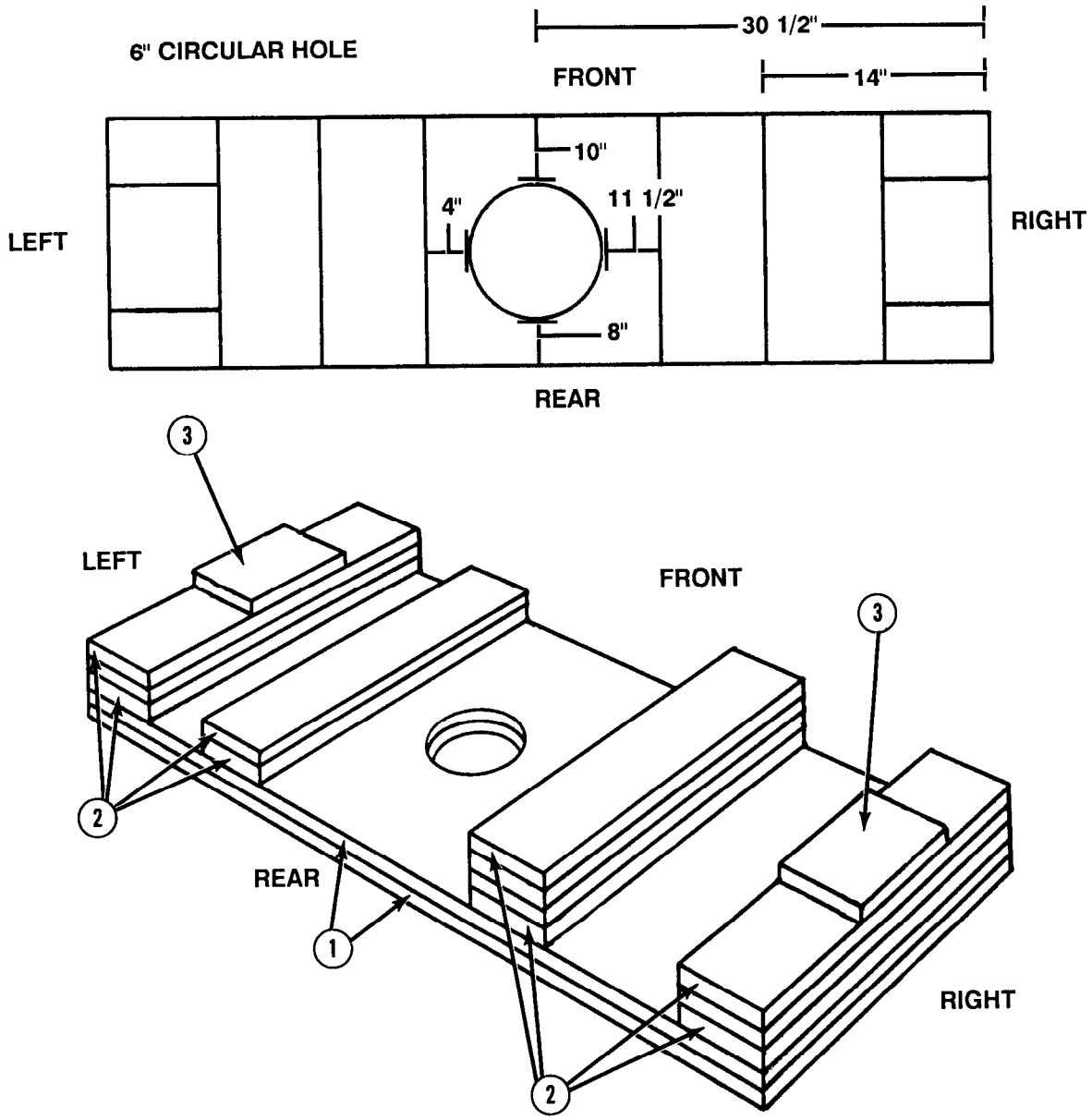
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	54	24	3/4-inch plywood
2	12	5 1/2 (actual)	24	2- by 6-inch lumber
3	2	5 1/2 (actual)	8	2- by 6-inch lumber

Figure 8-5. Material required for load spreader for honeycomb stack 2

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-5.

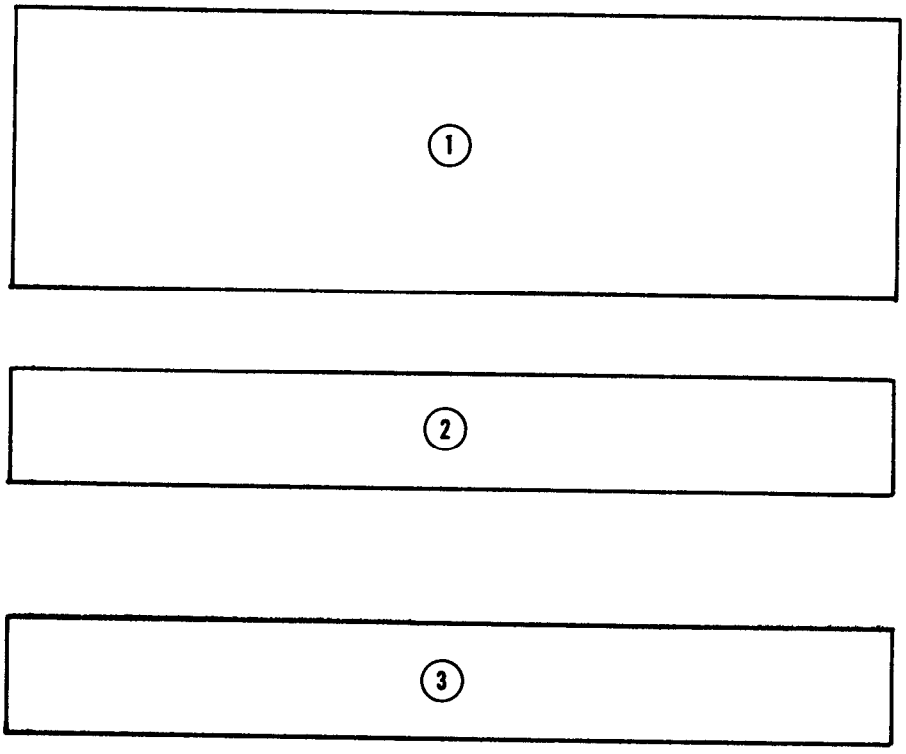


Step:

1. Construct the load spreader for honeycomb stack 2 as shown.
2. Secure the plywood and lumber in place, as shown, with sixteen-penny nails.

Figure 8-6. Load spreader for honeycomb stack 2 constructed

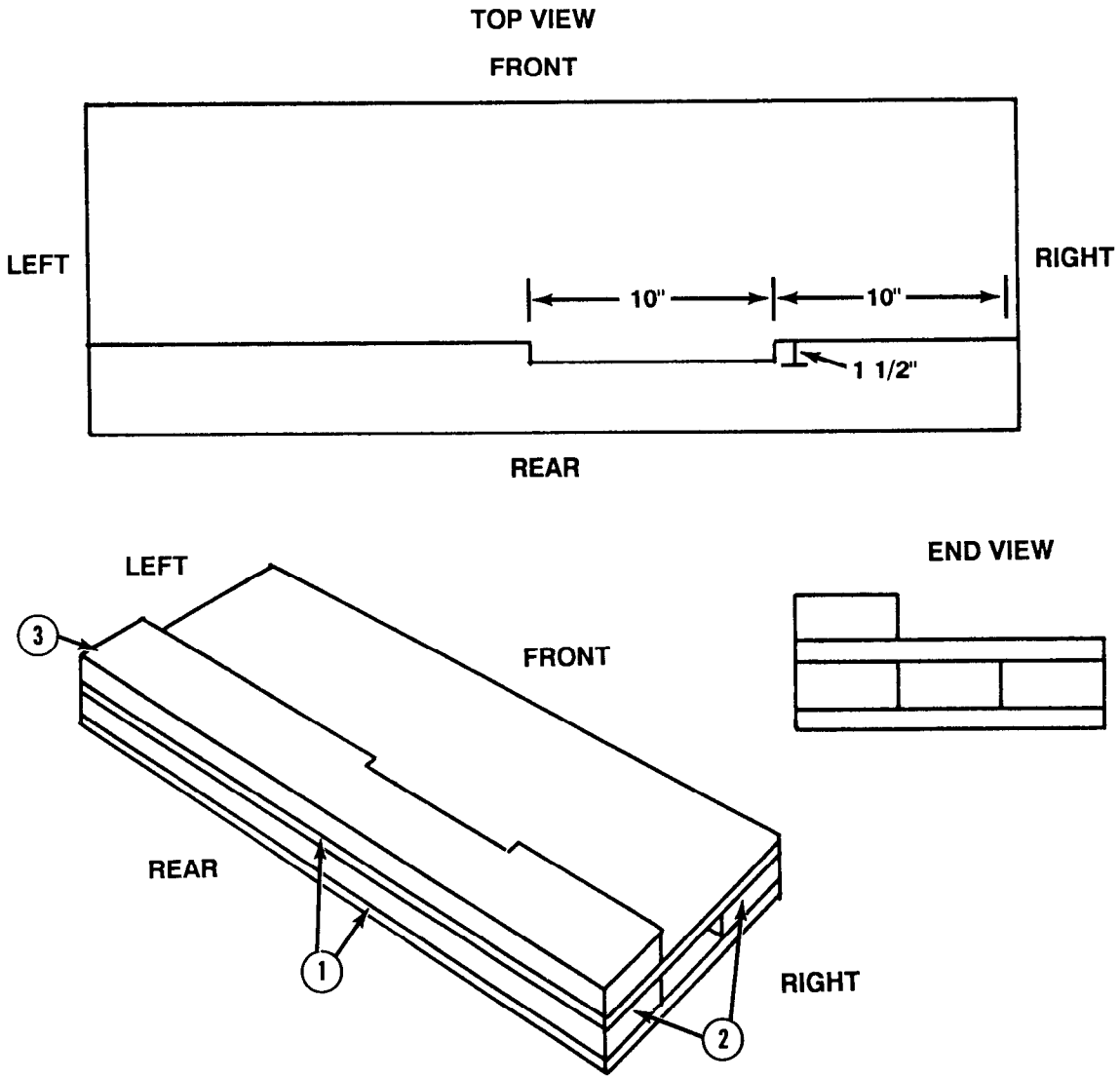
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	36	12	3/4-inch plywood
2	2	36	3 1/2 (actual)	2- by 4-inch lumber
3	1	36	3 1/2 (actual)	2- by 4-inch lumber

Figure 8-7. Material required for load spreader for honeycomb stack 3

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-7.

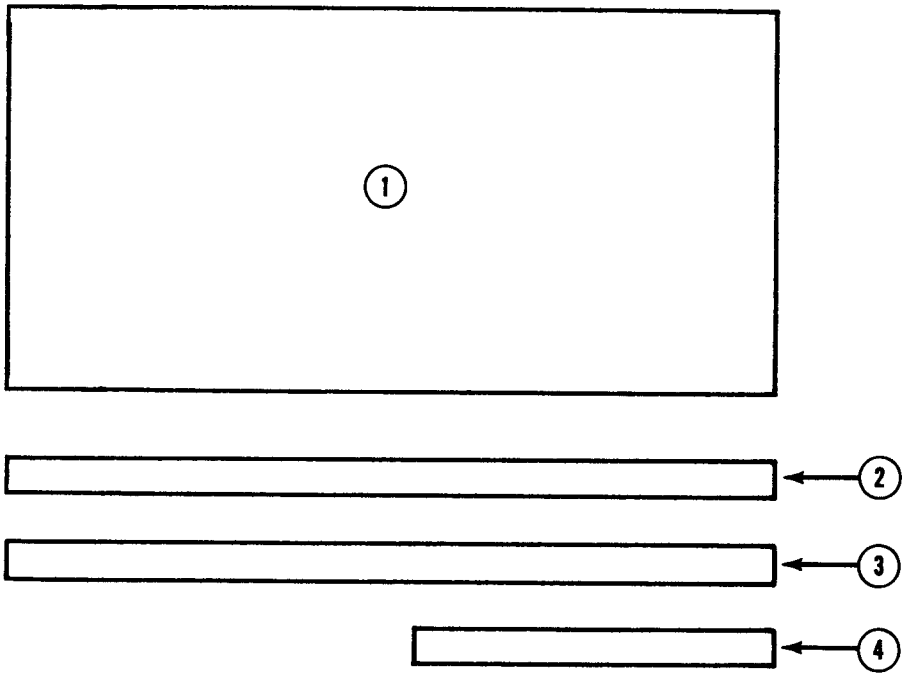


Step:

1. Construct the load spreader for honeycomb stack 3 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 8-8. Load spreader for honeycomb stack 3 constructed

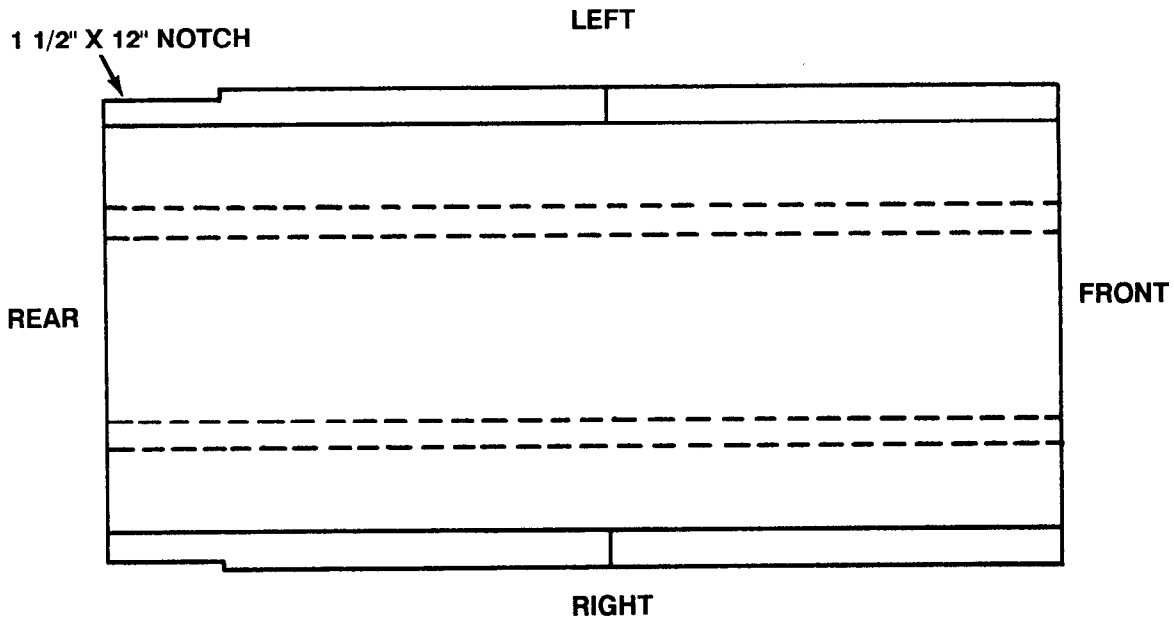
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

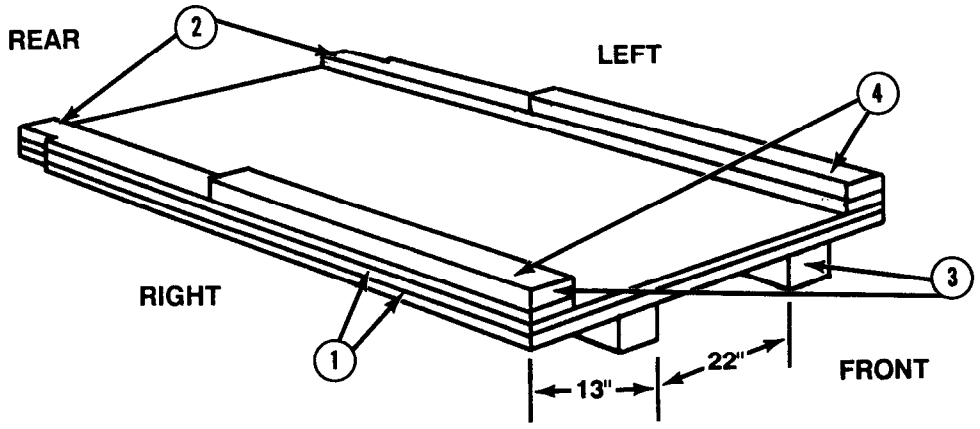


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	48	96	3/4-inch plywood
2	2	4	96	3/4-inch plywood
3	2	3 1/2 (actual)	96	4- by 4-inch lumber
4	2	3 1/2 (actual)	46	2- by 4-inch lumber

Figure 8-9. Material required for load spreader for honeycomb stack 4

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-9.
c. Broken lines show placement of lumber underneath the load spreader.



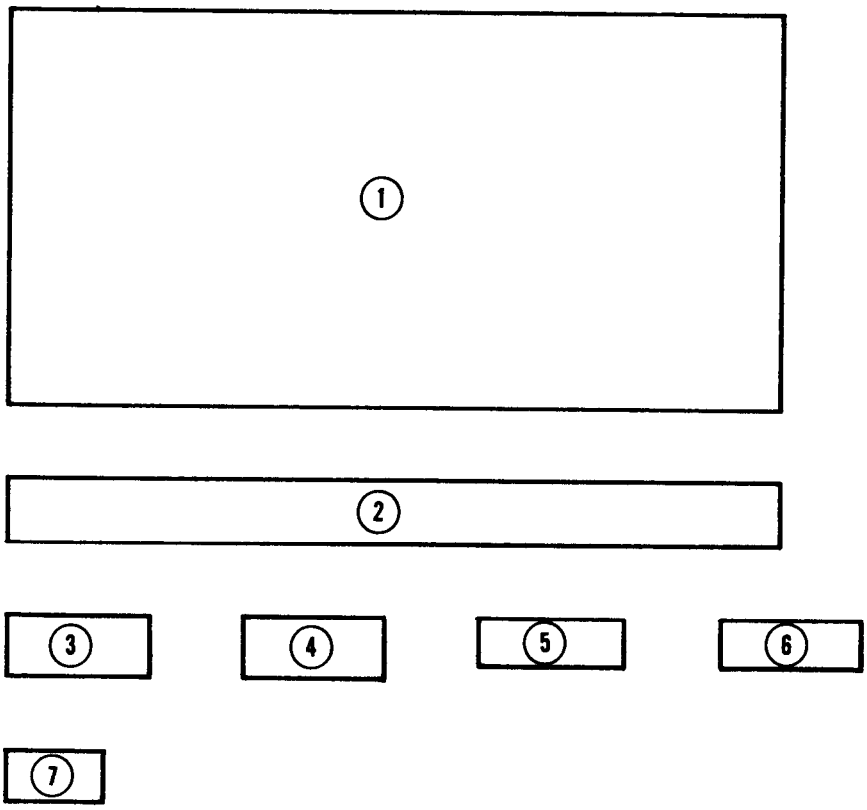


Step:

1. Construct the load spreader for honeycomb stack 4 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 8-10. Load spreader for honeycomb stack 4 constructed

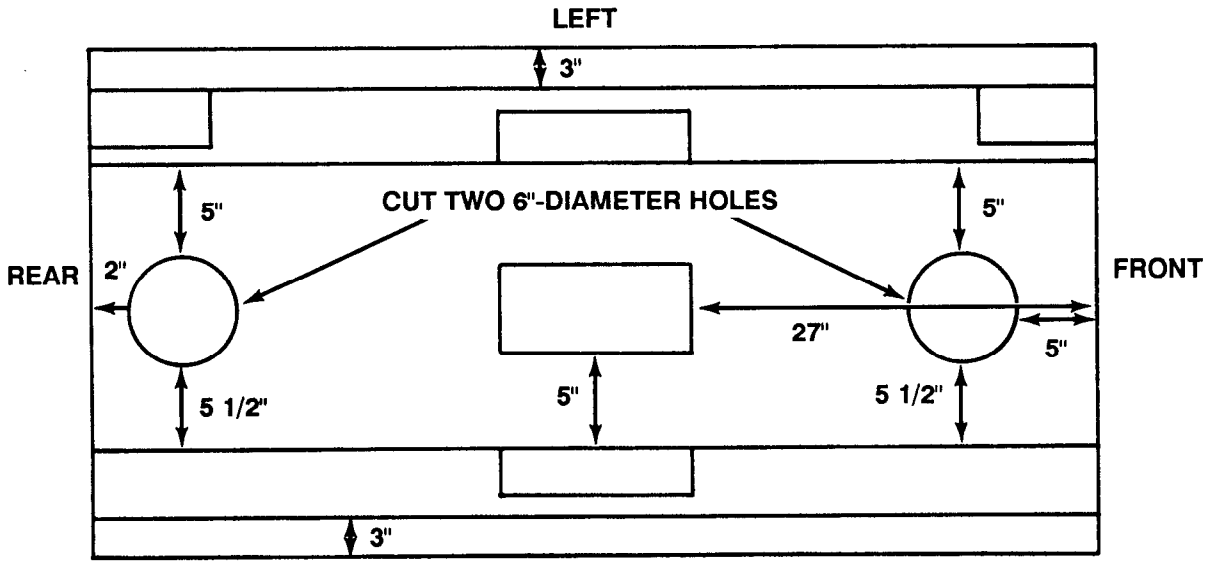
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

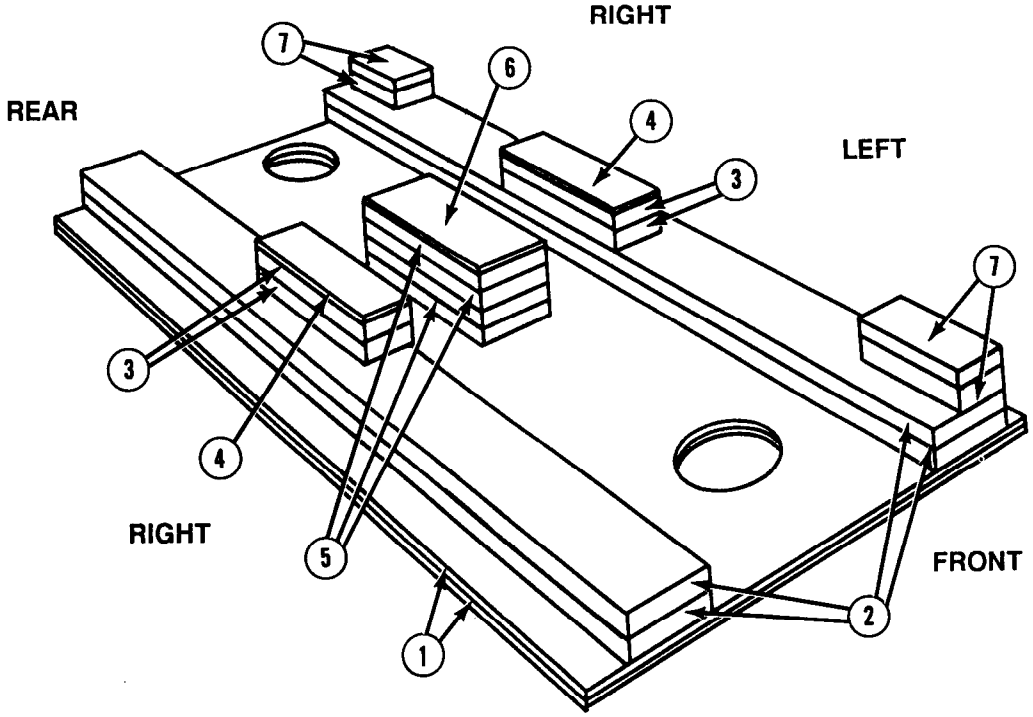


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	33 1/2	66	3/4-inch plywood
2	4	5 1/2 (actual)	66	2- by 6-inch lumber
3	4	3 1/2 (actual)	12	2- by 4-inch lumber
4	2	4	12	3/4-inch plywood
5	4	5 1/2 (actual)	12	2- by 6-inch lumber
6	1	5 1/2 (actual)	12	3/4-inch plywood
7	4	3 1/2 (actual)	8	2- by 4-inch lumber

Figure 8-11. Material required for load spreader for honeycomb stack 5

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-11.



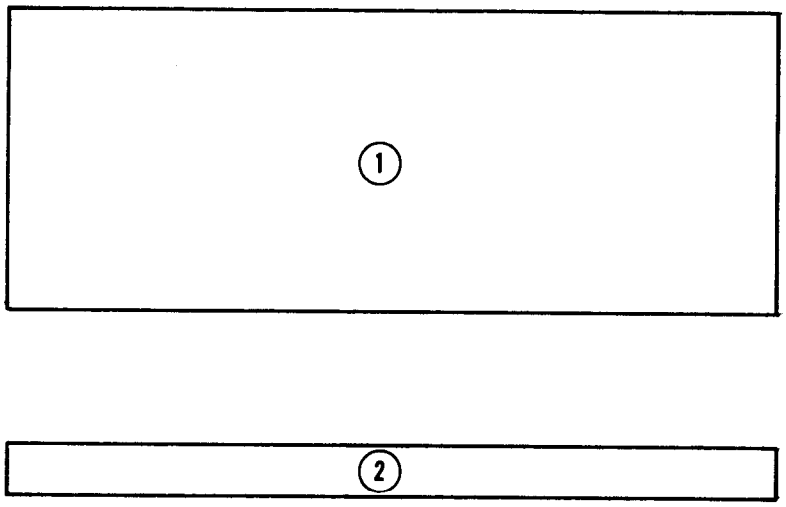


Step:

1. Construct the load spreader for honeycomb stack 5 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 8-12. Load spreader for honeycomb stack 5 constructed

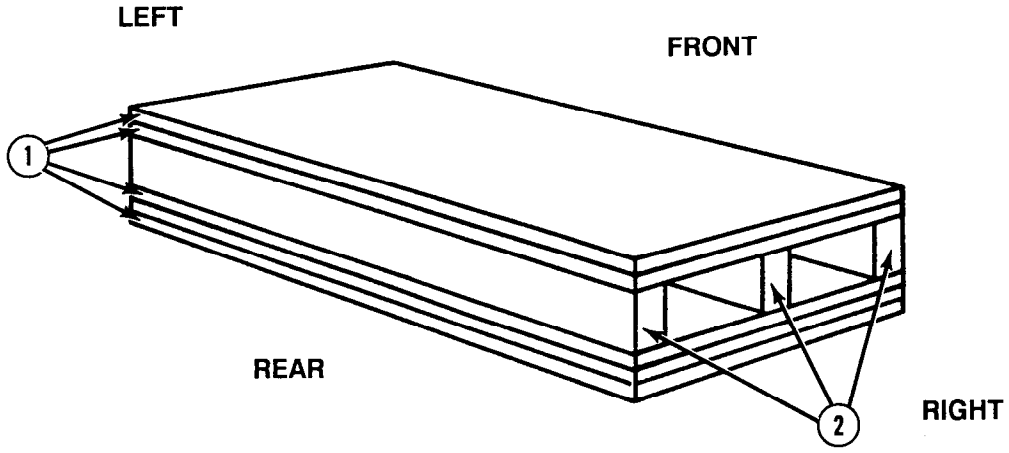
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	5	36	14	3/4-inch plywood
2	3	36	1 3/4 (actual)	2- by 4-inch lumber

Figure 8-13. Material required for load spreader for honeycomb stack 6

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-13.

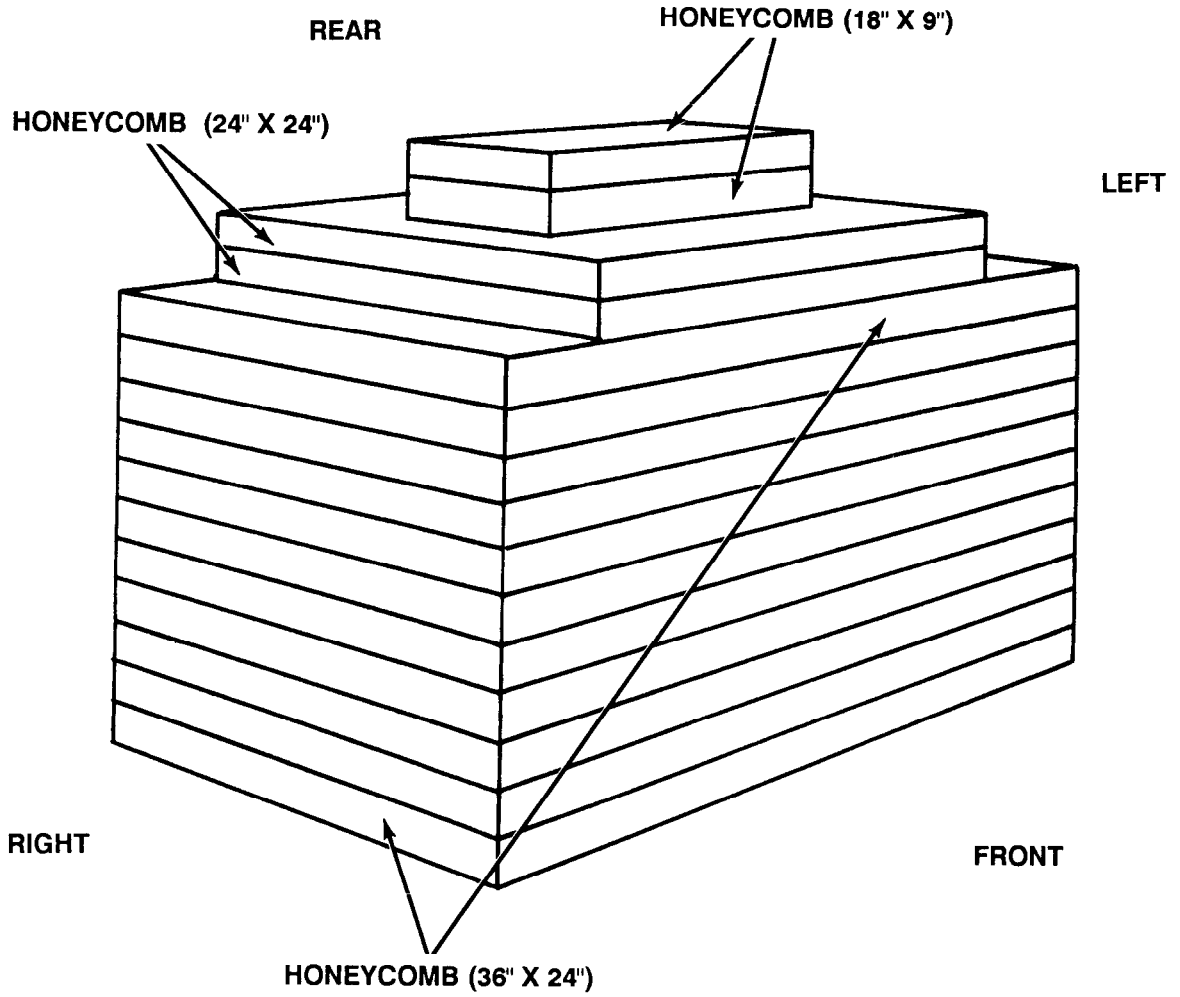


Step:

1. Construct the load spreader for honeycomb stack 6 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 8-14. Load spreader for honeycomb stack 6 constructed

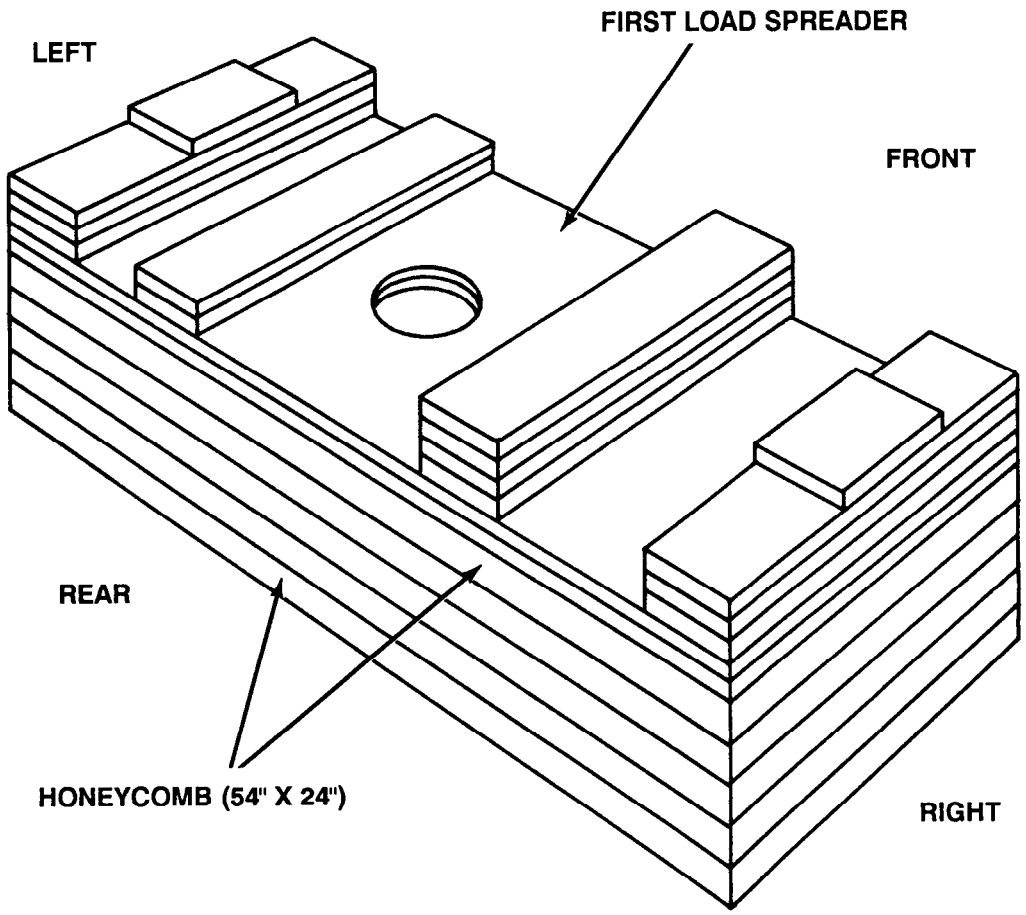
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	11	36	24	Honeycomb	Place honeycomb as the base.
	2	24	24	Honeycomb	Center honeycomb on top of the base.
	2	18	9	Honeycomb	Center honeycomb on top of 24- by 24-inch honeycomb.

Figure 8-15. Honeycomb stack 1 prepared

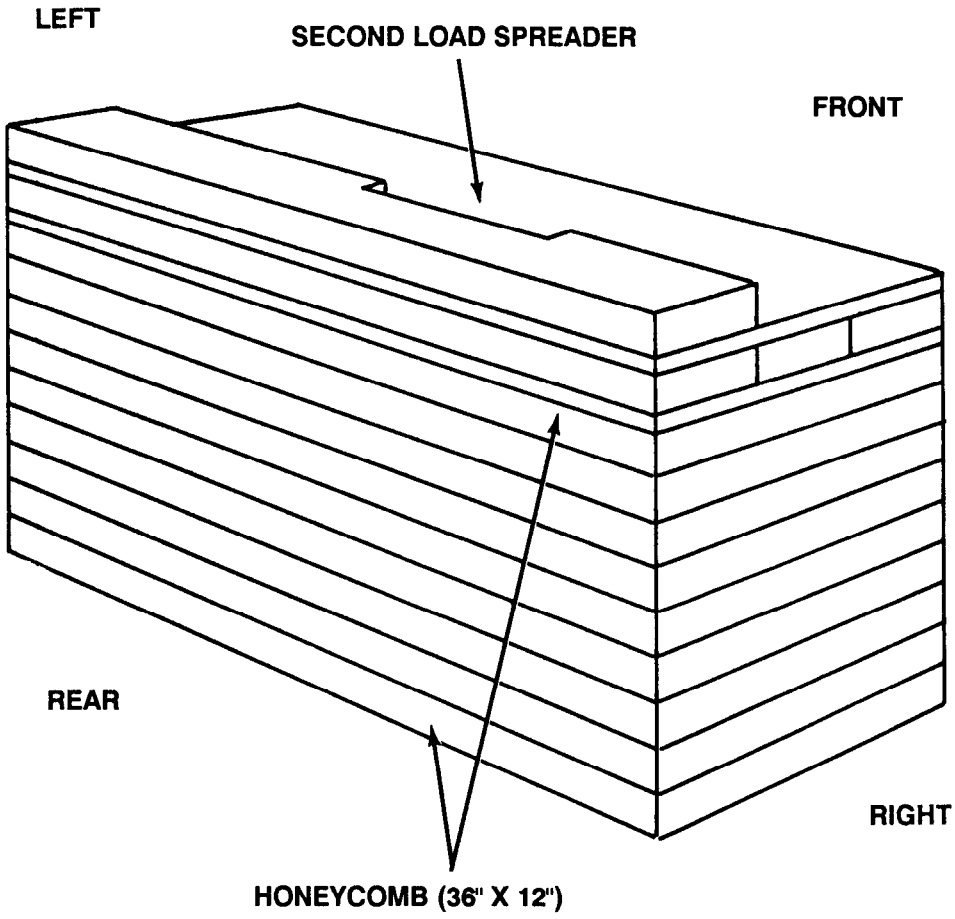
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	5	54	24	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 8-16. Honeycomb stack 2 prepared

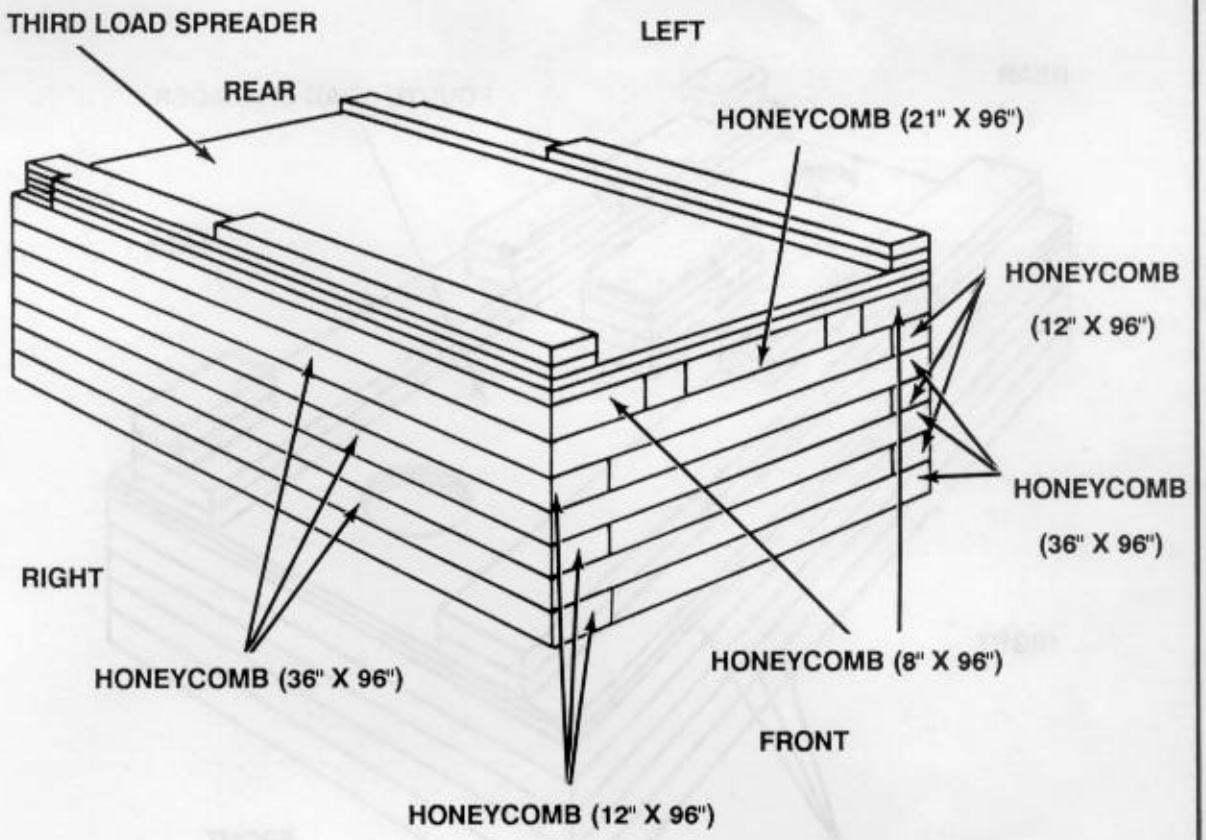
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	9	36	12	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 8-17. Honeycomb stack 3 prepared

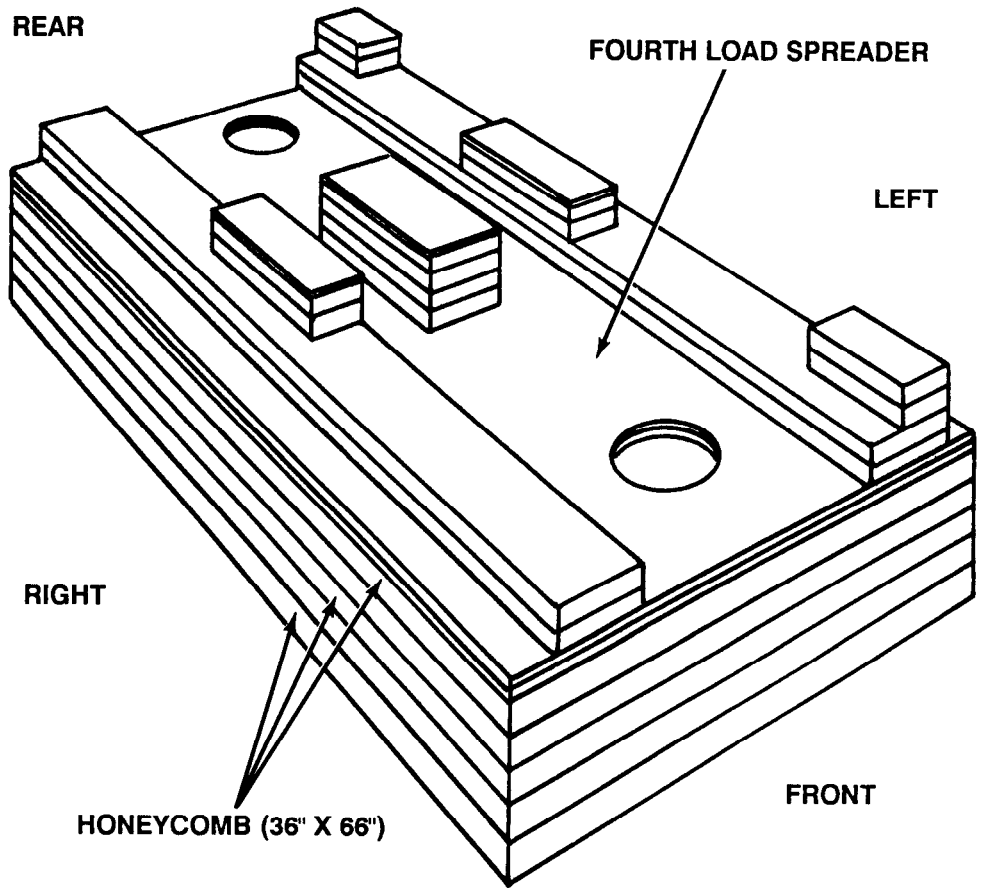
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	6	36	96	Honeycomb	Form a 48- by 96-inch base using the 36- by 96-inch and 12- by 96-inch pieces of honeycomb. Alternate the layers.
	6	12	96	Honeycomb	
	1	21	96	Honeycomb	Center honeycomb on top of the base.
	2	8	96	Honeycomb	Place one piece of honeycomb on each side of the base even with the 96-inch edge.
				Load Spreader	Place load spreader on top of the base.

Figure 8-18. Honeycomb stack 4 prepared

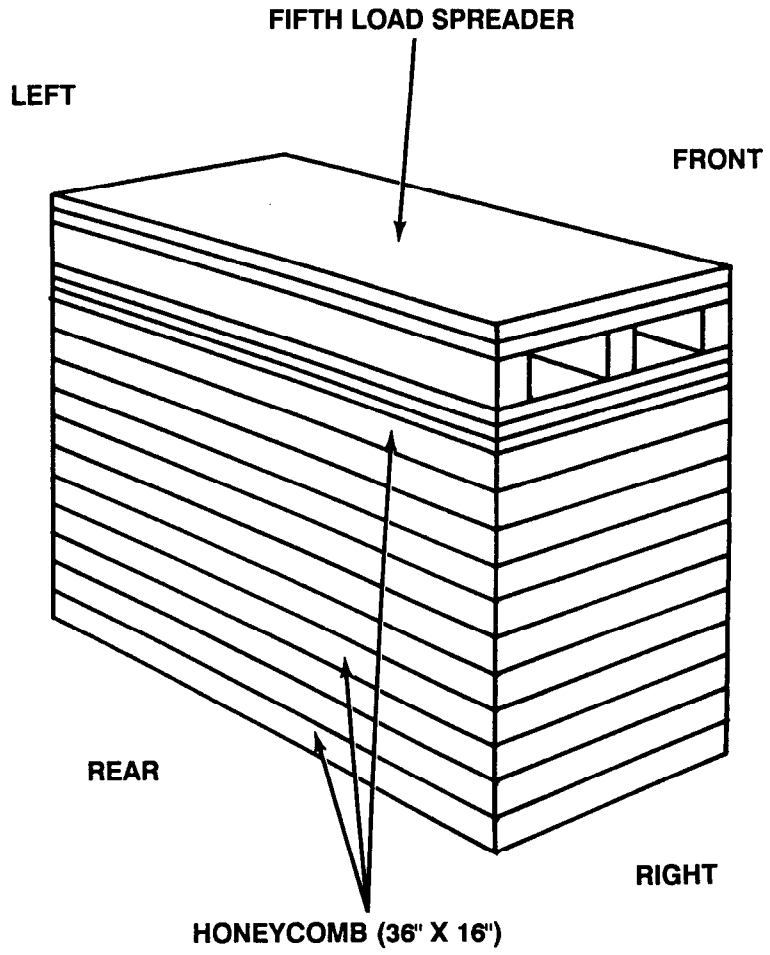
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
5	5	36	66	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 8-19. Honeycomb stack 5 prepared

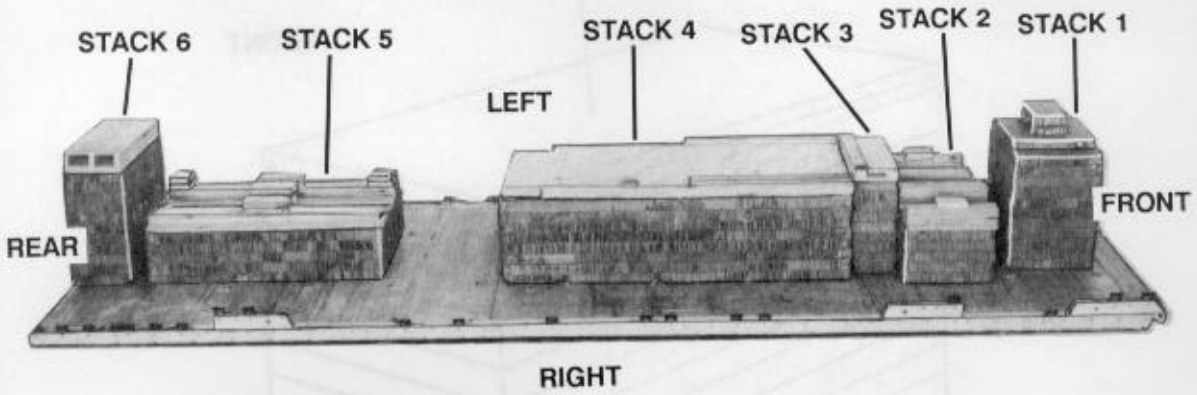
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	11	36	16	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 8-20. Honeycomb stack 6 prepared

Note: The honeycomb stacks may need to be adjusted slightly when the truck is positioned on the stacks.



Stack Number	Position of Stack on Platform
	Place stack:
1	Centered 5 inches from the front edge of the platform.
2	Centered 11 inches from the rear of stack 1.
3	Centered 3 1/2 inches from the rear of stack 2.
4	Centered flush against the rear of stack 3.
5	Centered 20 inches from the rear of stack 4.
6	Centered even with the rear edge of the platform.

Notes:
a. Whether the nose bumper is installed or not, all measurements are from the front edge of the platform, not the nose bumper.
b. The rear edge of the platform does not include the extraction bracket.
c. Make cutouts in the bottom layer of stack 6 for the tiedown rings and the extraction bracket.

Figure 8-21. Honeycomb stacks positioned on platform

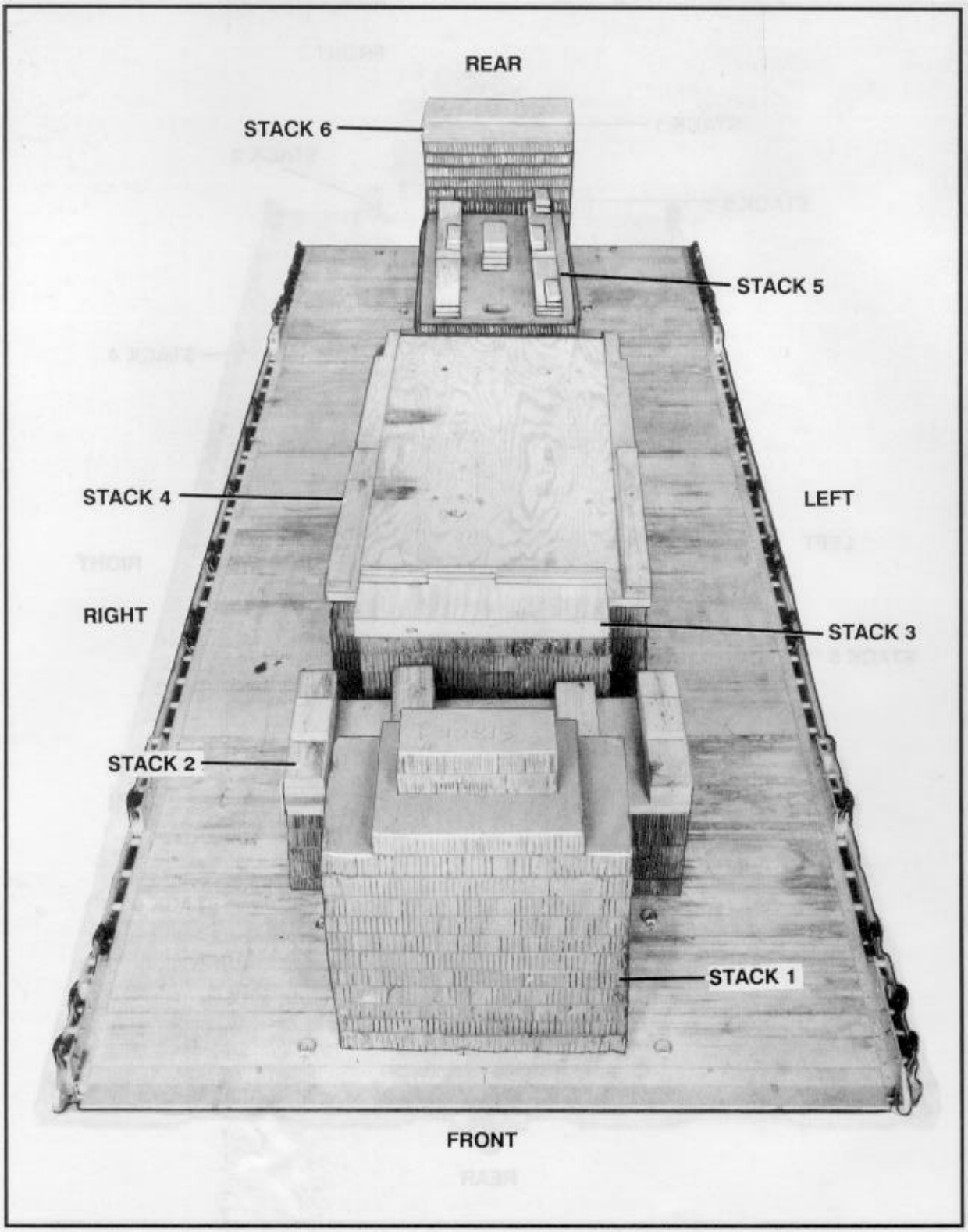


Figure 8-22. Front view of honeycomb stacks positioned on platform

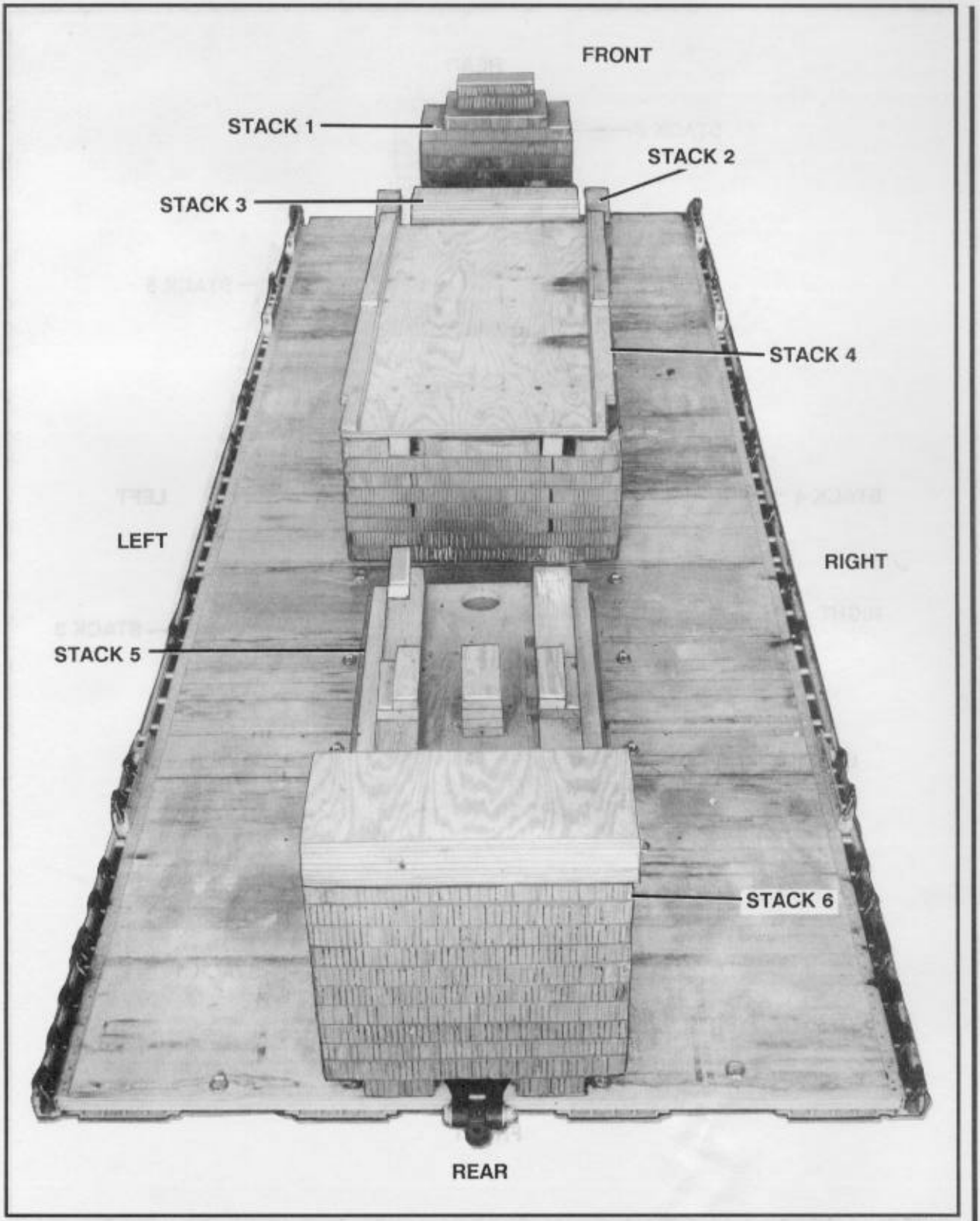


Figure 8-23. Rear view of honeycomb stacks positioned on platform

8-4. Removing Truck Components

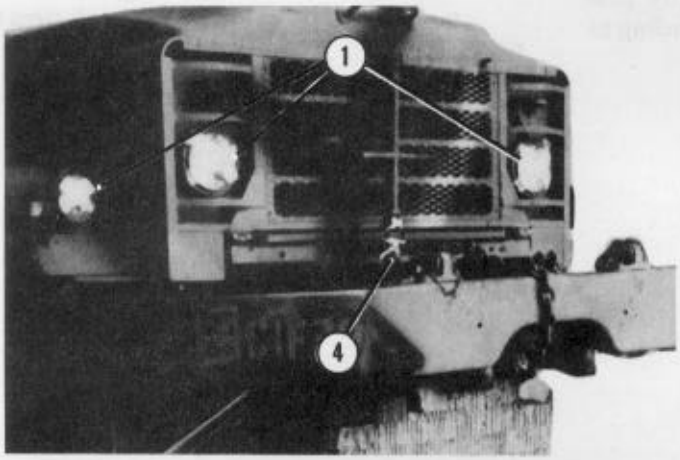
Remove the hardtop cab cover, cargo body cover, hood handle, mirror assemblies, exhaust stack, air cleaner stack, side rack troop seats, body side racks, and bow and stack assemblies according to TM 9-2320-272-10.

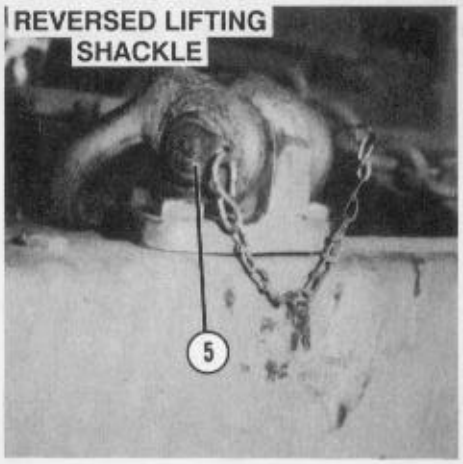
8-5. Preparing Truck

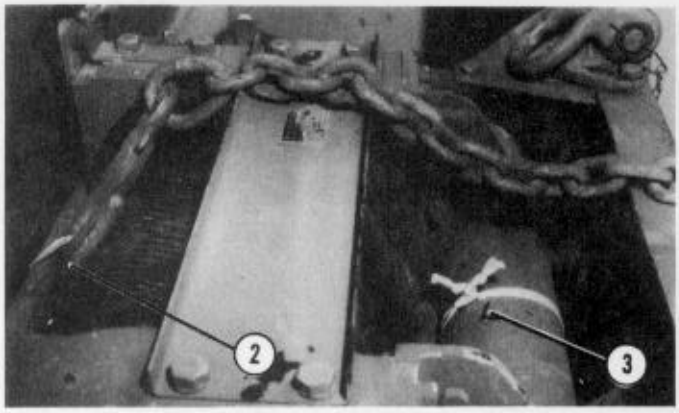
Prepare the truck as shown in Figure 8-24 and as described below.

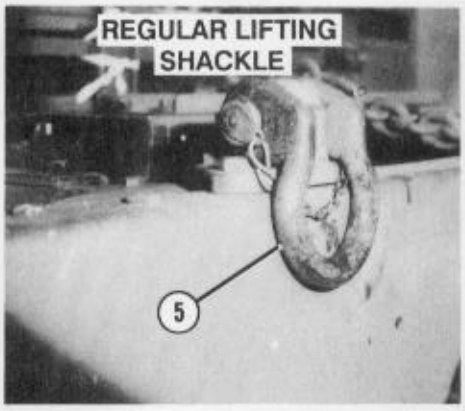
a. Reduce the tire pressure in all tires to 28 psi.

b. Make sure the fuel tank is not more than 1/2 full.









(1) Tape the headlights and blackout lights.

(2) Tie the winch chain hook to the rear bar of the winch with 1/2-inch tubular nylon webbing.

(3) Tie the winch chain and cable to the front bar of the winch with 1/2-inch tubular nylon webbing.

(4) Secure the grill retainer bar in the retainer bar bracket or tie the grill retainer bar to the front of the truck with 1/2-inch tubular nylon webbing.

(5) Remove the front lifting shackles from their brackets. Reverse the shackles, and fasten them to the brackets with their retaining pins. Place the safety pins in the holes in the ends of the retaining pins.

Figure 8-24. Truck prepared



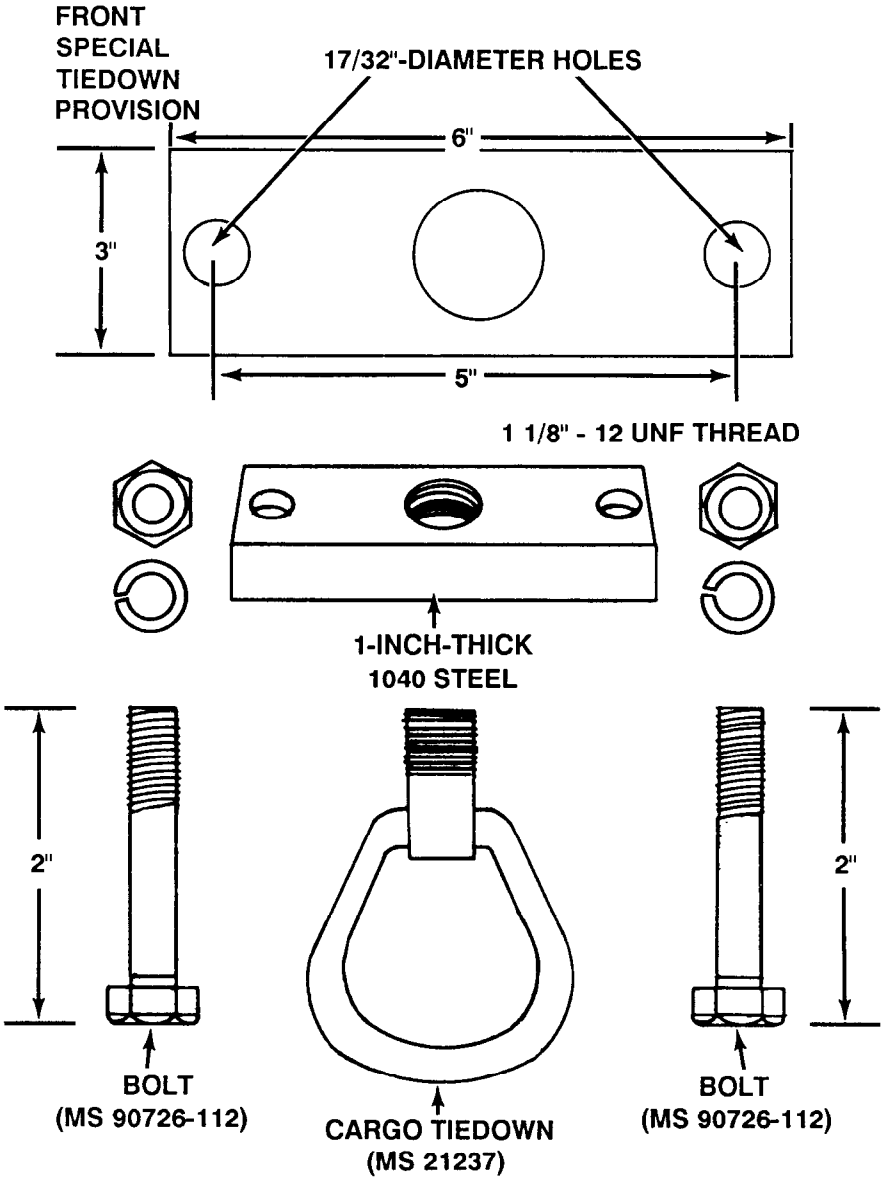
(6) Use cellulose wadding to pad a 6-inch area of the mainframe extensions and a 6-inch area of the bumper where the bumper attaches to the mainframe extension. Tape the wadding in place.

Note: Do not cover the lifting shackles with cellulose wadding or tape.

Figure 8-24. Truck prepared (continued)

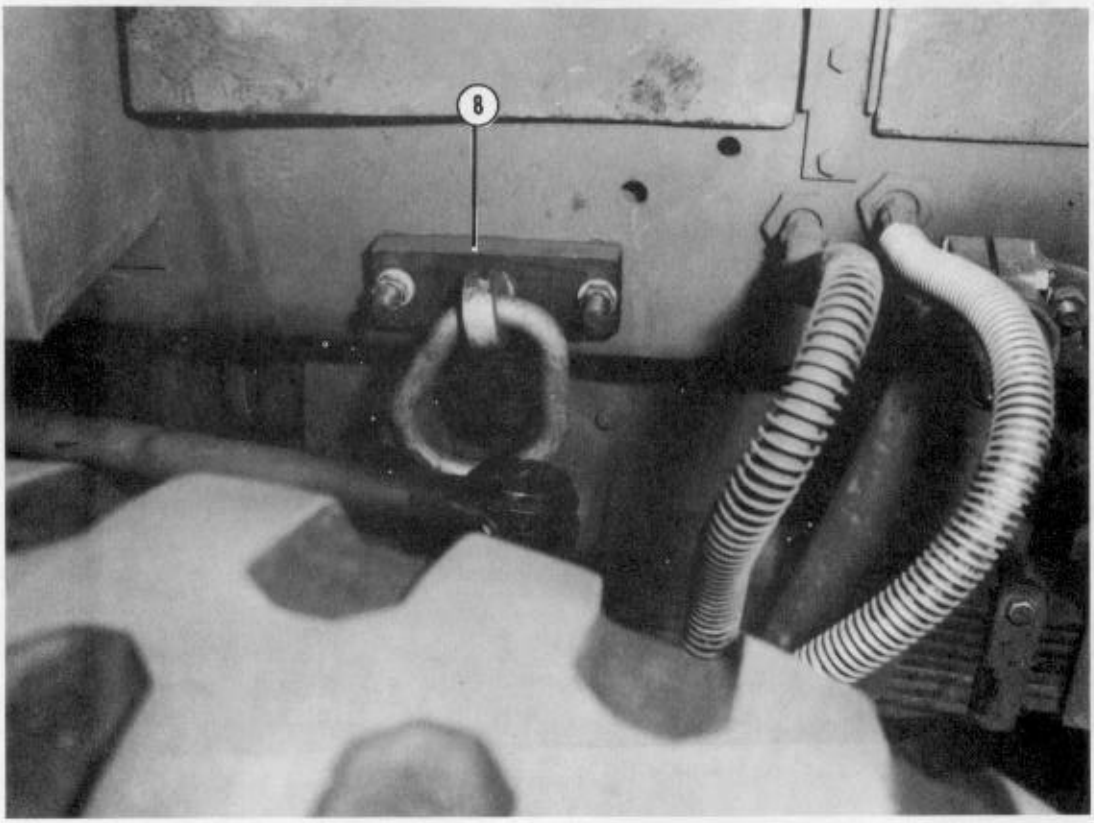
CAUTION
These special tiedown provisions must be constructed by qualified maintenance personnel.

Note: These drawings are not drawn to scale.



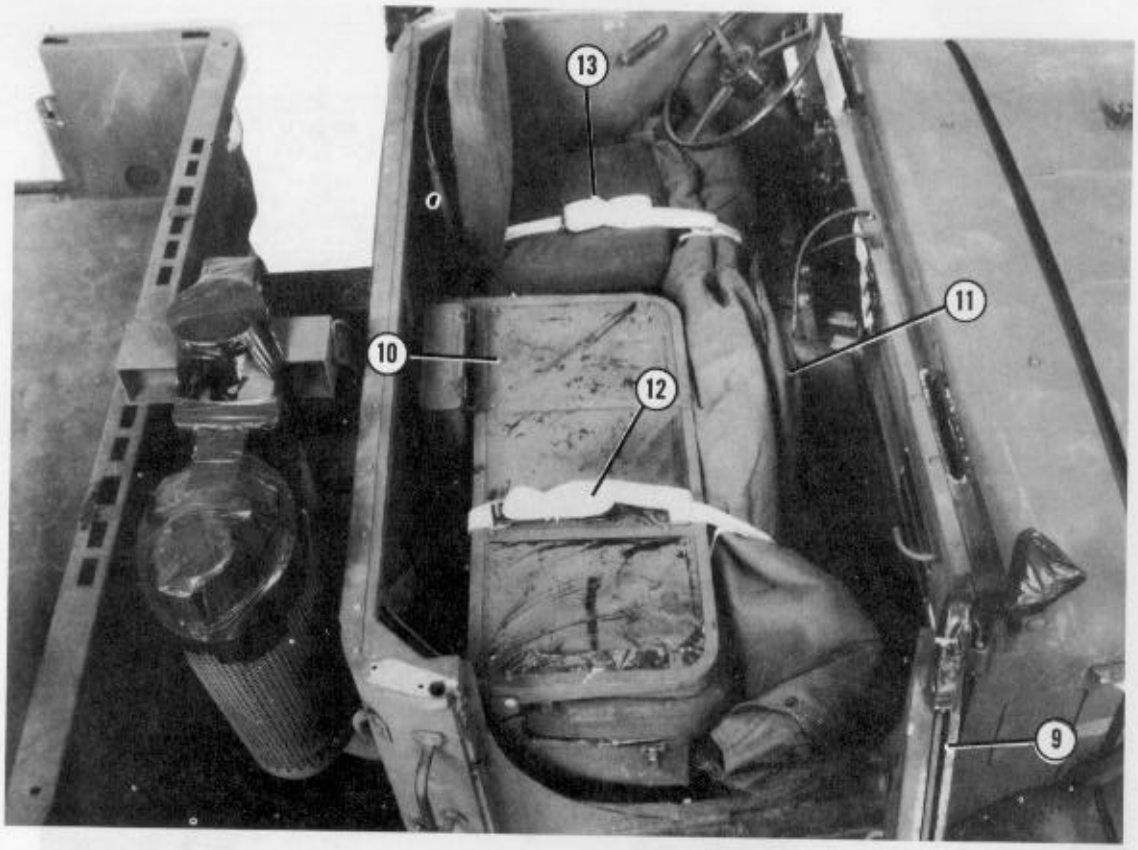
(7) Form two sets of components of the front special tiedown provisions as shown above.

Figure 8-24. Truck prepared (continued)



(8) Remove the two 1/2-inch-diameter rubber snubber attaching bolts from each side of the mainframe. (The rubber snubber attaching bolts are located above the front axle.) Using the front special tiedown provision bolts, insert the bolts through the rubber snubber mounting block and through the mainframe. Place the front special tiedown provision mounting block on the bolts against the mainframe. Use the original washers and nuts to secure the mounting block. Screw the tiedown ring tightly into the mounting block.

Figure 8-24. Truck prepared (continued)



(9) Open the truck doors.

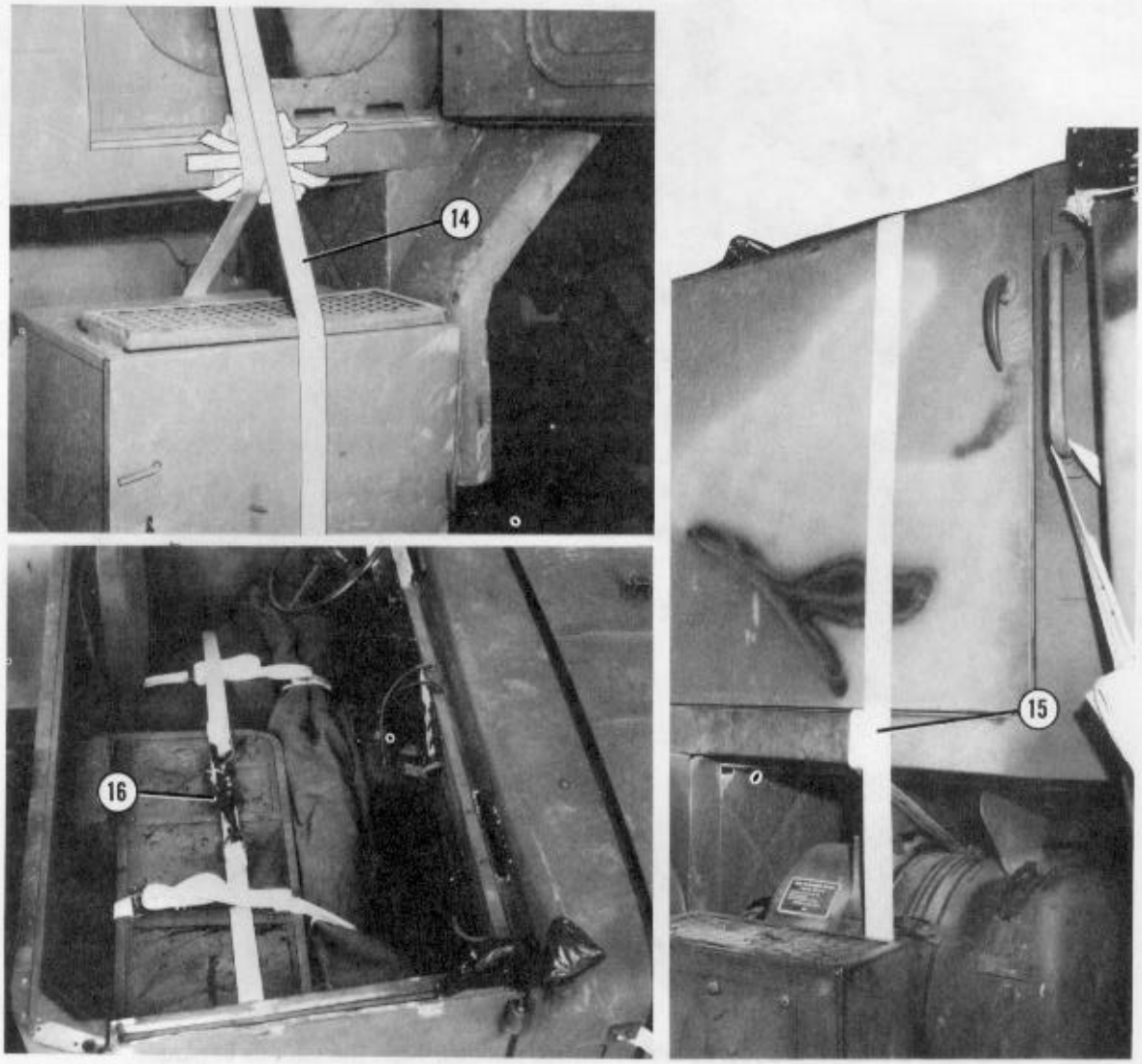
(10) Fold the back of the passenger seat down.

(11) Wrap small pieces of equipment in cellulose wadding. Tape the wadding in place. Place the wrapped items on the soft top cab cover or the cargo cover.

(12) Pass the end of a 15-foot tiedown strap under the passenger seat and over the cover. Secure the ends of the strap according to FM 10-500-2/ TO 13C7-1-5.

(13) Pass the end of a 15-foot tiedown strap between the back of the driver seat and seat portion of the driver seat, under the driver seat, and over the cover. Secure the ends of the strap according to FM 10-500-2/ TO 13C7-1-5.

Figure 8-24. Truck prepared (continued)



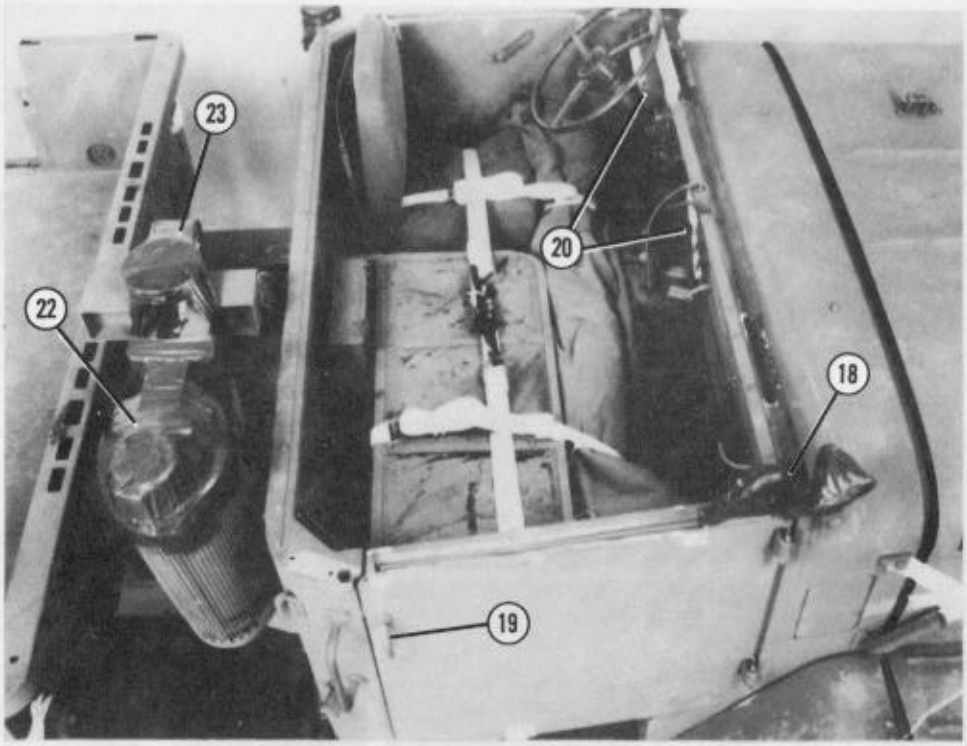
(14) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the 30-foot tiedown strap across the front seats and under the secured 15-foot tiedown straps. Pass one end of the 30-foot tiedown strap out the right door, around the battery box, back in the right door, up across the seat, and under the secured 15-foot tiedown strap.

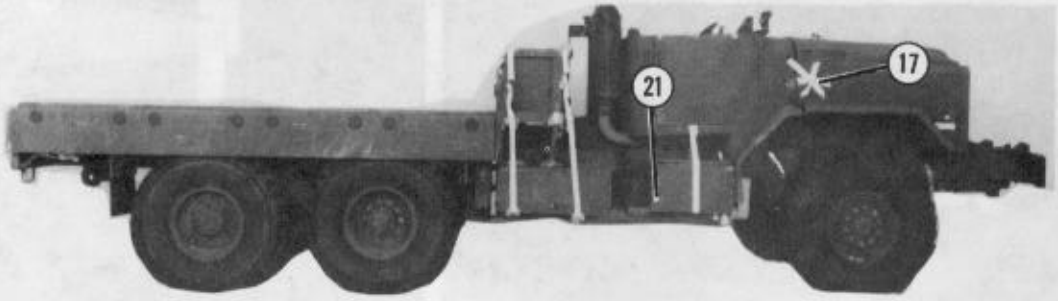
(15) Pass the other end of the 30-foot tiedown strap out of the left door, around the air cleaner, back in the left door, up across the seat, and under the secured 15-foot tiedown strap.

Note: Pad the door frames with cellulose wadding where the strap touches the door frame.

(16) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 8-24. Truck prepared (continued)





(17) Make sure the hood is secured with the hood latches. Tape the latches in place.

(18) Pad all sharp edges on doors and windshield brackets with cellulose wadding. Tape the wadding in place.

(19) Close and lock the doors.

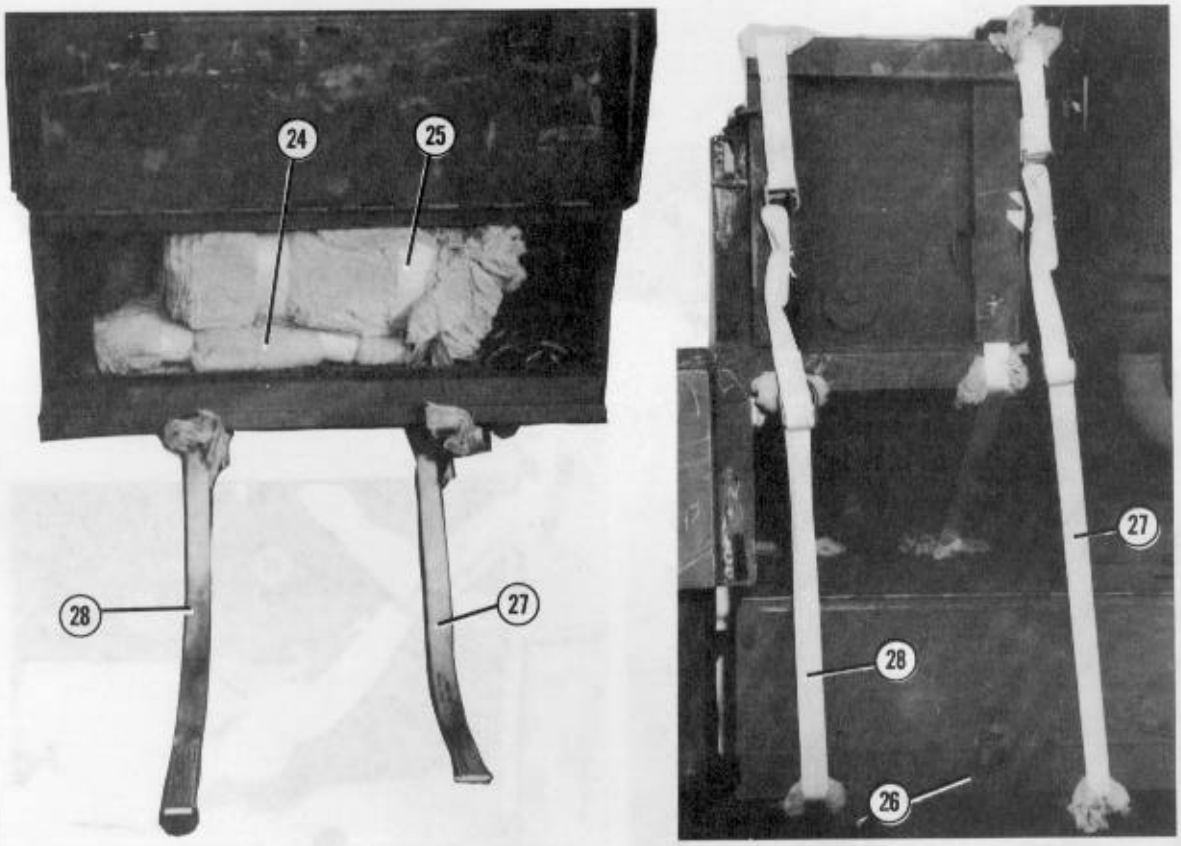
(20) Cover the instrument gages with tape.

(21) Tie the battery box closed with type III nylon cord.

(22) Pad the top of the muffler with cellulose wadding. Tape the wadding in place.

(23) Pad the top of the davit boom brace with cellulose wadding. Tape the wadding in place.

Figure 8-24. Truck prepared (continued)



(24) Pad the tools with cellulose wadding and tape the wadding in place. Place the tools in the toolbox.

Note: Other small items may be padded with cellulose wadding and stored in the toolbox.

(25) Pad the mirrors with cellulose wadding, and tape the wadding in place. Place the mirrors in the toolbox.

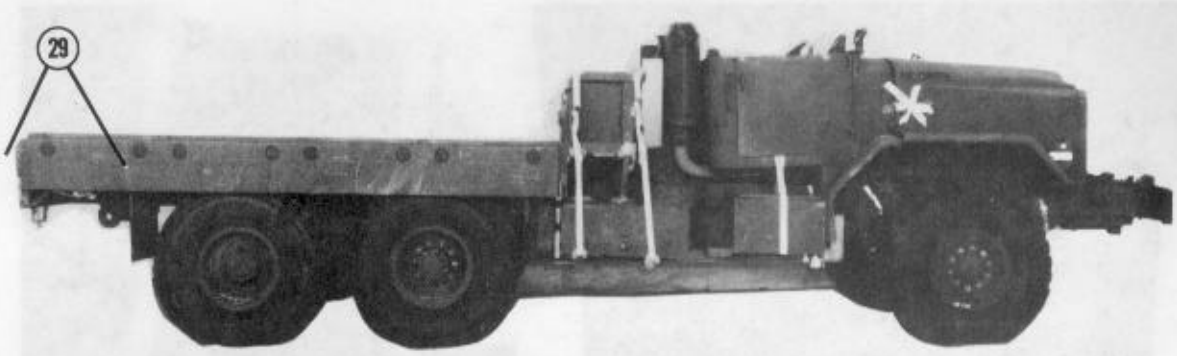
(26) Close and secure the toolbox.

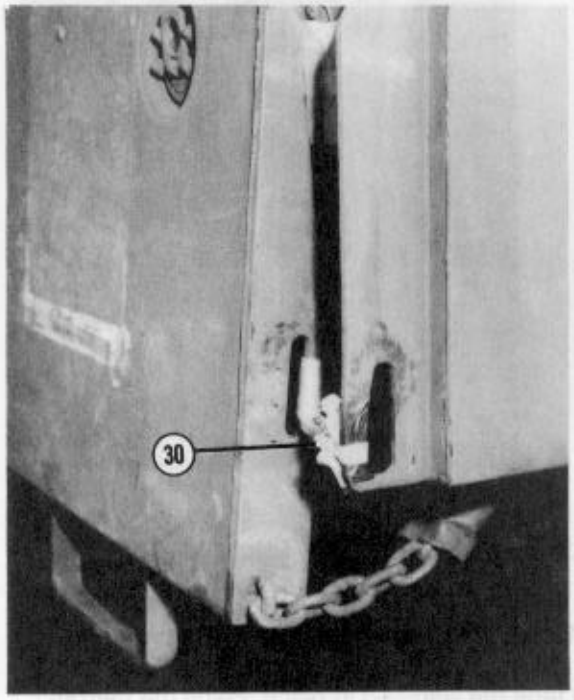
(27) Pass the free end of a 15-foot tiedown strap down through the first side rack socket, through the front toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

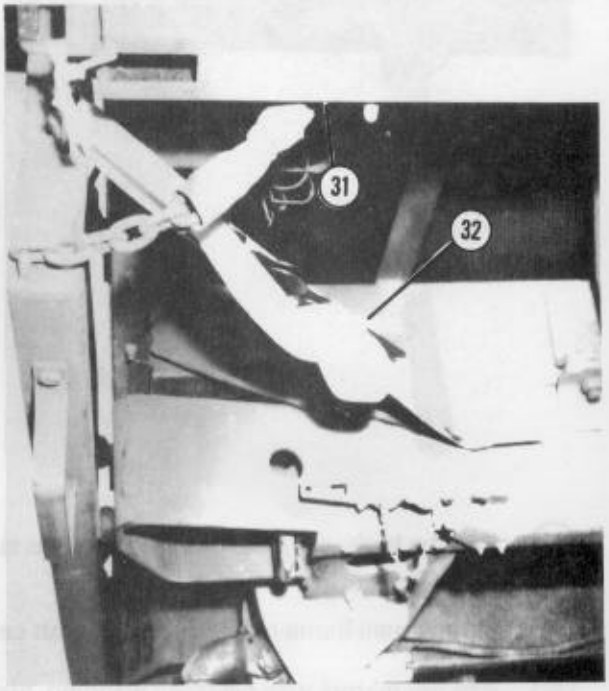
(28) Pass the free end of a 15-foot tiedown strap down through the second side rack socket, through the rear toolbox hanger, and under the toolbox. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all sharp edges with cellulose wadding where the straps touch.

Figure 8-24. Truck prepared (continued)







(29) Lower the tailgate and sides of the body of the truck.

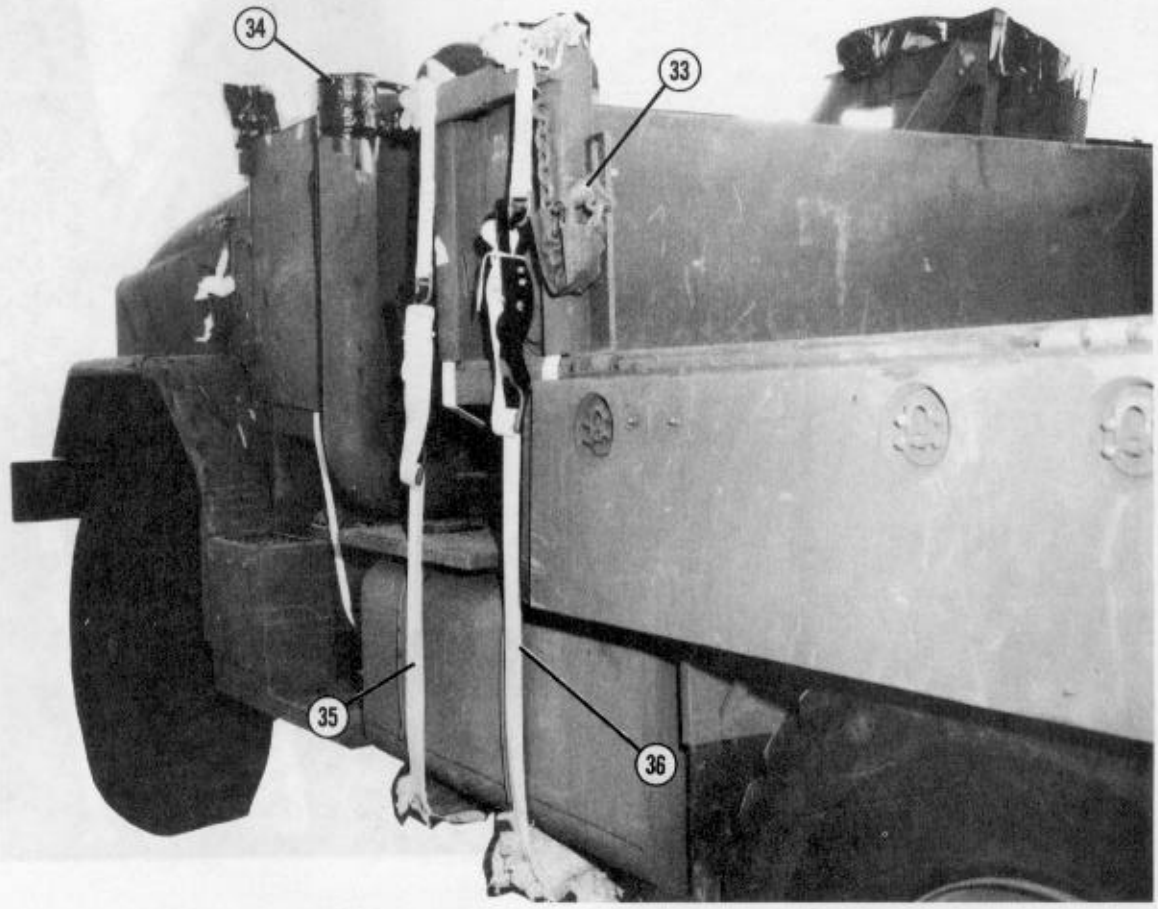
(30) Tie both sides of the tailgate to the side bodies with 1/2-inch tubular nylon webbing.

Note: Do NOT pull the 1/2-inch webbing tight. Leave about 1/2-inch give in the tie.

(31) Hook each tailgate chain to a side body tiedown ring. Tie the chains in place with type III nylon cord.

(32) Pass the free end of a 15-foot tiedown strap through the slot in the right side of the tailgate and through the rear tiedown provision. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5. Do not install a 15-foot tiedown strap on the left side of the truck.

Figure 8-24. Truck prepared (continued)



(33) Secure the front body chains with type III nylon cord.

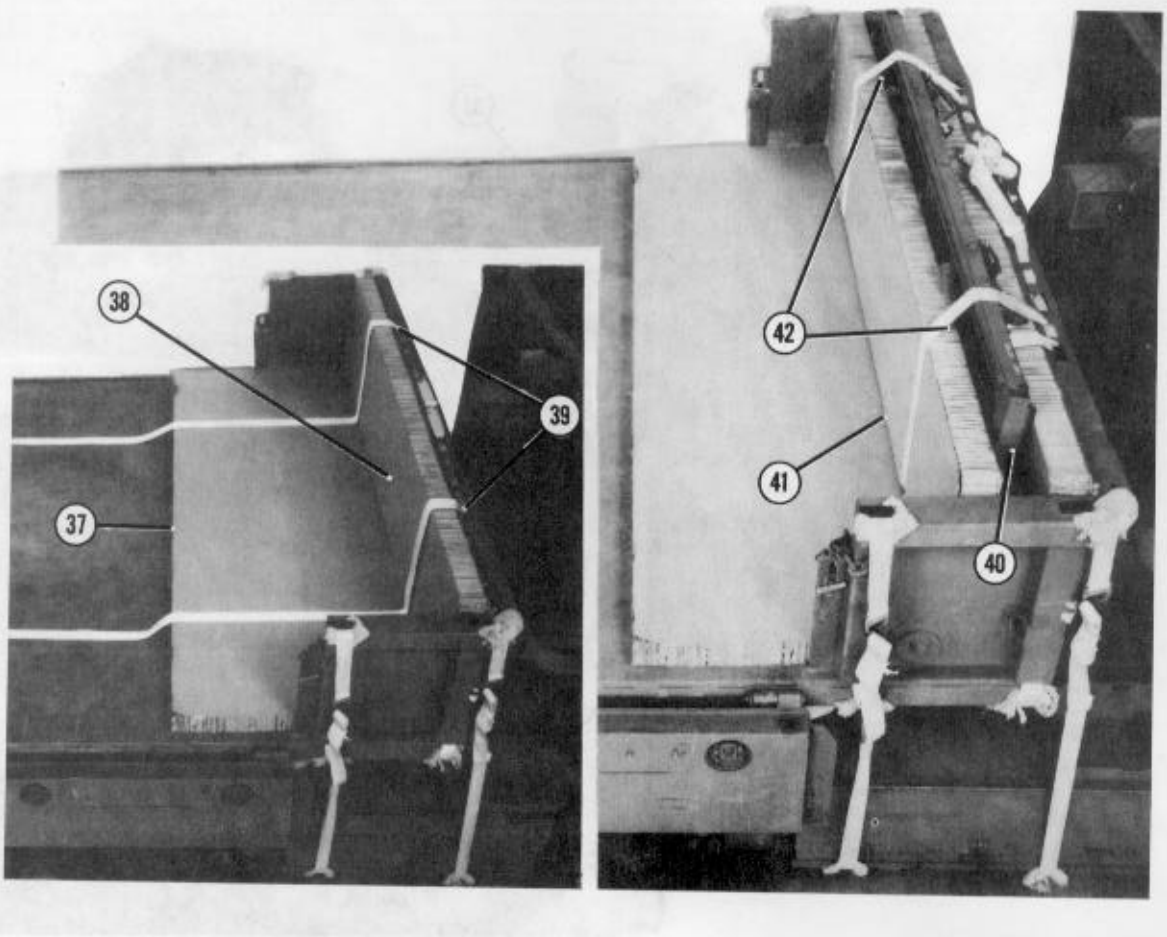
(34) Pad the air cleaner intake with cellulose wadding, and tape the wadding in place.

(35) Pass the free end of a 15-foot tiedown strap down through the first side rack socket, through the front fuel tank hanger, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(36) Pass the free end of a 15-foot tiedown strap down through the second side rack socket, through the rear fuel tank hanger, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all sharp edges with cellulose wadding where the straps touch.

Figure 8-24. Truck prepared (continued)



(37) Place a 36- by 88-inch piece of honeycomb on the body floor against the front of the body of the truck.

(38) Place an 18- by 88-inch piece of honeycomb against the front of the body of the truck.

(39) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Position the strap through the front of the body of the truck and on the honeycomb as shown.

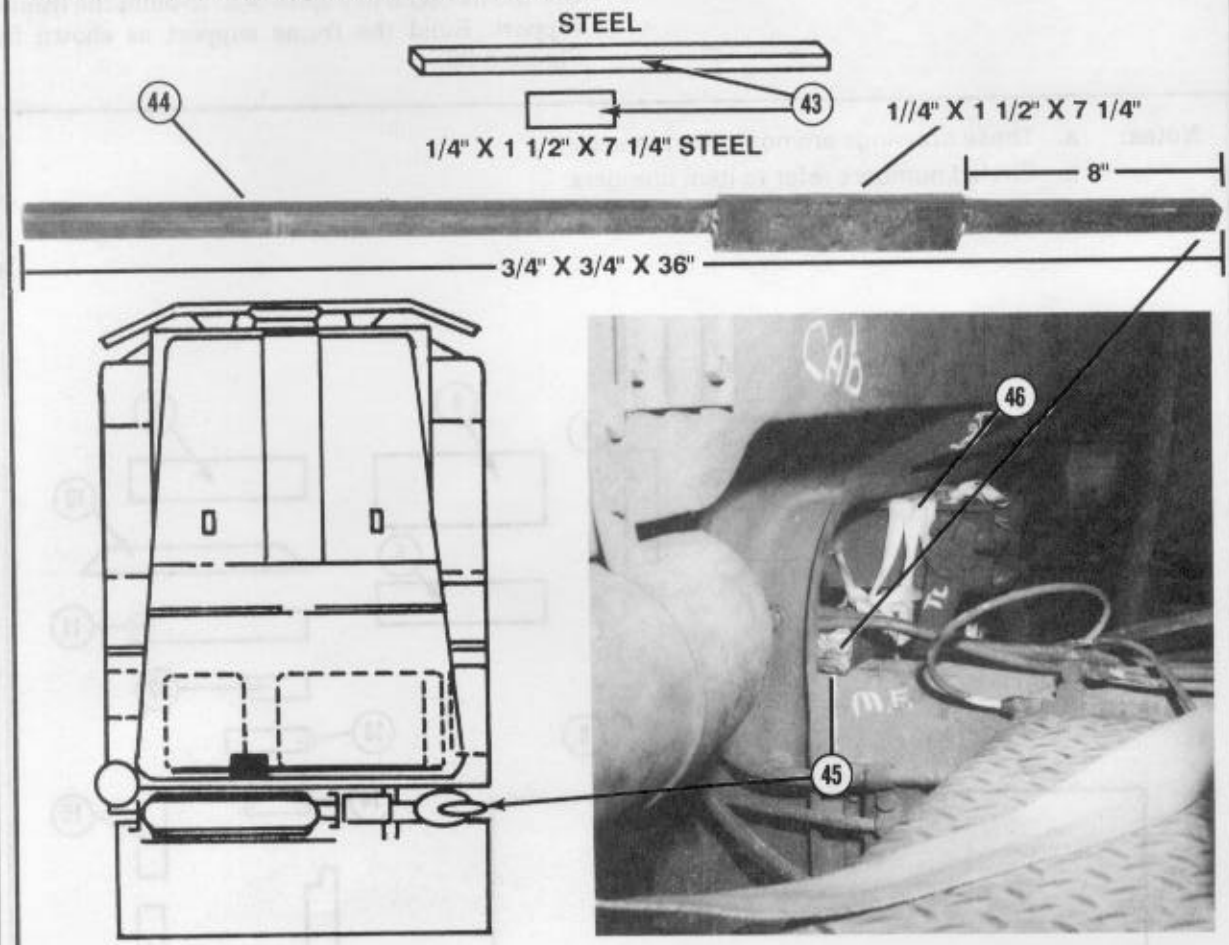
(40) Pad the windshield with cellulose wadding, and tape the wadding in place. Place the windshield against the 18- by 88-inch piece of honeycomb.

(41) Place an 18- by 88-inch piece of honeycomb against the windshield.

(42) Pass each end of the 30-foot tiedown strap over the 18- by 88-inch honeycomb, the windshield, and through a body rack socket. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 8-24. Truck prepared (continued)

Note: These drawings are not drawn to scale.



(43) Construct the components of a cab support bar using a 1/4- by 1 1/2- by 7 1/4-inch piece of steel and a 3/4- by 3/4- by 36-inch piece of steel.

Note: The 36-inch piece of steel must be 1 3/16-inch thick. A single piece or a combination of pieces may be used to get the correct thickness. This item will be supplied by the unit.

(44) Weld the pieces of steel together as shown.

Note: The bar must be positioned from the right side of the truck.

(45) Slide the bar in place with the 7 1/4-inch piece of steel up and with one end of the bar over each mainframe rail and the bar under the transfer link assembly support. The 7 1/4-inch metal plate must be closest to the left side of the truck.

(46) Tie each end of the bar securely in place with several turns of 1/2-inch tubular nylon webbing.

Figure 8-24. Truck prepared (continued)

8-6. Building Frame Support

Use the material in Figure 8-25 to build the frame support. Build the frame support as shown in Figure 8-26.

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

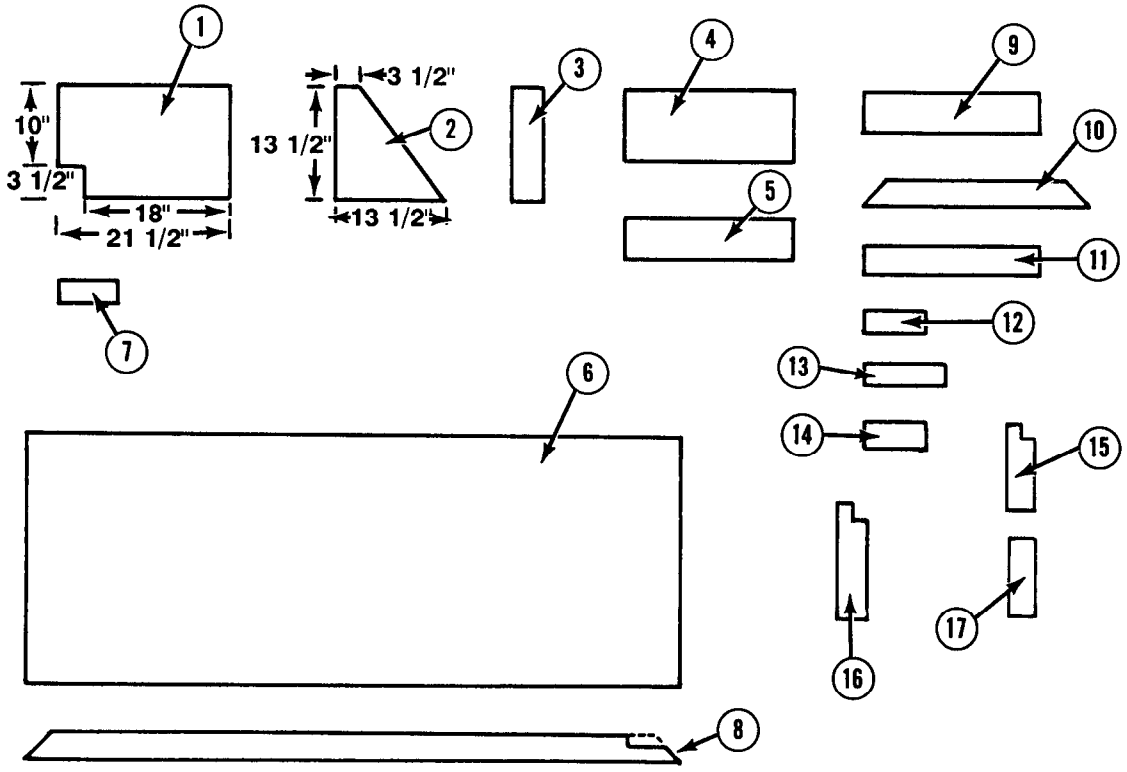
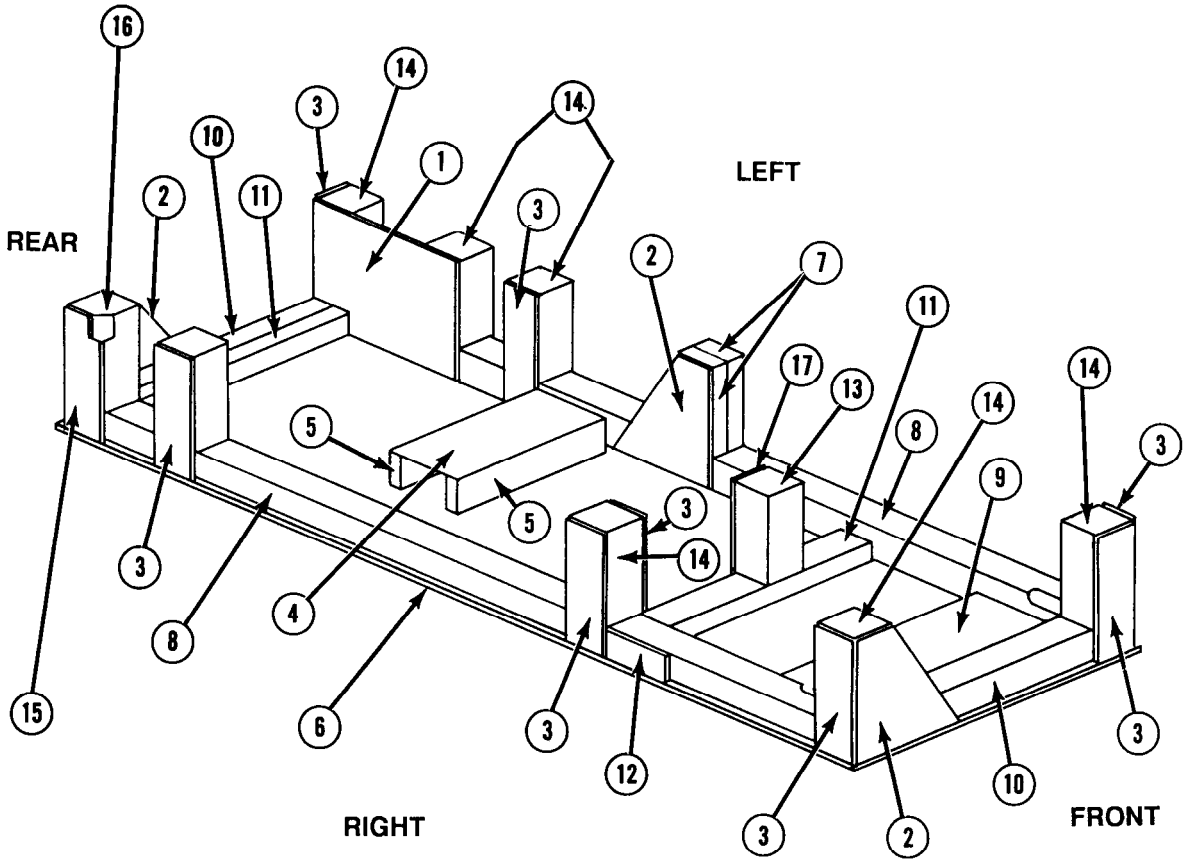


Figure 8-25. Material required for frame support

Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	13 1/2	21 1/2	3/4-inch plywood
2	3	13 1/2	13 1/2	3/4-inch plywood
3	8	3 1/2	13 1/2	3/4-inch plywood
4	1	8 1/2	20	3/4-inch plywood
5	2	3 1/2 (actual)	20	2- by 4-inch lumber
6	1	36	96	3/4-inch plywood
7	2	3 1/2 (actual)	10	2- by 4-inch lumber
8	2	3 1/2 (actual)	96	4- by 4-inch lumber
9	1	5 1/2 (actual)	26	2- by 6-inch lumber
10	2	3 1/2 (actual)	33	4- by 4-inch lumber
11	2	3 1/2 (actual)	26	2- by 4-inch lumber
12	1	3 1/2 (actual)	10	2- by 4-inch lumber
13	1	3 1/2 (actual)	10 3/4	4- by 4-inch lumber
14	7	3 1/2 (actual)	10	4- by 4-inch lumber
15	1	3 1/2	13 1/2	3/4-inch plywood
16	1	3 1/2 (actual)	10	2- by 4-inch lumber
17	1	3 1/2	12 1/4	3/4-inch plywood

Figure 8-25. Material required for frame support (continued)

Notes: a. This drawing is not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-25.



Step:

1. Construct the frame support as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 8-26. Frame support constructed

Note: These drawings are not drawn to scale.

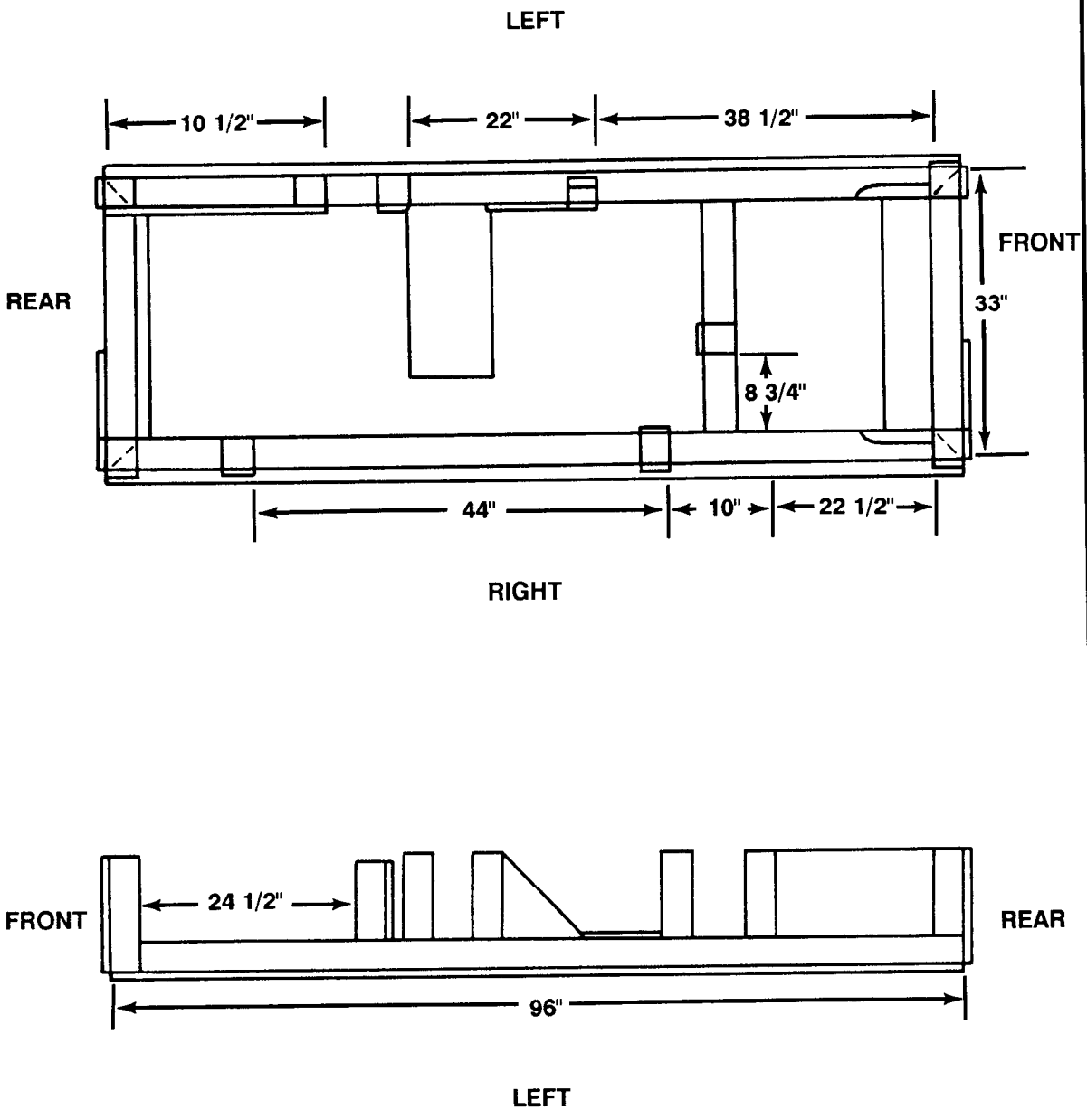
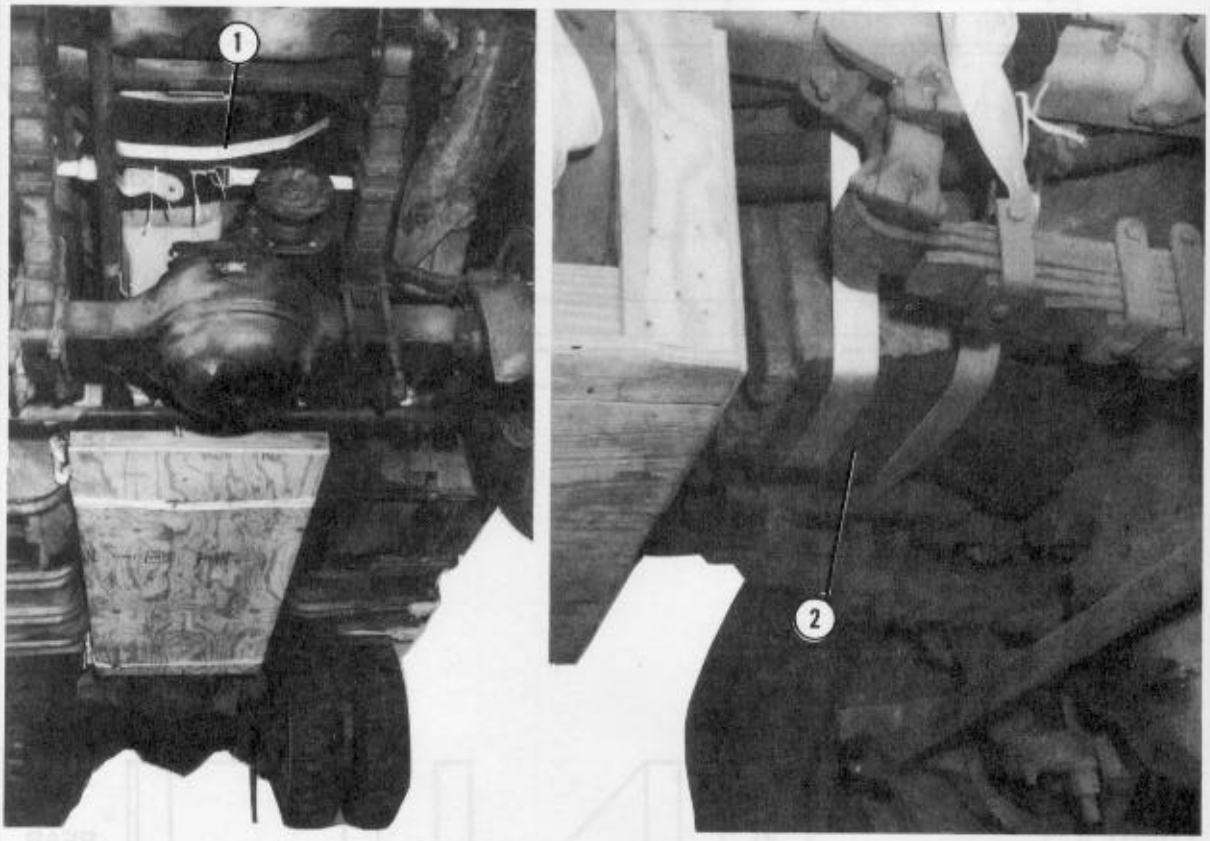


Figure 8-26. Frame support constructed (continued)

8-7. Installing Engine Supports and Frame Support

Install the engine supports and the frame support as shown in Figures 8-27 and 8-28 using four 15-foot tiedown straps.

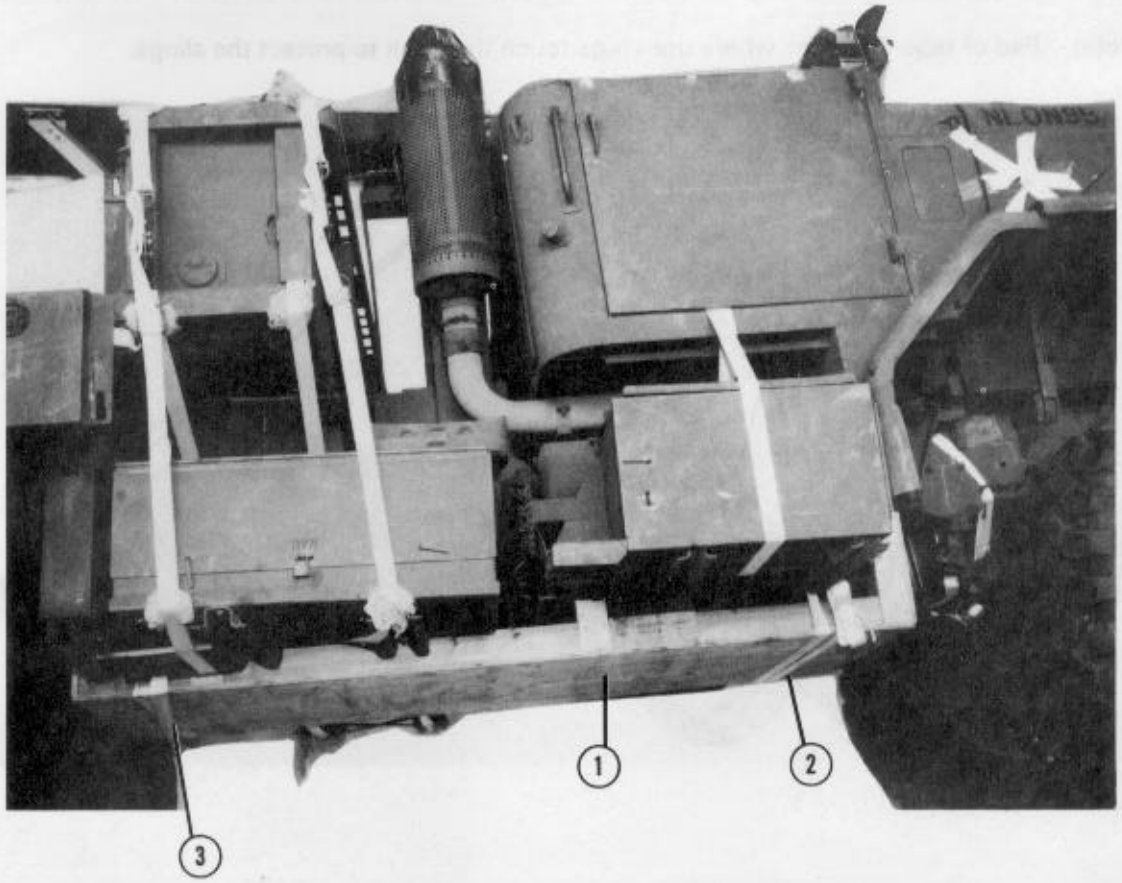


(1) Pass the end of a 15-foot tiedown strap around the right frame rail, under the front part of the oil pan, and around the left frame rail. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(2) Install a second 15-foot tiedown strap as explained in step 1 above, except under the rear of the oil pan. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 8-27. Engine supports installed

CAUTION
Ensure the frame support is not placed on hydraulic lines.



(1) Position the frame support under the mainframe as shown.

(2) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Pass one end of the strap around one mainframe rail near the front of the frame support. Pass the other end of the strap under the frame support and around the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Form a second 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Install the strap near the rear of the frame support adapting the procedures given in step 2 above.

Note: Position the load binders on the side of the frame support so that the load binders will not touch the honeycomb stack.

Figure 8-28. Frame support installed

8-8. Positioning Truck

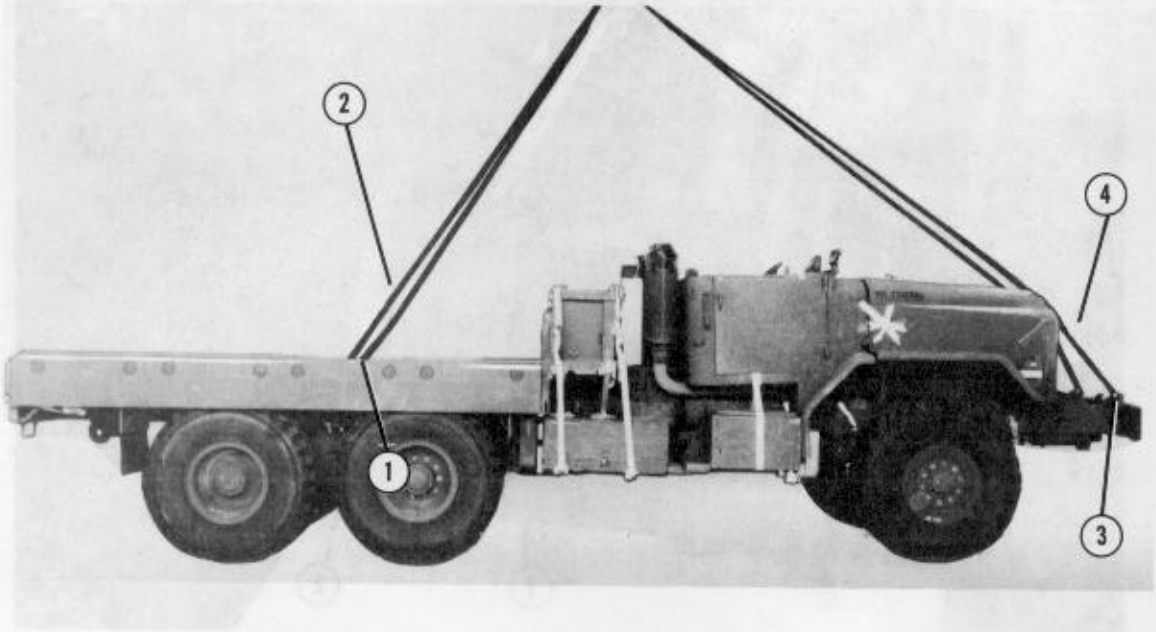
Position the truck on the platform as described below.

a. Install four 16-foot (4-loop), type XXVI nylon webbing slings as shown in Figure 8-29.

b. Position the truck on the platform as shown in Figure 8-30.

Note:
Other slings of equal or greater strength may be used to lift the truck.

Note: Pad or tape the areas where the slings touch the truck to protect the slings.



(1) Pass the end of a 16-foot (4-loop), type XXVI nylon webbing sling between the side body and the body floor of the truck. Attach the end of the sling to the spring saddle with a screw-pin clevis.

(2) Install another sling on the other side of the truck as described in step 1 above.

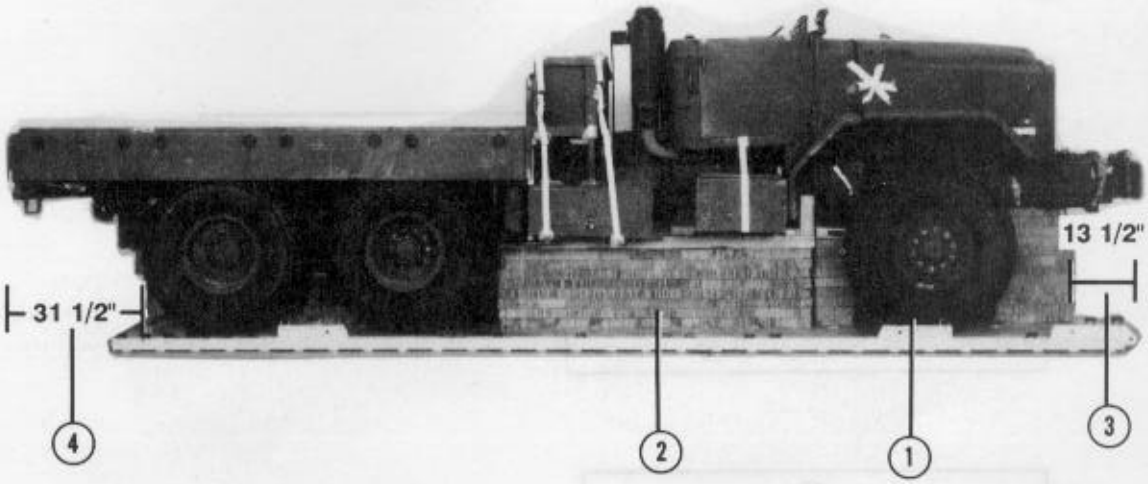
(3) Attach the end of a 16-foot (4-loop), type XXVI nylon webbing sling to a front lifting shackle with a large clevis.

(4) Install another sling on the other side of the truck as described in step 3 above.

Note: After slings are attached to the truck and the lifting device, place the transmission lever in neutral and release the brakes.

Figure 8-29. Lifting slings installed

CAUTION
The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.



Lift the truck with the lifting slings, and position it on the honeycomb stacks with:

(1) The front axle centered on stack 2.

(2) The frame support centered on stack 4.

(3) The front bumper overhanging the front of the platform by 13 1/2 inches.

(4) The rear of the truck overhanging the rear of the platform by 31 1/2 inches.

Note: After the truck is positioned, remove the lifting slings.

Figure 8-30. Truck positioned

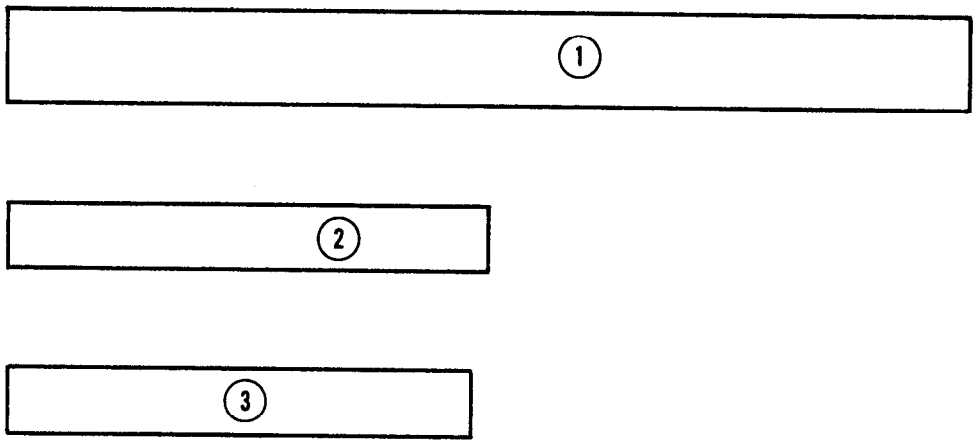
8-9. Constructing and Installing Front Suspension Sling Spreaders

Construct and install the front suspension sling spreaders as described below.

a. Construct the front suspension sling spreaders as shown in Figures 8-31 through 8-34.

b. Install the front suspension sling spreaders as shown in Figure 8-35.

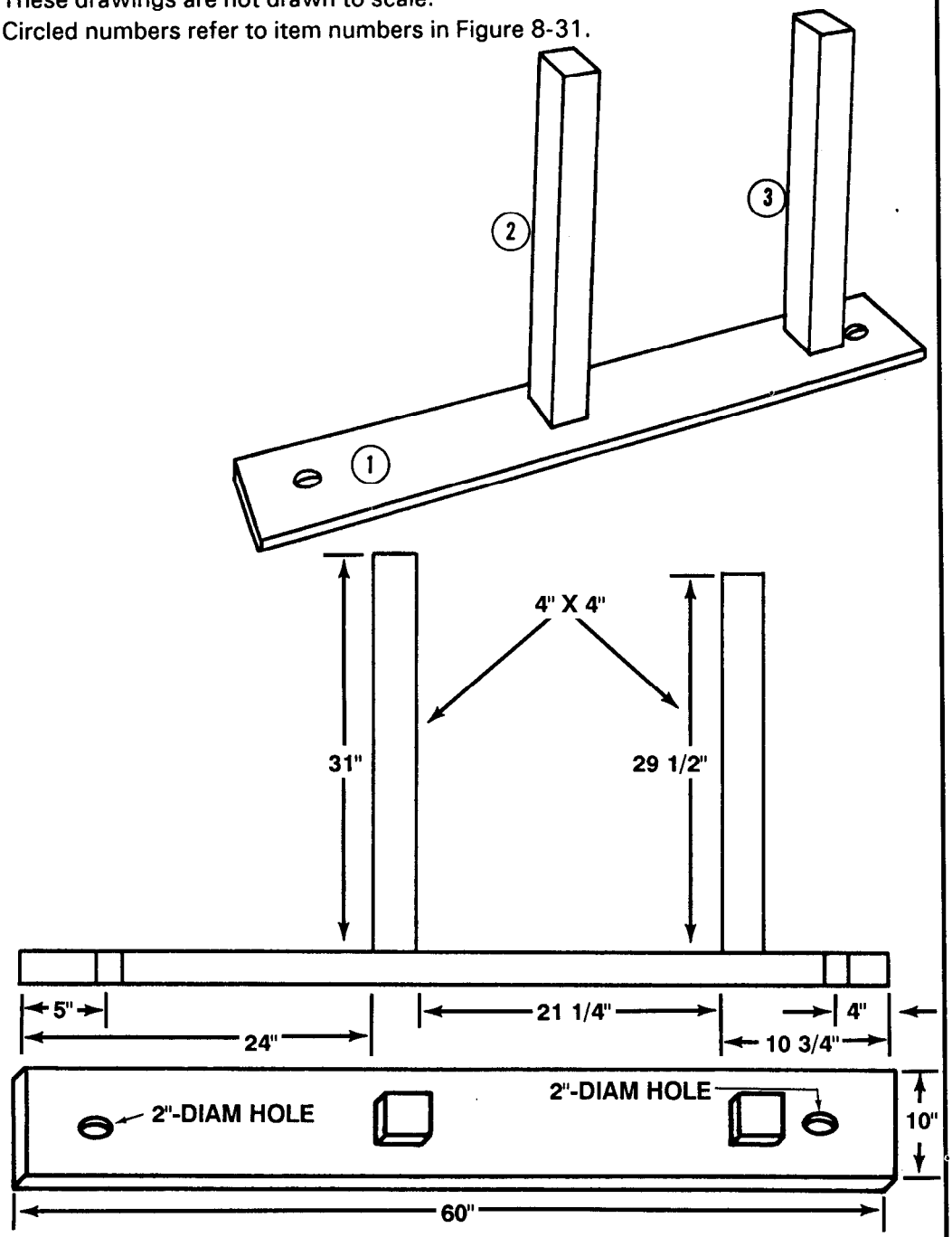
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	1	3 1/2 (actual)	31	4- by 4-inch lumber
3	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber

Figure 8-31. Material required for the left front suspension sling spreader

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-31.

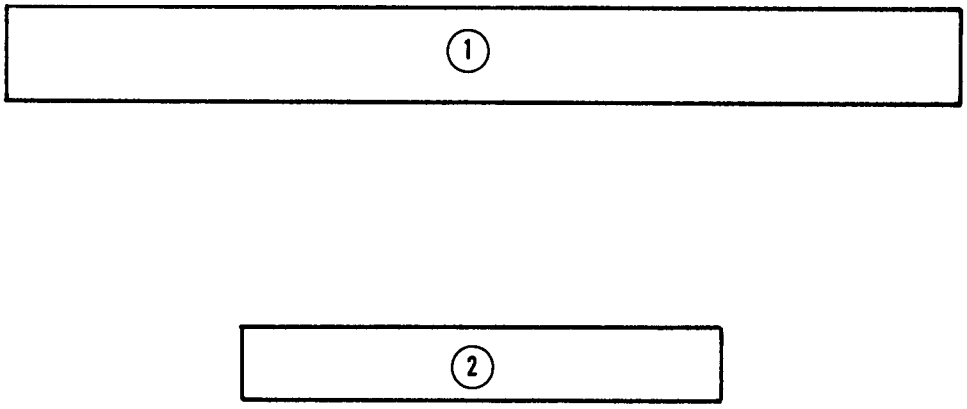


Step:

1. Construct a left front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 8-32. Left front suspension sling spreader constructed

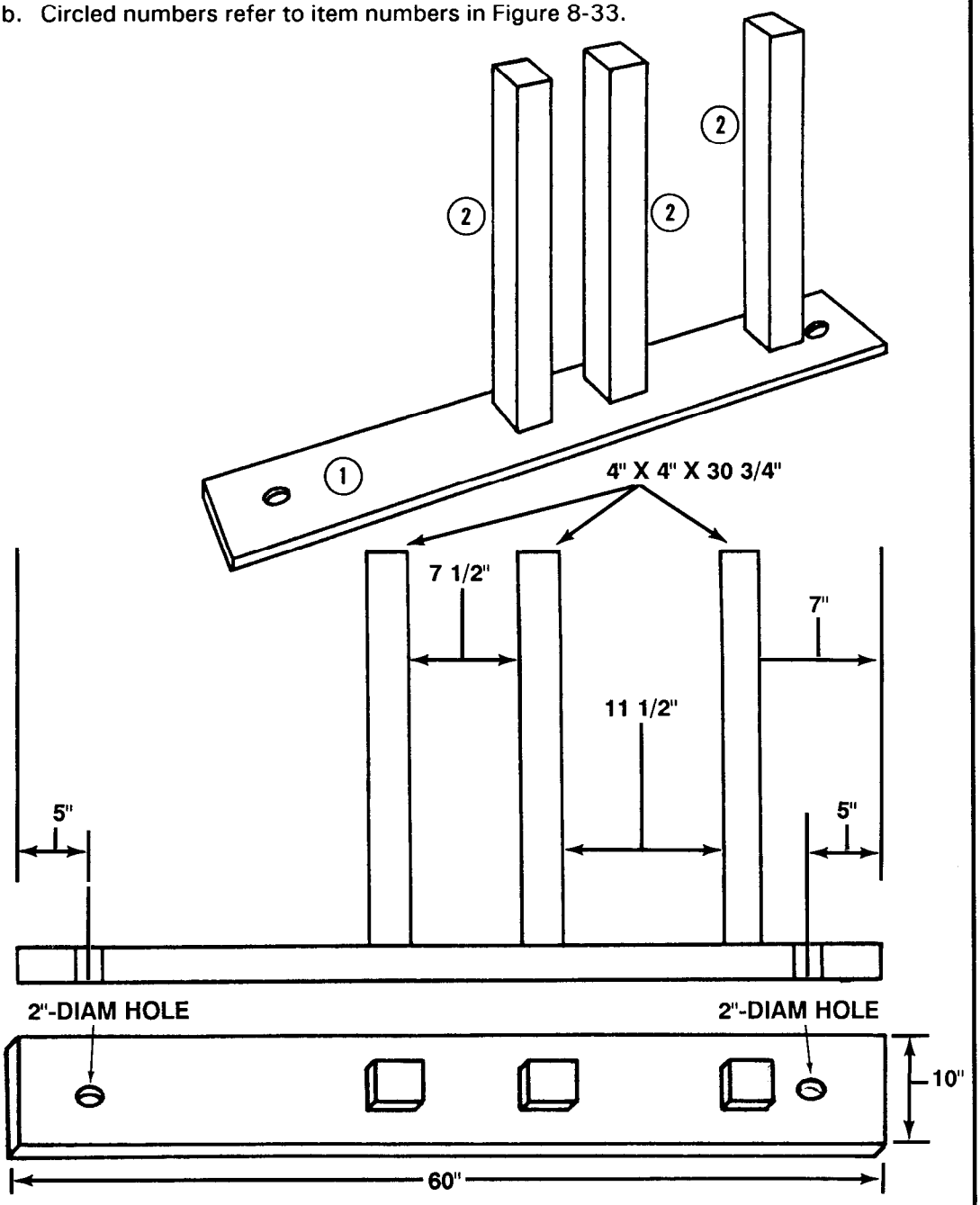
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	3	3 1/2 (actual)	30 3/4	4- by 4-inch lumber

Figure 8-33. Material required for the right front suspension sling spreader

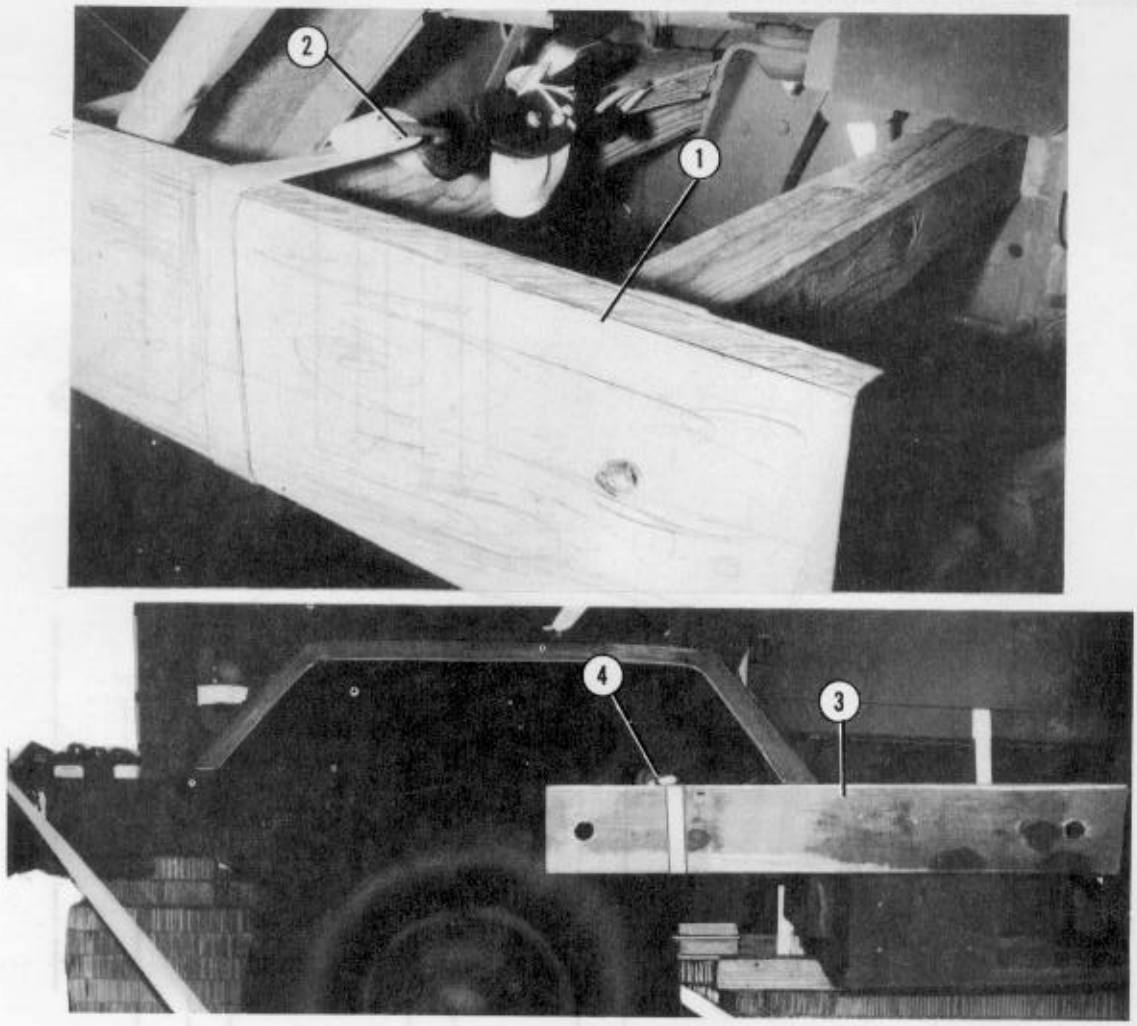
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-33.



Step:

1. Construct a right front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 8-34. Right front suspension sling spreader constructed



(1) Position the right front suspension sling spreader against the mainframe of the truck as shown.

(2) Pass the free end of a 15-foot tiedown strap around the mainframe and around the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

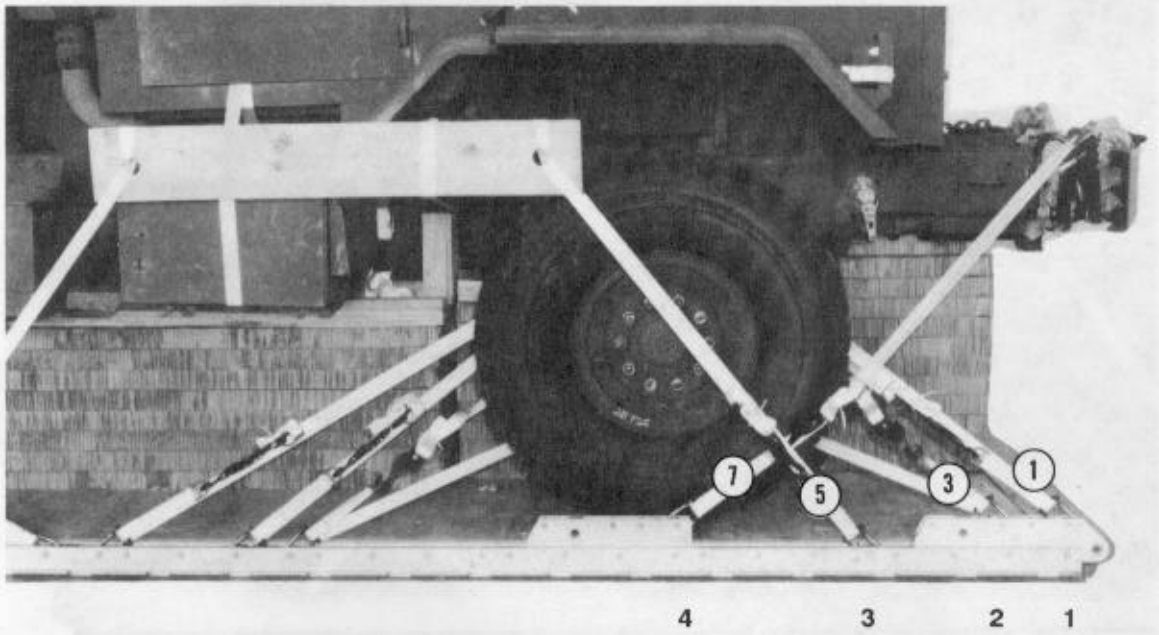
(3) Position the left front suspension sling spreader against the mainframe of the truck as shown.

(4) Pass the free end of a 15-foot tiedown strap around the mainframe and around the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 8-35. Front suspension sling spreaders installed

8-10. Installing Lashings

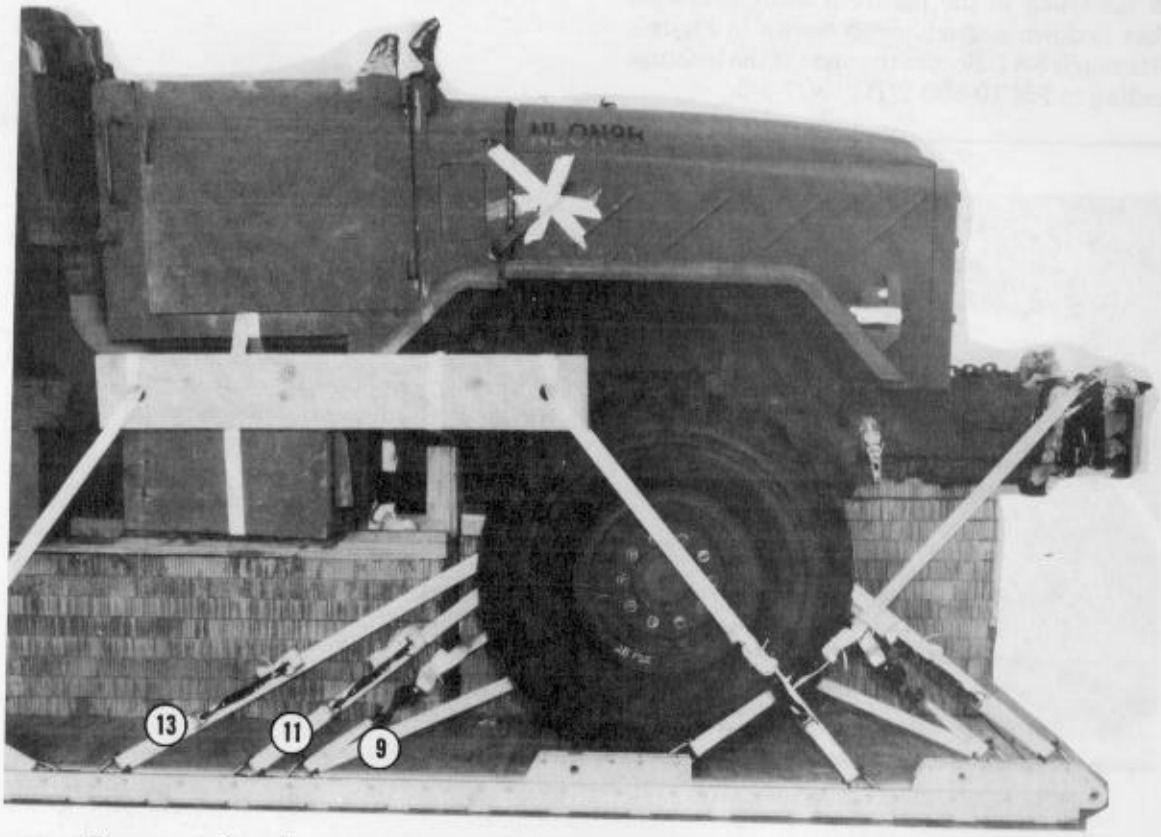
Lash the truck to the platform using thirty-six 15-foot tiedown assemblies as shown in Figures 8-36 through 8-41. Secure the ends of the lashings according to FM 10-500-2/TO 13C7-1-5.



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Through the front special tiedown provision on the right mainframe.
2	1A	Through the front special tiedown provision on the left mainframe.
3	2	Around the inner drum on the right axle.
4	2A	Around the inner drum on the left axle.
5	3	Through the front hole in the right front suspension sling spreader.
6	3A	Through the front hole in the left front suspension sling spreader.
7	4	Through the right front lifting shackle.
8	4A	Through the left front lifting shackle.

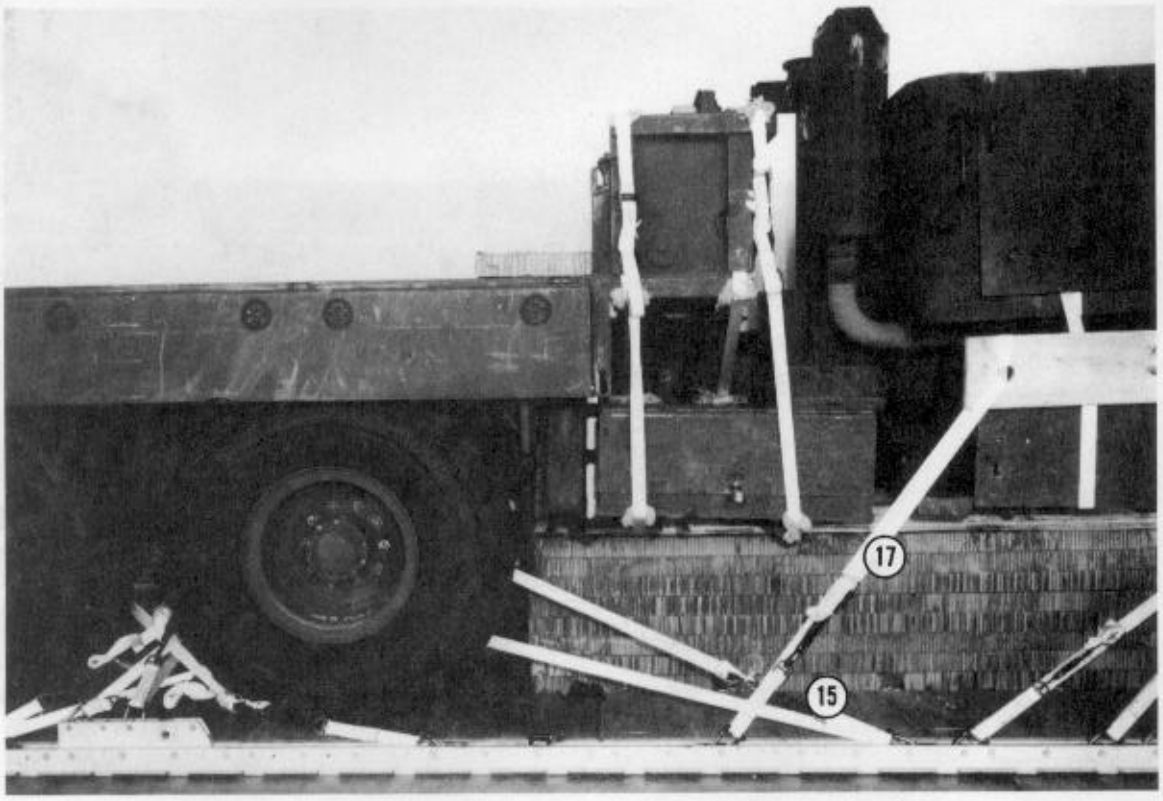
Note: See Figure 8-24, step 8, for the locations of the front special tiedown provisions.

Figure 8-36. Lashings 1 through 8 installed



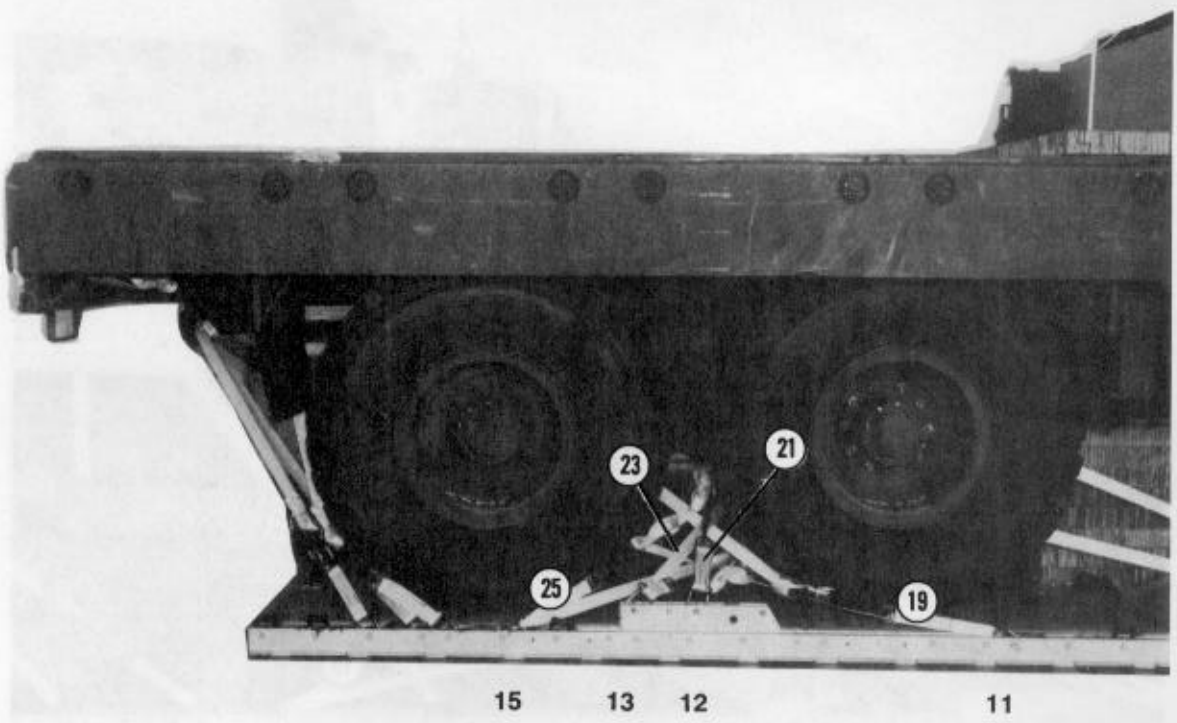
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
9	5	Around the inner drum on the right axle.
10	5A	Around the inner drum on the left axle.
11	6	Through the front special tiedown provision on the right mainframe.
12	6A	Through the front special tiedown provision on the left mainframe.
13	7	Through the front special tiedown provision on the right mainframe.
14	7A	Through the front special tiedown provision on the left mainframe.

Figure 8-37. Lashings 9 through 14 installed



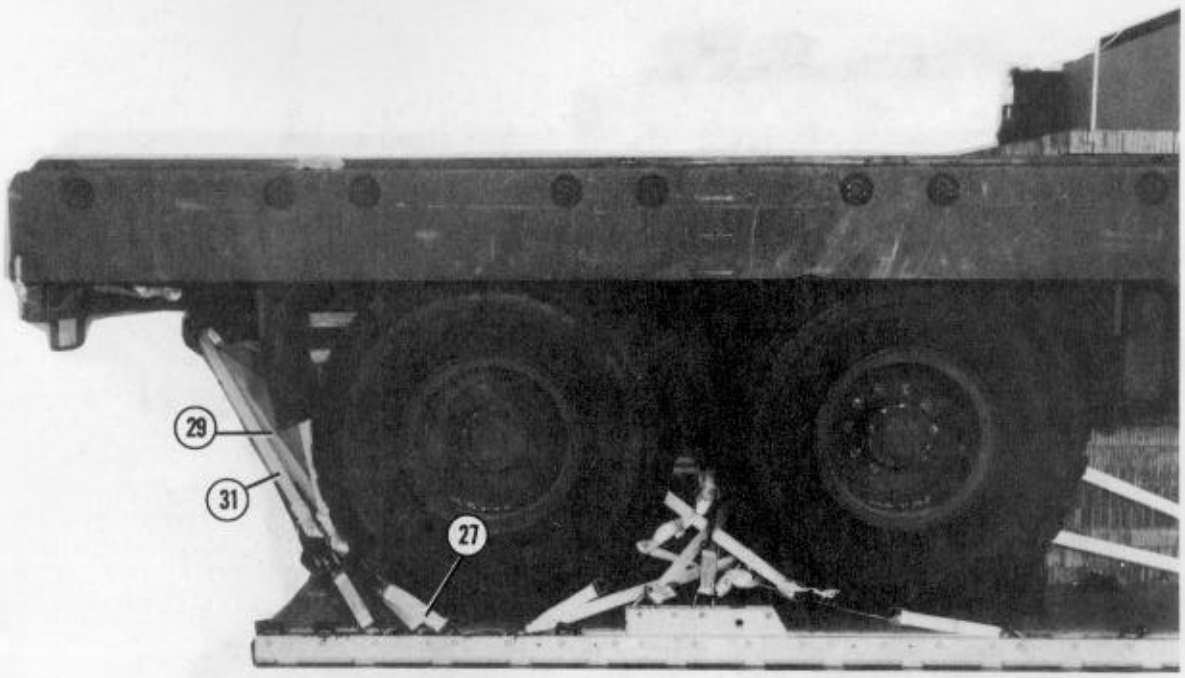
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
15	8	Around the inner drum on the right front tandem axle.
16	8A	Around the inner drum on the left front tandem axle.
17	9	Through the rear hole in the right front suspension sling spreader.
18	9A	Through the rear hole in the left front suspension sling spreader.

Figure 8-38. Lashings 15 through 18 installed



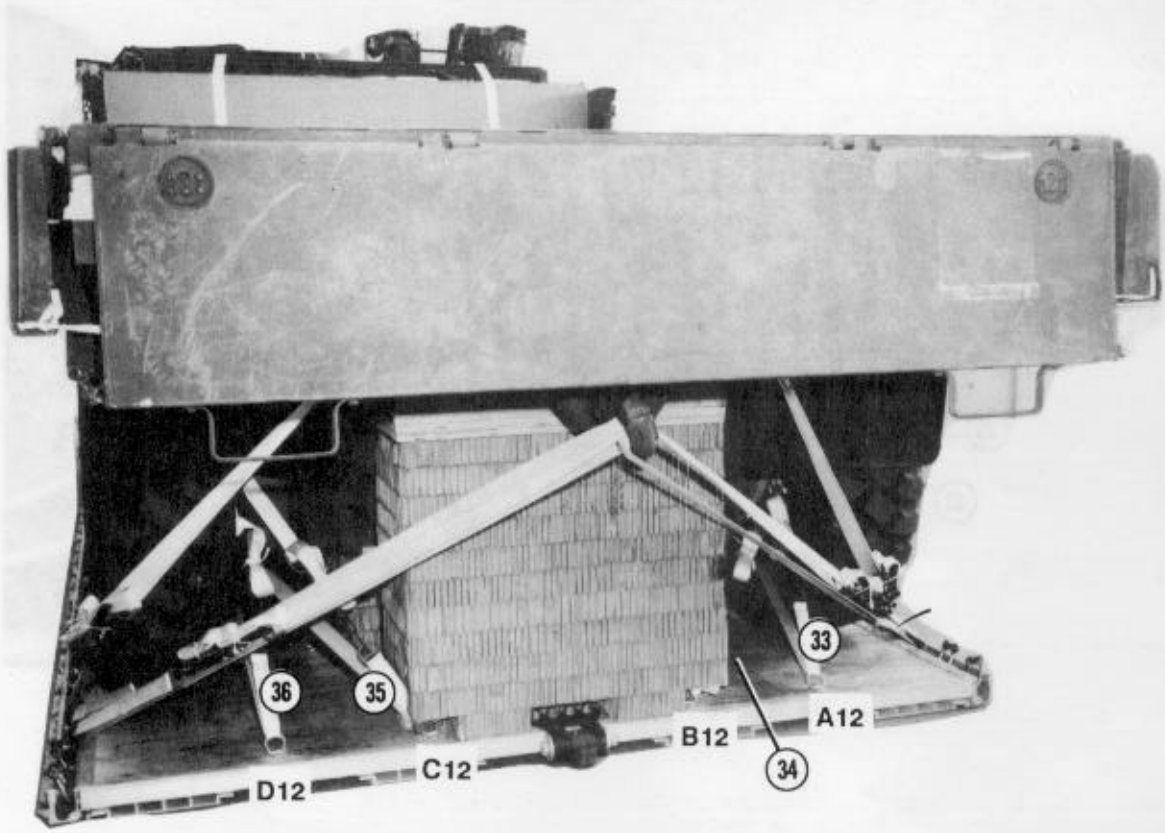
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
19	11	Around the inner drum on the right rear tandem axle.
20	11A	Around the inner drum on the left rear tandem axle.
21	12	Around the shock absorber arm on the right front tandem axle.
22	12A	Around the shock absorber arm on the left front tandem axle.
23	13	Around the inner drum of the right front tandem axle.
24	13A	Around the inner drum of the left front tandem axle.
25	15	Around the inner drum of the right front tandem axle.
26	15A	Around the inner drum of the left front tandem axle.

Figure 8-39. Lashings 19 through 26 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
27	16	Through the rear tiedown provision on the right mainframe.
28	16A	Through the rear tiedown provision on the left mainframe.
29	17	Through the towing pintle.
30	17A	Through the towing pintle.
31	18	Through the towing pintle.
32	18A	Through the towing pintle.

Figure 8-40. Lashings 27 through 32 installed



Lashing Number	Tiedown Ring Number	Instructions
		Pass lashing:
33	A12	Around the inner drum on the right rear tandem axle.
34	B12	Around the inner drum on the right rear tandem axle.
35	C12	Around the inner drum on the left rear tandem axle.
36	D12	Around the inner drum on the left rear tandem axle.

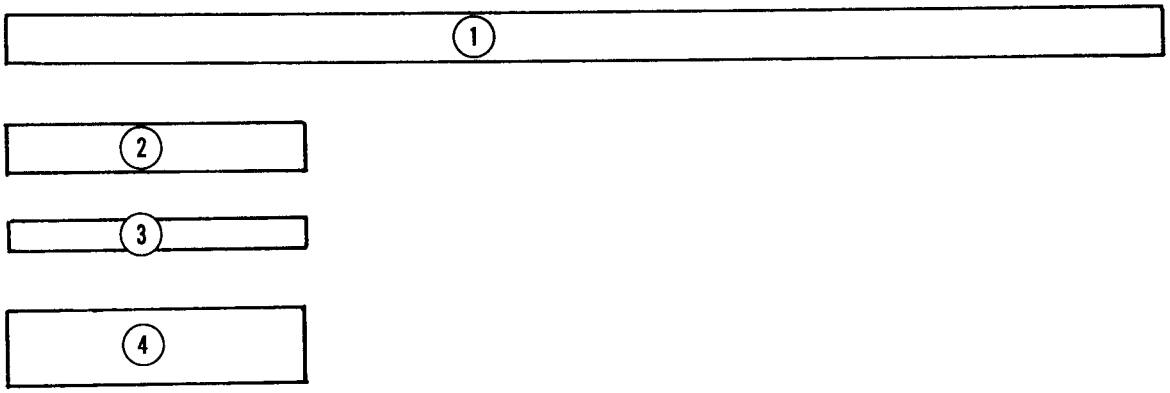
Figure 8-41. Lashings 33 through 36 installed

8-11. Constructing and Installing Rear Suspension Sling Spreader

Use the material in Figure 8-42 to build the rear suspension sling spreader. Construct the rear suspension sling spreader as shown in Figure 8-43.

Install the rear suspension sling spreader as shown in Figure 8-44.

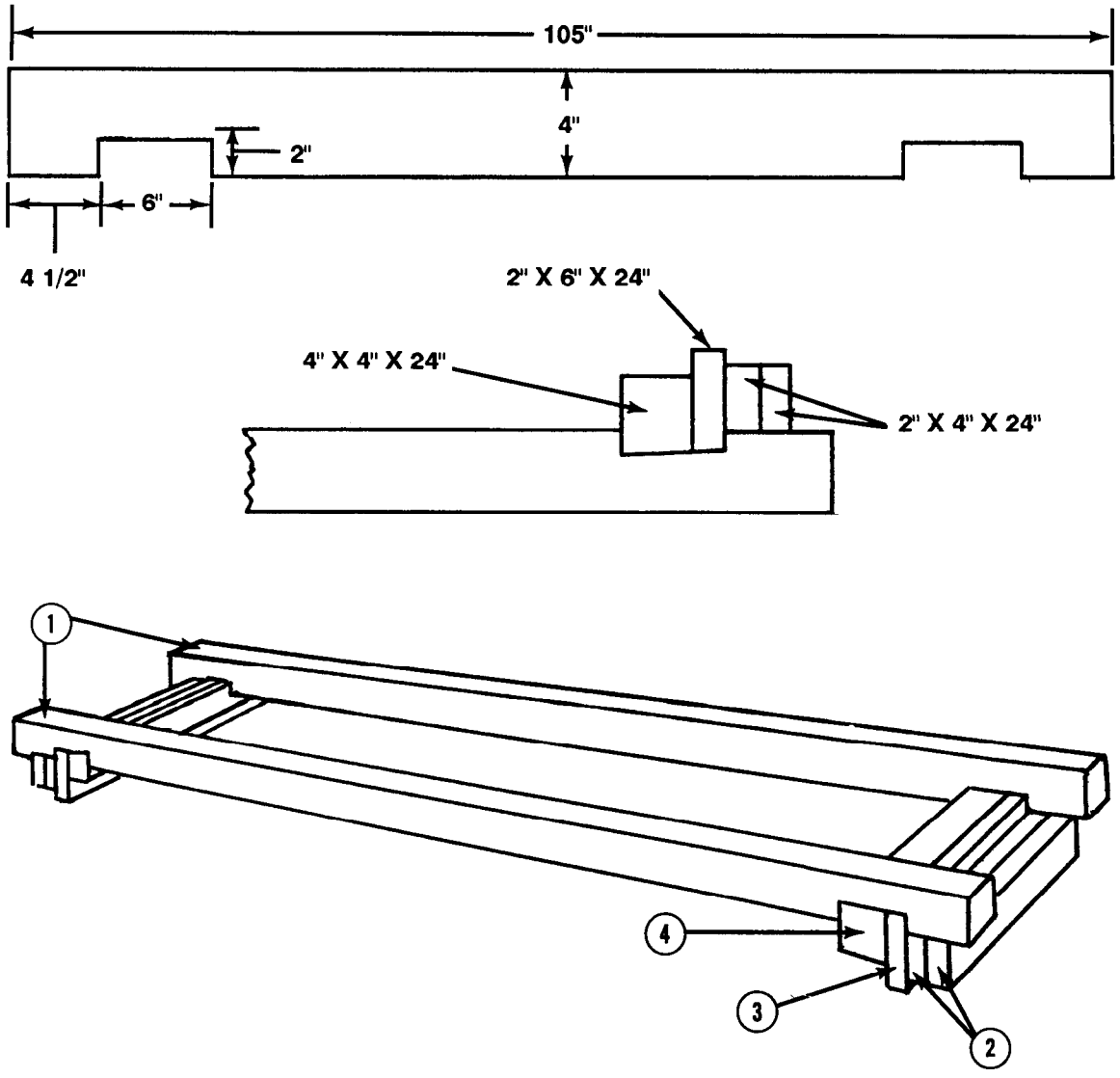
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	3 1/2 (actual)	105	4- by 4-inch lumber
2	4	1 3/4 (actual)	24	2- by 4-inch lumber
3	2	1 3/4 (actual)	24	2- by 6-inch lumber
4	2	3 1/2 (actual)	24	4- by 4-inch lumber

Figure 8-42. Material required for the rear suspension sling spreader

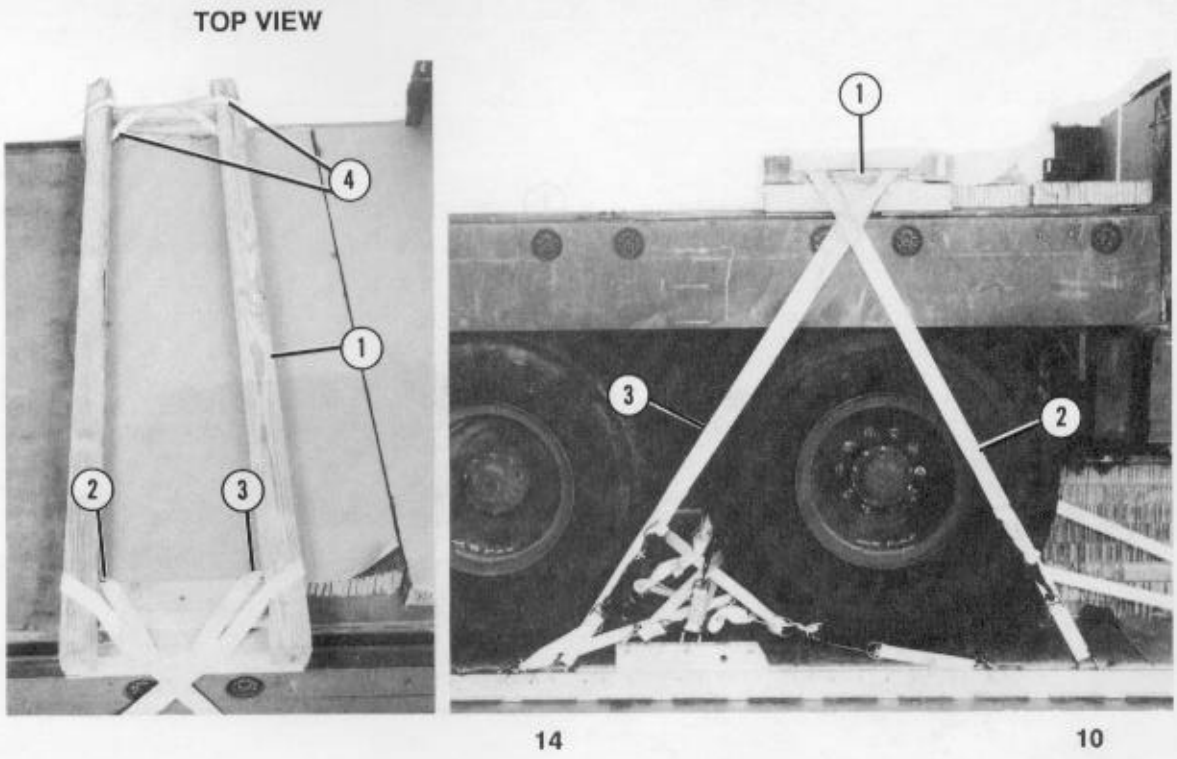
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 8-42.



Step:

1. Construct a rear suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 8-43. Rear suspension sling spreader constructed



(1) Center the rear suspension sling spreader over the front tandem wheels as shown.

(2) Pass the free end of a 15-foot tiedown strap around the rear 4- by 4- by 105-inch piece of lumber on the right side of the truck. Pass the free end of the lashing through clevis 10. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

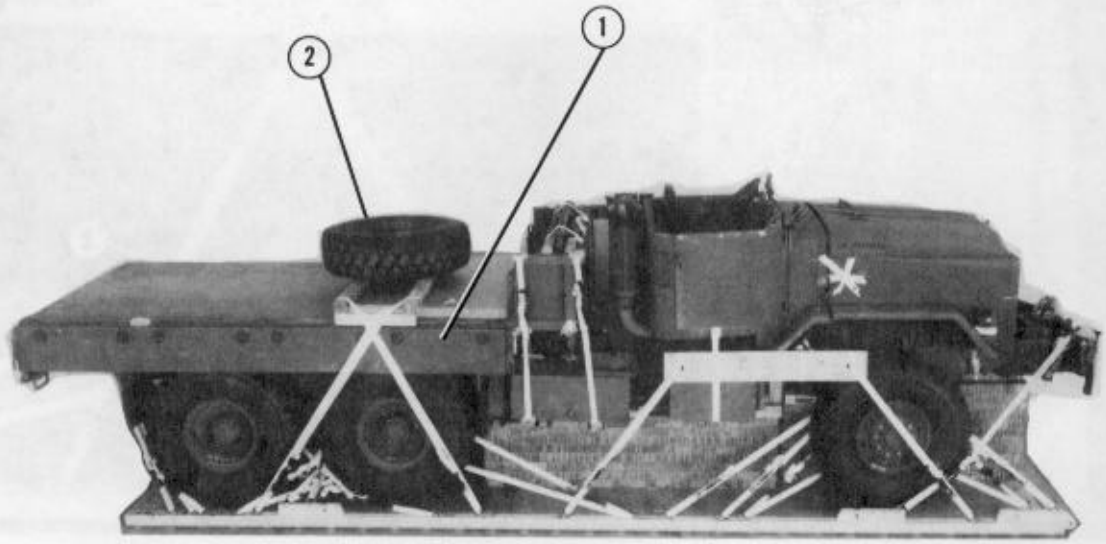
(3) Pass the free end of a 15-foot tiedown strap around the front 4- by 4- by 105-inch piece of lumber on the right side of the truck. Pass the free end of the lashing through clevis 14. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Adapt the procedures in steps 2 and 3 above to secure the left side of the rear suspension sling spreader to tiedown clevises 10A and 14A.

Figure 8-44. Rear suspension sling spreader installed

8-12. Securing Spare Tire

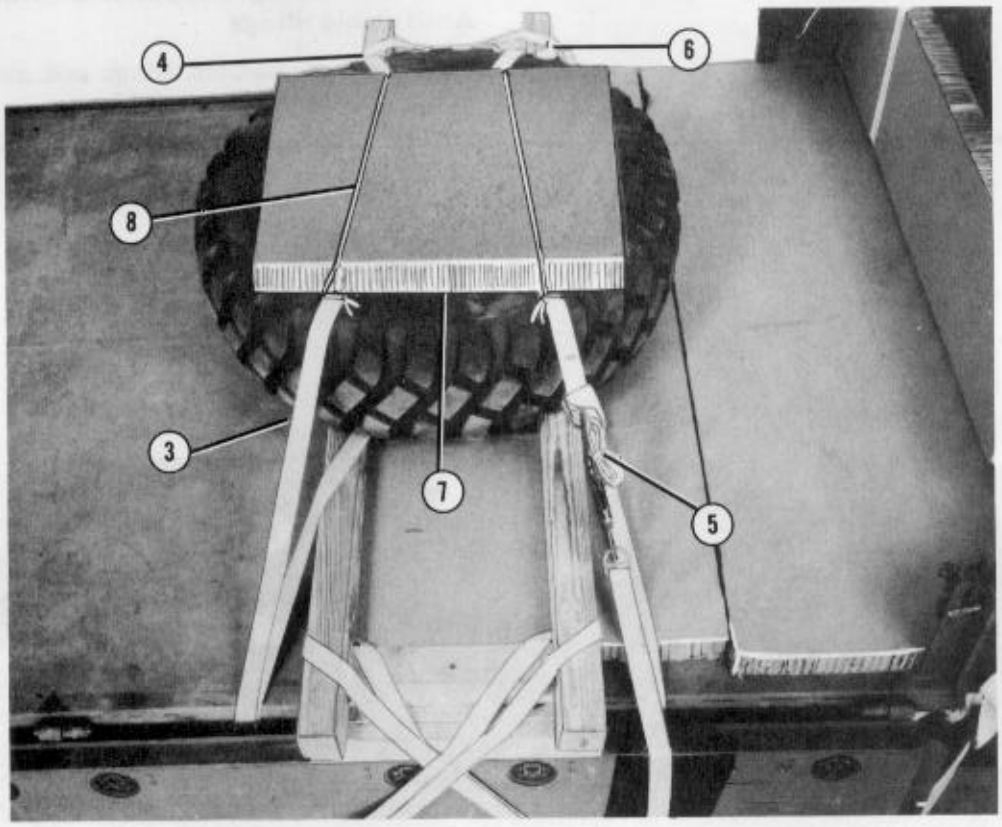
Secure the spare tire as shown in Figure 8-45.



(1) Tape a 6-inch area of the side body, on both sides of the truck, at the front of the rear suspension sling spreader.

(2) Center the spare tire on the rear suspension sling spreader.

Figure 8-45. Spare tire secured



(3) Pass the end of a 15-foot tiedown strap through the hole in the spare tire, over the rear of the suspension sling spreader, between the body floor and the side body, and down to and around the pin in the right spring saddle. Pass the other end of the strap between the body floor and the side body. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Pass a 15-foot tiedown strap around the pin in the left spring saddle as described in step 3 above. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(5) Pass a 15-foot tiedown strap through the hole in the spare tire, over the front of the suspension sling spreader, and around the right side body. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(6) Pass a 15-foot tiedown strap around the left side body as described in step 5 above. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all sharp edges with cellulose wadding where the straps touch.

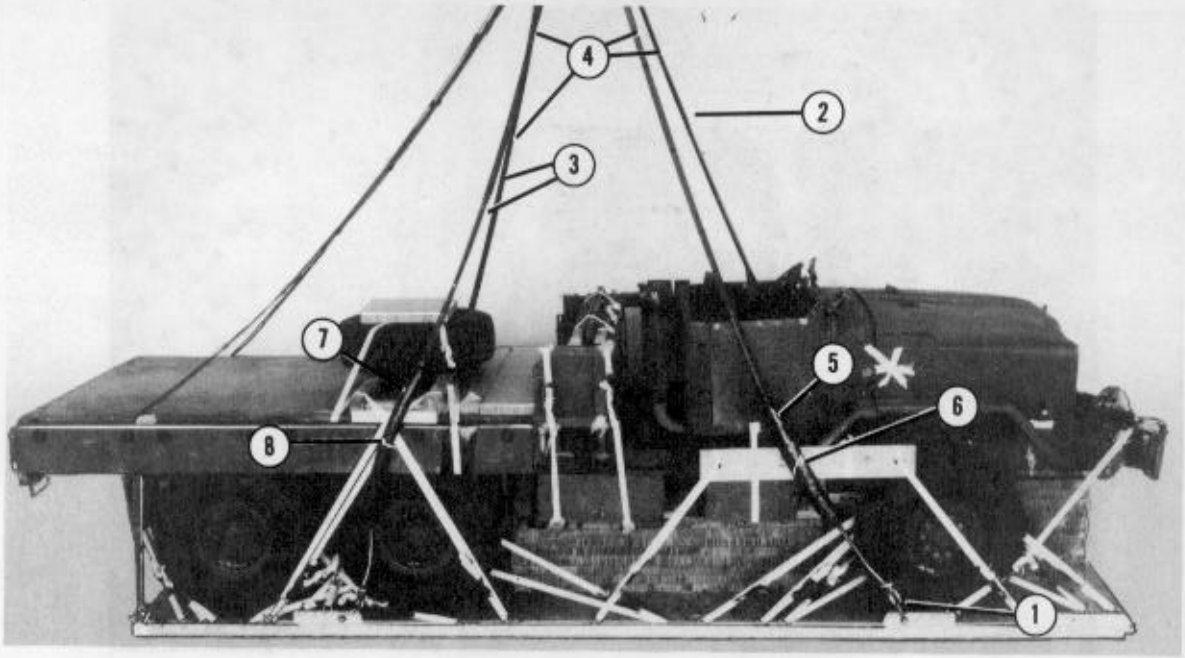
(7) Center a 20- by 20-inch piece of honeycomb on the spare tire. Tape the edges of the honeycomb.

(8) Tie the honeycomb to the spare tire with type III nylon cord.

Figure 8-45. Spare tire secured (continued)

8-13. Installing Suspension Slings and Antitumble Slings

Install the suspension slings and antitumble slings as shown in Figure 8-46.



(1) Place the bell portion of a large clevis through the loop of a 20-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link.

(2) Use a 20-foot (4-loop), type XXVI nylon webbing sling, and install the left front suspension sling as described in step 1 above to the left front suspension link.

(3) Using two 16-foot (4-loop), type XXVI nylon webbing slings, adapt the procedures in steps 1 and 2 above and install the rear suspension slings to the rear suspension links.

(4) Pull the suspension slings tight above the load.

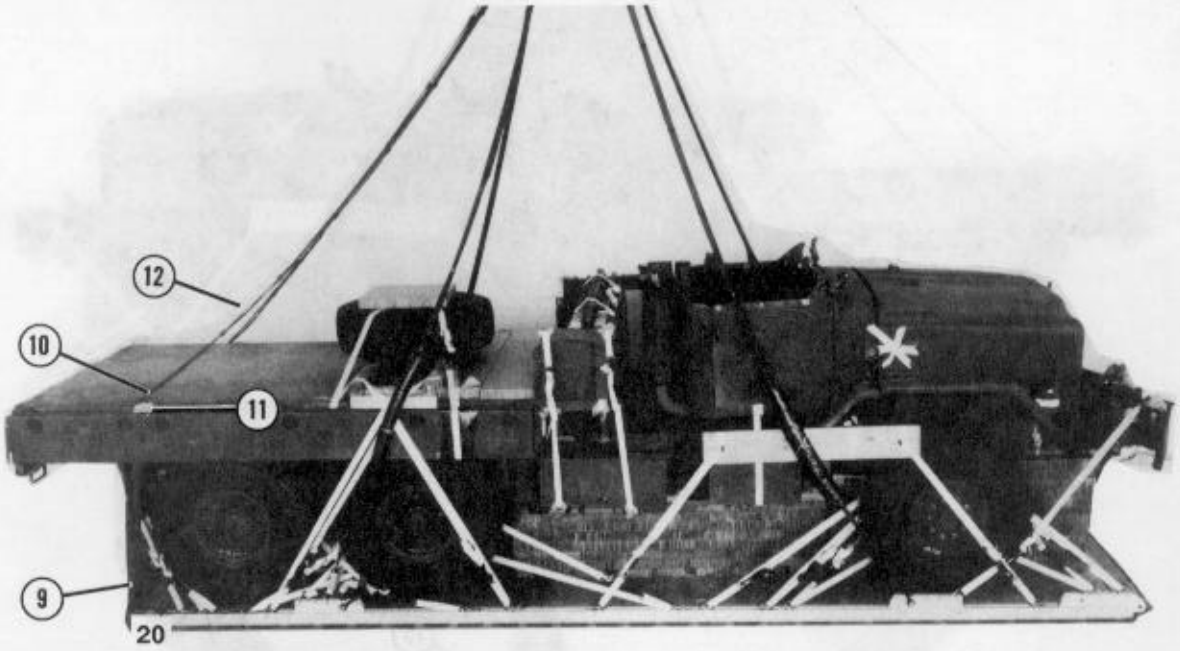
(5) Wrap a 15- by 36-inch piece of felt around each front suspension sling 30 inches from the large clevis. Tape the felt in place.

(6) Tie each front suspension sling to the front suspension sling spreader with a single turn of 1/2-inch tubular nylon webbing.

(7) Wrap a 15- by 36-inch piece of felt around each rear suspension sling 30 inches from the large clevis. Tape the felt in place.

(8) Tie each rear suspension sling to the side board ring tiedown with a single turn of 1/2-inch tubular nylon webbing.

Figure 8-46. Suspension slings and antitumble slings installed



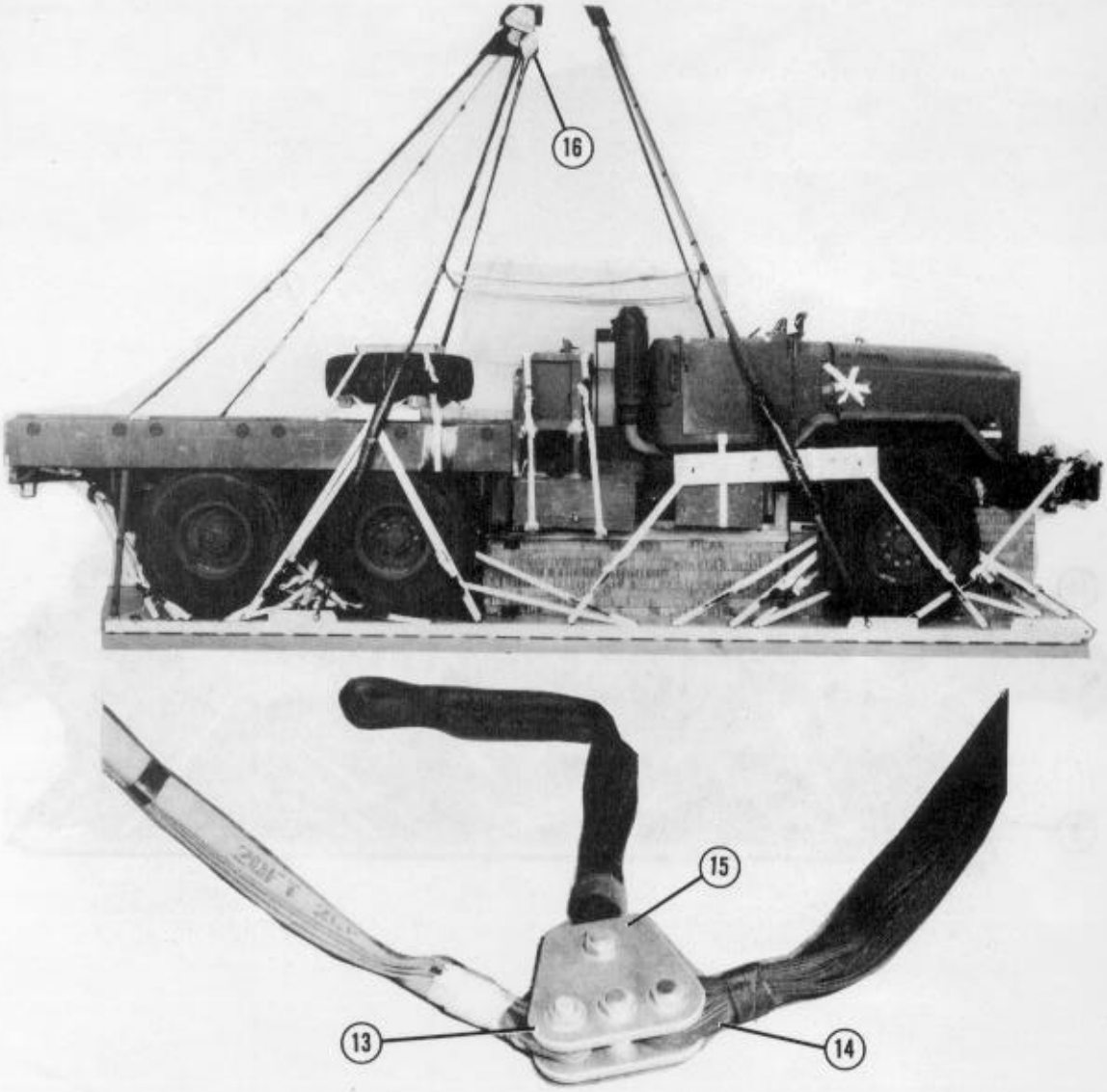
(9) Pass one end of a 20-foot (2-loop), type XXVI nylon webbing sling (antitumble sling) between the right side body and the body floor to the rear of the fourth side body hinge. Attach the end of the sling to tiedown clevis 20.

(10) Slide a cloth sling cover over the sling. Slide the cover toward the clevis until it covers the area of the sling which touches the truck. Tape the sling cover in place.

(11) Pad the fourth side body hinge with cellulose wadding, and tape the wadding in place.

(12) Adapt the procedures in steps 9 through 11 above, and install an antitumble sling on the left side of the truck.

Figure 8-46. Suspension slings and antitumble slings installed (continued)



(13) Attach the free end of the right antitumble sling to the left outside bolt of a four-point link assembly.

(14) Attach the free end of the right rear suspension sling to the right outside bolt of the four-point link assembly.

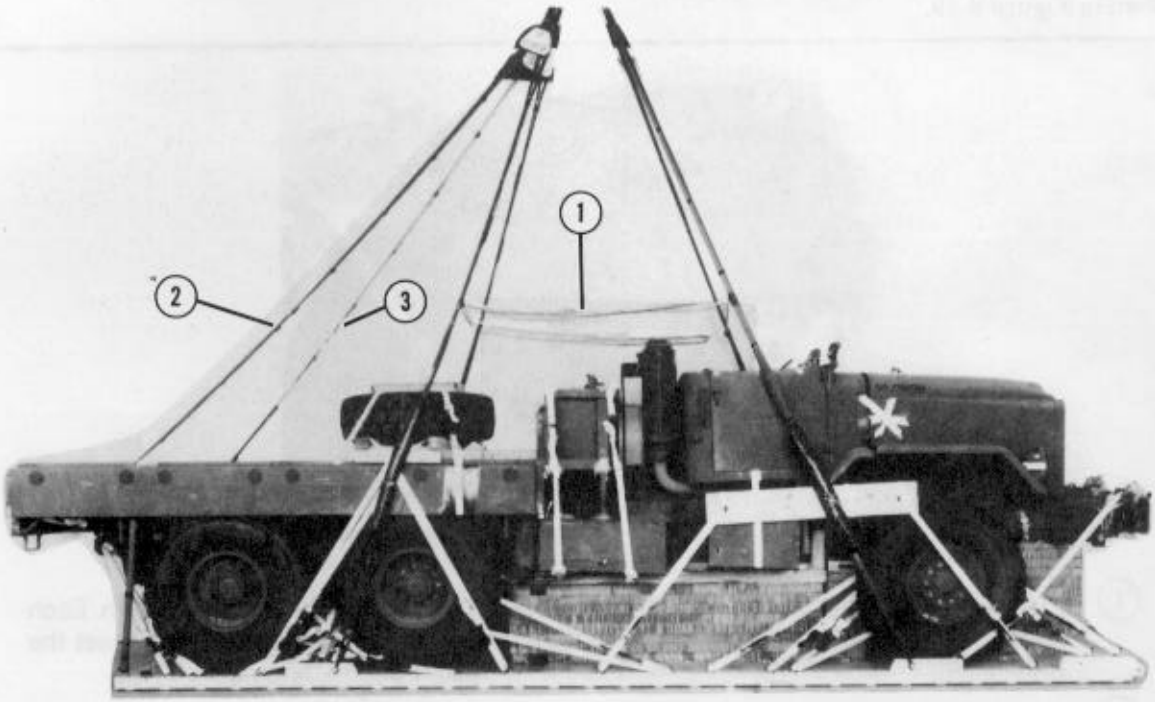
(15) Attach a 3-foot (4-loop), type XXVI nylon webbing sling to the top bolt of the four-point link assembly.

(16) Adapt the procedures in steps 13 through 15 above, and install a four-point link assembly and 3-foot sling on the left side of the load.

Figure 8-46. Suspension slings and antitumble slings installed (continued)

8-14. Installing Deadman's Tie and Safety Tie

Install the deadman's tie and safety tie as shown in Figure 8-47.



(1) Install a deadman's tie according to FM 10-500-2/TO 13C7-1-5.

(2) Use a 12-foot length of 1/2-inch tubular nylon webbing. Pass one end of the webbing through the plies of the right antitumble sling 4 feet from the body floor. Pass the webbing completely around the sling, and tie it with a surgeon's knot, a locking knot, and an overhand knot in the shortest end.

(3) Pass the free end of the 1/2-inch webbing to the left antitumble sling. Leave 6 inches of slack in the 1/2-inch webbing, and tie the free end of the webbing to the sling as described in step 2 above.

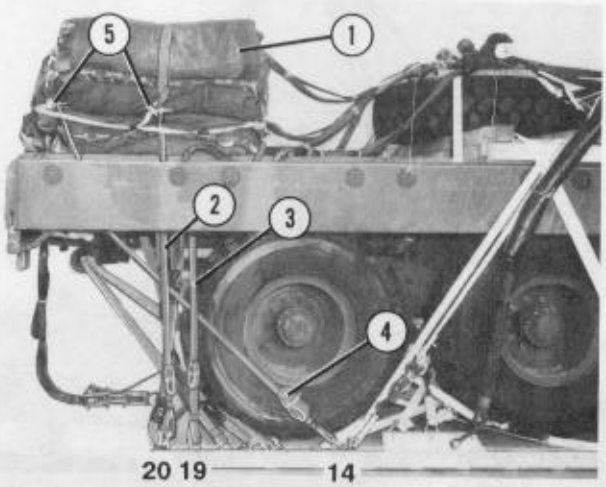
Figure 8-47. Deadman's tie and safety tie installed

8-15. Stowing Cargo Parachutes

NOTICE OF EXCEPTION

The parachute requirements and the parachute restraint straps in Figure 8-48 are not in accordance with those in FM 10-500-2/TO 13C7-1-5. Six G-11B cargo parachutes and type X nylon webbing used as restraint straps are authorized to be used with this load. Follow the procedures in this figure.

Stow six G-11B cargo parachutes on the truck as shown in Figure 8-48.



(1) Prepare and position six G-11B cargo parachutes in the rear of the truck as shown. Each parachute requires a 120-foot riser extension. Make sure the riser extensions meet the requirements and restrictions in FM 10-500-2/TO 13C7-1-5.

(2) Bolt a load tiedown clevis to clevises 20 and 20A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the center of the cargo parachutes between the side body and the bed of the truck. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

(3) Install a 10-yard, type X nylon webbing parachute restraint strap over the bottom of the parachutes between the side body and the bed of the truck. Use a D-ring and a load binder to secure each end of the strap to clevises 19 and 19A according to FM 10-500-2/TO 13C7-1-5.

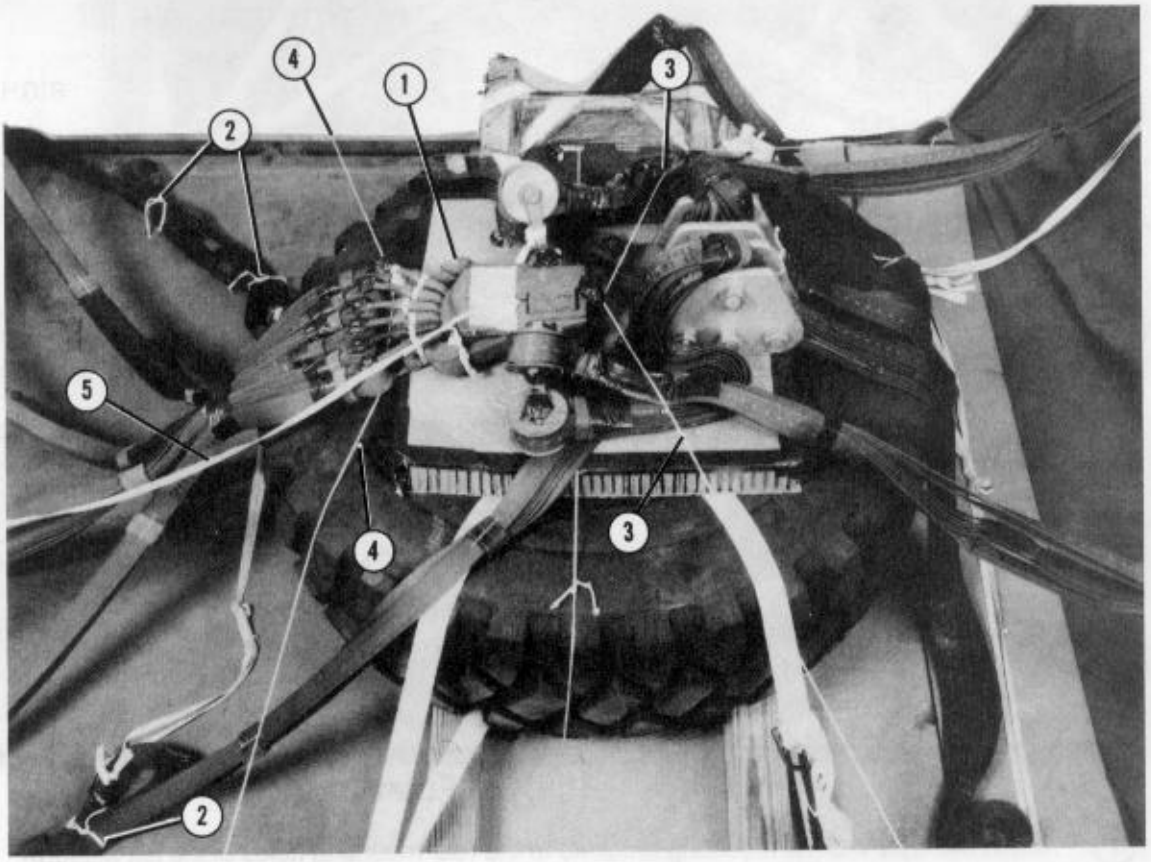
(4) Bolt a load tiedown clevis to clevises 14 and 14A in an inverted manner. Install a 10-yard, type X nylon webbing parachute restraint strap over the top of the cargo parachutes between the side body and the bed of the truck. Use a D-ring and a load binder to secure each end of the strap to the inverted clevises according to FM 10-500-2/TO 13C7-1-5.

(5) Install two multicut parachute release straps according to FM 10-500-2/TO 13C7-1-5.

Figure 8-48. Six G-11B cargo parachutes installed

8-16. Installing Release System

Prepare and install the release system as shown in Figure 8-49.



(1) Prepare an M-2 cargo parachute release assembly according to FM 10-500-2/TO 13C7-1-5. Attach the release assembly to the suspension slings and the cargo parachutes according to FM 10-500-2/TO 13C7-1-5. Center the release assembly on the previously positioned 20- by 20-inch honeycomb.

(2) Fold the suspension slings, and secure the folds with single turns of type I, 1/4-inch cotton webbing.

(3) Secure the top of the release assembly according to FM 10-500-2/TO 13C7-1-5.

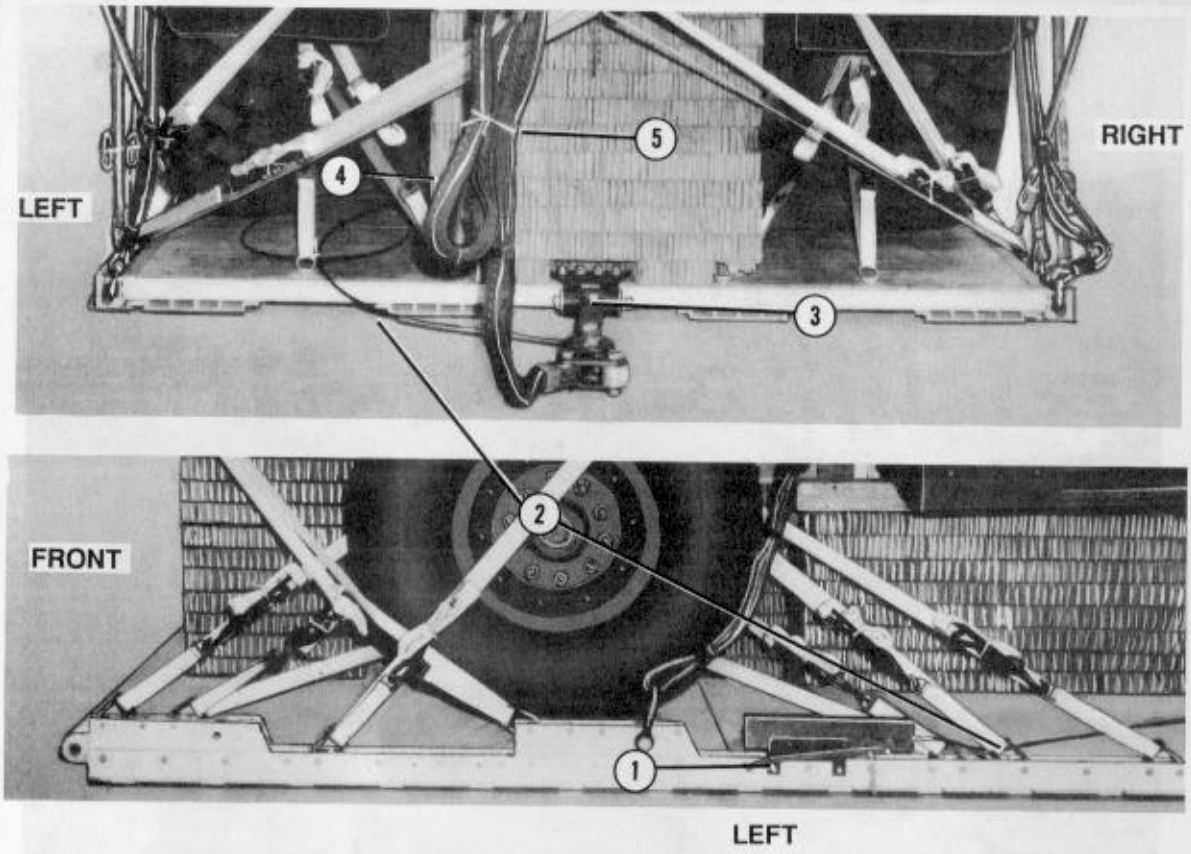
(4) Secure the bottom of the release assembly according to FM 10-500-2/TO 13C7-1-5.

(5) Install the arming lanyard according to FM 10-500-2/TO 13C7-1-5.

Figure 8-49. Release system installed

8-17. Installing Extraction System

Install the EFTC extraction system as shown in Figure 8-50.



(1) Attach the type V EFTA mounting brackets to the rear mounting holes in the left platform rail.

(2) Install the actuator with a 24-foot cable to the EFTA mounting brackets according to FM 10-500-2/TO 13C7-1-5.

(3) Use a 5-inch latch assembly adapter, and attach the latch assembly to the extraction bracket according to FM 10-500-2/TO 13C7-1-5 with the locking nut hole facing toward the left side of the platform.

(4) Connect one end of a 9-foot (4-loop), type XXVI nylon webbing sling (deployment line) to the top spacer of the link assembly. Connect the free end to the center large suspension clevis on the 3-foot clustering slings.

(5) Fold the excess deployment line, and secure the folds in place with tape or type I, 1/4-inch cotton webbing.

Figure 8-50. Extraction system installed

8-18. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints on the load when it is dropped from a C-141 aircraft. Attach a large (1-inch) suspension clevis to the front hole of each tandem link on the front of the platform as outlined in FM 10-500-2/TO 13C7-1-5.

8-19. Placing Extraction Parachutes

Place the extraction parachutes as described below.

a. C-130 Aircraft. Place two heavy-duty, 28-foot cargo extraction parachutes; a 60-foot (6-loop), type XXVI nylon webbing extraction line; an extraction line leaf; and a four-point link assembly on the load for installation in the aircraft.

b. C-141 Aircraft. Place one heavy-duty, 28-foot cargo extraction parachute; a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line; and an extraction line leaf on the load for installation in the aircraft.

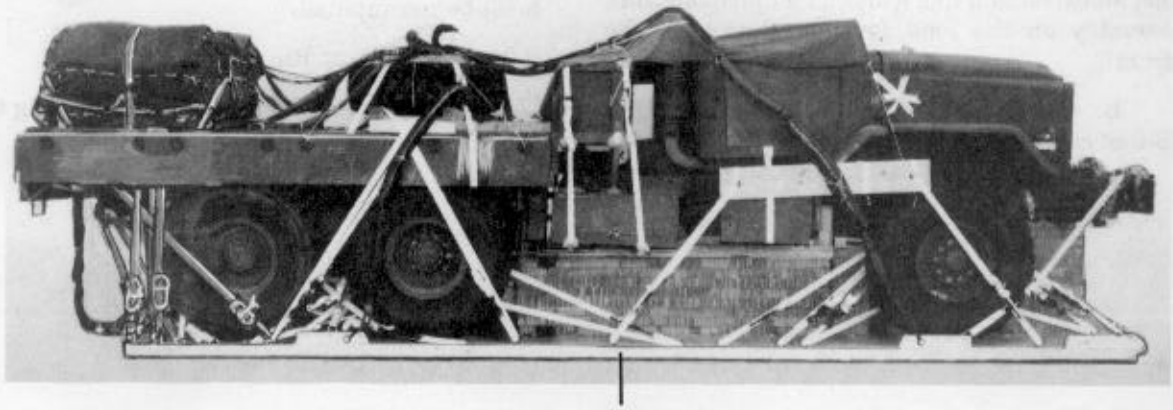
8-20. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 8-51. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

8-21. Equipment Required

Use the equipment listed in Table 8-1 to rig this load.

CAUTION
Make the final rigger inspection required by FM 10-500-2/TO 13C7-1-5 before the load leaves the rigging site.



RIGGED LOAD DATA

Weight: Load shown	28,900 pounds
Maximum load allowed	29,500 pounds
Height	100 inches
Width	108 inches
Length	333 inches
Overhang: Front	13 1/2 inches
Rear	31 1/2 inches
CB (from front edge of platform)	153 inches
Extraction System	EFTC

Figure 8-51. M925A1, 5-ton cargo truck rigged for low-velocity airdrop on a type V platform

Table 8-1. Equipment required for rigging the M925A1, 5-ton truck for low-velocity airdrop on a type V airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
3990-00-937-0272	Binder, load, 10,000-lb	6
1670-01-035-6054	Bridle, extraction line bag (Use w extraction line leaf.)	1
4030-00-090-5354	Clevis, suspension, 1-in (large)	7
8305-00-242-3593	Cloth, cotton duck, 60-in	As required
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-434-5782	Coupling, airdrop, extraction force transfer, w 24-ft cable	1
1670-00-360-0328	Cover, clevis, large	6
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt, 1/2-in thick	As required
	Frame support:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	10-in	4
	20-in	2
	26-in	2
5510-00-220-6448	2- by 6- by 26-in	1
5510-00-220-6274	4- by 4-in:	
	10-in	7
	10 3/4-in	1
	33-in	2
	96-in	2
5530-00-128-4981	Plywood, 3/4-in:	
	3 1/2- by 12 1/4-in	1
	3 1/2- by 13 1/2-in	8
	8 1/2- by 20-in	1
	13 1/2- by 13 1/2-in	3
	13 1/2- by 21 1/2-in	1
	36- by 96-in	1
1670-01-183-2678	Leaf, extraction line	1
	Line, extraction:	
1670-00-003-1957	60-ft (6-loop), type XXVI nylon webbing or	1

Table 8-1. Equipment required for rigging the M925A1, 5-ton truck for low-velocity airdrop on a type V airdrop (continued)

National Stock Number	Item	Quantity
1670-01-064-4454	60-ft (6-loop), type XXVI nylon webbing (for C-130 aircraft)	1
1670-01-107-7651	140-ft (3-loop), type XXVI nylon webbing (for C-141 aircraft)	1
	Link assembly:	
1670-00-006-2752	Four-point	2
	Two-point:	1
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(2)
5310-00-232-5165	Nut, 1-in	(2)
1670-00-003-1954	Plate, side, 5 1/2-in	(2)
5365-00-007-3414	Spacer, large	(2)
	Load spreader for honeycomb stack 2:	
5510-00-220-6448	Lumber, 2- by 6-in:	
	8-in	2
	24-in	12
5530-00-128-4981	Plywood, 3/4- by 54- by 24-in	2
	Load spreader for honeycomb stack 3:	
5510-00-220-6146	Lumber, 2- by 4- by 36-in	3
5530-00-128-4981	Plywood, 3/4- by 36- by 12-in	2
	Load spreader for honeycomb stack 4:	
	Lumber:	
5510-00-220-6146	2- by 4- by 46-in	2
5510-00-220-6274	4- by 4- by 96-in	2
5530-00-128-4981	Plywood, 3/4-in:	
	4- by 96-in	2
	48- by 96-in	2
	Load spreader for honeycomb stack 5:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	8-in	4
	12-in	4
5510-00-220-6448	2- by 6-in:	
	12-in	5
	66-in	4

Table 8-1. Equipment required for rigging the M925A1, 5-ton truck for low-velocity airdrop on a type V airdrop (continued)

National Stock Number	Item	Quantity
5530-00-128-4981	Plywood, 3/4-in:	
	4- by 12-in	2
	5 1/2- by 12-in	1
	33 1/2- by 66-in	2
	Load spreader for honeycomb stack 6:	
5510-00-220-6146	Lumber, 2- by 4- by 36-in	3
5530-00-128-4981	Plywood, 3/4- by 36- by 14-in	5
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4663	16d	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	24 sheets
	8- by 96-in	(2)
	12- by 96-in	(7)
	18- by 9-in	(2)
	18- by 88-in	(2)
	20- by 20-in	(1)
	21- by 96-in	(1)
	24- by 24-in	(2)
	36- by 12-in	(9)
	36- by 16-in	(11)
	36- by 24-in	(11)
	36- by 66-in	(5)
	36- by 88-in	(2)
	36- by 96-in	(9)
	54- by 24-in	(2)
	Parachute:	
	Cargo:	
1670-01-016-7841	G-11B	6
	Cargo extraction:	
1670-00-262-1797	28-ft or	2
1670-00-040-8135	28-ft, heavy-duty	2

Table 8-1. Equipment required for rigging the M925A1, 5-ton truck for low-velocity airdrop on a type V airdrop (continued)

National Stock Number	Item	Quantity
	Platform, AD, type V, 24-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis, load tiedown	(50)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-247-2389	Suspension link	(4)
1670-01-162-2381	Tandem link	(2)
	Release, cargo parachute:	
1670-01-097-8817	M-2 (with modified components)	1
	Bolt, clevis (w sleeves), hardened	(2)
	Bolt, sleeve, hardened	(4)
	Shaft, toggle, reinforced	
	Spacer, steel, 2 3/8-in	(4)
	Sling, cargo airdrop:	
	For antitumble slings:	
1670-01-062-6302	20-ft (2-loop), type XXVI nylon webbing	2
	For deployment line:	
1670-01-432-2501	9-ft (4-loop), type XXVI nylon webbing or	1
1670-01-062-6305	9-ft (4-loop), type XXVI nylon webbing	1
	For lifting:	
1670-00-432-2499	3-ft (4-loop), type XXVI nylon webbing or	2
1670-01-062-6306	3-ft (4-loop), type XXVI nylon webbing	2
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	6
1670-00-003-7237	16-ft (4-loop), type XXVI nylon webbing or	6
1670-01-062-6308	16-ft (4-loop), type XXVI nylon webbing	6
1670-00-003-1956	20-ft (4-loop), type XXVI nylon webbing or	2
1670-00-432-2511	20-ft (4-loop), type XXVI nylon webbing or	2
1670-01-064-4453	20-ft (4-loop), type XXVI nylon webbing	2
	For riser extensions:	
1670-01-062-6311	120-ft (2-loop), type XXVI nylon webbing	6
1670-00-040-8219	Strap, parachute release, multicut, comes w 3 knives	2
	Suspension sling spreader:	
	Front, left:	

Table 8-1. Equipment required for rigging the M925A1, 5-ton truck for low-velocity airdrop on a type V airdrop (continued)

National Stock Number	Item	Quantity
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4-in:	
	29 1/2-in	1
	31-in	1
	Front, right:	
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4- by 30 3/4-in	3
	Rear:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	24-in	4
	105-in	2
5510-00-220-6448	2- by 6- by 24-in	2
5510-00-220-6248	2- by 10- by 60-in	2
5510-00-220-6274	4- by 4- by 24-in	2
8125-00-074-5124	Tape, adhesive, cloth-backed, type IV, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	36
	Tiedown provision	
	Front, special:	
No NSN	Steel, 1040, 1-in thick	2
No NSN	Cargo tiedown (MS 21237)	2
No NSN	Bolt (MS 90726-112)	4
	Webbing, nylon:	
	Tubular:	
8305-00-082-5752	1/2-in or	As required
8305-00-268-2453	1/2-in	As required
8305-00-261-8584	Type X	As required

CHAPTER 9

RIGGING M929, 5-TON DUMP TRUCK ON A TYPE V PLATFORM

Section I

RIGGING TRUCK FOR LOW-VELOCITY AIRDROP

9-1. Description of Load

The M929, 5-ton dump truck is rigged on a 28-foot, type V airdrop platform with six G-11B cargo parachutes and other items of airdrop equipment. The M929 truck weighs 24,250 pounds. Its height is 120 1/2 inches, reducible to 92 1/2 inches. The width of the truck is 95 inches. The length of the truck is 273 inches. This truck may be delivered by low-velocity airdrop from C-130 or C-141 aircraft. Figure 9-1 shows the unrigged M929 truck equipped with a bumper extension and a cab cover. The truck you are rigging may vary slightly from the one shown, depending on the make and model. Adapt these procedures as necessary to rig your truck.

Note: A bumper extension MUST be installed if there is no winch.

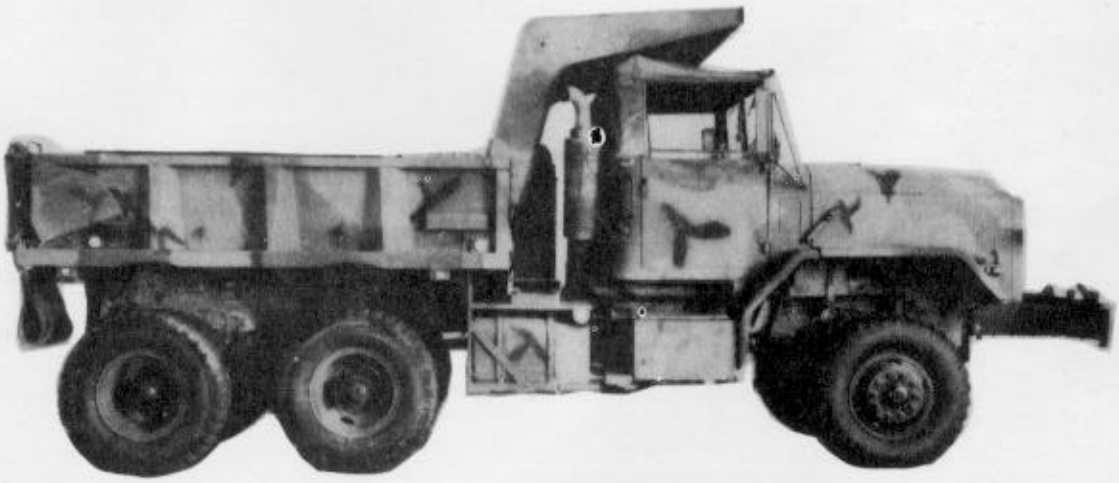


Figure 9-1. Right side of unrigged M929, 5-ton dump truck

9-2. Preparing Platform

Prepare a 28-foot, type V airdrop platform as described below.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to TM 10-1670-268-20&P/TO 13C7-52-22.

Note:
If the platform must be assembled, install the suspension links when assembling the platform as shown in Figure 9-2.

b. Installing Suspension Links. Install the suspension links as described in Figure 9-2.

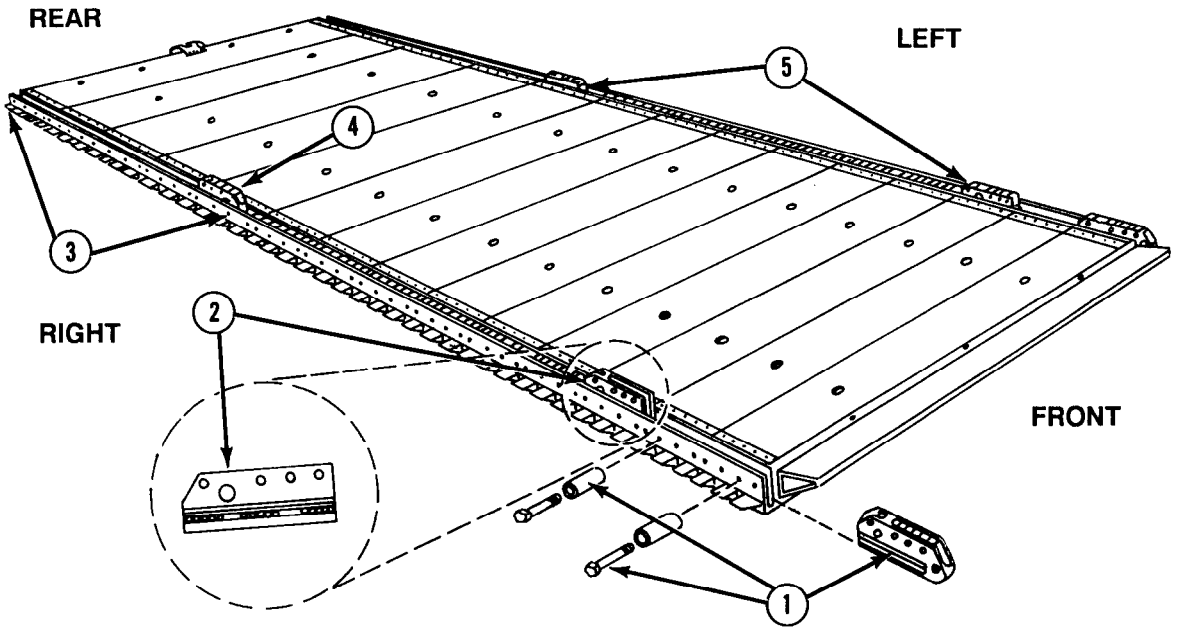
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 9-3.

d. Attaching and Numbering Clevises. Attach and number 50 clevises as shown in Figure 9-3.

e. Labeling and Numbering Tiedown Rings. Label and number the tiedown rings as shown in Figure 9-3.

Notes:
a. The nose bumper may or may not be installed.
b. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

Note: This drawing is not drawn to scale.



(1) Remove bushings, bolts, and any tandem links that may have been installed in holes 1 through 11 on the right rail.

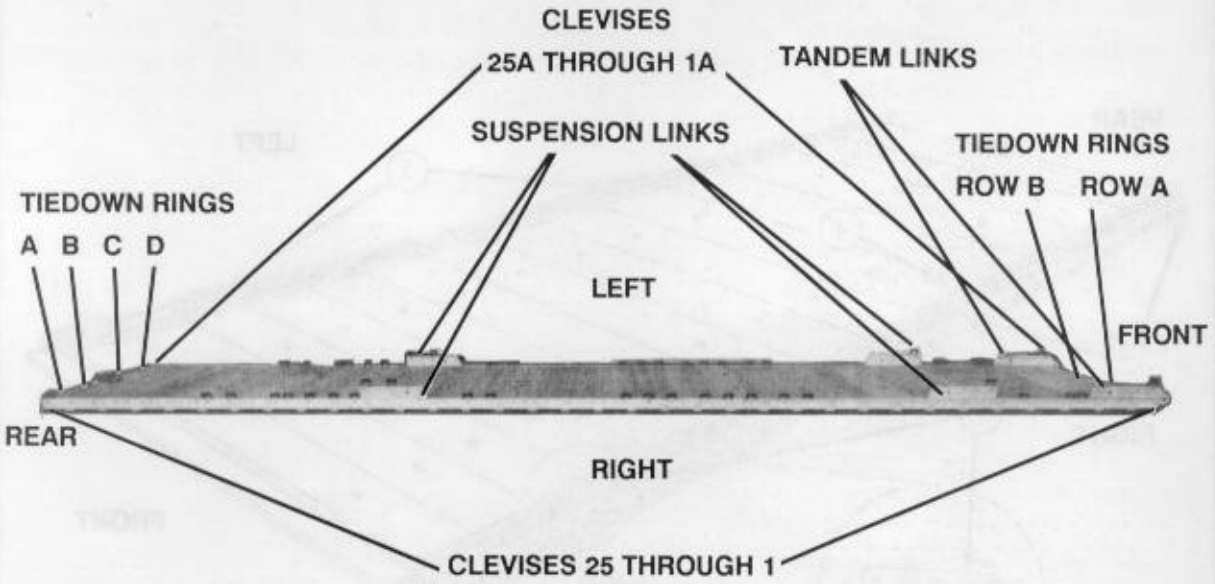
(2) Place a suspension link in the front of the right rail with the flat portion to the front of the rail. Slide the link along the rail until the holes in the link align with rail holes 9, 10, and 11. Bolt the link in place with the bushing bolts.

(3) Remove bushings, bolts, and any tandem links that may have been installed in holes 38 through 56 on the right rail.

(4) Place a suspension link in the rear of the right rail with the flat portion to the rear of the rail. Slide the link along the rail until the holes in the link align with rail holes 38, 39, and 40. Bolt the link in place with the bushing bolts.

(5) Install two suspension links on the left rail, adapting the procedures in steps 1 through 4 above.

Figure 9-2. Suspension links installed



Step:

1. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
2. Install a clevis on bushing 1 on each front tandem link.
3. Install a clevis on bushing 1 on each front suspension link.
4. Install a clevis on bushings 2 and 4 on each rear suspension link.
5. Starting at the front of each platform side rail, install clevises on each platform side rail using the bushings bolted on holes 4, 5, 7, 18, 19, 21, 22, 23, 25, 26, 27, 34, 35, 41, 42, 43, 44, 45, 47, 48, and 56.
6. Starting at the front of the platform, number the clevises bolted to the right side from 1 through 25 and those bolted to the left side from 1A through 25A.
7. Label the two rows of tiedown rings in the first 13 panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting at the front of the platform, number the tiedown rings 1 through 14.

Figure 9-3. Platform prepared

9-3. Building and Positioning Honeycomb Stacks

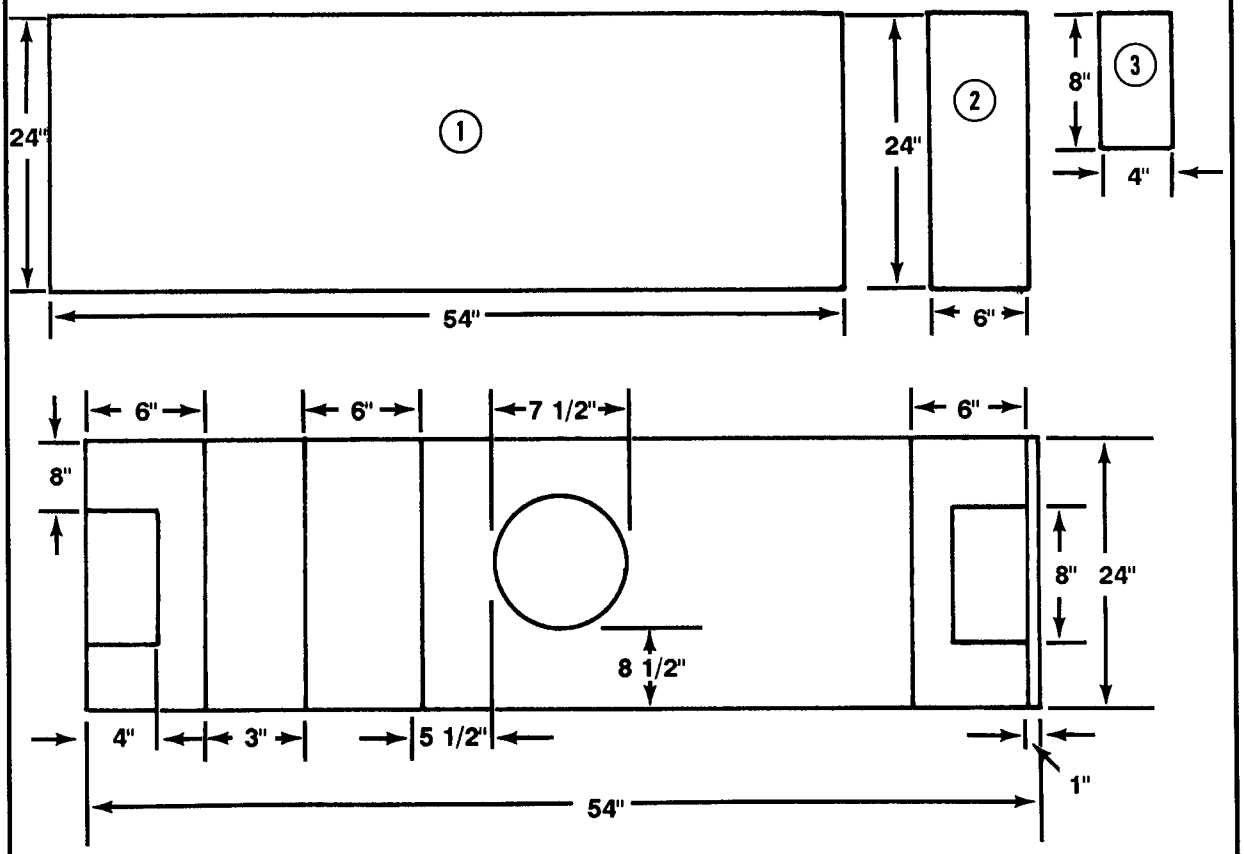
Build and position the honeycomb stacks as described below.

a. Build the load spreaders for the honeycomb stacks as described in Figures 9-4 through 9-11.

b. Build the honeycomb stacks as shown in Figures 9-12 through 9-17. Glue the layers of the honeycomb together. Do NOT glue the stacks to the platform.

c. Position the honeycomb stacks on the platform as shown in Figures 9-18 through 9-20.

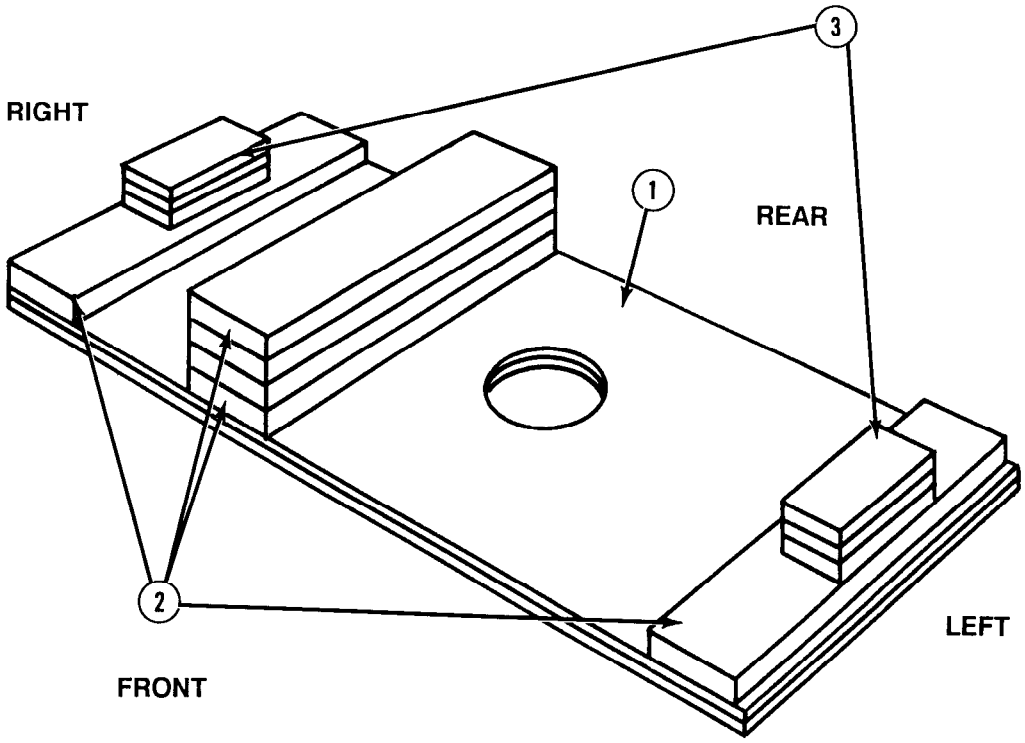
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	54	24	3/4-inch plywood
2	6	5 1/2 (actual)	24	2- by 6-inch lumber
3	6	3 1/2 (actual)	8	2- by 4-inch lumber

Figure 9-4. Material required for load spreader for honeycomb stack 2

Notes: a. This drawing is not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-4.

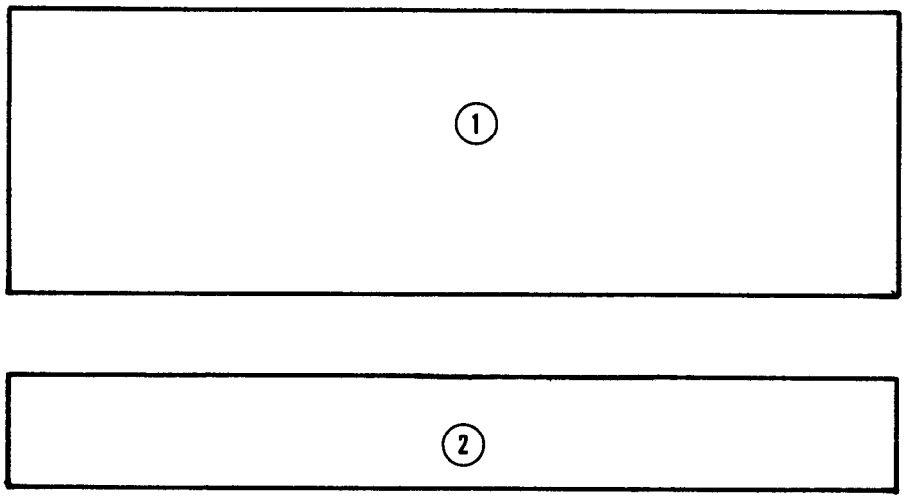


Step:

1. Construct the load spreader for honeycomb stack 2 as shown.
2. Secure the plywood and lumber in place, as shown, with sixteen-penny nails.

Figure 9-5. Load spreader for honeycomb stack 2 constructed

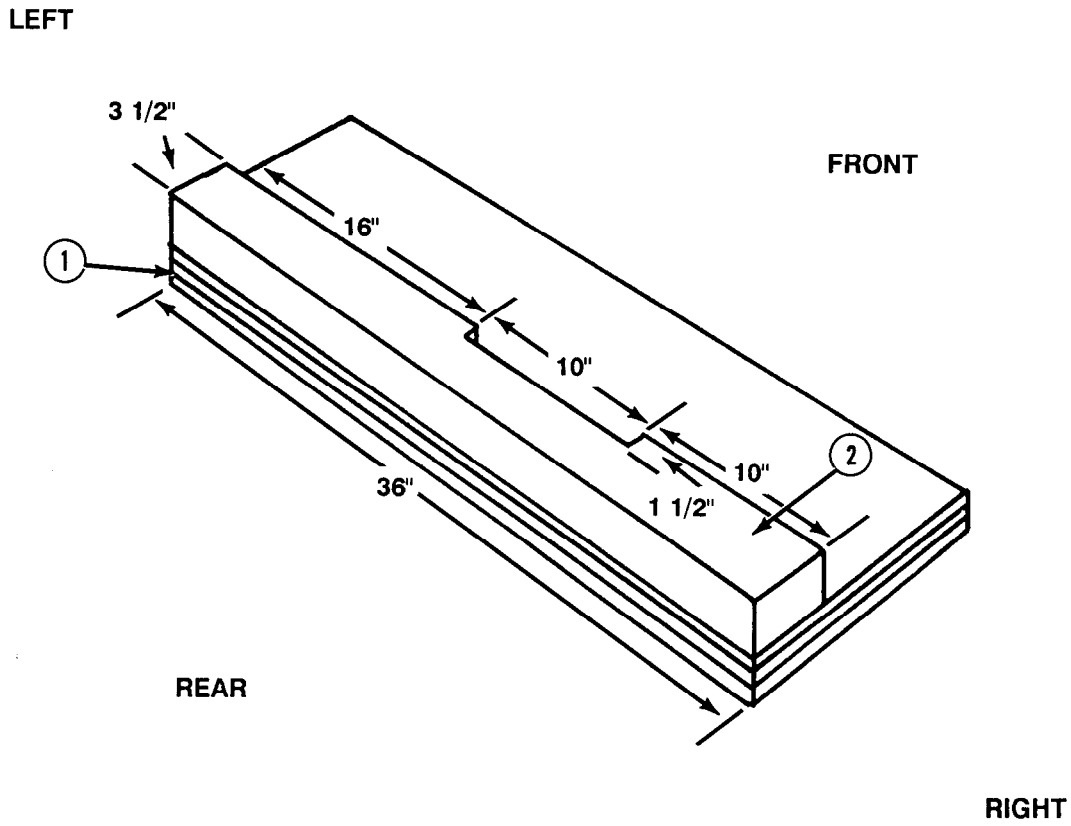
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	3	36	12	3/4-inch plywood
2	1	36	3 1/2 (actual)	2- by 4-inch lumber

Figure 9-6. Material required for load spreader for honeycomb stack 3

Notes: a. This drawing is not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-6.

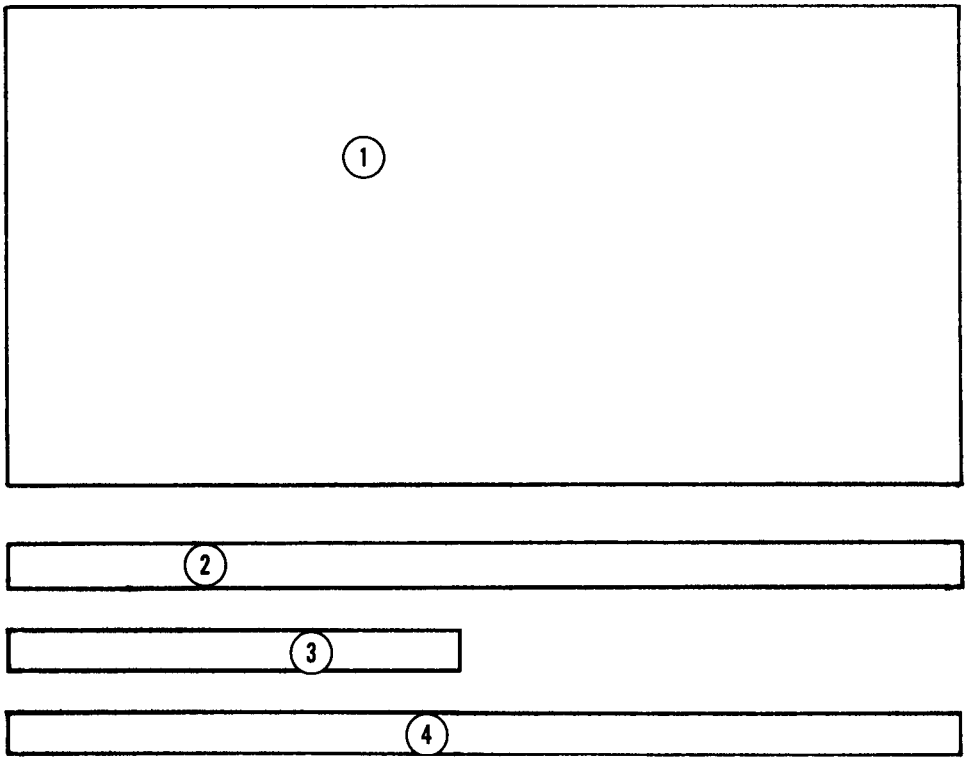


Step:

1. Construct the load spreader for honeycomb stack 3 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny nails.

Figure 9-7. Load spreader for honeycomb stack 3 constructed

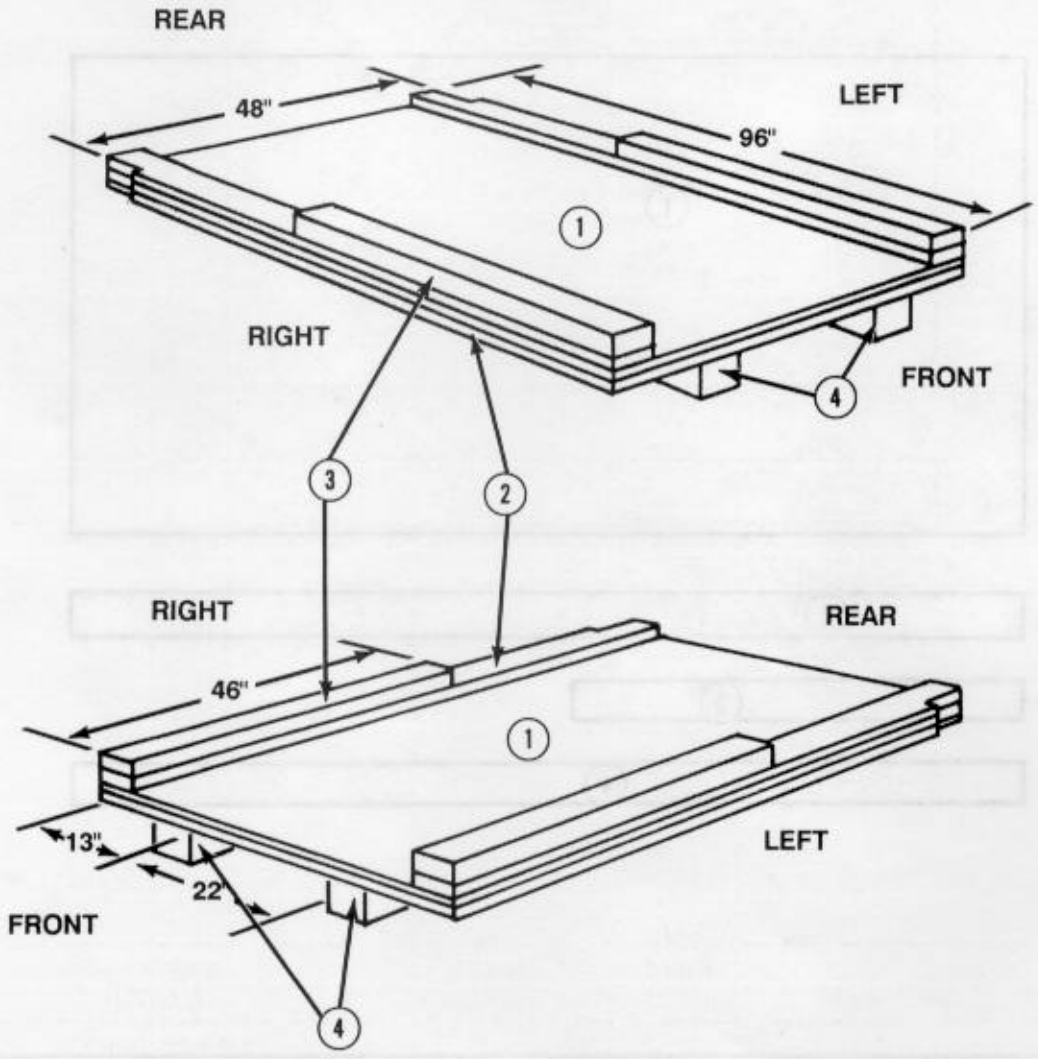
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	48	96	3/4-inch plywood
2	2	4	96	3/4-inch plywood
3	2	3 1/2 (actual)	46	2- by 4-inch lumber
4	2	3 1/2 (actual)	96	4- by 4-inch lumber

Figure 9-8. Material required for load spreader for honeycomb stack 4

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-8.

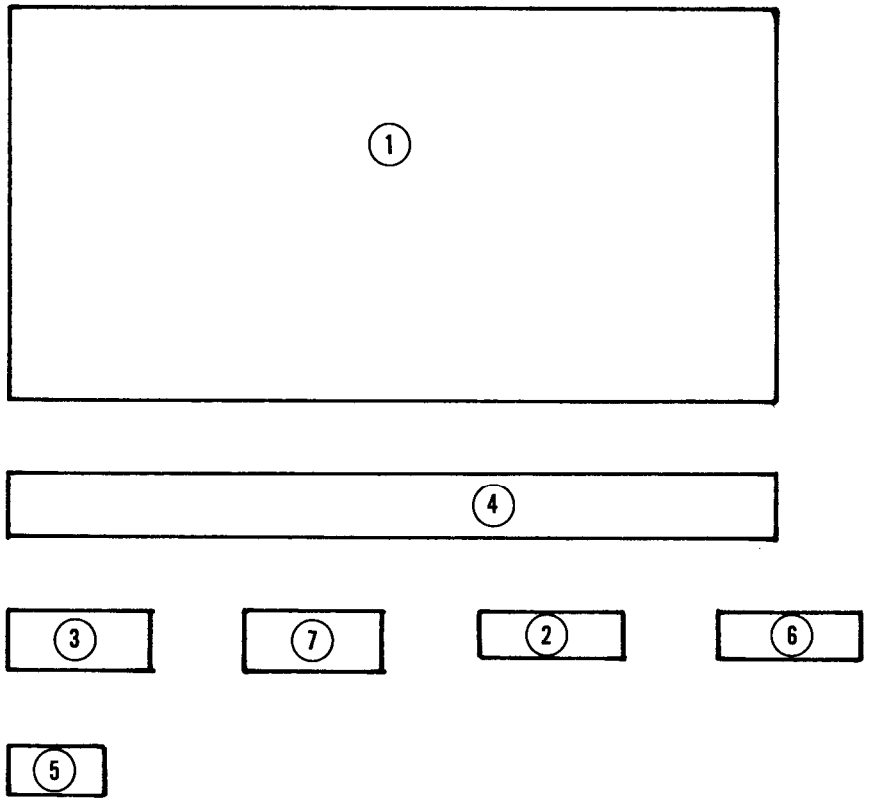


Step:

1. Construct the load spreader for honeycomb stack 4 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 9-9. Load spreader for honeycomb stack 4 constructed

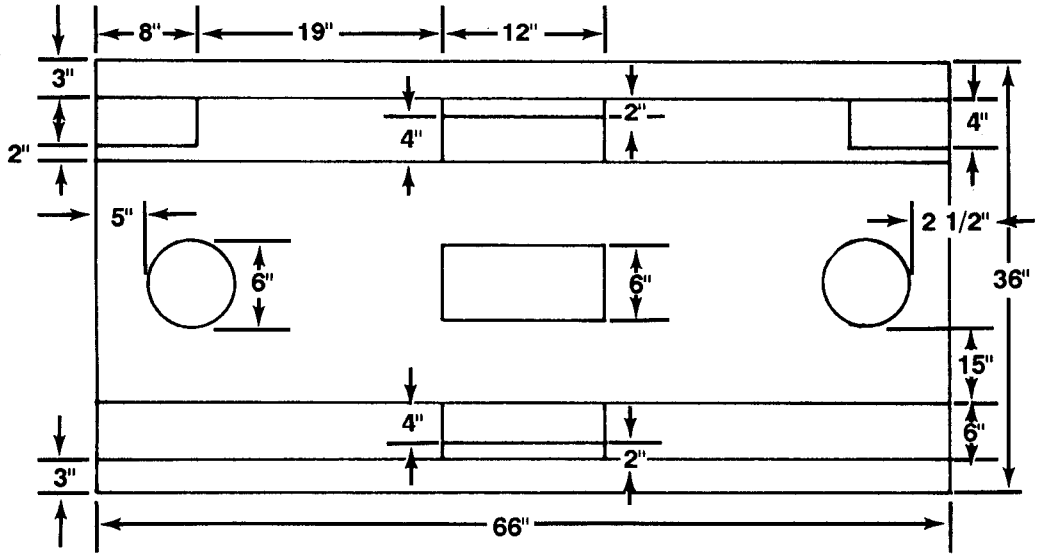
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

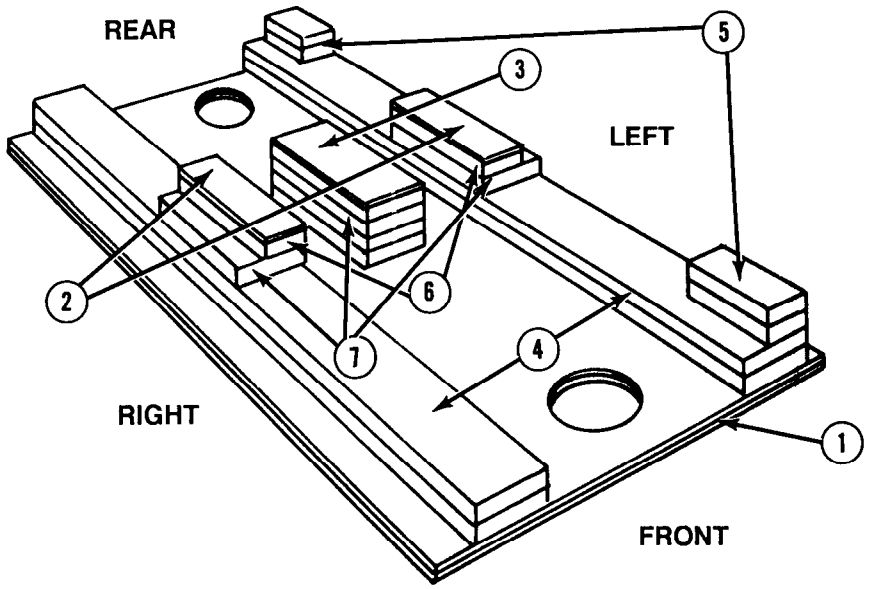


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	36	66	3/4-inch plywood
2	2	4	12	3/4-inch plywood
3	1	6	12	3/4-inch plywood
4	4	5 1/2 (actual)	66	2- by 6-inch lumber
5	4	5 1/2 (actual)	8	2- by 6-inch lumber
6	2	3 1/2 (actual)	12	2- by 4-inch lumber
7	6	6	12	2- by 4-inch lumber

Figure 9-10. Material required for load spreader for honeycomb stack 5

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-10.



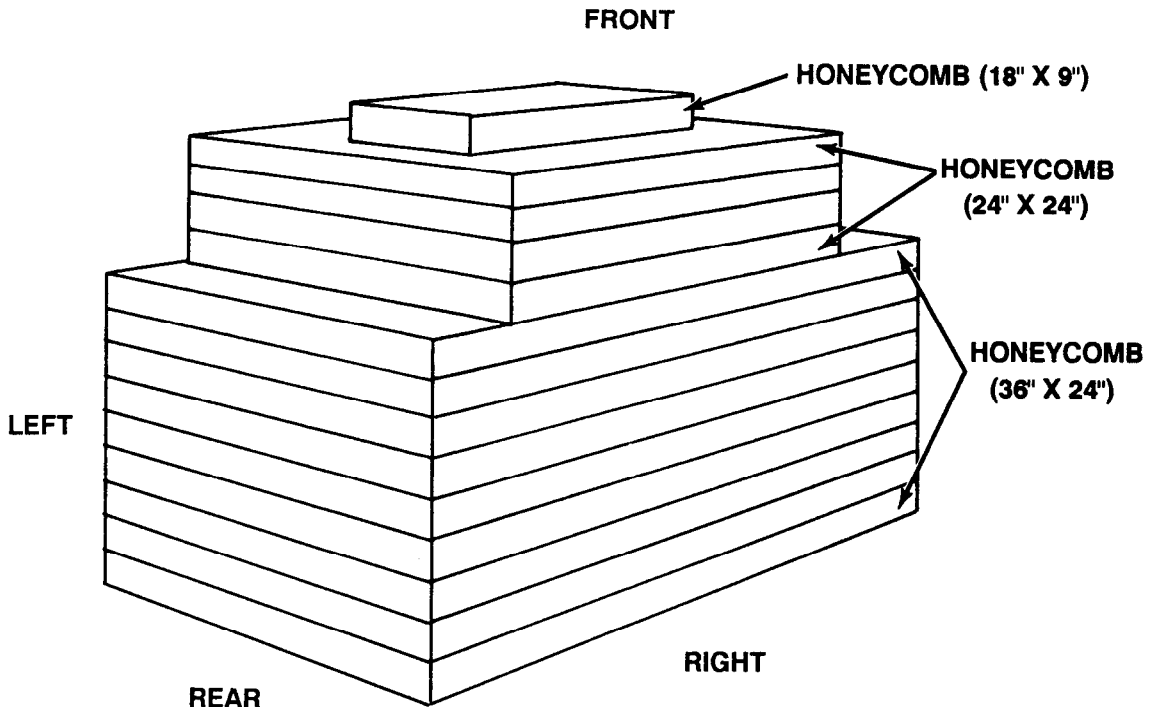


Step:

1. Construct the load spreader for honeycomb stack 5 as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 9-11. Load spreader for honeycomb stack 5 constructed

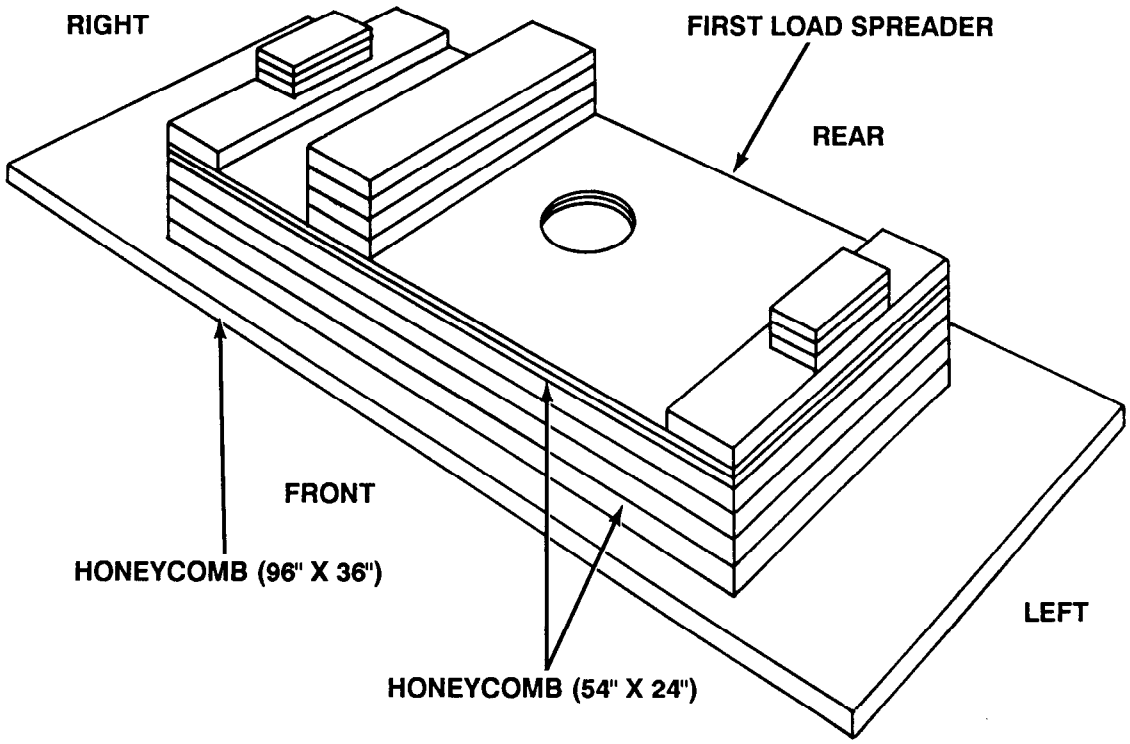
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	9	36	24	Honeycomb	Place honeycomb as the base.
	4	24	24	Honeycomb	Center honeycomb on top of the base.
	1	18	9	Honeycomb	Center honeycomb on top of 24- by 24-inch honeycomb.

Figure 9-12. Honeycomb stack 1 prepared

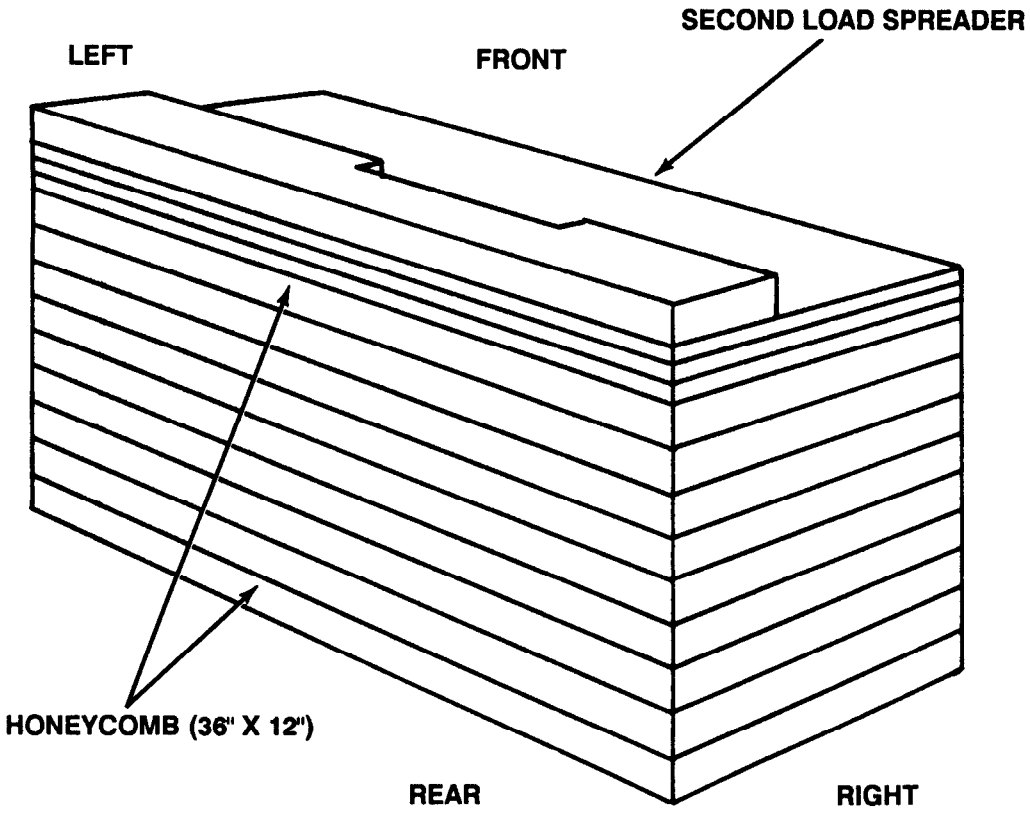
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	1	96	36	Honeycomb	Place honeycomb as the base.
	4	54	24	Honeycomb	Center honeycomb on top of the base.
				Load Spreader	Place load spreader on top of 54- by 24-inch honeycomb.

Figure 9-13. Honeycomb stack 2 prepared

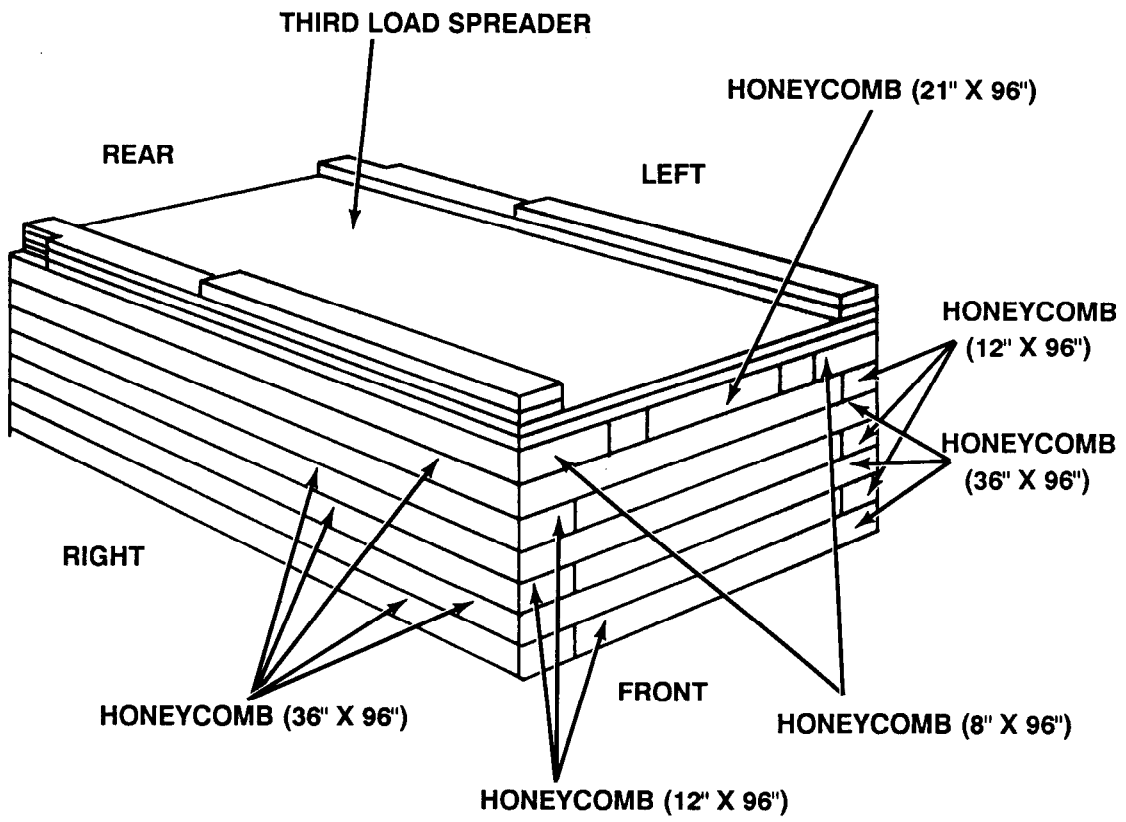
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	9	36	12	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 9-14. Honeycomb stack 3 prepared

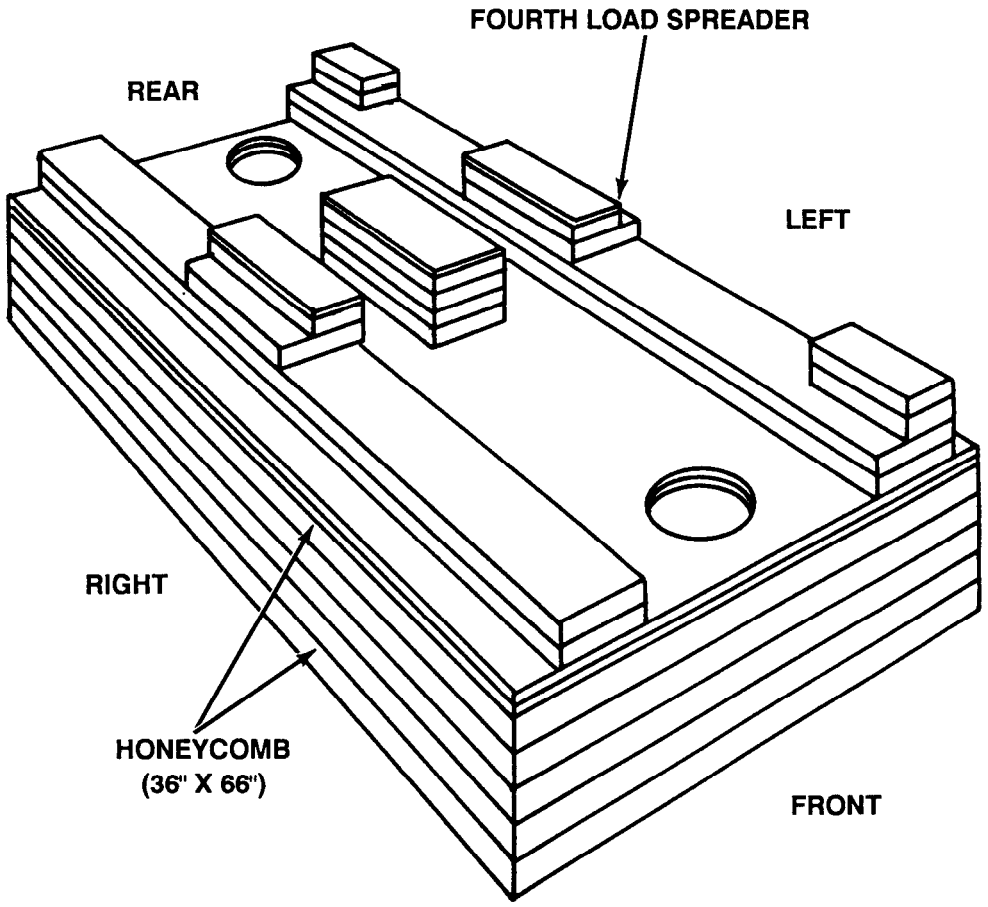
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	6	36	96	Honeycomb	Form a 48- by 96-inch base using the 36- by 96-inch and 12- by 96-inch pieces of honeycomb. Alternate the layers.
	6	12	96	Honeycomb	
	1	21	96	Honeycomb	Center honeycomb on top of the base.
	2	8	96	Honeycomb	Place one piece of honeycomb on each side of the base even with the 96-inch edge.
				Load Spreader	Place load spreader on top of the base.

Figure 9-15. Honeycomb stack 4 prepared

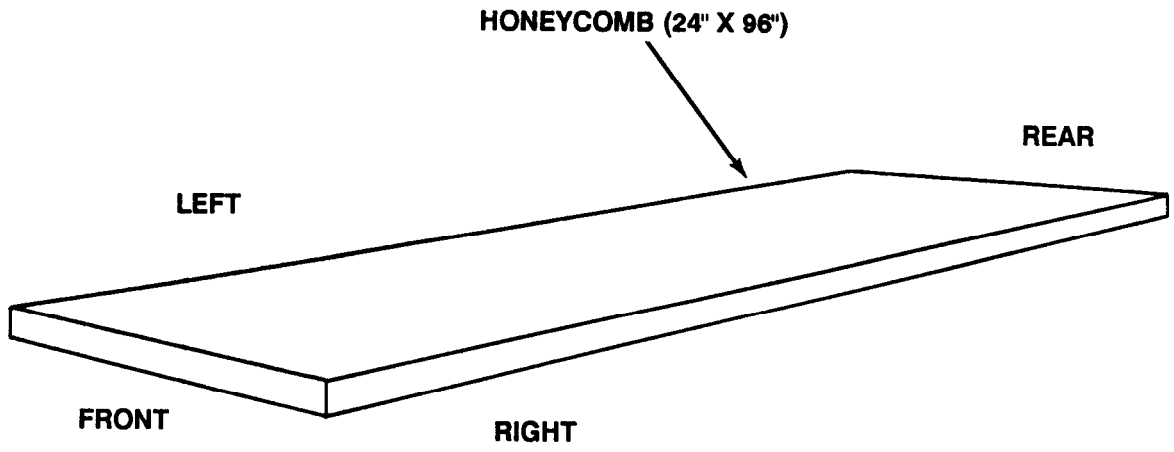
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
5	5	36	66	Honeycomb Load Spreader	Place honeycomb as the base. Place load spreader on top of the base.

Figure 9-16. Honeycomb stack 5 prepared

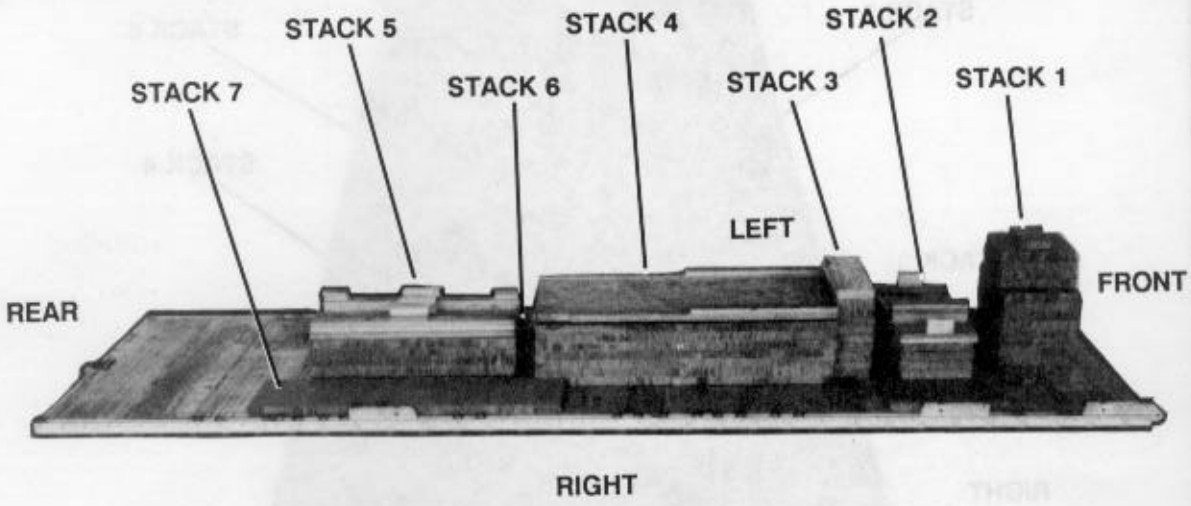
Note: This drawing is not drawn to scale.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	1	24	96	Honeycomb	Form stack.
7	1	24	96	Honeycomb	Form stack.

Figure 9-17. Honeycomb stacks 6 and 7 prepared

Note: The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.



Stack Number	Position of Stack on Platform
	Place stack:
1	Centered 13 inches from the front edge of the platform.
2	Centered 4 inches from the rear of stack 1, 2 1/2 inches from inside right rail.
3	Centered flush against the rear of stack 2.
4	Centered flush against the rear of stack 3.
5	Centered 6 inches from the rear of stack 4.
6	63 1/2 inches from the rear of the platform and 2 inches from the left side of the platform.
7	63 1/2 inches from the rear of the platform and 2 inches from the right side of the platform.

Figure 9-18. Honeycomb stacks positioned on platform

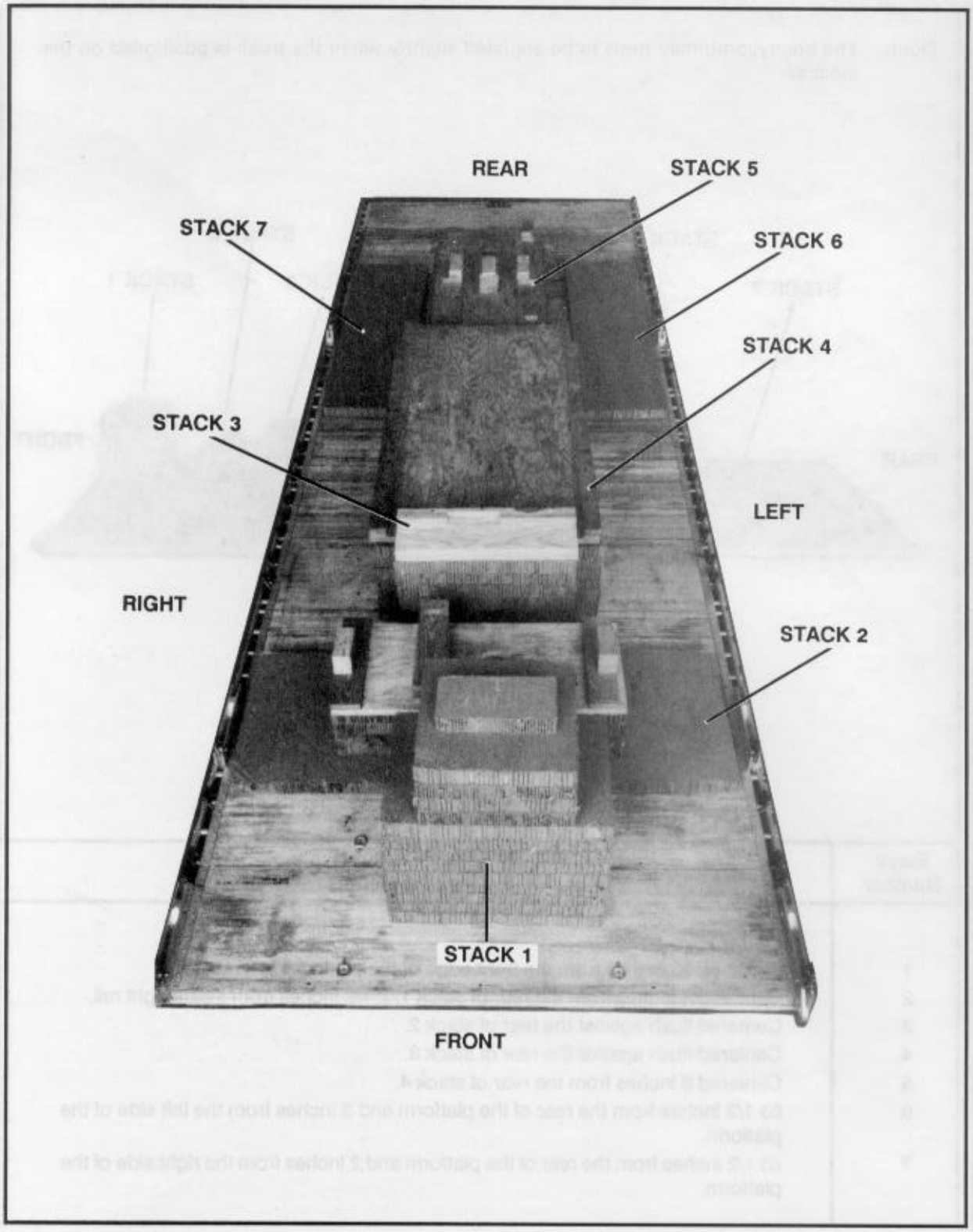


Figure 9-19. Front view of honeycomb stacks positioned on platform

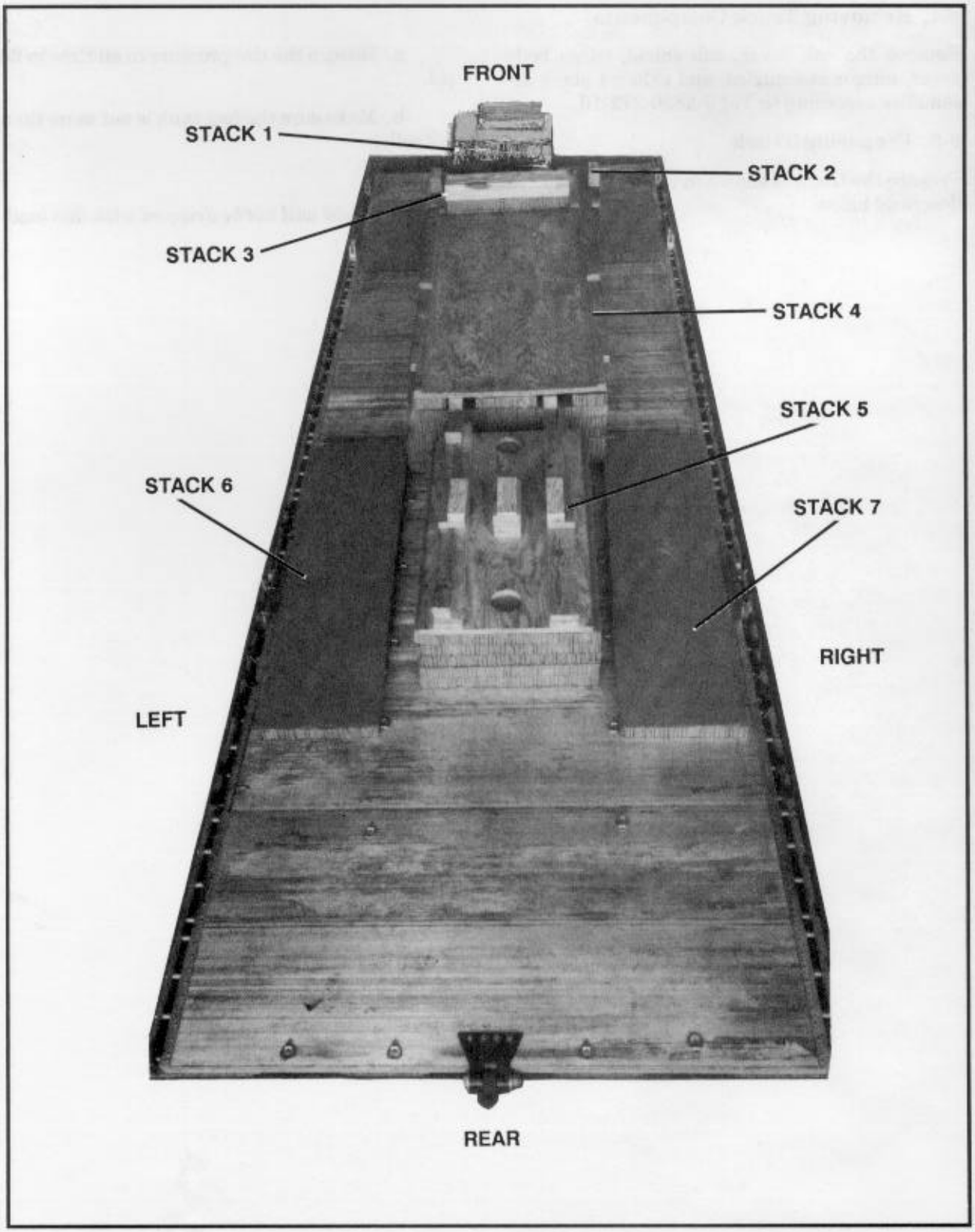


Figure 9-20. Rear view of honeycomb stacks positioned on platform

9-4. Removing Truck Components

Remove the cab cover, cab shield, cargo body cover, mirror assemblies, and exhaust stack assemblies according to TM 9-2320-272-10.

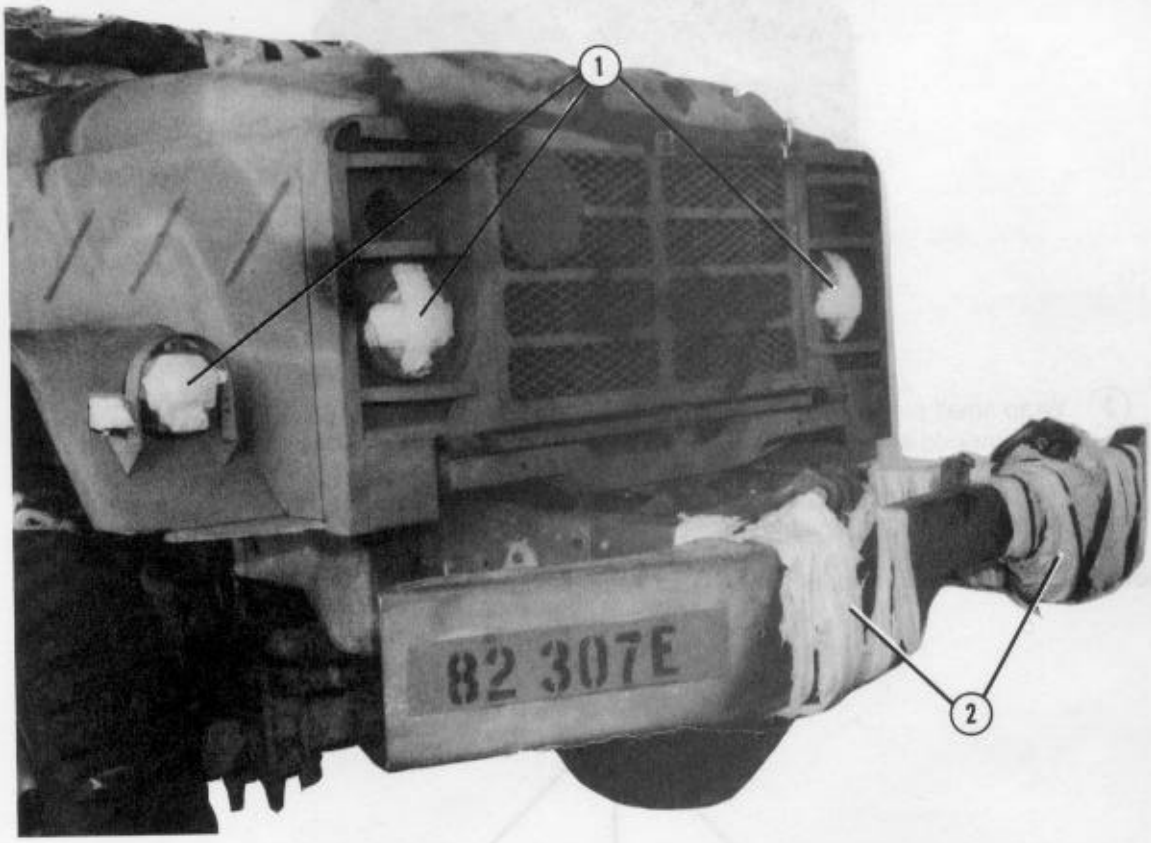
9-5. Preparing Truck

Prepare the truck as shown in Figure 9-21 and as described below.

a. Reduce the tire pressure in all tires to 28 psi.

b. Make sure the fuel tank is not more than 1/2 full.

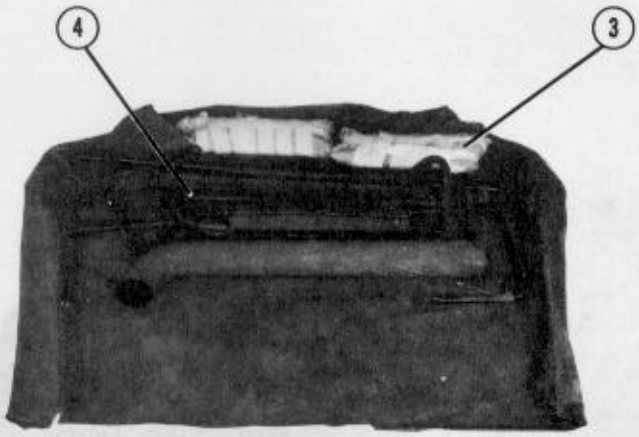
Note:
The cab shield will not be dropped with this load.



(1) Tape the headlights and turn signals.

(2) Pad and tape the bumper with cellulose wadding.

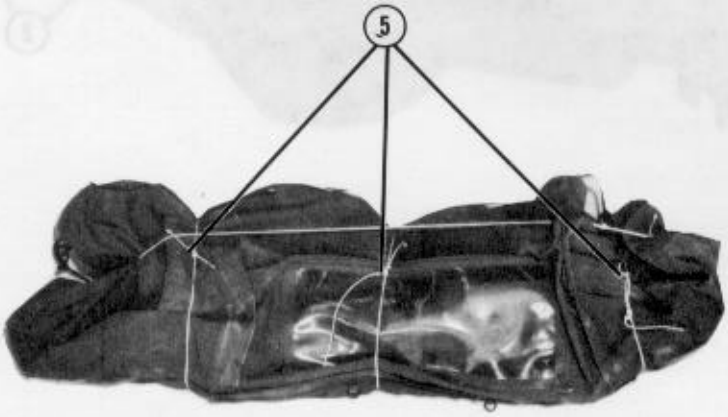
Figure 9-21. Truck prepared



(3) Wrap small pieces of equipment in cellulose wadding. Tape the wadding in place. Place the wrapped items on the soft cab cover or the cargo cover.

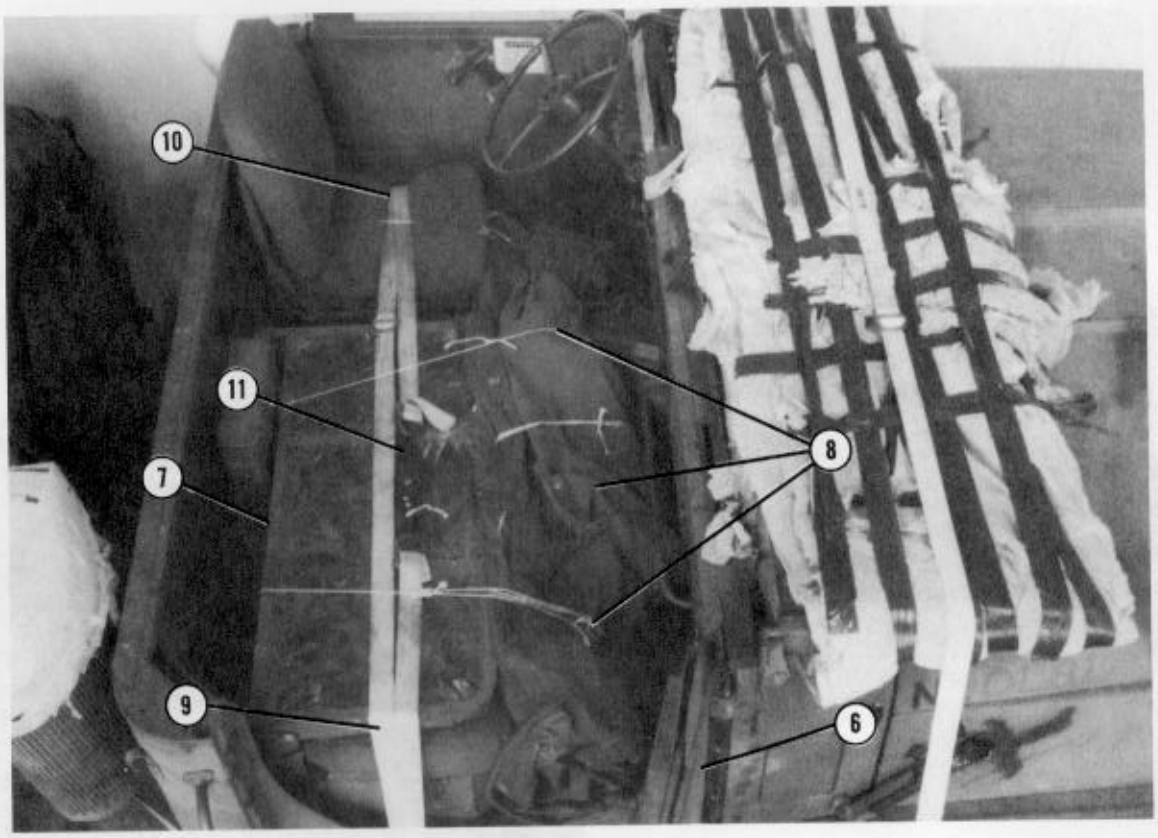
(4) Place the side mirrors, soft cab cover, and the exhaust stack on the cover. Pad the sharp edges with cellulose wadding, and tape the wadding in place.

Note: Other small components may also be placed on the cover.



(5) Wrap the cover over the items placed on it. Tie the cover in place with type III nylon cord.

Figure 9-21. Truck prepared (continued)



(6) Open the truck doors.

(7) Fold the back of the passenger seat down.

(8) Place the wrapped equipment on the driver floor compartment, and secure it in two places with type III nylon cord.

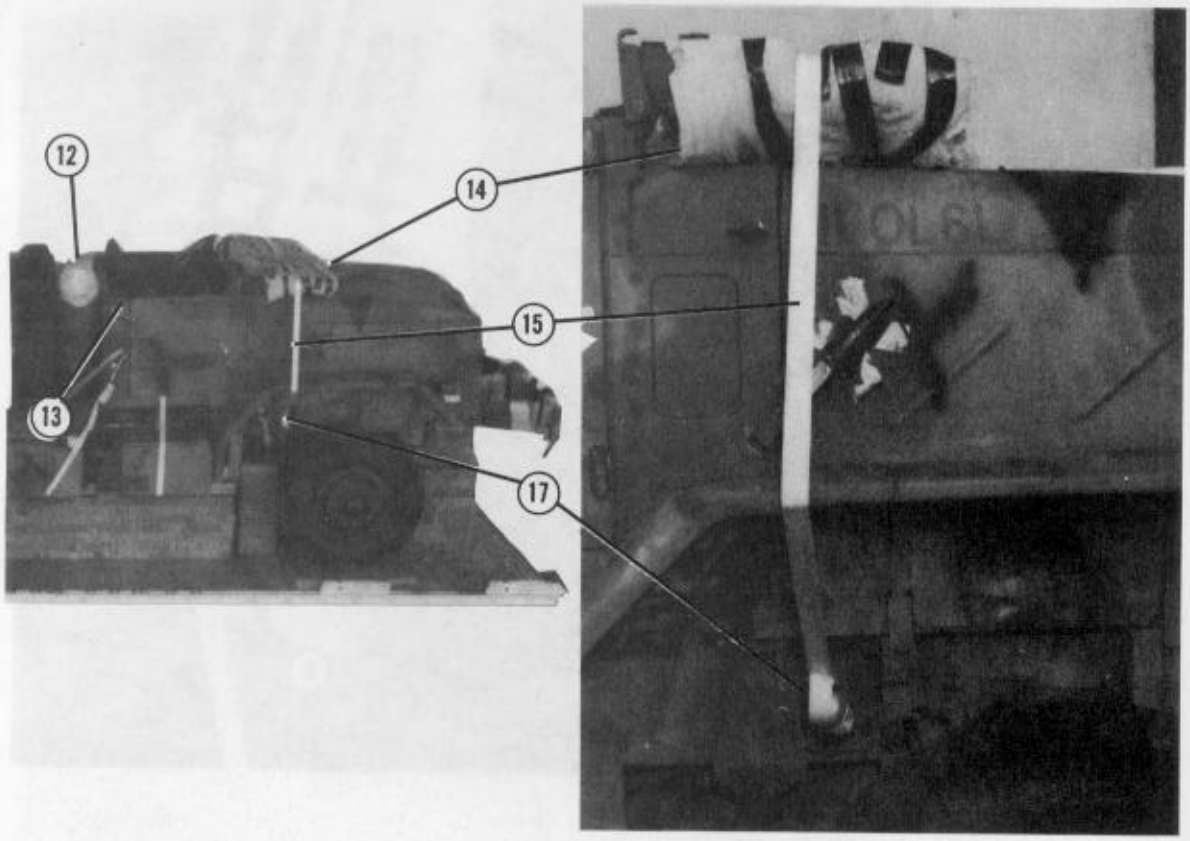
(9) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the 30-foot tiedown strap across the front seat. Pass one end of the strap out of the right door, around the OVM tool box, back in the right door, and up across the front seat.

(10) Pass the other end of the 30-foot tiedown strap out of the left door, around the air cleaner, back in the left door, and up across the front seat.

Note: Pad the door frames with cellulose wadding where the strap touches.

(11) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 9-21. Truck prepared (continued)



(12) Cover the exhaust with cellulose wadding, and tape the wadding in place.

(13) Close the doors, and safety them with type III nylon cord.

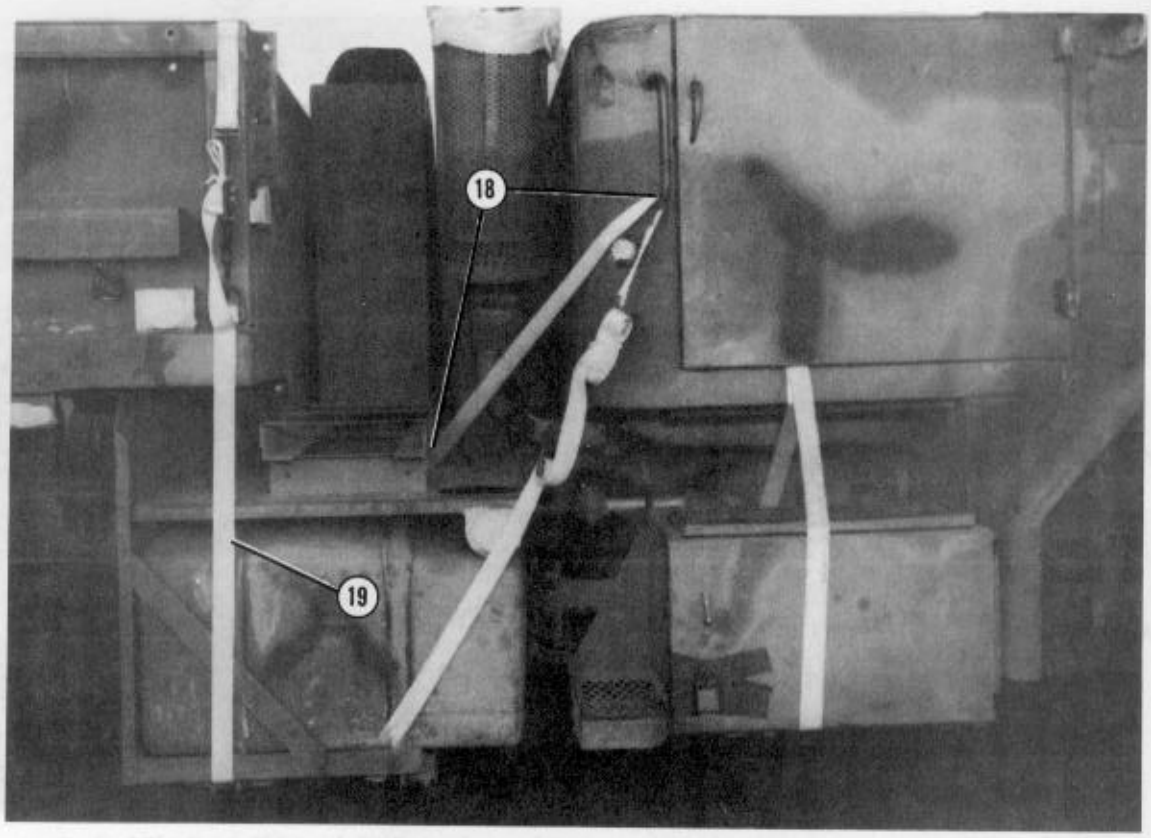
(14) Fold the windshield down. Pad the windshield with cellulose wadding, and tape the wadding in place.

(15) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C7-1-5. Lay the strap across the windshield. Pass one end of the strap over the right side of the truck to the tiedown provision.

(16) Pass the other end of the 30-foot tiedown strap over the left side of the truck to the tiedown provision (not shown).

(17) Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

Figure 9-21. Truck prepared (continued)

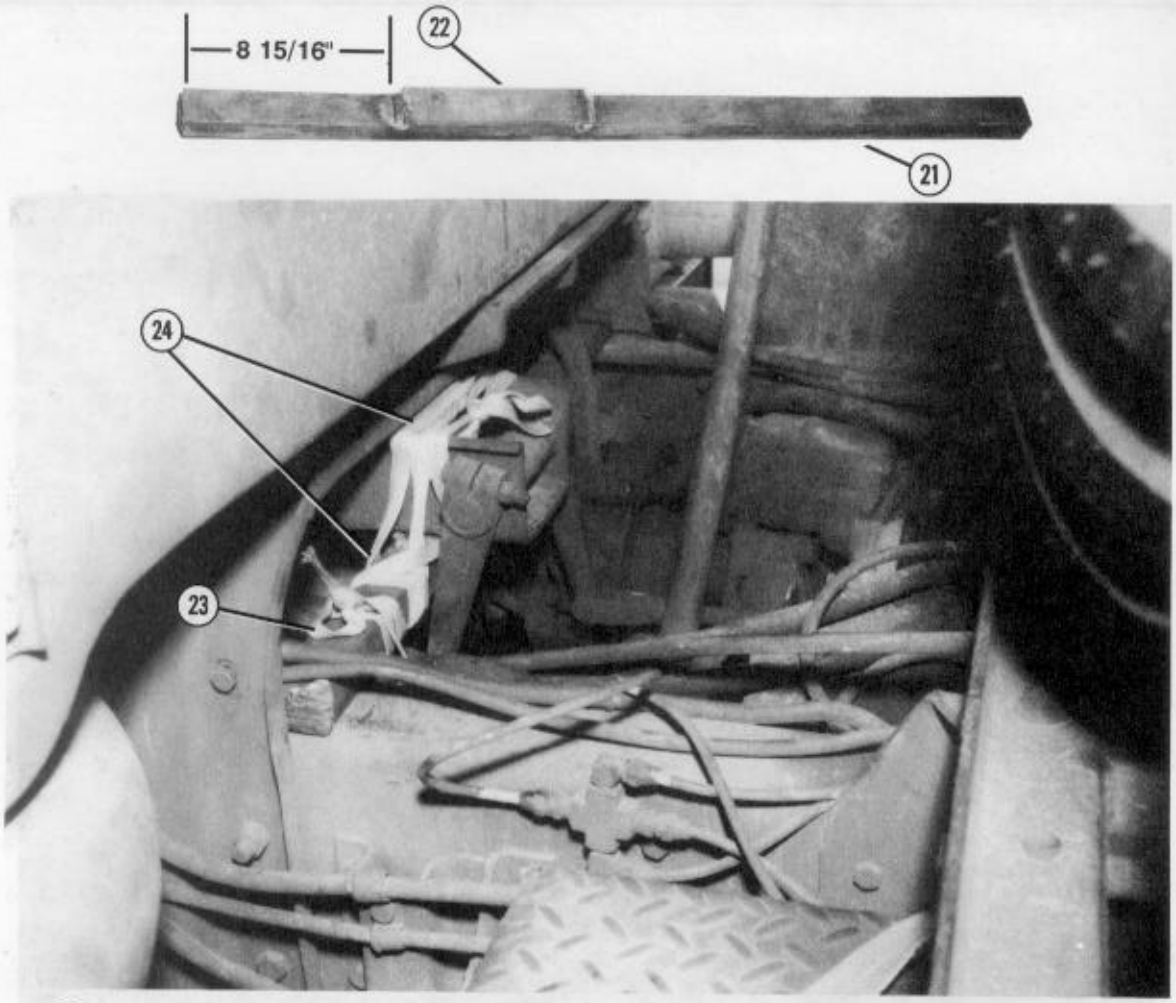


(18) Pass the end of a 15-foot tiedown strap through the right hand-held handle, through the right front fuel tank hangers, and under the fuel tank. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(19) Pass the end of a 15-foot tiedown strap over the first right side rack socket and around the rear fuel tank hanger. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(20) Repeat the procedures in steps 18 and 19 above for the left side of the truck.

Figure 9-21. Truck prepared (continued)



(21) Construct the components of a cab support bar using a 7/16- by 1 1/2- by 7 1/8-inch piece of steel, a 3/4- by 1 1/2- by 34-inch piece of steel, and a 7/16- by 1 1/2- by 34-inch piece of steel.

Note: The 34-inch piece of steel must be 1 3/16-inch thick. A single piece or a combination of pieces may be used to get the correct thickness. The unit will supply this item.

(22) Weld the pieces of steel together as shown.

Note: The bar must be positioned from the right side of the truck.

(23) Slide the bar in place with the 7 1/8-inch piece of steel up and with one end of the bar over each mainframe rail and the bar under the transfer link assembly support. The 7 1/8-inch metal plate must be closest to the left side of the truck.

(24) Tie each end of the bar securely in place with several turns of 1/2-inch tubular nylon webbing.

Figure 9-21. Truck prepared (continued)

9-6. Building Frame Support

Use the material in Figure 9-22 to build the frame support. Build the frame support as shown in Figure 9-23.

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

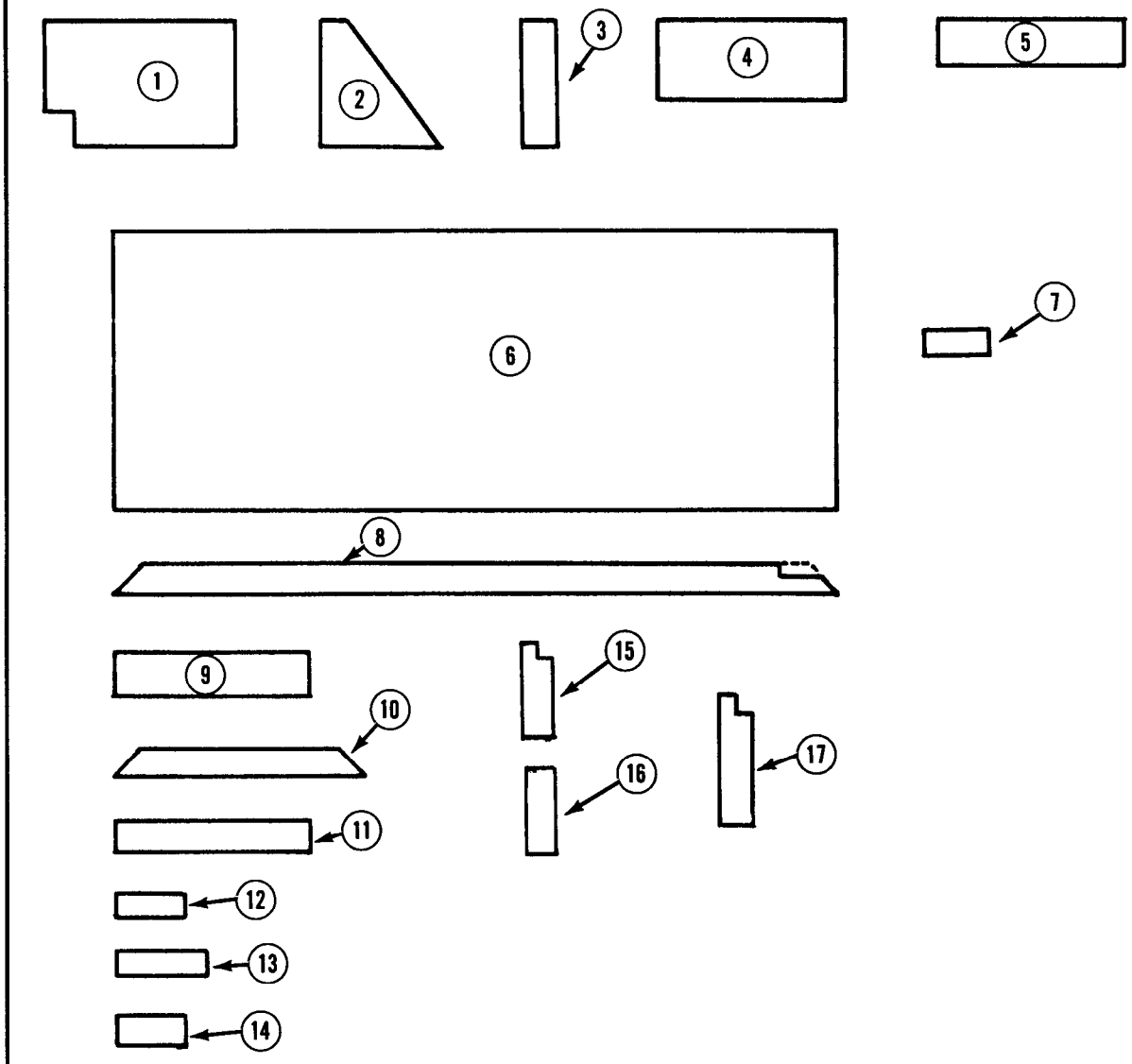
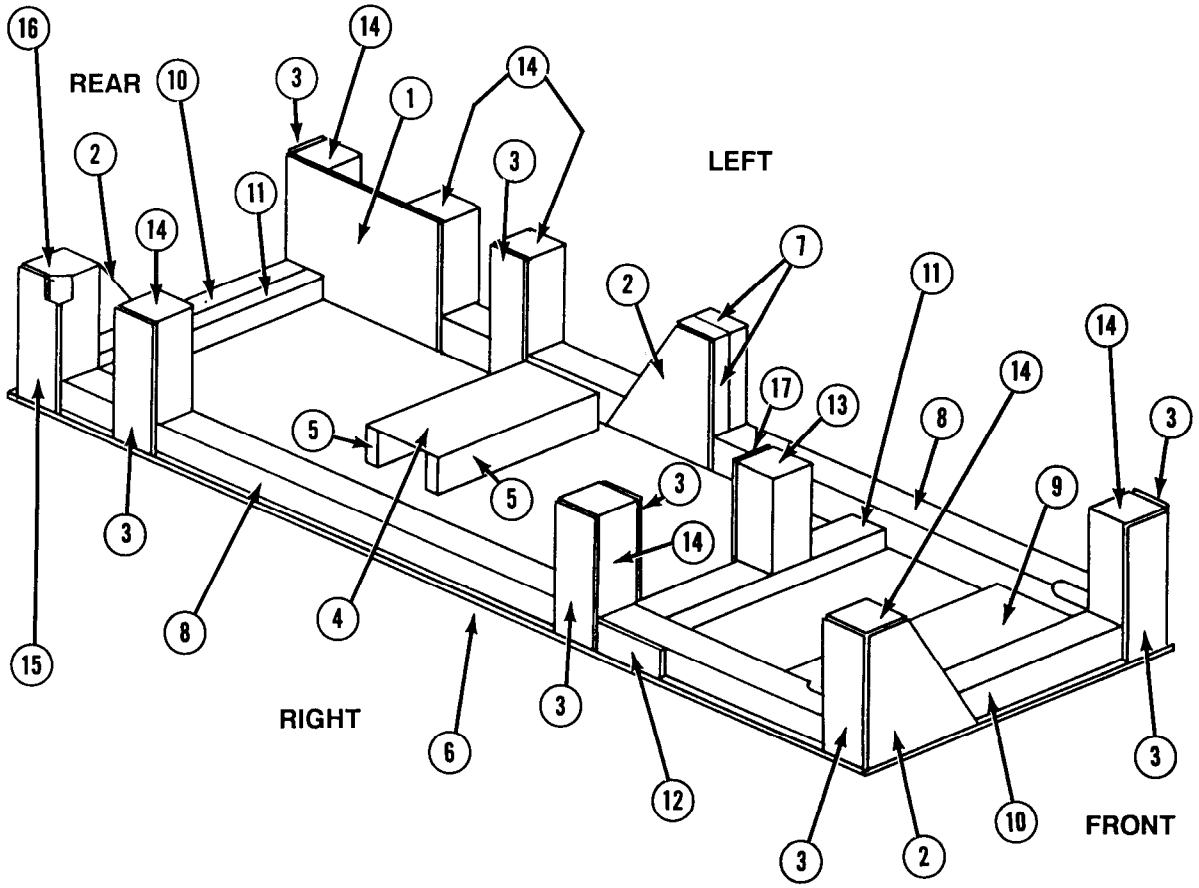


Figure 9-22. Material required for frame support

Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	13 1/2	21 1/2	3/4-inch plywood
2	3	13 1/2	13 1/2	3/4-inch plywood
3	8	3 1/2	13 1/2	3/4-inch plywood
4	1	8 1/2	20	3/4-inch plywood
5	2	3 1/2 (actual)	20	2- by 4-inch lumber
6	1	36	96	3/4-inch plywood
7	2	3 1/2 (actual)	10	2- by 4-inch lumber
8	2	3 1/2 (actual)	96	4- by 4-inch lumber
9	1	5 1/2 (actual)	26	2- by 6-inch lumber
10	2	3 1/2 (actual)	33	4- by 4-inch lumber
11	2	3 1/2 (actual)	26	2- by 4-inch lumber
12	1	3 1/2 (actual)	10	2- by 4-inch lumber
13	1	3 1/2 (actual)	10 3/4	4- by 4-inch lumber
14	7	3 1/2 (actual)	10	4- by 4-inch lumber
15	1	3 1/2	13 1/2	3/4-inch plywood
16	1	3 1/2 (actual)	10	4- by 4-inch lumber
17	1	3 1/2	12 1/4	3/4-inch plywood

Figure 9-22. Material required for frame support (continued)

Notes: a. This drawing is not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-22.



Step:

1. Construct the frame support as shown.
2. Secure the plywood and lumber in place, as shown, with eightpenny and sixteen-penny nails.

Figure 9-23. Frame support constructed

Note: These drawings are not drawn to scale.

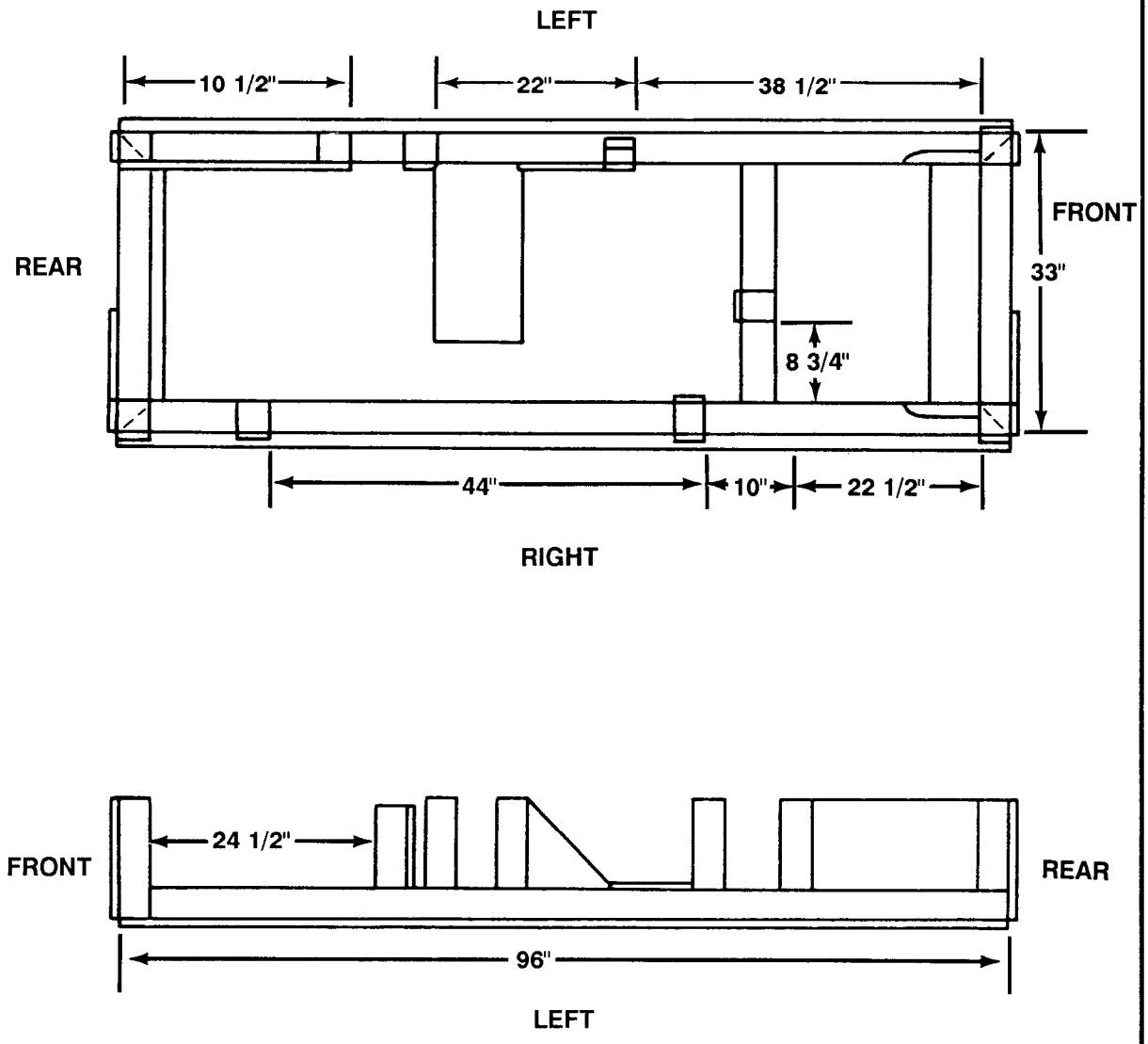
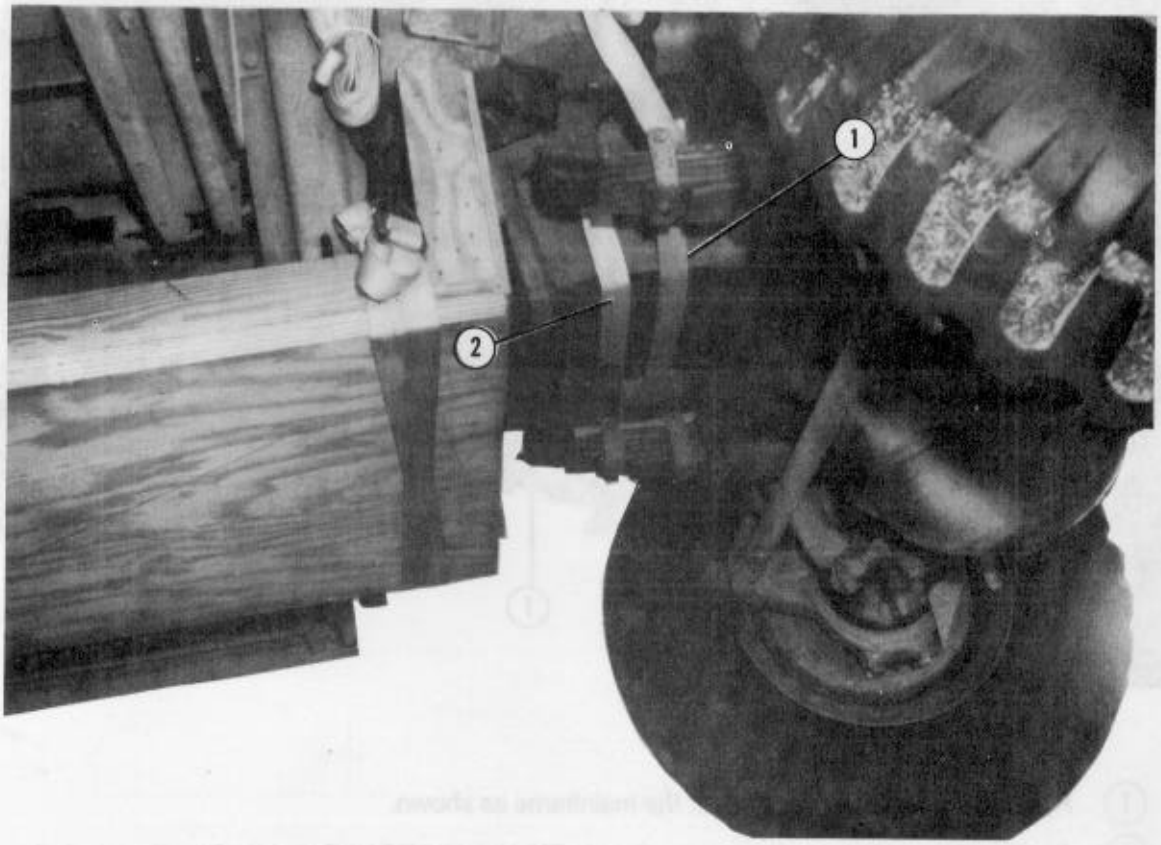


Figure 9-23. Frame support constructed (continued)

9-7. Installing Engine Supports and Frame Support

Install the engine supports and the frame support as shown in Figures 9-24 and 9-25 using two 15-foot and two 30-foot tiedown straps.

Note: Make sure the D-ring and load binder are not against the oil pan.

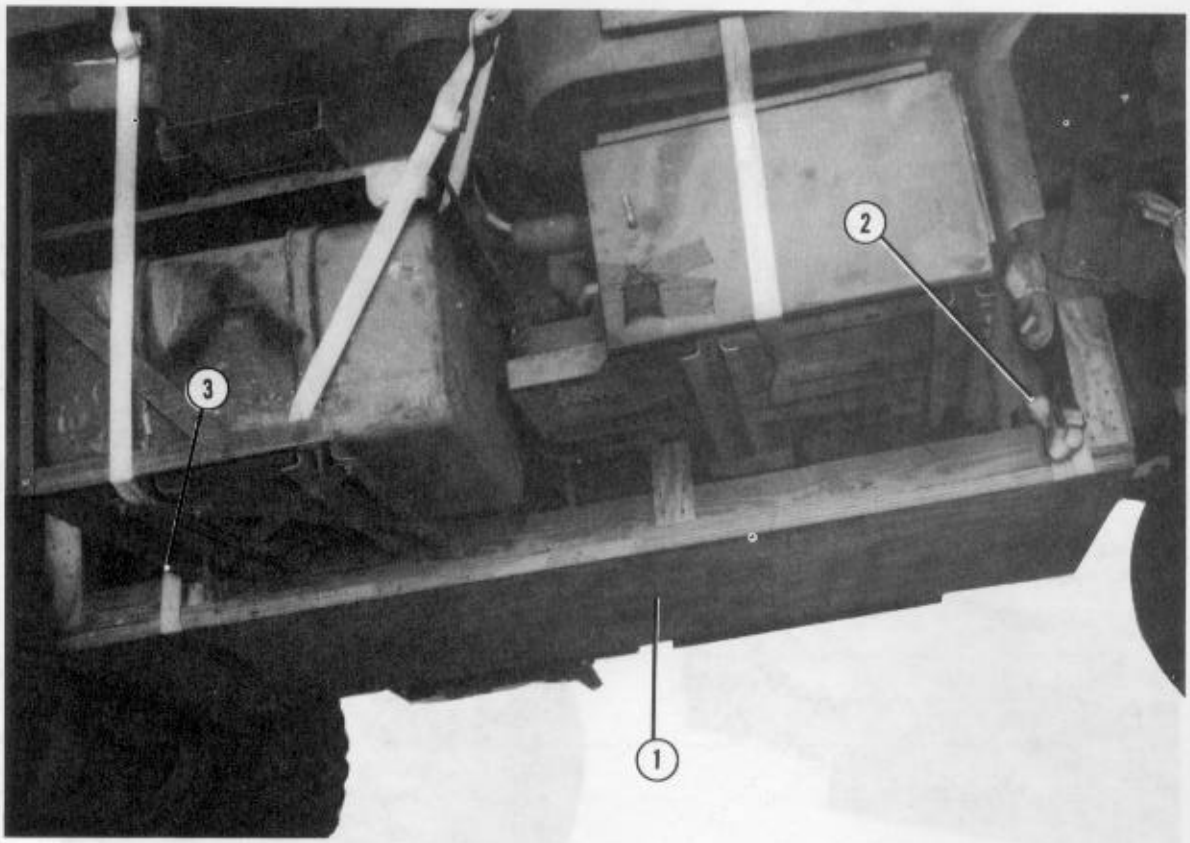


(1) Pass the end of a 15-foot tiedown strap around the right frame rail, under the front part of the oil pan, and around the left frame rail. Place a 12- by 12-inch piece of felt between the oil pan and the strap. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(2) Pass a second 15-foot tiedown strap as explained in step 1 above, except under the rear of the oil pan. Place a 12- by 12-inch piece of felt between the oil pan and the strap.

Figure 9-24. Engine supports installed

CAUTION
Ensure the frame support is not placed on hydraulic lines.



(1) Position the frame support under the mainframe as shown.

(2) Form a 30-foot tiedown strap according to FM 10-500-2/TO 13C17-1-5. Pass one end of the strap around one mainframe rail near the front of the frame support. Pass the other end of the strap under the frame support and around the other mainframe rail. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Install a second 30-foot tiedown strap near the rear of the frame support adapting the procedures given in step 2 above.

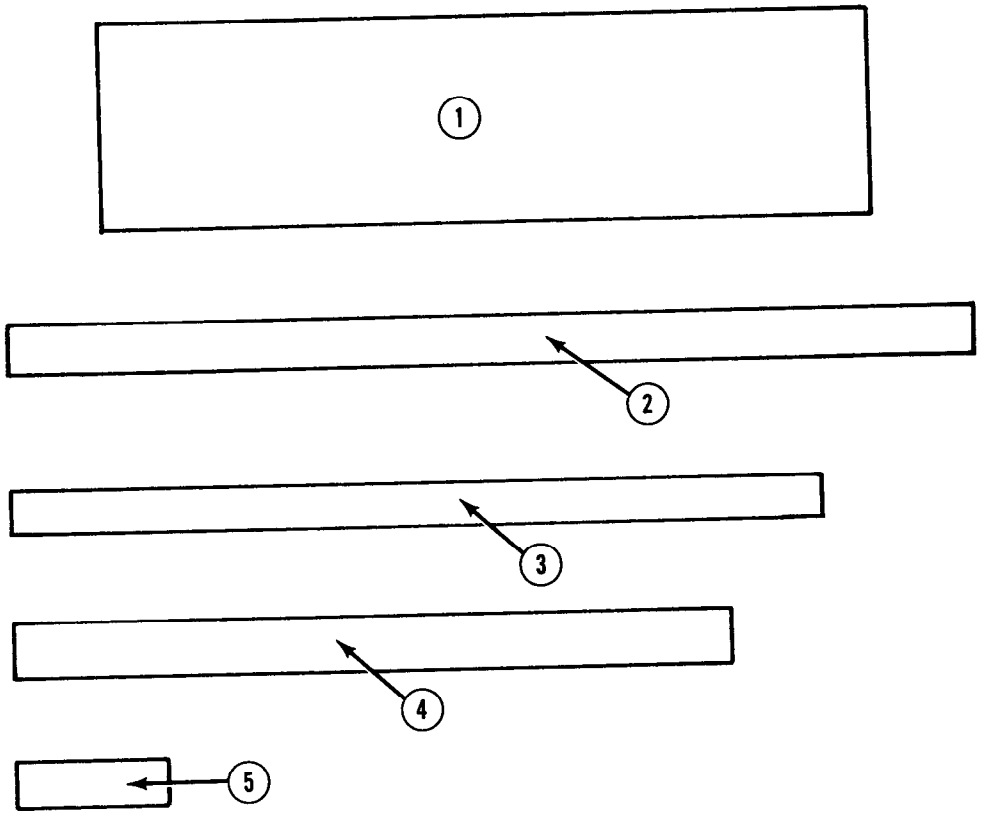
Note: Position the load binders on the side of the frame support so that the load binders will not touch the honeycomb stack.

Figure 9-25. Frame support installed

9-8. Constructing and Installing Rear Suspension Sling Spreader

Use the material in Figure 9-26 to build the rear suspension sling spreader. Construct the rear suspension sling spreader as shown in Figure 9-27. Install the rear suspension sling spreader as shown in Figure 9-28.

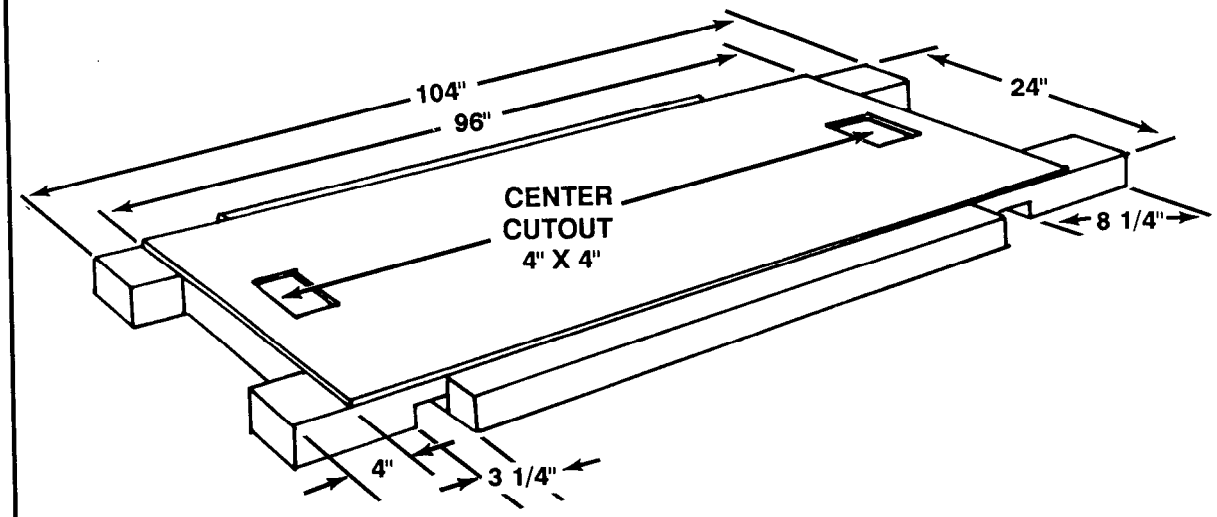
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

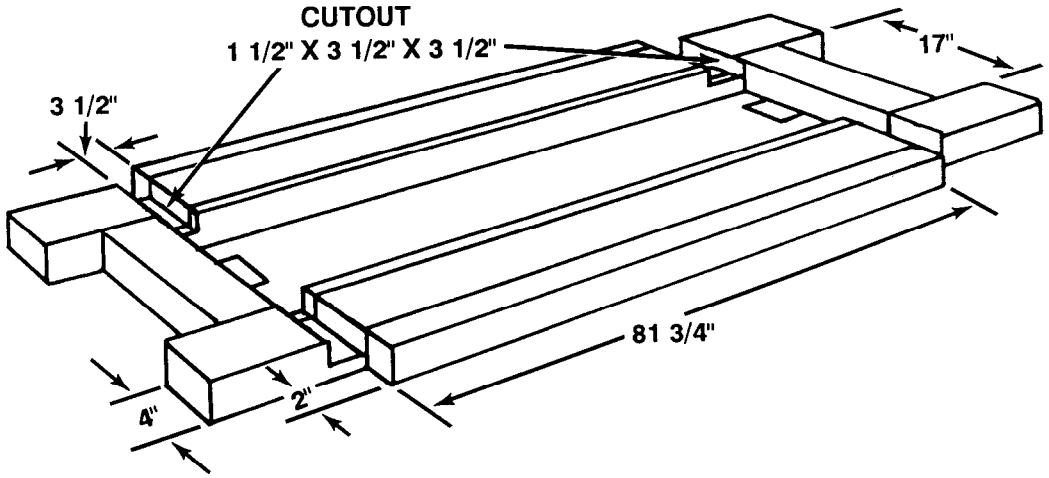


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	24	96	3/4-inch plywood
2	2	3 1/2 (actual)	104	4- by 4-inch lumber
3	2	3 1/2 (actual)	88 1/2	2- by 4-inch lumber
4	2	3 1/2 (actual)	81 3/4	2- by 4-inch lumber
5	2	3 1/2 (actual)	17	4- by 4-inch lumber

Figure 9-26. Material required for the rear suspension sling spreader

Note: These drawings are not drawn to scale.

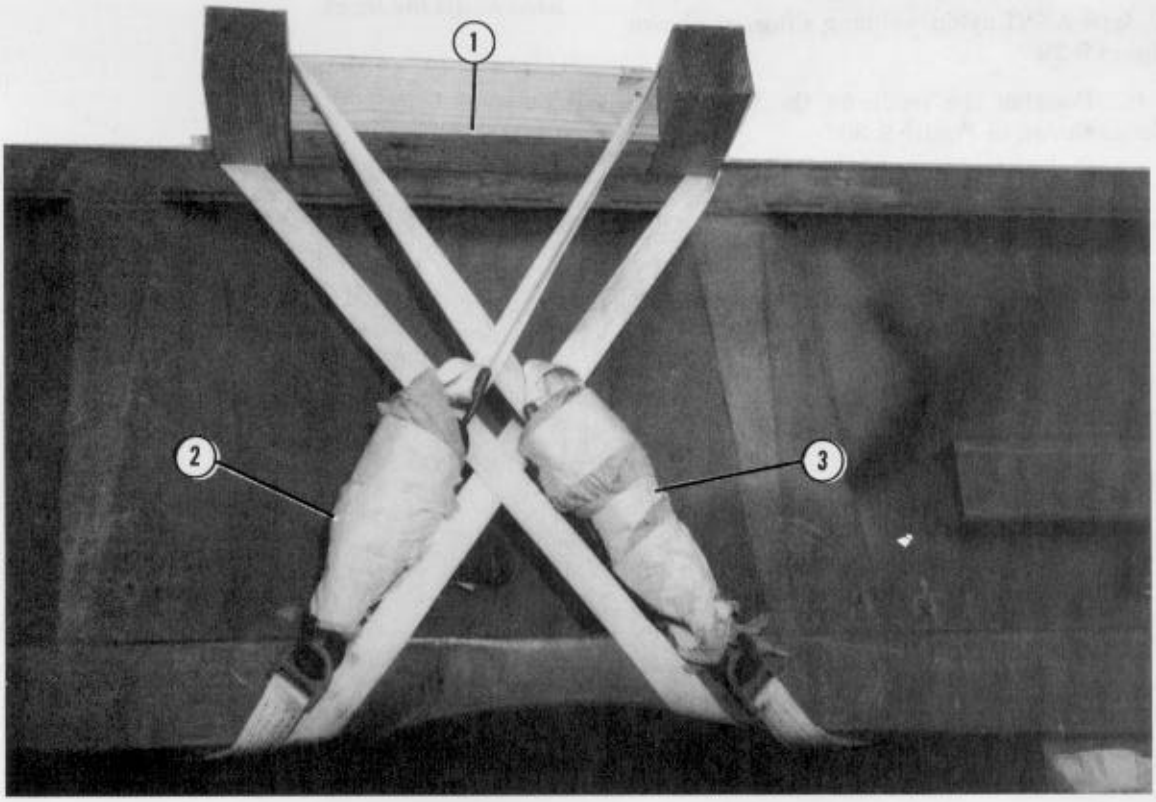




Step:

1. Construct a rear suspension sling spreader as shown.
2. Secure the plywood and lumber in place, as shown, with sixteen-penny nails.

Figure 9-27. Rear suspension sling spreader constructed



(1) Center the rear suspension sling spreader on the body of the truck, 33 inches from the front of the bed wall.

Note: Make sure that the cutouts fit down over the walls of the truck.

(2) Pass a 15-foot tiedown strap through the hole in the fifth bed support under the bed, up around the forward support brace of the spreader, and back down. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5. Pad the load binder with cellulose wadding and tape.

(3) Pass another 15-foot tiedown strap through the hole in the third bed support under the bed, up around the rear support brace of the spreader, and back down. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5. Pad the load binder with cellulose wadding and tape.

(4) Adapt the procedures in steps 2 and 3 above to secure the left side of the rear suspension sling spreader (not shown).

Figure 9-28. Rear suspension sling spreader installed

9-9. Positioning Truck

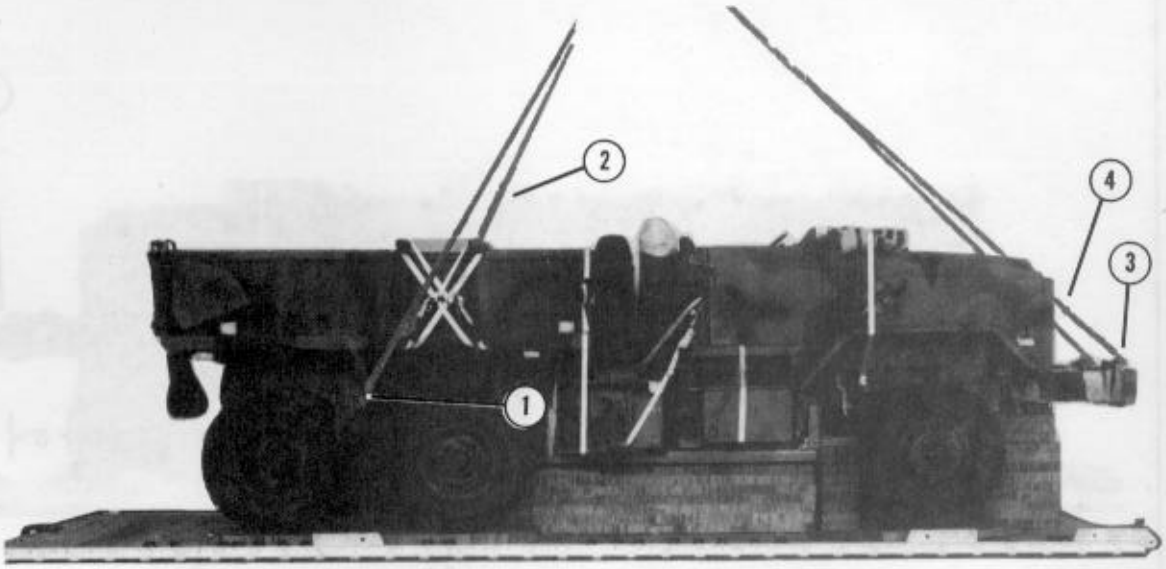
Position the truck as described below.

a. Install two 20-foot and two 16-foot (4-loop), type XXVI nylon webbing slings as shown in Figure 9-29.

b. Position the truck on the honeycomb stacks as shown in Figure 9-30.

Note:
Other slings of equal or greater strength may be used to lift the truck.

Note: Pad or tape the area where the slings touch the truck to protect the slings.



(1) Pass the end of a 16-foot (4-loop), type XXVI nylon webbing sling between the side body and the body floor of the truck. Attach the end of the sling to the spring saddle with a screw-pin clevis.

(2) Install another sling on the other side of the truck as described in step 1 above.

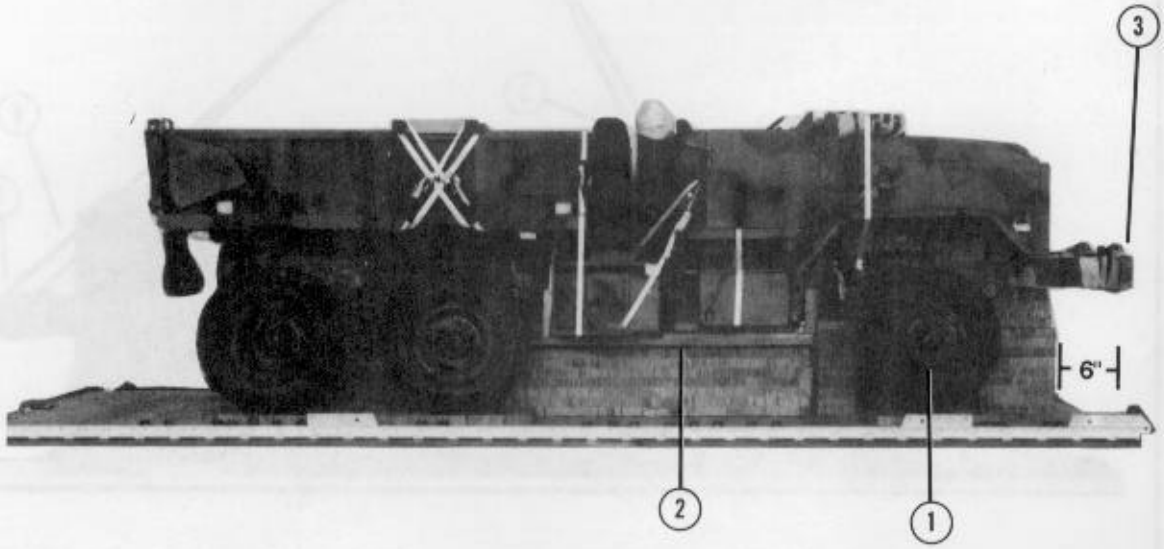
(3) Attach the end of a 20-foot (4-loop), type XXVI nylon webbing sling to a front lifting shackle with a large clevis.

(4) Install another sling on the other side of the truck as described in step 3 above.

Note: After slings are attached to the truck and the lifting device, place the transmission lever in neutral and release the brakes.

Figure 9-29. Lifting slings installed

Note: The honeycomb may need to be adjusted slightly when the truck is positioned on the stacks.



Lift the truck with the lifting slings, and position it on the honeycomb stacks with:

(1) The front axle centered on stack 2.

(2) The frame support centered on stack 4.

(3) The front bumper overhanging the front of the platform by 6 inches.

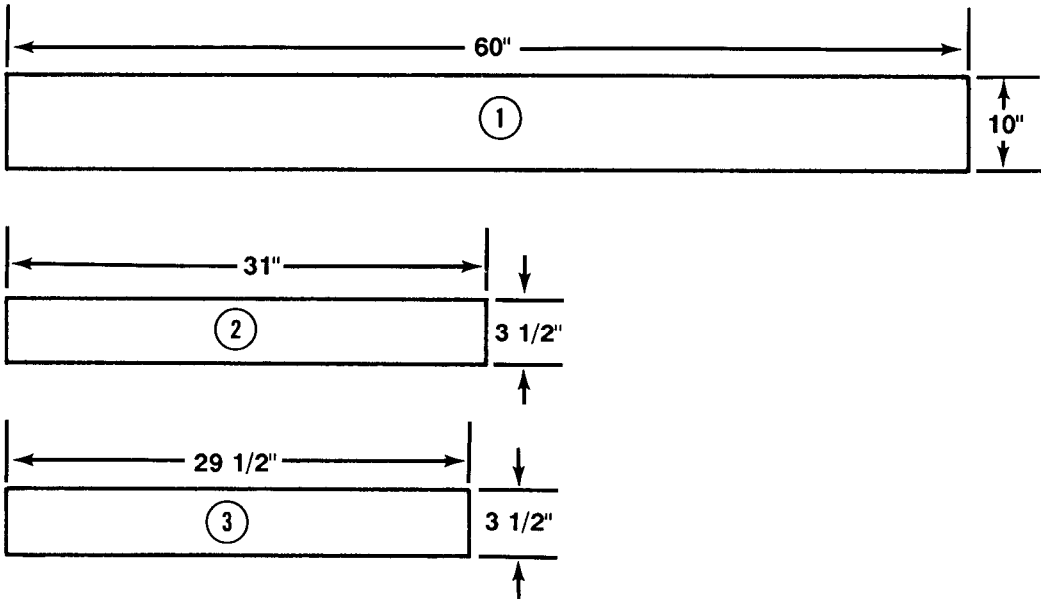
Note: After the truck is positioned, remove the lifting slings.

Figure 9-30. Truck positioned

9-10. Constructing and Installing Front Suspension Sling Spreaders

Construct the front suspension sling spreaders as shown in Figures 9-31 through 9-34. Install the front suspension sling spreaders as shown in Figure 9-35.

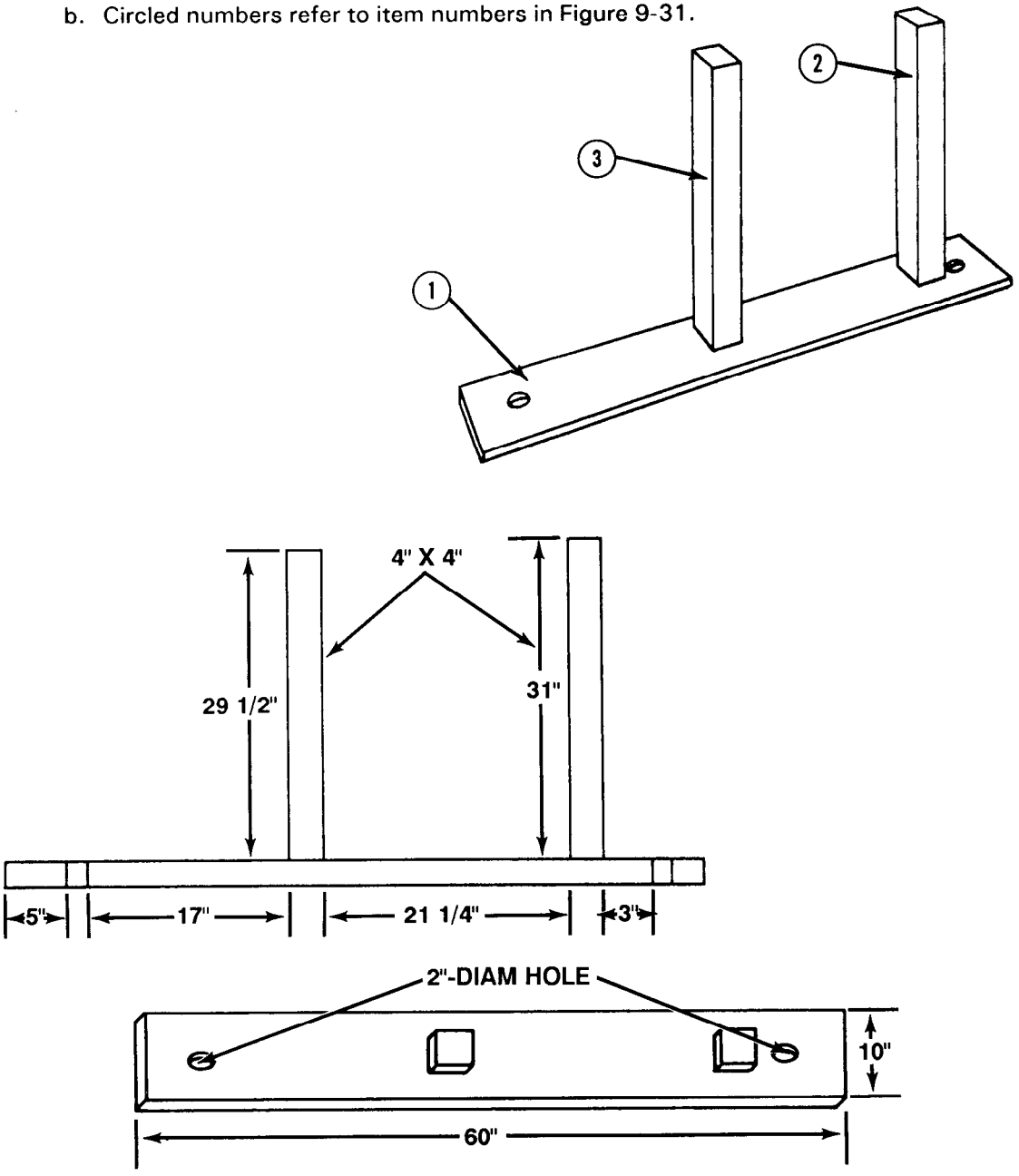
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	1	3 1/2 (actual)	31	4- by 4-inch lumber
3	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber

Figure 9-31. Material required for the left front suspension sling spreader

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-31.

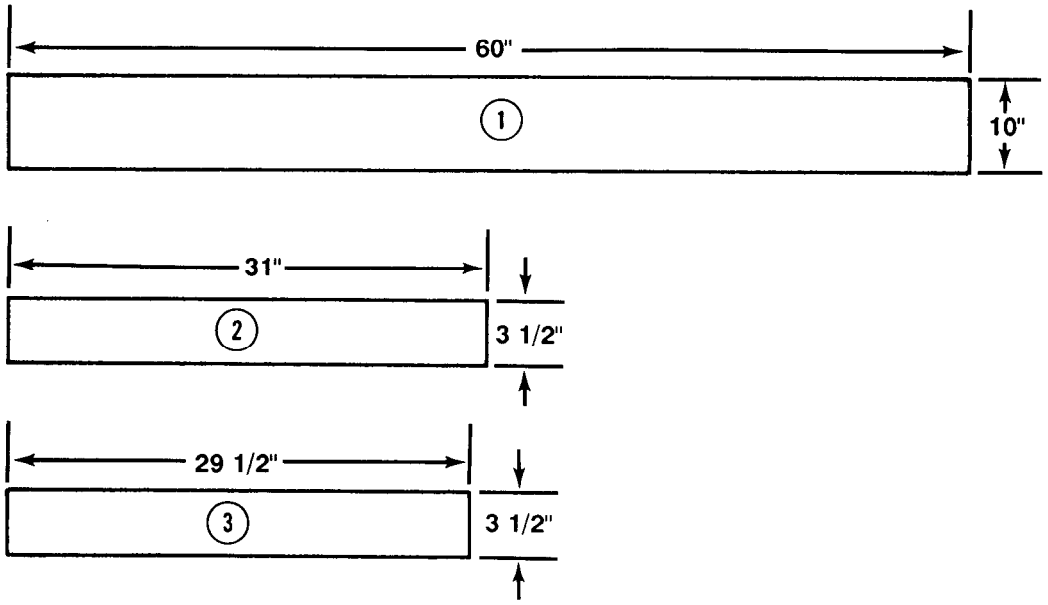


Step:

1. Construct a left front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 9-32. Left front suspension sling spreader constructed

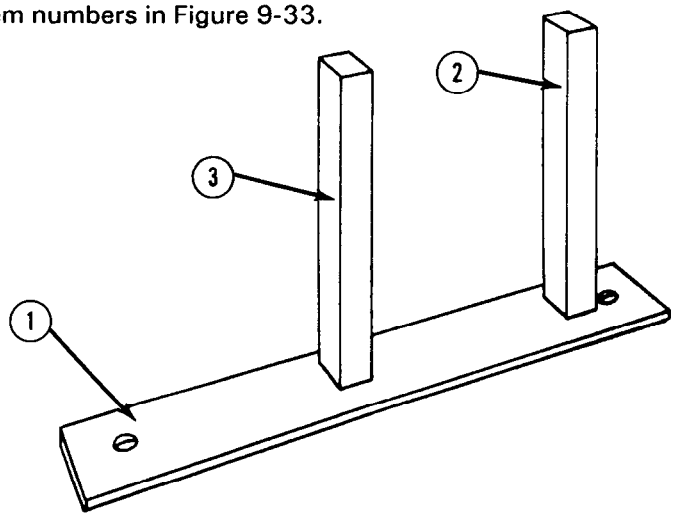
Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers.

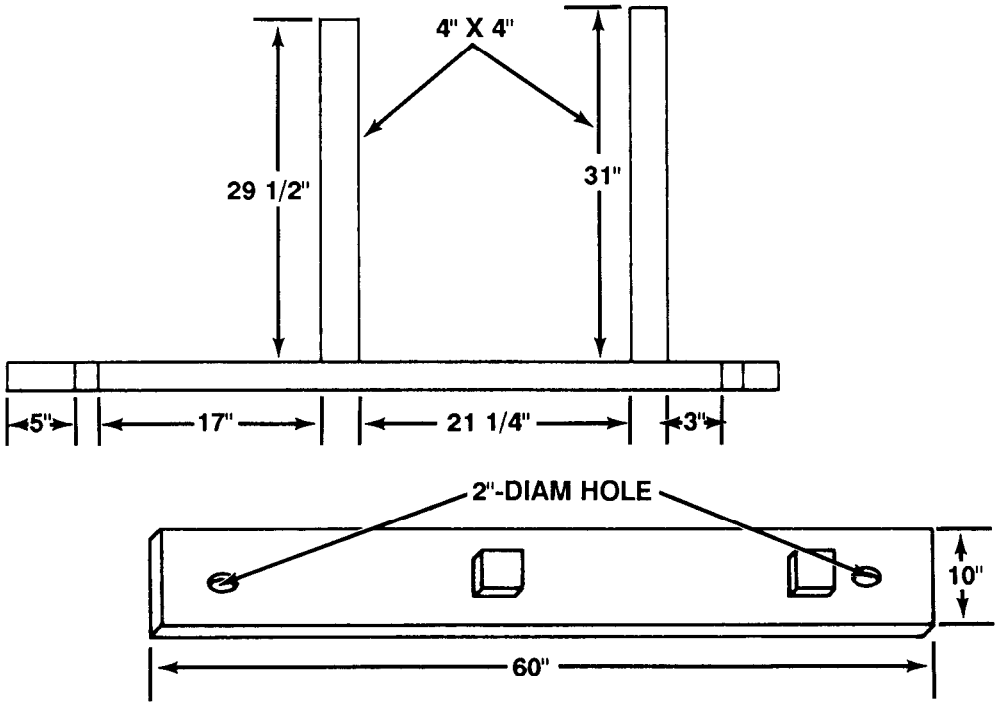


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	1	1 3/4 (actual)	60	2- by 10-inch lumber
2	1	3 1/2 (actual)	31	4- by 4-inch lumber
3	1	3 1/2 (actual)	29 1/2	4- by 4-inch lumber

Figure 9-33. Material required for the right front suspension sling spreader

Notes: a. These drawings are not drawn to scale.
b. Circled numbers refer to item numbers in Figure 9-33.

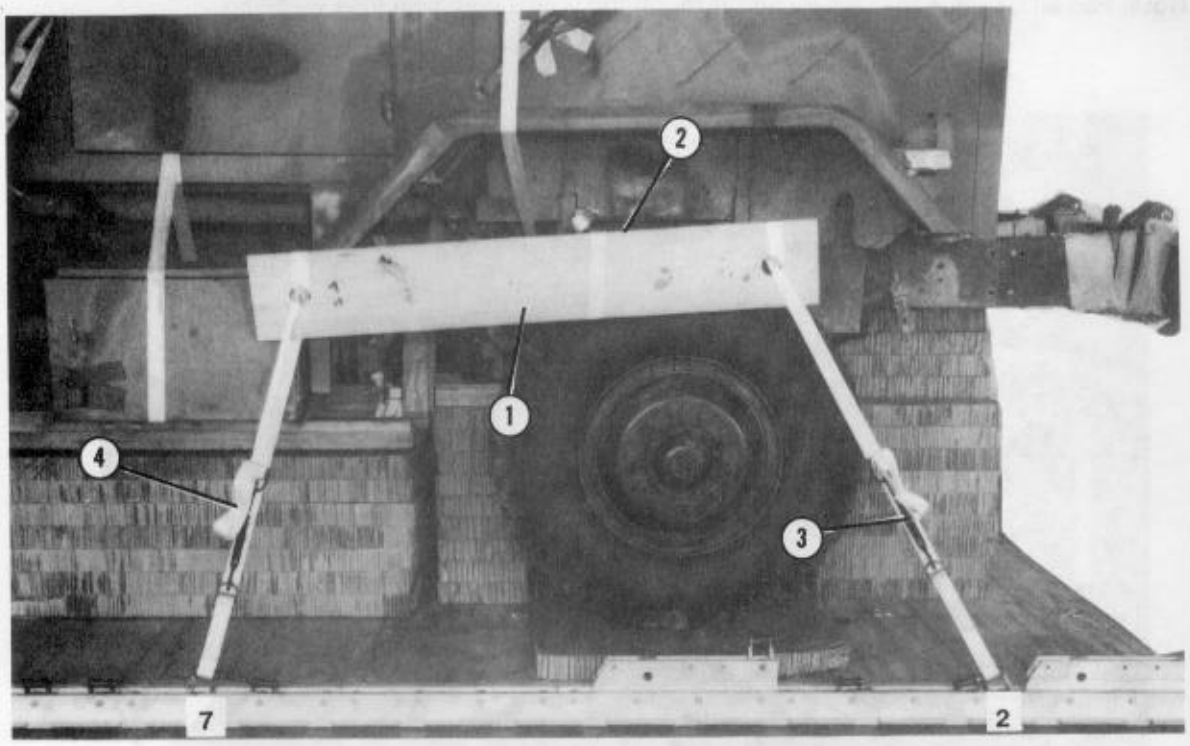




Step:

1. Construct a right front suspension sling spreader as shown.
2. Secure the lumber in place, as shown, with sixteen-penny nails.

Figure 9-34. Right front suspension sling spreader constructed



(1) Position the right front suspension sling spreader against the mainframe of the truck as shown.

(2) Pass the free end of a 15-foot tiedown strap around the mainframe and around the 2- by 10-inch portion of the sling spreader. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.

(3) Pass a 15-foot tiedown strap through the front hole of the spreader to clevis 2 on the right side of the truck. Secure the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Pass a 15-foot tiedown strap through the rear hole of the spreader to clevis 7 on the right side of the truck. Secure the strap according to FM 10-500-2/TO 13C7-1-5.

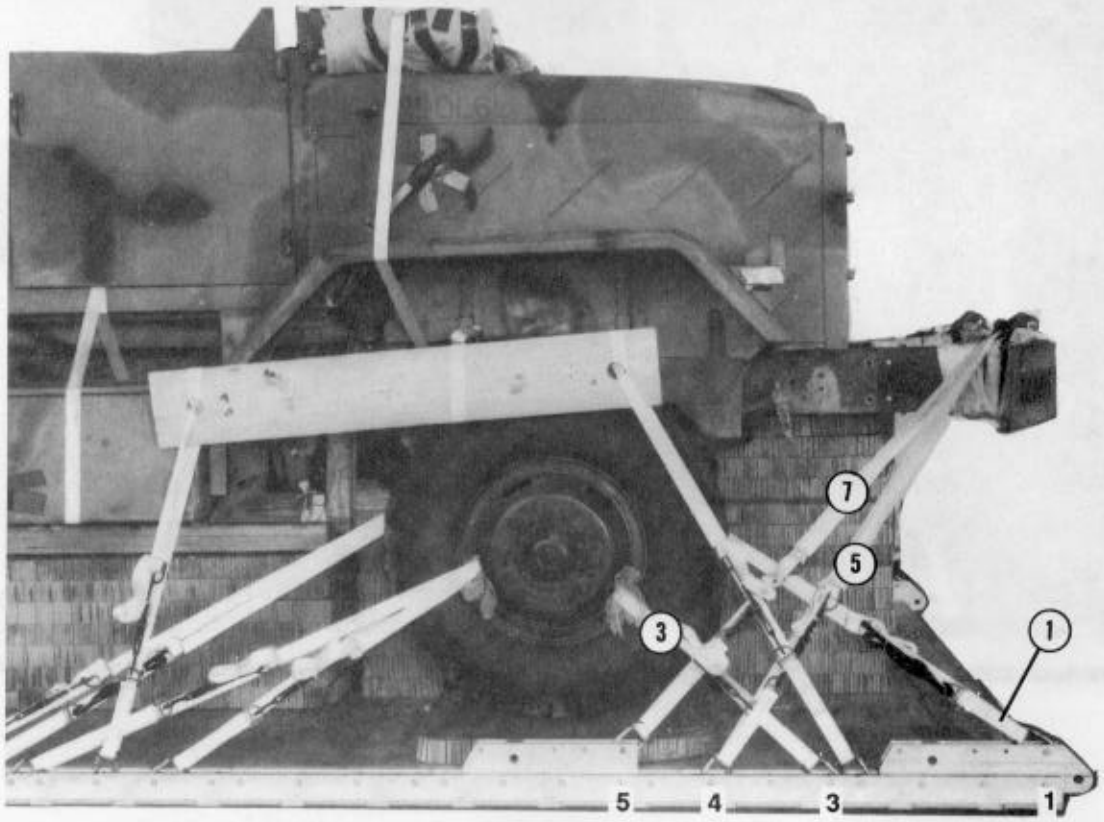
(5) Adapt the procedures in steps 1 through 4 above to install the left front suspension sling spreader to tiedown clevises 2A and 7A (not shown).

Figure 9-35. Front suspension sling spreaders installed

9-11. Installing Lashings

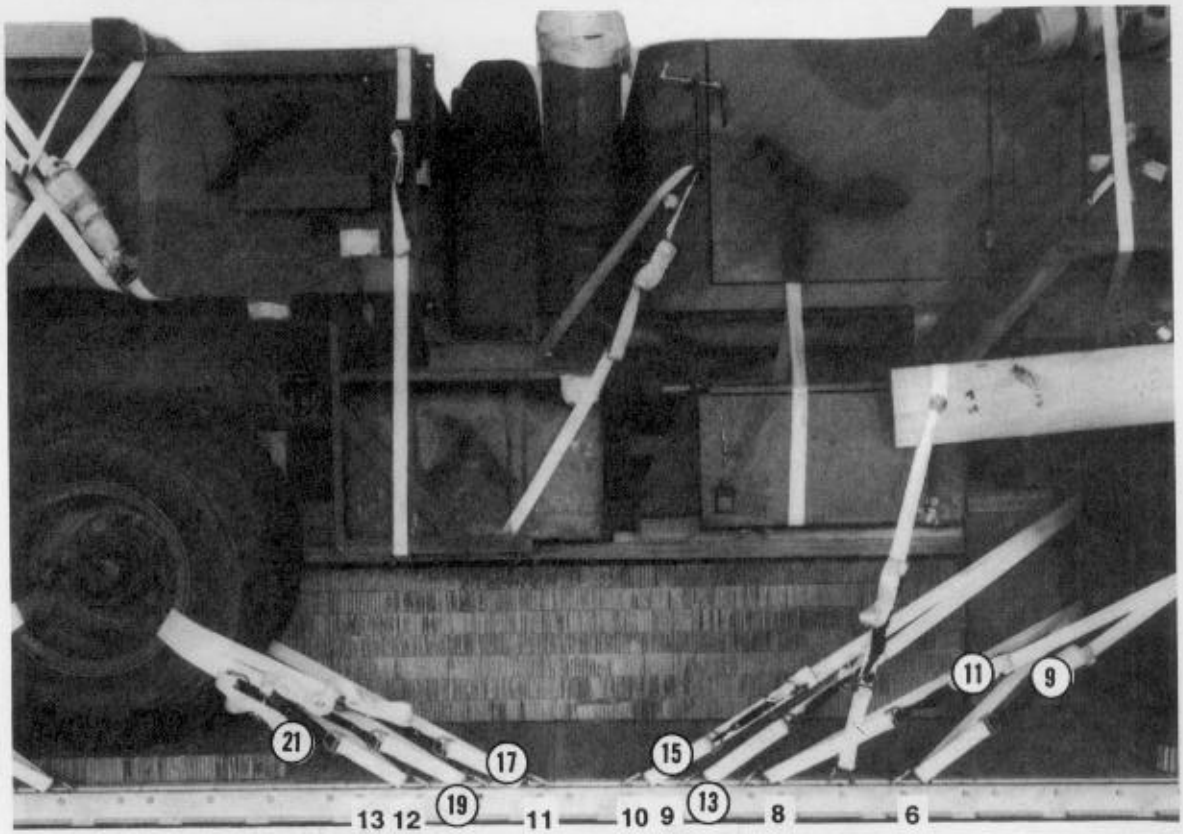
Lash the truck to the platform using forty 15-foot tiedown assemblies as shown in Figures 9-36 through 9-39. Secure the ends of the lashings according to FM 10-500-2/TO 13C7-1-5.

Note: Pad all lashings that are looped through the wheel with cellulose wadding.



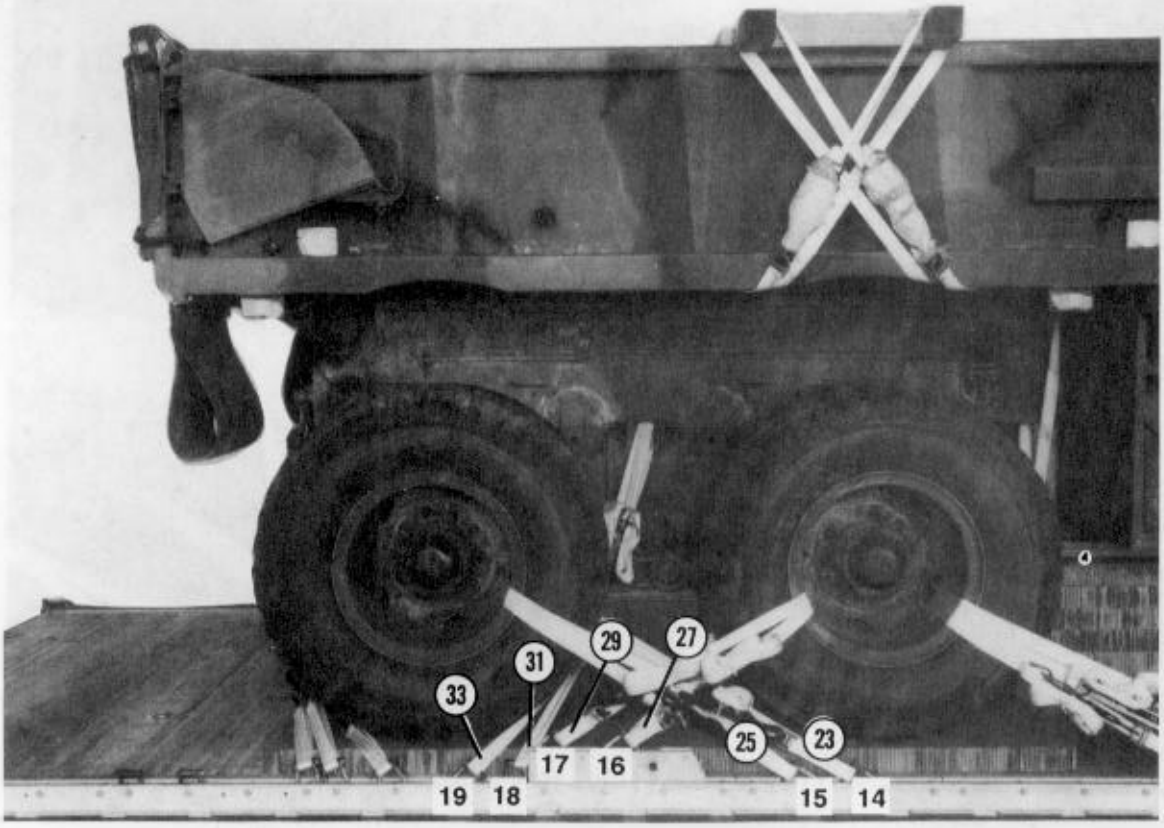
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Through the tiedown ring on the right mainframe.
2	1A	Through the tiedown ring on the left mainframe.
3	3	Through the front wheel, right side.
4	3A	Through the front wheel, left side.
5	4	Through the front lifting shackle, right side.
6	4A	Through the front lifting shackle, left side.
7	5	Through the front lifting shackle, right side.
8	5A	Through the front lifting shackle, left side.

Figure 9-36. Lashings 1 through 8 installed



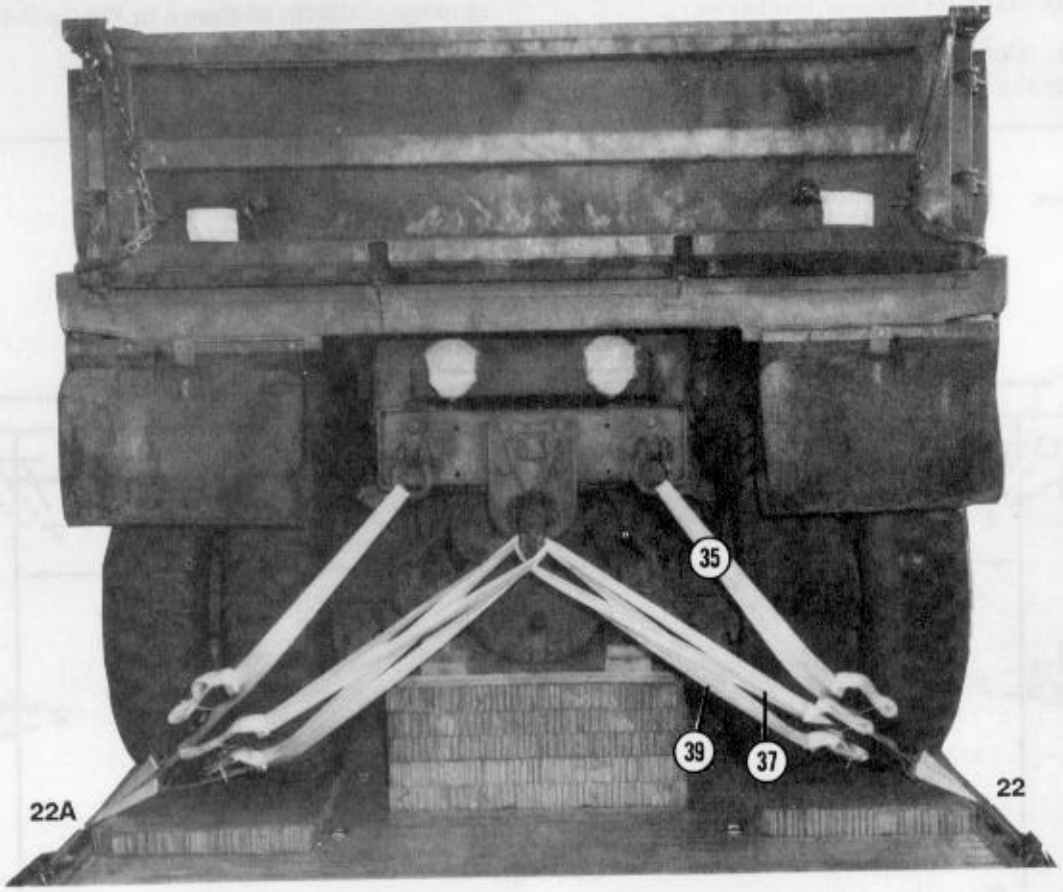
Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
9	6	Through the front wheel, right side.
10	6A	Through the front wheel, left side.
11	8	Through the front wheel, right side.
12	8A	Through the front wheel, left side.
13	9	Through the tiedown ring on the right mainframe.
14	9A	Through the tiedown ring on the left mainframe.
15	10	Through the tiedown ring on the right mainframe.
16	10A	Through the tiedown ring on the left mainframe.
17	11	Through the front outside dual wheel, right side.
18	11A	Through the front outside dual wheel, left side.
19	12	Through the front outside dual wheel, right side.
20	12A	Through the front outside dual wheel, left side.
21	13	Through the front outside dual wheel, right side.
22	13A	Through the front outside dual wheel, left side.

Figure 9-37. Lashings 9 through 22 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
23	14	Through the rear outside dual wheel, right side.
24	14A	Through the rear outside dual wheel, left side.
25	15	Through the rear outside dual wheel, right side.
26	15A	Through the rear outside dual wheel, left side.
27	16	Through the front outside dual wheel, right side.
28	16A	Through the front outside dual wheel, left side.
29	17	Through the front outside dual wheel, right side.
30	17A	Through the front outside dual wheel, left side.
31	18	Through the spring saddle, right side.
32	18A	Through the spring saddle, left side.
33	19	Through the spring saddle, right side.
34	19A	Through the spring saddle, left side.

Figure 9-38. Lashings 23 through 34 installed



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
35	20	Through the lifting shackle, right side.
36	20A	Through the lifting shackle, left side.
37	21	Through the towing pintle.
38	21A	Through the towing pintle.
39	22	Through the towing pintle.
40	22A	Through the towing pintle.

Figure 9-39. Lashings 35 through 40 installed

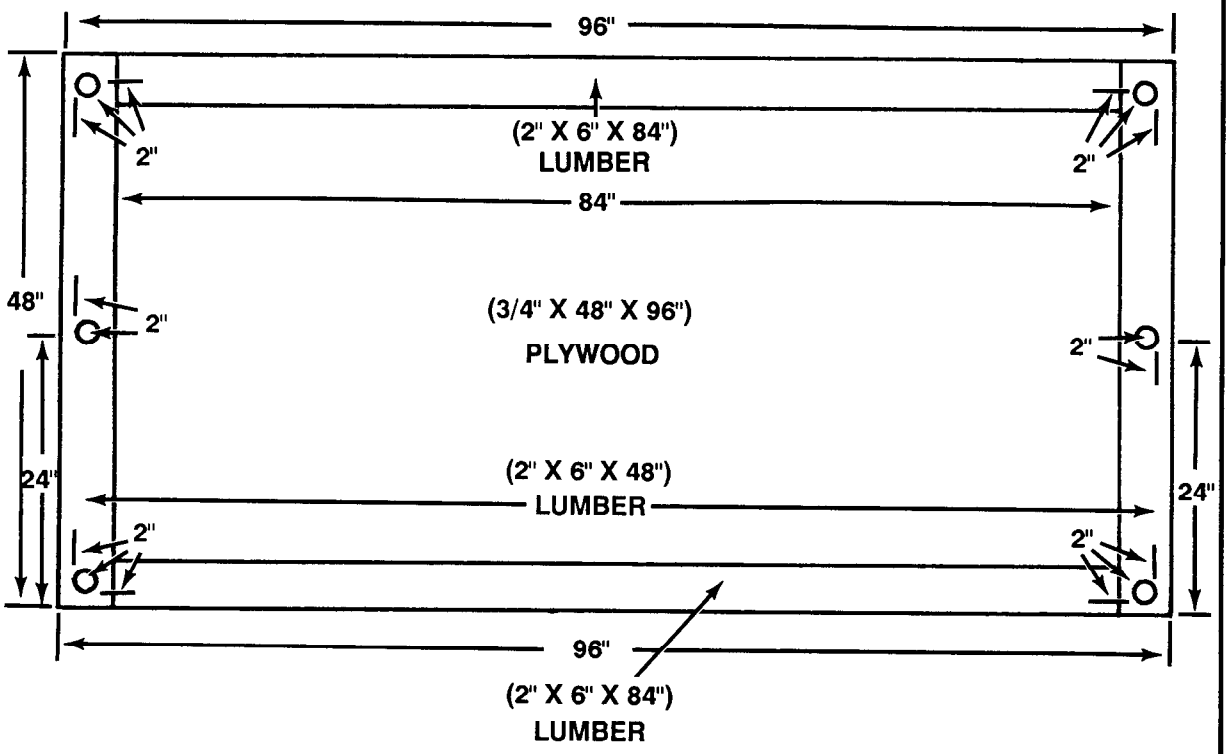
9-12. Constructing, Positioning, and Securing Parachute Stowage Platform

Construct, position, and secure the parachute stowage platform as described below.

a. Construct the parachute stowage platform as shown in Figure 9-40.

b. Position and secure the parachute stowage platform as shown in Figure 9-41.

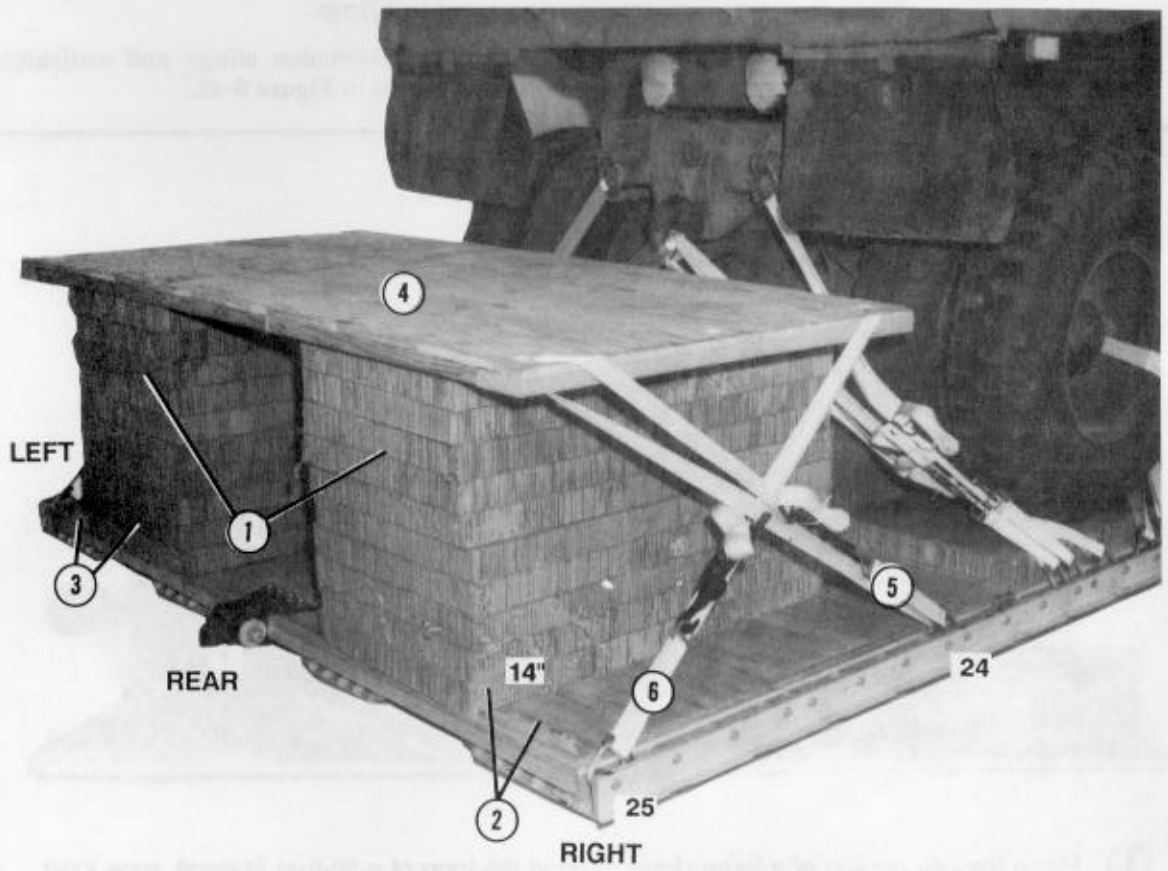
Notes: a. This drawing is not drawn to scale.
b. All dimensions are given in inches.



Step:

1. Construct the parachute stowage platform as shown.
2. Secure the lumber and plywood in place, as shown, with eightpenny nails.

Figure 9-40. Parachute stowage platform constructed

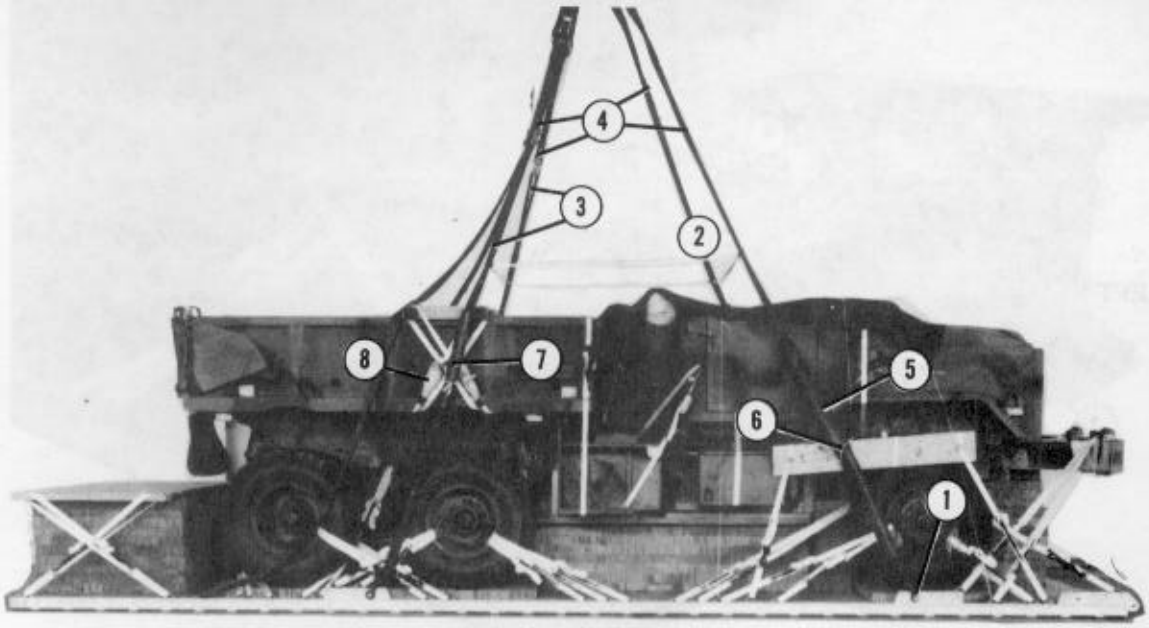


1. Construct two honeycomb stacks with ten 24- by 48-inch pieces in each stack (not shown).
2. Place one stack on the right side of the platform flush with the rear edge and with the right rear corner of the stack 14 inches from the right rail.
3. Place one stack on the left side of the platform flush with the rear edge and with the left rear corner of the stack 14 inches from the left rail.
4. Center the stowage platform on the honeycomb stacks.
5. Run a 15-foot tiedown strap through clevis 24 and up through the rear hole in the right side of the stowage platform. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.
6. Run a 15-foot tiedown strap through clevis 25 and up through the front hole in the right side of the stowage platform. Secure the ends of the strap according to FM 10-500-2/TO 13C7-1-5.
7. Lash the other side of the stowage platform in the same way using clevises 24A and 25A (not shown).

Figure 9-41. Parachute stowage platform positioned and secured

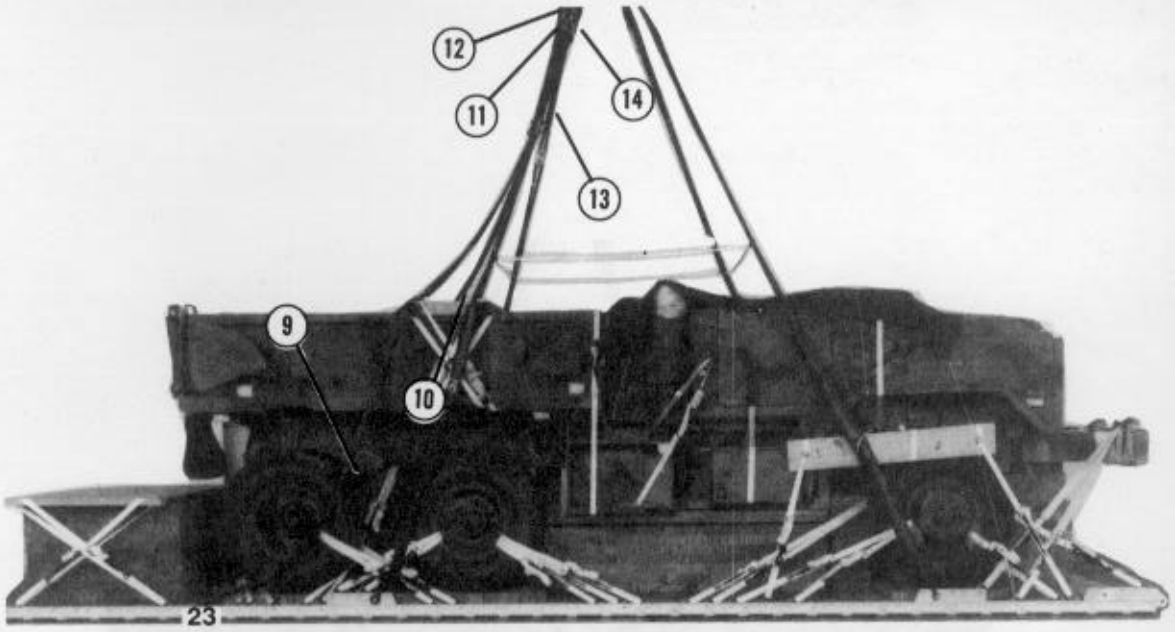
9-13. Installing Suspension Slings and Antitumble Slings

Install the suspension slings and antitumble slings as shown in Figure 9-42.



1. Place the bell portion of a large clevis through the loop of a 20-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link.
2. Use a 20-foot (4-loop), type XXVI nylon webbing sling, and install the left front suspension sling as described in step 1 above to the left front suspension link.
3. Using two 3-foot (4-loop), type XXVI nylon webbing slings, two 12-foot (4-loop), type XXVI nylon webbing slings, and a two-point link, adapt the procedures in steps 1 and 2 above and install the rear suspension slings to the rear suspension links.
4. Pull the suspension slings tight above the load.
5. Wrap a 15- by 36-inch piece of felt around each front suspension sling 6 inches from the large clevis. Tape the felt in place.
6. Tie each front suspension sling to the front suspension sling spreader with a turn of 1/2-inch tubular nylon webbing.
7. Wrap a 15- by 36-inch piece of felt around each rear suspension sling 48 inches from the large clevis. Tape the felt in place.
8. Tie each rear suspension sling to the side board ring tiedown with a single turn of 1/2-inch tubular nylon webbing.

Figure 9-42. Suspension slings and antitumble slings installed



(9) Install a 20-foot (2-loop), type XXVI nylon webbing sling (right antitumble sling) to clevis 23.

(10) Install a 20-foot (2-loop), type XXVI nylon webbing sling (left antitumble sling) to clevis 23A.

(11) Attach the free end of the right antitumble sling to the left outside bolt of a four-point link assembly.

(12) Attach the free end of the right rear suspension sling to the right outside bolt of the four-point link assembly.

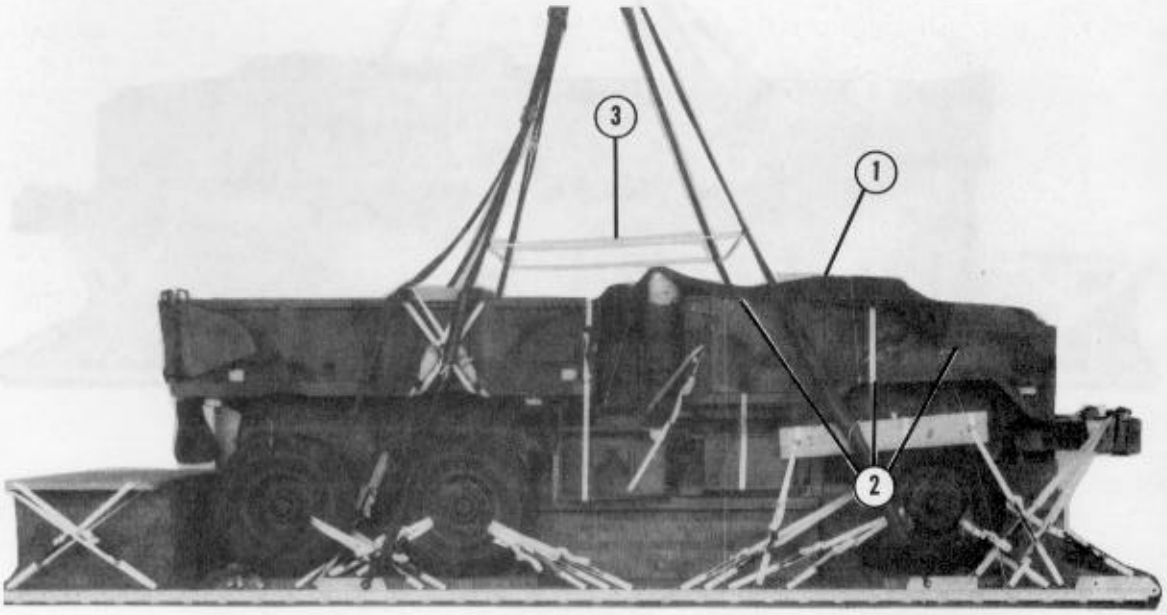
(13) Attach a 3-foot (4-loop), type XXVI nylon webbing sling to the top bolt of the four-point link assembly.

(14) Adapt the procedures in steps 11 through 13 above, and install a four-point link assembly and 3-foot sling on the left side of the load.

Figure 9-42. Suspension slings and antitumble slings installed (continued)

9-14. Installing Load Cover and Deadman's Tie

Install the load cover and deadman's tie as shown in Figure 9-43.



(1) Place a 12- by 12-foot piece of duck cloth (load cover) over the cab of the truck.

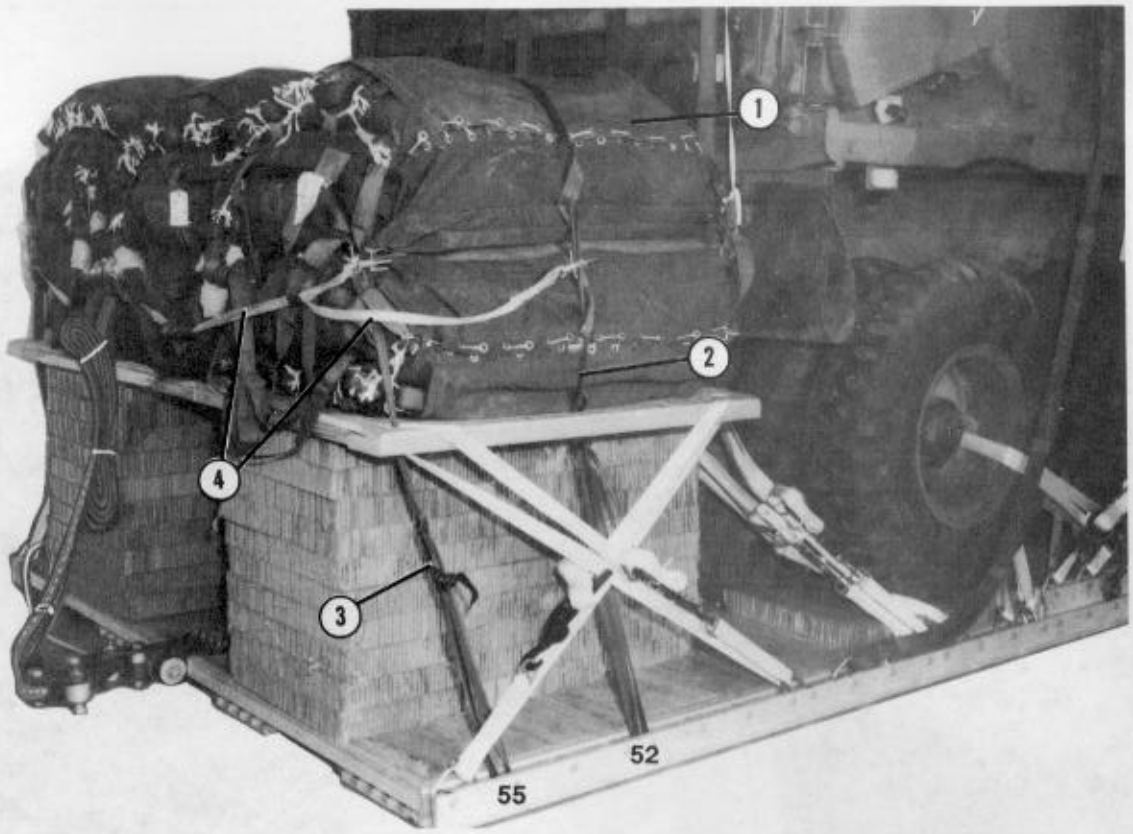
(2) Tie the load cover in place with ties of type III nylon cord.

(3) Install a deadman's tie according to FM 10-500-2/TO 13C7-1-5.

Figure 9-43. Load cover and deadman's tie installed

9-15. Stowing Cargo Parachutes

Stow six G-11B cargo parachutes on the stowage platform as shown in Figure 9-44.



(1) Prepare and position six G-11B cargo parachutes on the stowage platform as shown. Each parachute requires a 120-foot (2-loop), type XXVI nylon riser extension. Make sure the riser extensions meet the requirements and restrictions in FM 10-500-2/TO 13C7-1-5.

(2) Install a 10-yard, type VIII nylon webbing parachute restraint strap on top and over the cargo parachutes according to the procedures in FM 10-500-2/TO 13C7-1-5. Pass the ends of the strap through bushings 52 and 52A and secure the strap according to FM 10-500-2/TO 13C7-1-5.

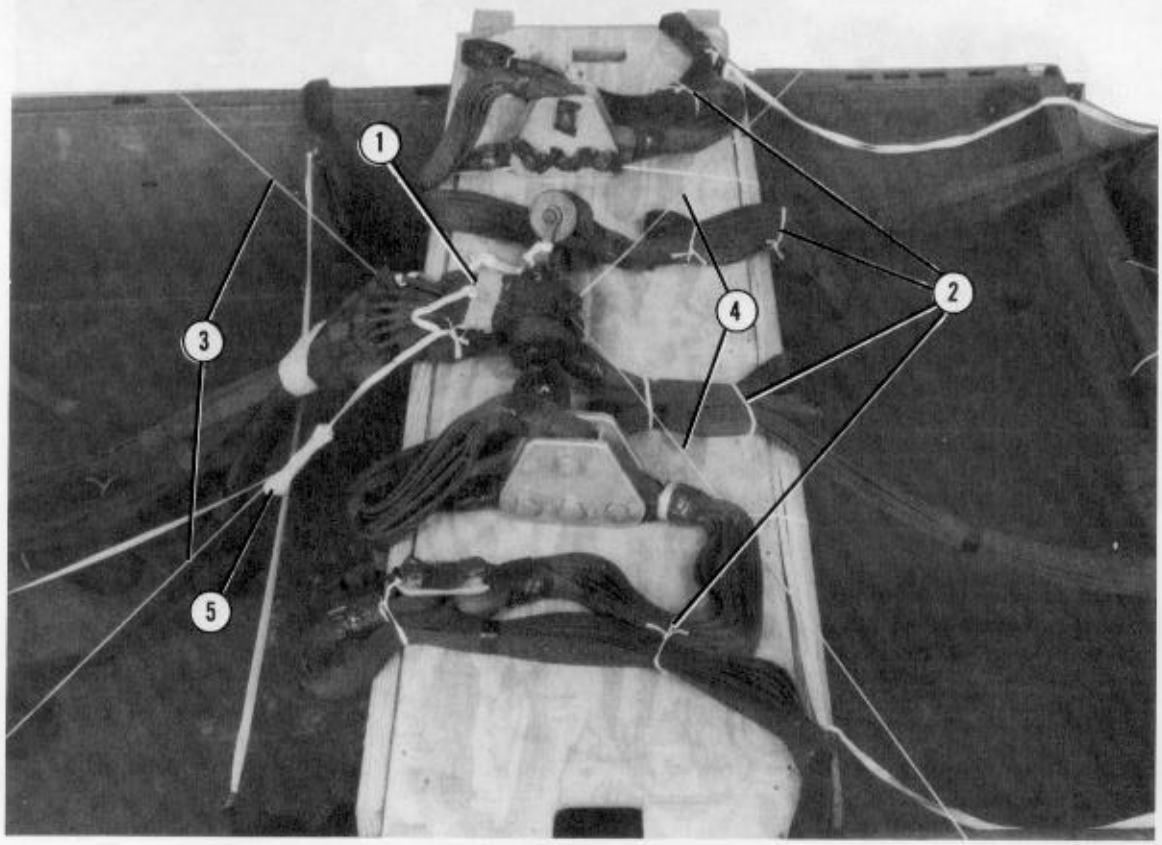
(3) Install a 10-yard, type VIII nylon webbing parachute restraint strap on the rear of the load to the parachutes according to the procedures in FM 10-500-2/TO 13C7-1-5. Pass the ends of the strap through bushings 55 and 55A and secure the strap according to FM 10-500-2/TO 13C7-1-5.

(4) Install two multicut parachute release straps according to FM 10-500-2/TO 13C7-1-5.

Figure 9-44. Six G-11B cargo parachutes installed

9-16. Installing Release System

Prepare and install the release system as shown in Figure 9-45.



(1) Prepare an M-2 cargo parachute release assembly according to FM 10-500-2/TO 13C7-1-5. Attach the release assembly to the suspension slings and the cargo parachutes according to FM 10-500-2/TO 13C7-1-5. Center the release assembly on the top of the load.

(2) Fold the suspension slings, and secure the folds with single turns of type I, 1/4-inch cotton webbing.

(3) Secure the top of the release assembly according to FM 10-500-2/TO 13C7-1-5.

(4) Secure the bottom of the release assembly according to FM 10-500-2/TO 13C7-1-5.

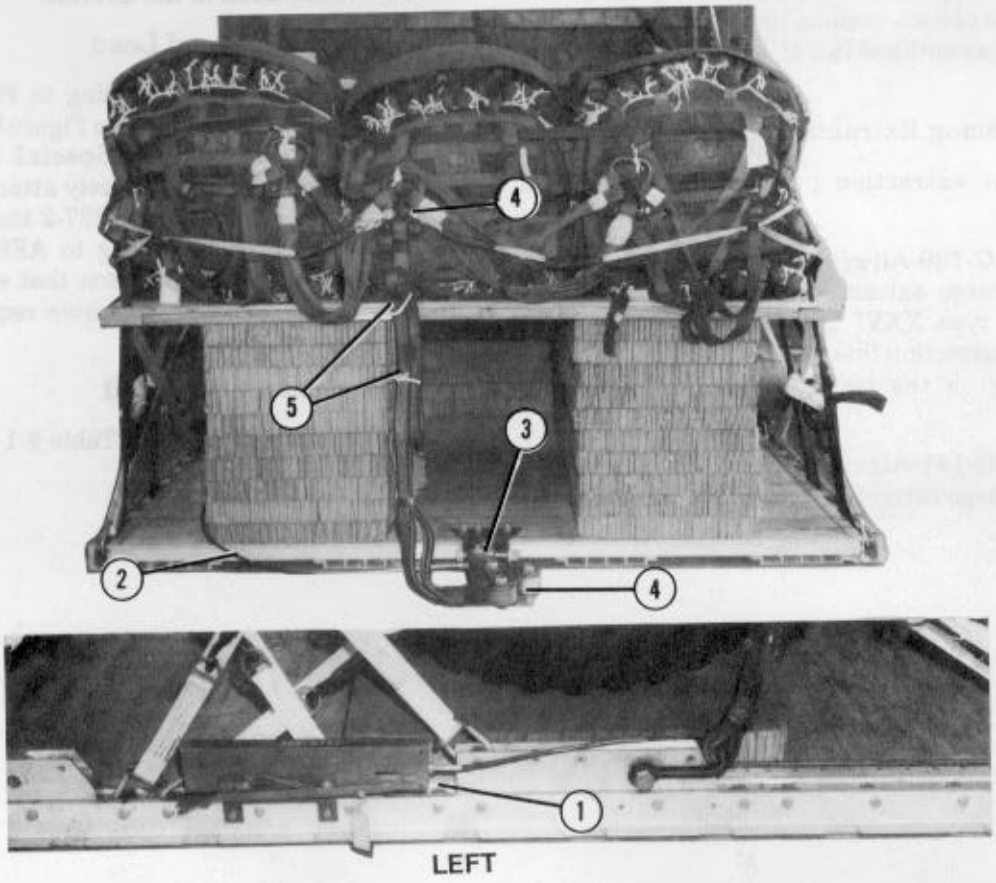
(5) Install the arming lanyard according to FM 10-500-2/TO 13C7-1-5.

Note: The arming lanyard MUST be modified to 20 feet to reach the parachutes.

Figure 9-45. Release system installed

9-17. Installing Extraction System

Install the EFTC extraction system as shown in Figure 9-46.



(1) Attach the type V EFTA mounting brackets to the front mounting holes in the left platform rail.

(2) Install the actuator with a 28-foot cable to the EFTA mounting brackets according to FM 10-500-2/TO 13C7-1-5.

(3) Use a 5-inch latch assembly adapter, and attach the latch assembly to the extraction bracket according to FM 10-500-2/TO 13C7-1-5 with the locking nut hole facing toward the left side of the platform.

(4) Connect one end of a 9-foot (2-loop), type XXVI nylon webbing sling (deployment line) to the top spacer of the link assembly. Connect the free end to the center large suspension clevis on the 3-foot clustering slings.

(5) Fold the excess deployment line, and secure the folds in place with tape or type I, 1/4-inch cotton webbing.

Figure 9-46. Extraction system installed

9-18. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints on the load when it is dropped from a C-141 aircraft. Attach a large (1-inch) suspension clevis to the front hole of each tandem link on the front of the platform as outlined in FM 10-500-2/TO 13C7-1-5.

9-19. Placing Extraction Parachute

Place the extraction parachute as described below.

a. C-130 Aircraft. Place two heavy-duty 28-foot cargo extraction parachutes; a 60-foot (6-loop), type XXVI nylon webbing extraction line; an extraction line leaf; and a four-point link assembly on the load for installation in the aircraft.

b. C-141 Aircraft. Place one heavy-duty 28-foot cargo extraction parachute; a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line; and an extraction line leaf on the load for installation in the aircraft.

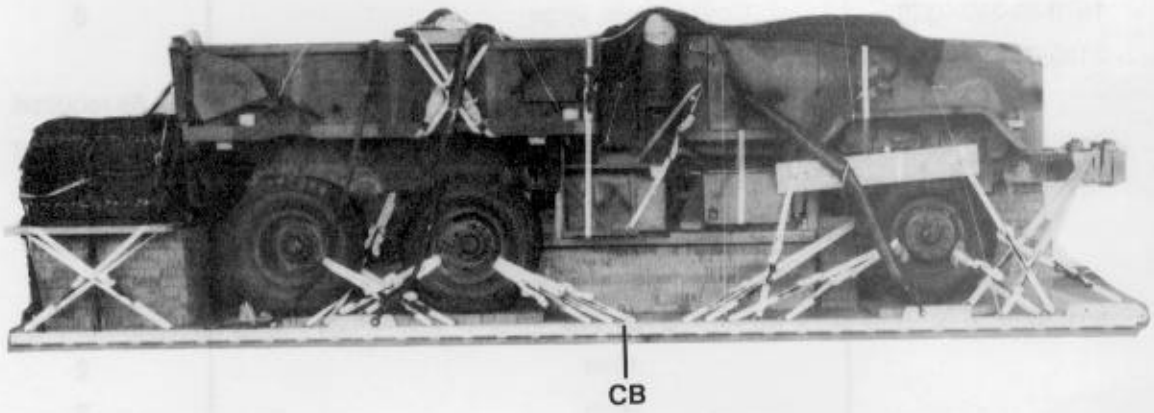
9-20. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 9-47. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

9-21. Equipment Required

Use the equipment listed in Table 9-1 to rig this load.

CAUTION
Make the final rigger inspection required by FM 10-500-2/TO 13C7-1-5 before the load leaves the rigging site.



RIGGED LOAD DATA

Weight: Load shown	30,260 pounds
Maximum load allowed	30,760 pounds
Height	98 inches
Width	108 inches
Length	367 inches
Overhang: Front	.6 inches
Rear	25 inches
CB (from front edge of platform)	133 inches
Extraction System	EFTC

Figure 9-47. M929, 5-ton dump truck rigged for low-velocity airdrop on a type V platform

Table 9-1. Equipment required for rigging the M929, 5-ton dump truck for low- velocity airdrop on a type V airdrop platform

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-01-035-6054	Bridle, extraction line bag (Use w extraction line leaf.)	1
4030-00-090-5354	Clevis, suspension, 1-in (large)	15
8305-00-242-3593	Cloth, cotton duck, 60-in	As required
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-360-0328	Cover, clevis, large	6
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt, 1/2-in thick	As required
1670-00-573-6790	Frame extension assembly	2
	Frame support:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	10-in	2
	20-in	2
	26-in	2
5510-00-220-6448	2- by 6- by 26-in	1
5510-00-220-6274	4- by 4-in:	
	10-in	8
	10 3/4-in	1
	33-in	2
	96-in	2
5530-00-128-4981	Plywood, 3/4-in:	
	3 1/2- by 12 1/4-in	1
	3 1/2- by 13 1/2-in	8
	8 1/2- by 20-in	1
	13 1/2- by 13 1/2-in	3
	13 1/2- by 21 1/2-in	1
	36- by 96-in	1
1670-01-183-2678	Leaf, extraction line	1

Table 9-1. Equipment required for rigging the M929, 5-ton dump truck for low- velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	Line, extraction:	
1670-00-003-1959	60-ft (4-loop), type X nylon webbing	
	(for C-130 aircraft) or	1
1670-00-003-1957	60-ft (6-loop), type XXVI nylon webbing	
	(for C-130 aircraft)	1
1670-01-107-7651	140-ft (3-loop), type XXVI nylon webbing	
	(for C-141 aircraft)	1
	Link assembly:	
1670-00-006-2752	Four-point	3
	Two-point:	3
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(6)
5310-00-232-5165	Nut, 1-in	(6)
1670-00-003-1954	Plate, side, 5 1/2-in	(6)
5365-00-007-3414	Spacer, large	(6)
1670-01-247-2389	Link, suspension	4
	Load spreader for honeycomb stack 2:	
5510-00-220-6146	Lumber, 2- by 4- by 8-in	6
5510-00-220-6448	Lumber, 2- by 6- by 24-in	6
5530-00-128-4981	Plywood, 3/4- by 54- by 24-in	2
	Load spreader for honeycomb stack 3:	
5510-00-220-6146	Lumber, 2- by 4- by 36-in	1
5530-00-128-4981	Plywood, 3/4- by 36- by 12-in	3
	Load spreader for honeycomb stack 4:	
	Lumber:	
5510-00-220-6146	2- by 4- by 46-in	2
5510-00-220-6274	4- by 4- by 96-in	2
5530-00-128-4981	Plywood, 3/4-in:	
	4- by 96-in	2
	48- by 96-in	3
	Load spreader for honeycomb stack 5:	
	Lumber:	
5510-00-220-6146	2- by 4-in:	
	8-in	2

Table 9-1. Equipment required for rigging the M929, 5-ton dump truck for low- velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	12-in	1
5510-00-220-6448	2- by 6- by 12-in	6
5530-00-128-4981	Plywood, 3/4-in:	
	6- by 12-in	1
	36- by 66-in	2
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4663	16d	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	25 sheets
	8- by 96-in	(2)
	12- by 96-in	(6)
	18- by 9-in	(1)
	21- by 96-in	(1)
	24- by 24-in	(4)
	24- by 48-in	(10)
	24- by 96-in	(2)
	36- by 12-in	(9)
	36- by 24-in	(9)
	36- by 66-in	(5)
	54- by 24-in	(4)
	96- by 36-in	(9)
1670-01-016-7841	Parachute, cargo, G-11B	6
	Parachute, cargo extraction:	
1670-00-262-1797	28-ft or	1
1670-00-040-8135	28-ft, heavy-duty	1
	Platform, AD, type V, 28-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis assembly	(50)
1670-01-162-2376	Extraction bracket assembly	(1)

Table 9-1. Equipment required for rigging the M929, 5-ton dump truck for low- velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
1670-01-162-2381	Tandem link	(2)
5530-00-128-4981	Plywood, 3/4-in:	5 sheets
	4- by 96-in	(2)
	6- by 12-in	(1)
	12- by 36-in	(3)
	24- by 54-in	(2)
	36- by 66-in	(2)
	48- by 96-in	(3)
1670-01-097-8817	Release, cargo parachute, M-2	1
	Sling, cargo airdrop:	
	For antitumble slings:	
1670-01-062-6302	20-ft (2-loop), type XXVI nylon webbing	2
	For deployment line:	
1670-01-062-6304	9-ft (2-loop), type XXVI nylon webbing	1
	For lifting:	
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	2
1670-00-003-7237	16-ft (4-loop), type XXVI nylon webbing or	2
1670-01-062-6308	16-ft (4-loop), type XXVI nylon webbing	2
1670-01-064-4453	20-ft (4-loop), type XXVI nylon webbing	2
	For suspension:	
1670-00-432-2499	3-ft (4-loop), type XXVI nylon webbing or	2
1670-01-062-6306	3-ft (4-loop), type XXVI nylon webbing	2
1670-00-432-2506	12-ft (4-loop), type XXVI nylon webbing or	1
1670-01-062-6307	12-ft (4-loop), type XXVI nylon webbing	1
1670-01-064-4453	20-ft (4-loop), type XXVI nylon webbing or	2
1670-00-003-1956	20-ft (4-loop), type XXVI nylon webbing or	2
1670-00-432-2511	20-ft (4-loop), type XXVI nylon webbing	2
	For riser extensions:	
1670-01-062-63111	20-ft (2-loop), type XXVI nylon webbing	7
1670-00-432-24941	20-ft (3-loop), type X nylon webbing	7
1670-00-040-8219	Strap, parachute release, multicut comes w 3 knives	2

Table 9-1. Equipment required for rigging the M929, 5-ton dump truck for low- velocity airdrop on a type V airdrop platform (continued)

National Stock Number	Item	Quantity
	Suspension sling spreader:	
	Front, left:	
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4-in:	
	29 1/2-in	1
	31-in	1
	Front, right:	
	Lumber:	
5510-00-220-6248	2- by 10- by 60-in	1
5510-00-220-6274	4- by 4- by 30 3/4-in	3
	Rear:	
	Lumber:	
5510-00-220-6274	4- by 4-in:	
	17-in	2
	88-in	2
5530-00-128-4981	Plywood, 3/4- by 48- by 80 3/4-in	2
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	63
	Webbing:	
8305-00-268-2411	Cotton, type I, 1/4-inch	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

FM 10-526/TO 13C7-2-481

2 MAY 1985

By Order of the Secretaries of the Army and the Air Force:

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