

## Chapter 3

# Procedural Information

### Section I

## Platform And Honeycomb Preparation

### INSPECTING PLATFORM

3-1. The platform must be inspected as outlined below.

*Type V Platform.* Inspect, or assemble and inspect, the type V airdrop platform as outlined in TM 10-1670-268-20&P/TO 13C7-52-22.

### SUSPENDING PLATFORM LOADS

3-2. Platform loads must be suspended as outlined below.

*Type V Platform.* The suspension points for a platform-suspended load on a type V platform are the suspension bracket assembly holes. The emergency aft restraint holes are provided in the tandem link only. The suspension bracket assembly as shown in Figure 3-1, can be positioned at various points along a platform rail.

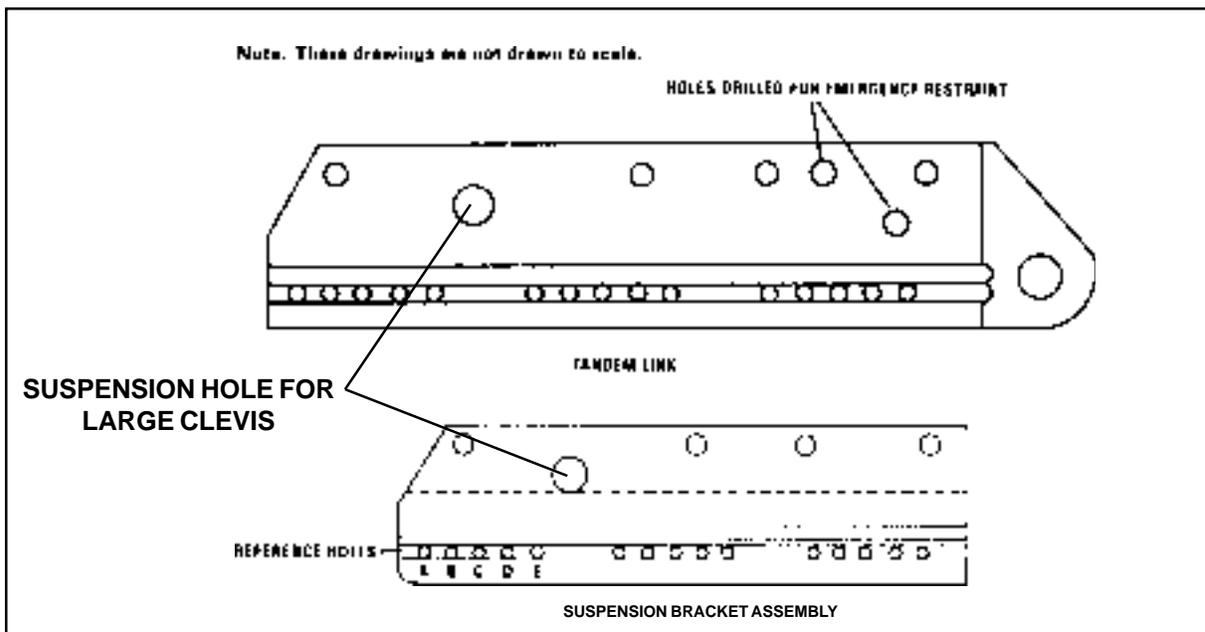


Figure 3-1. Tandem Link and Suspension Bracket Assembly

However, their positioning is limited by the fact that the bolt hole configuration of the platform side rails only allows the suspension bracket assembly to be secured within the 2-foot panels of the platform. Every panel assembly has a four-bolt configuration on each side. These four bolts are designated as platform clevis points. The suspension bracket assembly can be positioned within the bolt configuration of a panel as shown in Figure 3-2. A reference hole "B" is used to show the appropriate position of the suspension bracket assembly as shown in Figures 3-1 and 3-2. The direction of the suspension bracket assembly is determined by matching reference hole "B" with the prescribed platform clevis number and placing the suspension bracket assembly in the direction where it can be secured within the same panel bolt configuration. Figure 3-3 shows the suspension bracket assemblies installed. Table 3-1 shows the maximum allowable suspended weights for the four-point and centerline suspension systems. Figure 3-4 details the centerline suspension system.

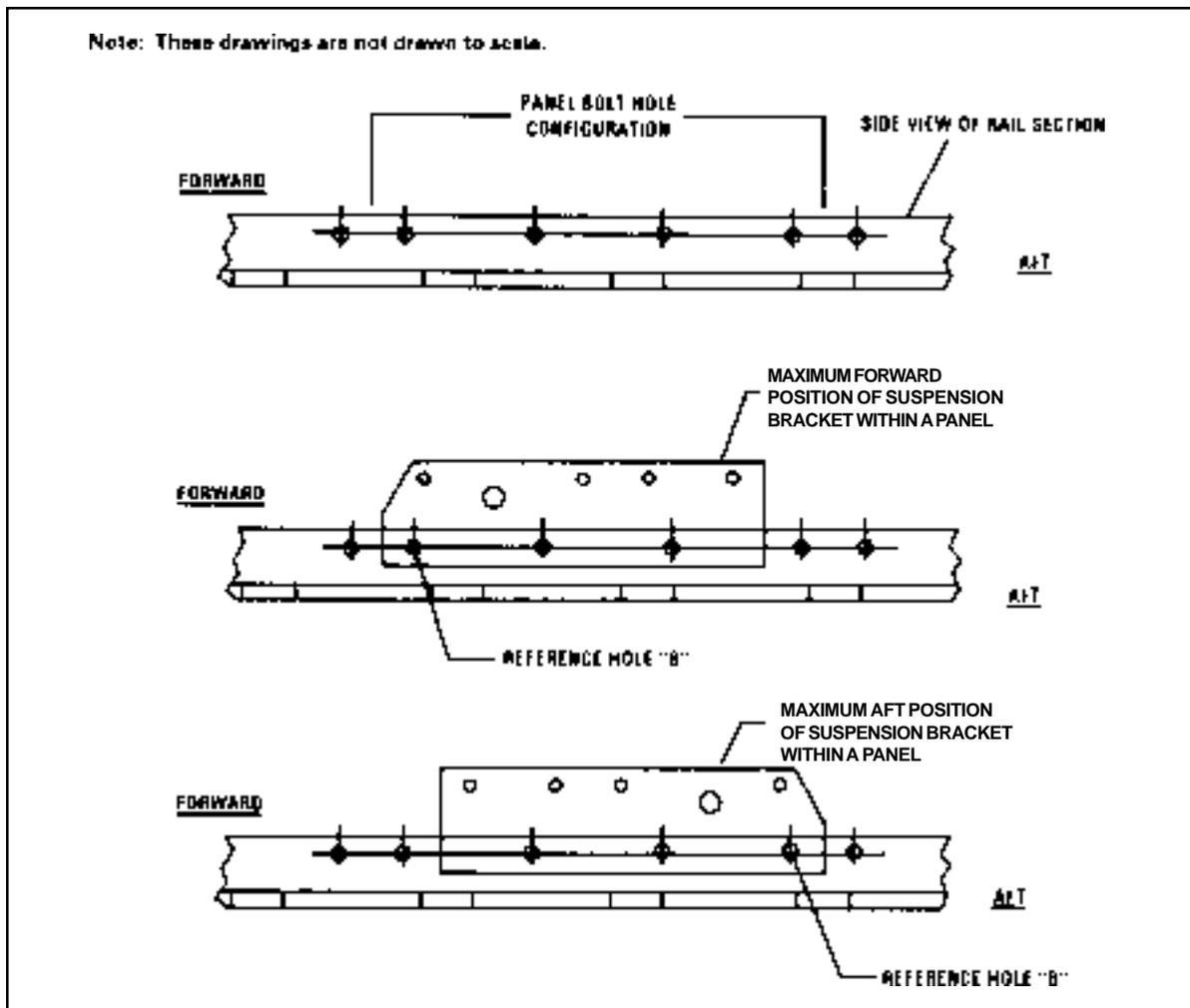
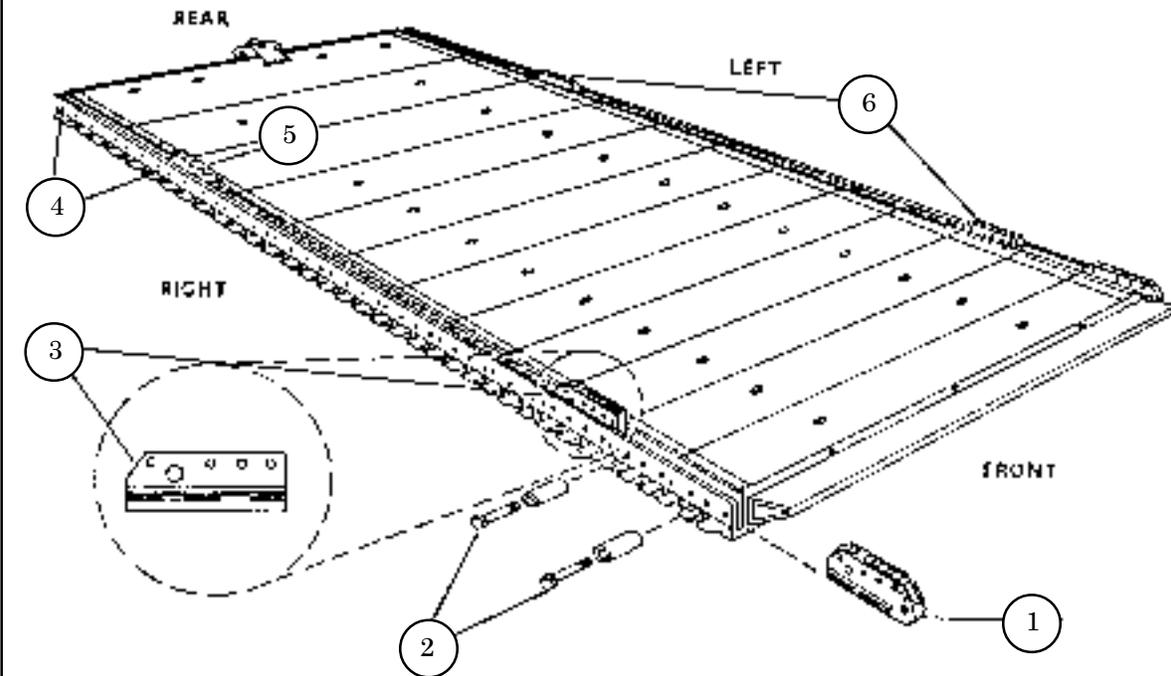


Figure 3-2. Bolt Configuration of a Panel

Note: This drawing is not drawn to scale.



- 1 Remove the tandem link on the front of the right platform rail.
- 2 Remove the required bushings, as given in the specific rigging manual, from the bushing holes in the right rail.
- 3 Insert a suspension bracket assembly on the front end of the right rail. Slide the bracket assembly along the rail until the holes in the bracket assembly align with the required rail holes. Bolt the bracket assembly in place with the bushing bolts. Reinstall the required bushings and bolts.
- 4 Remove the required bushings, as given in the rigging manual, from the bushing holes in the right rail.
- 5 Insert a suspension bracket assembly on the rear of the right rail. Slide the bracket assembly along the rail until the holes in the bracket assembly align with the required rail holes. Bolt the bracket assembly in place with the bushing holes. Reinstall the required bushings and bolts.
- 6 Install two suspension bracket assemblies on the left rail, adapting the procedures in steps 1 through 5 above.
- 7 Reinstall the tandem link assembly from step 1

Figure 3-3. Suspension Bracket Assemblies Installed

**Table 3-1. Maximum Allowable Suspended Weights for the Four-Point and Centerline Suspension Systems**

<b>Four-Point Suspension System</b>		
<p>The following table lists the maximum allowable suspended weights along with the suspension bracket assembly and/or tandem link position. All links positioned along the most forward and aft panels will be tandem links. All other positions along the platform side rail will use the suspension bracket assembly.</p>		
Platform Length (feet)	Suspension/Tandem Link Positions (platform clevis numbers)	Maximum Suspended Weight (pounds)
8	3, 3A, 14, 14A	14,250
12	3, 3A, 22, 22A	14,000
16	3, 3A, 30, 30A	9,300
16	8, 8A, 25, 25A	26,000
20	8, 8A, 33, 33A	19,000
<b>Centerline Suspension System</b>		
<p>The centerline suspension system consists of eight suspension bracket assemblies, four of which form a bridge on each side of the platform in the center and six suspension slings. Figure 3-4 details the configuration. The following table lists the maximum suspended weights along with the position of the suspension bracket assemblies on the platform rails.</p>		
Platform Length (feet)	Suspension/Tandem Link Positions (platform clevis numbers)	Maximum Suspended Weight (pounds)
20	5, 5A, 36, 36A 17, 17A, 24, 24A	25,000
24	8, 8A, 41, 41A 20, 20A, 29, 29A	40,000
28	8, 8A, 49, 49A 24, 24A, 33, 33A	36,000
32	8, 8A, 57, 57A 28, 28A, 37, 37A	23,000
<p><b>Note:</b> All maximum suspended weights can be higher with specific loads which increase the rigidity of the platform. Methods that differ from the suspension systems described above are given in the specific rigging manuals.</p>		

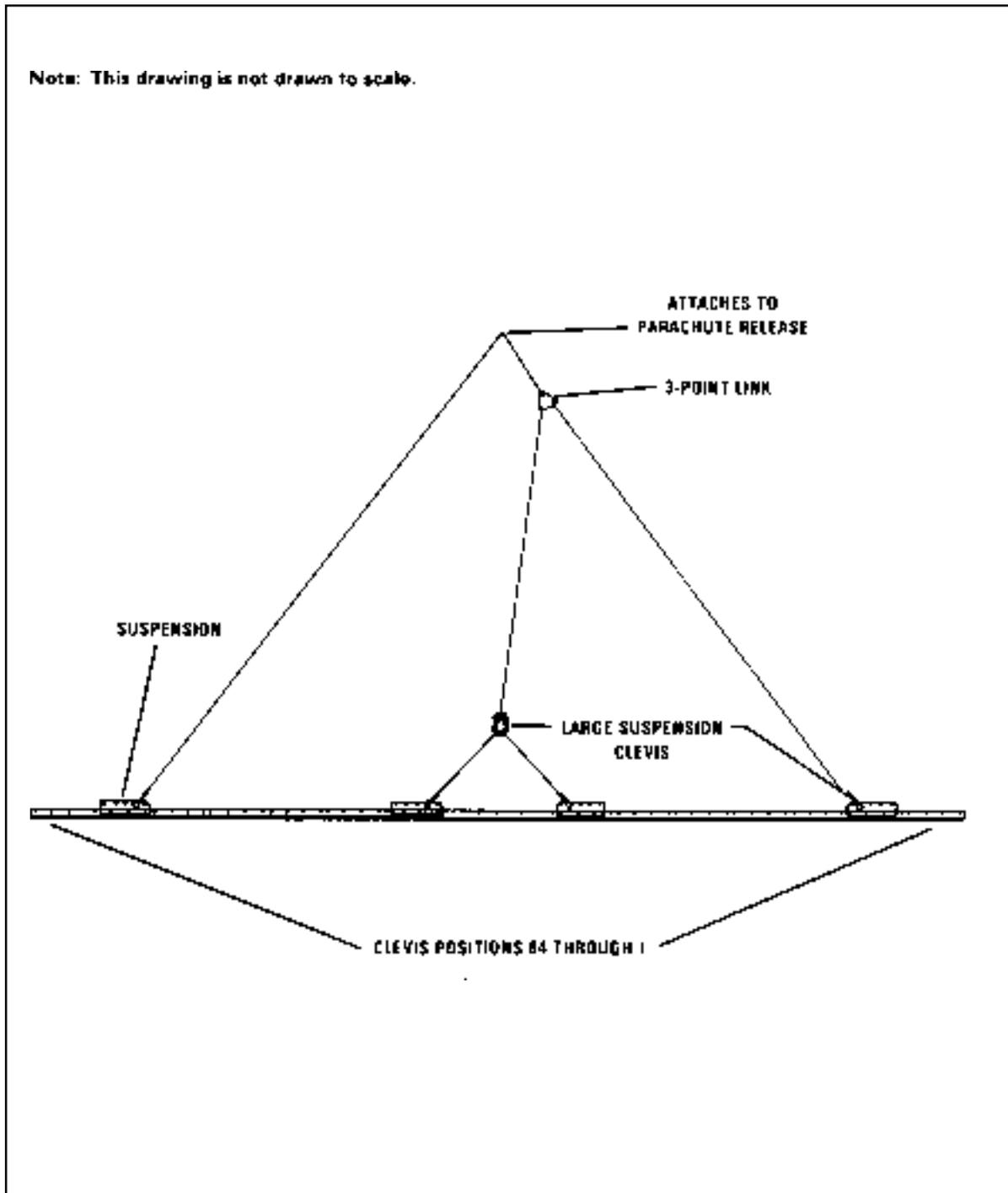


Figure 3-4. Centerline Suspension System Shown on a 32-Foot Platform

## PREPARING THE TYPE V PLATFORM

3-3. The platform must be prepared by attaching clevises, tandem links or suspension bracket assemblies according to the specific rigging manual. Figure 3-5 gives an example of how to bolt the clevises to the bushings in the platform side rails and how to number them.

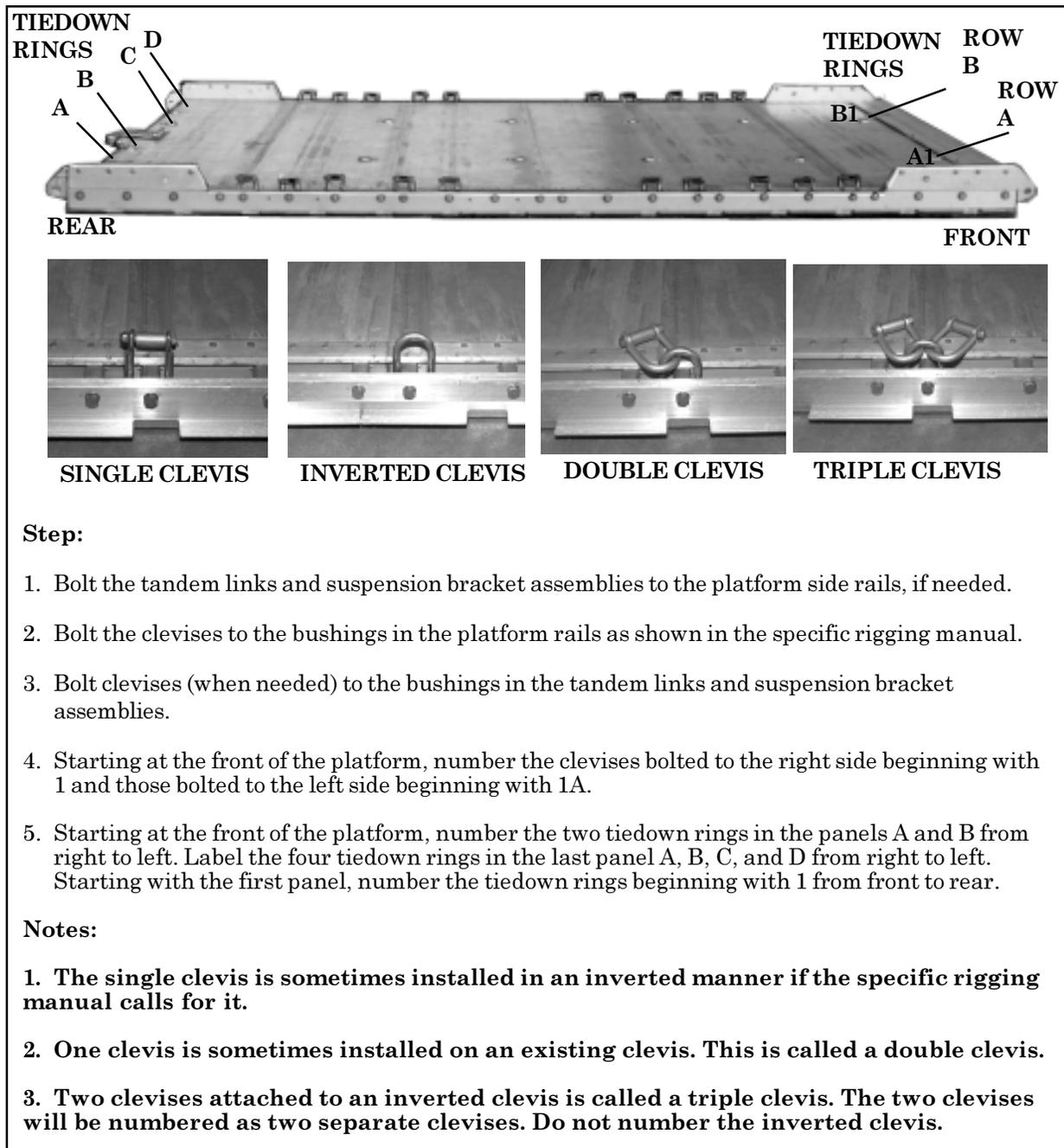
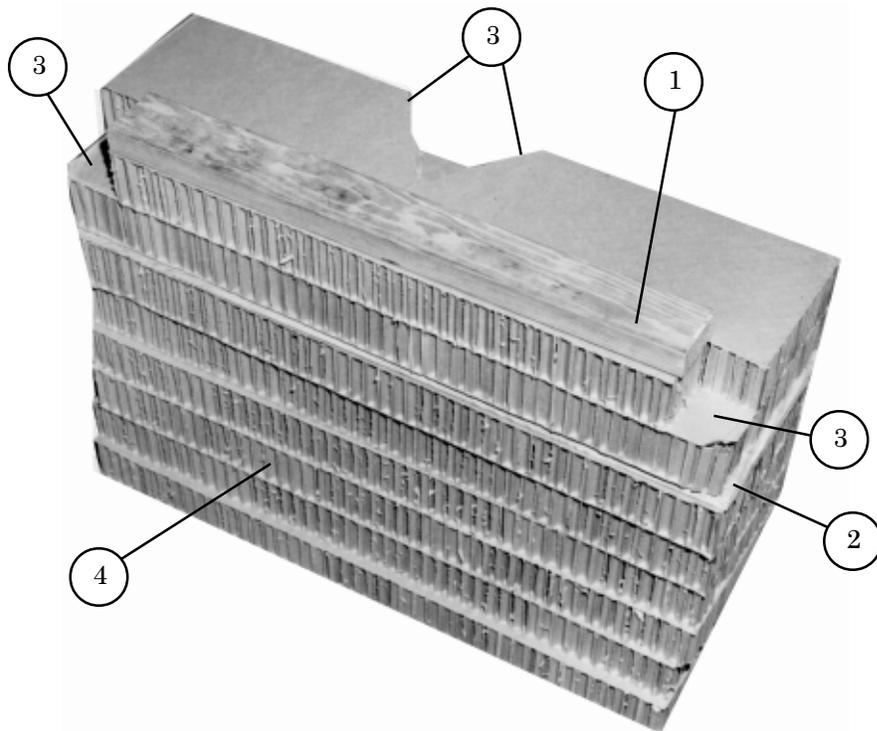


Figure 3-5. Type V Platform Prepared

## BUILDING HONEYCOMB STACKS

3-4. Honeycomb stacks must be prepared according to the specific rigging manual. Honeycomb is used to absorb the landing shock. Figure 3-6 shows a typical honeycomb stack.

**Note: When honeycomb stacks are longer than 96 inches or wider than 36 inches, alternate the layers to build a solid, cohesive stack.**



- ① Lumber
- ② Plywood
- ③ Cutouts or notches
- ④ Layers of honeycomb

**Note: Glue the layers of the stack together.**

**Figure 3-6. Typical Honeycomb Stack**

## PLACING HONEYCOMB STACKS

3-5. Honeycomb stacks must be set on the platform according to instructions in the specific rigging manual. Figure 3-7 shows a typical placement of honeycomb stacks on a type V platform.

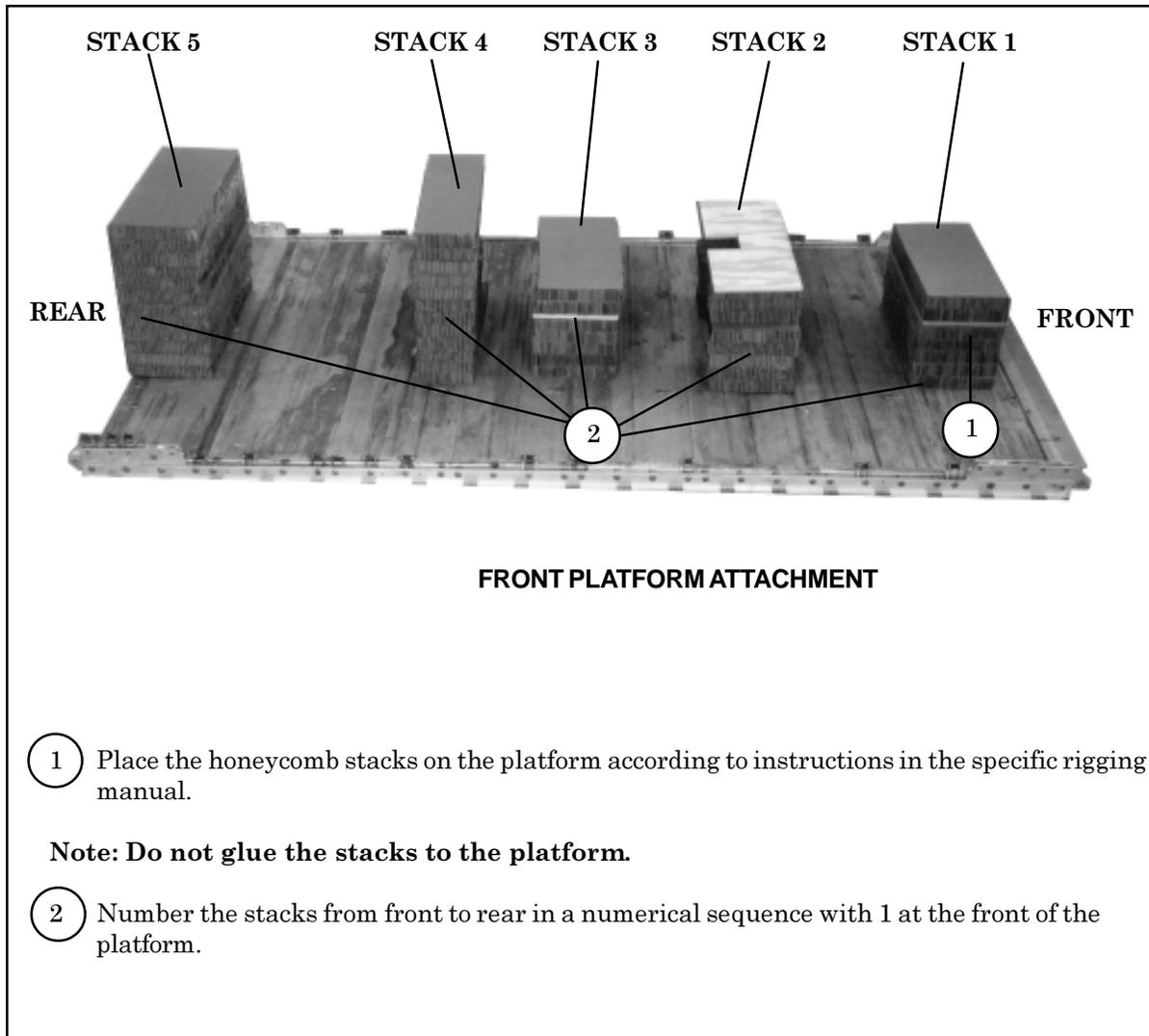


Figure 3-7. Typical Placement of Honeycomb Stacks on Platform

## DRIVE-OFF AID AIRDROP

3-6. The drive-off aid may be used with the HMMWV, 2 1/2-ton truck, and the 5-ton, 900-series truck. The drive-off aid, showing the front and rear platform attachment, (Figure 3-8), consists of a fabric track constructed of type X webbing sewn into a ladder-type configuration. The system is placed on two of the identified vehicle's tires and attached to the type V platform tiedown rings with a tiedown clevis or type V webbing. There are two tracks to each system. Each track is 30 feet long and 22 inches wide and weighs 21 pounds. When powered up, the vehicle (with tiedown assemblies removed), will progressively wrap the webbed ladder around the two tires (using the platform for leverage) and pull itself clear of the honeycomb and platform. Figure 3-9 shows the drive-off aid installed on the vehicle wheels.



**REAR PLATFORM ATTACHMENT**

**Note:** If the vehicle is to be driven off the rear of the platform, attach the drive-off aid to the outside tiedown rings on each side with a type V tie-down clevis.



**FRONT PLATFORM ATTACHMENT**

**Note:** If the vehicle is to be driven off the front of the platform, tie a length of type V nylon webbing or 1-inch tubular nylon webbing from the second bushing of the front tandem link, through the end loop of the drive-off aid, and through the nearest tie-down ring. When attaching the drive-off aid to the type V platform using type V webbing, tie the free ends with a ring bend knot as shown in Figure 1-3. Tie the drive-off aid to tie-down rings or platform bushings with type I, 1 1/4-inch cotton webbing.

**Figure 3-8. Installing Drive-off Aids on Platform**

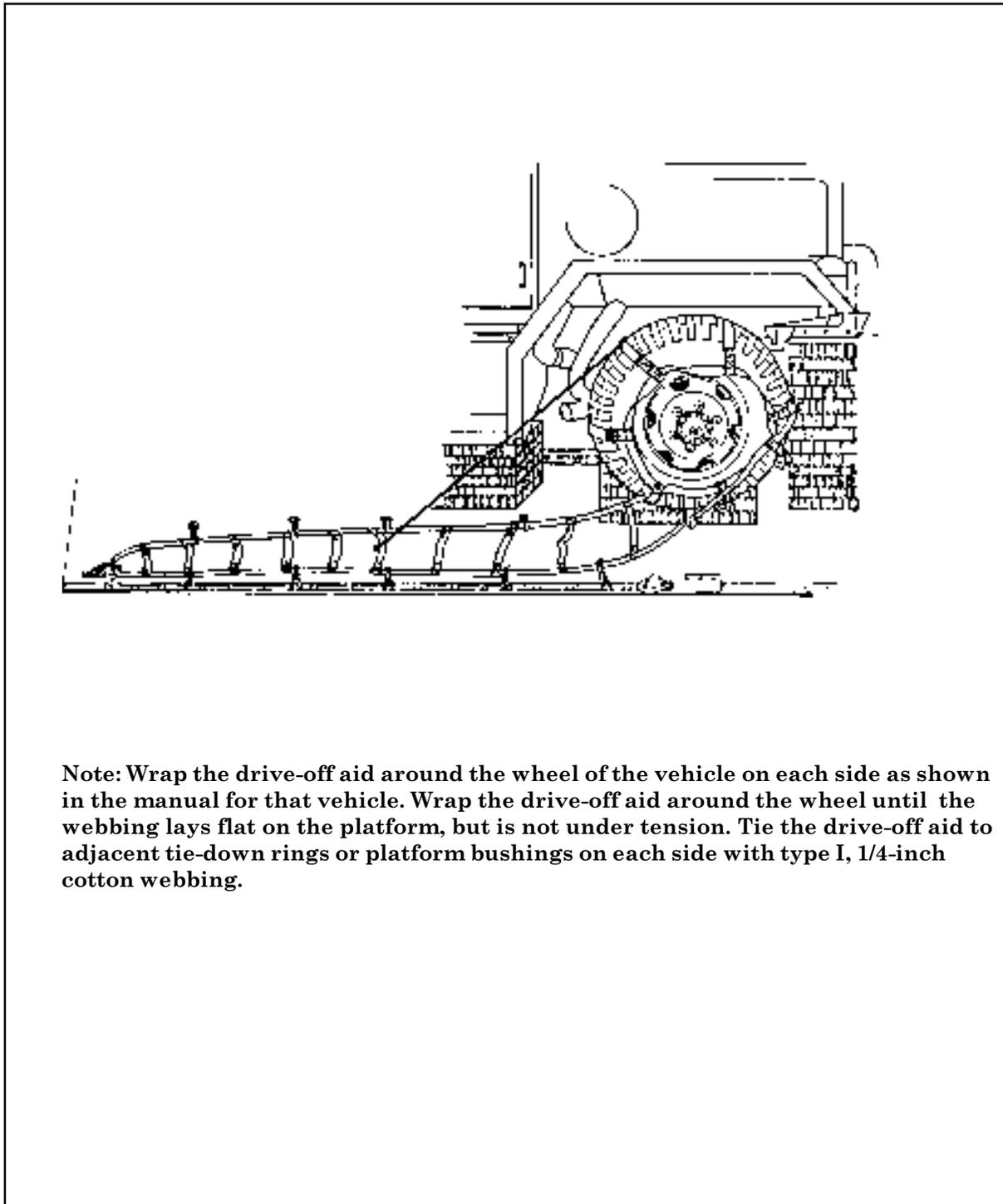


Figure 3-9. Installing Drive-off Aids on Wheel of Vehicle