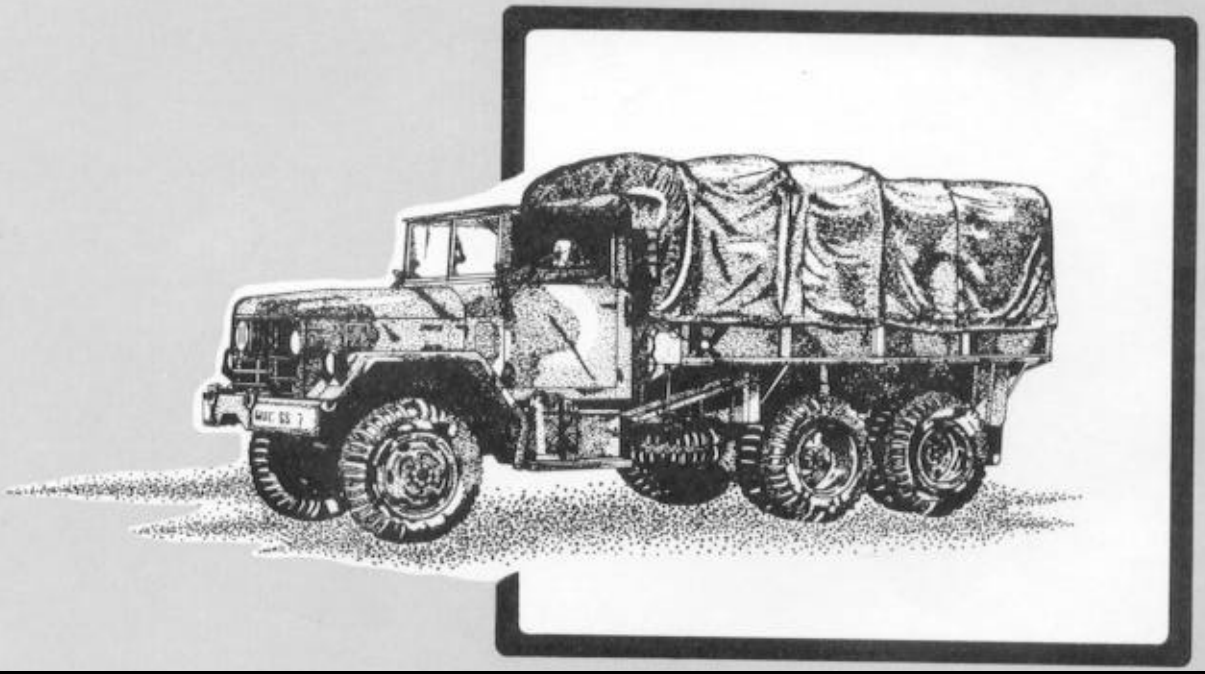
ARMY FM 10-520
AIR FORCE TO 13C7-2-261

AIRDROP OF SUPPLIES AND EQUIPMENT

RIGGING
2 1/2-TON TRUCKS



TYPE II PROCEDURES REMOVED

DEPARTMENTS OF THE ARMY AND THE AIR FORCE

CHANGE
No. 3

HEADQUARTERS
DEPARTMENT OF THE ARMY
DEPARTMENT OF THE AIR FORCE
Washington, DC, 24 October 1996

AIRDROP OF SUPPLIES AND EQUIPMENT:
RIGGING 2 1/2-TON TRUCKS

This change modifies the procedures for rigging the M35-series cargo trucks and the M342A2 dump trucks on the type V platform for low-velocity airdrop.

FM 10-520/TO 13C7-2-261, 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
iii through vi	iii through vi
7-1 through 7-30	7-1 through 7-30.6
8-1 and 8-2	8-1 and 8-2
8-11 and 8-12	8-11 and 8-12
8-23 through 8-26.2	8-23 through 8-26.2
8-26.17 through 8-30	8-26.17 through 8-30
Glossary-1	Glossary-1
References-1	References-1

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

TYPE II PROCEDURES REMOVED

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
Administrative Assistant to the
Secretary of the Army
02465

DISTRIBUTION:

Active Army, Army National Guard, and U.S. Army Reserve: To be distributed in accordance with the initial distribution number 110903, requirements for FM 10-520.

CHANGE
NO. 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
DEPARTMENT OF THE AIR FORCE
Washington, DC, 7 May 1993

AIRDROP OF SUPPLIES AND EQUIPMENT:
RIGGING 2 1/2-TON TRUCKS

This change revises the procedures for rigging the M342A2 dump truck and the M35 series cargo trucks on the type V platform for low-velocity and LAPE airdrops.

FM 10-520/TO 13C7-2-261, 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
iv through vi	iii through vi
8-1 through 8-32	8-1 through 8-29
Glossary-1	Glossary-1
References-1	References-1

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

TYPE II PROCEDURES REMOVED

CHANGE
NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
DEPARTMENT OF THE AIR FORCE
Washington, DC, 17 March 1992

AIRDROP OF SUPPLIES AND EQUIPMENT:
RIGGING 2 1/2-TON TRUCKS

This change adds the procedures for rigging theM342A2 dump truck and the M35 series cargo trucks on the type V platform for low-velocity and LAPE airdrop. Also with this change, the distribution restriction statement must be changed on the cover of the basic manual as shown below. Also add a destruction notice as shown below to the cover of the basic manual. On the title page, add the distribution restriction statement and the destruction notice as shown below.

FM 10-520/TO 13C7-2-261, 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
iii and iv	iii through vi
	7-1 through 7-56
	8-1 through 8-60
Glossary-1	Glossary-1
References-1	References-1

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

TYPE II PROCEDURES REMOVED

FIELD MANUAL
NO 10-520
TECHNICAL ORDER
NO 13C7-2-261

HEADQUARTERS
DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
Washington, DC, 2 May 1985

AIRDROP OF SUPPLIES AND EQUIPMENT RIGGING 2 1/2-TON TRUCKS

Table of Contents

		Paragraph	Page
PREFACE			iv
CHAPTER 1.	INTRODUCTION		
	Description of Items	1-1	1-1
	Special Considerations	1-2	1-2
CHAPTER 2.	RIGGING M35A2C, 6 X 6, CARGO TRUCK		
Section I	RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP		
	[redacted]	2-1	2-1
		2-2	2-1
		2-3	2-5
		2-4	2-8
		2-5	2-12
	TYPE II PROCEDURES REMOVED	2-6	2-18
		2-7	2-21
		2-8	2-21
		2-9	2-23
		2-10	2-24
		2-11	2-25
		2-12	2-26
		2-13	2-27
		2-14	2-27
		2-15	2-28
		2-16	2-28
II	RIGGING TRUCK FOR A LAPE AIRDROP		
	[redacted]	2-17	2-31
		2-18	2-31
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	2-19	2-32
		2-20	2-34
		2-21	2-34
		2-22	2-36

*This manual supersedes FM 10-520/TO 13C7-2-261, 15 August 1974.

		Paragraph	Page
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	2-23	2-37
		2-24	2-38
		2-25	2-42
		2-26	2-43
		2-27	2-43
		2-28	2-46
		2-29	2-48
		2-30	2-50
		2-31	2-51
		2-32	2-51
		2-33	2-51
CHAPTER 3.	RIGGING M36A2, 6 X 6, CARGO TRUCK FOR A LOW-VELOCITY AIRDROP		
	TYPE II PROCEDURES REMOVED	3-1	3-1
		3-2	3-1
		3-3	3-2
		3-4	3-6
		3-5	3-8
		3-6	3-8
		3-7	3-8
		3-8	3-12
		3-9	3-12
		3-10	3-13
		3-11	3-14
		3-12	3-16
		3-13	3-17
		3-14	3-18
		3-15	3-18
		3-16	3-18
		3-17	3-18
		3-18	3-18
CHAPTER 4. Section I	RIGGING M342A2, 6 X 6, DUMP TRUCK RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP		
	TYPE II PROCEDURES REMOVED	4-1	4-1
		4-2	4-1
		4-3	4-1
		4-4	4-5
		4-5	4-8
		4-6	4-10
		4-7	4-10
		4-8	4-14
		4-9	4-14

		Paragraph	Page
	TYPE II PROCEDURES REMOVED	4-10	4-16
		4-11	4-18
		4-12	4-18
		4-13	4-18
		4-14	4-22
		4-15	4-22
		4-16	4-22
II	RIGGING TRUCK FOR A LAPE AIRDROP		
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	4-17	4-25
		4-18	4-25
		4-19	4-26
		4-20	4-30
		4-21	4-32
		4-22	4-33
		4-23	4-34
		4-24	4-35
		4-25	4-42
		4-26	4-45
		4-27	4-46
		4-28	4-46
		4-29	4-46
CHAPTER 5.	RIGGING M35A1 OR M35A2, 6 X 6, CARGO TRUCK FOR A LOW-VELOCITY AIRDROP		
	TYPE II PROCEDURES REMOVED	5-1	5-1
		5-2	5-1
		5-3	5-1
CHAPTER 6.	RIGGING M35A1 OR M35A2, 6 X 6, CARGO TRUCK FOR A LAPE AIRDROP		
Section I	RIGGING FLOODLIGHT SET AS AN ACCOMPANYING LOAD		
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	6-1	6-1
		6-2	6-1
		6-3	6-1
		6-4	6-5
		6-5	6-6
		6-6	6-6
II		6-7	6-7
		6-8	6-7
		6-9	6-7

		Paragraph	Page
CHAPTER 7.	RIGGING M342A2, 6 X 6, DUMP TRUCK ON TYPE V PLATFORM		
Section I	RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP		
	Description of Load	7-1	7-1
	Preparing Platform	7-2	7-1
	Preparing and Placing Honeycomb Stacks	7-3	7-3
	Preparing Truck	7-4	7-8
	Installing Lifting Slings and Positioning Truck	7-5	7-19
	Building and Positioning Honeycomb Stack Support Endboard	7-6	7-20
	Lashing Truck	7-7	7-21
	Stowing Cab Shield on Platform	7-8	7-24
	Installing and Lashing Suspension Sling Spreader	7-9	7-26
	Installing Load Cover and Suspension Slings	7-10	7-28
	Installing Cargo Parachutes	7-11	7-29
	Preparing and Installing Extraction System	7-12	7-30
	Installing Release System	7-13	7-30.2
	Installing Provisions for Emergency Restraints	7-14	7-30.3
	Placing Extraction Parachute	7-15	7-30.3
	Marking Rigged Load	7-16	7-30.3
	Equipment Required	7-17	7-30.5
II	RIGGING TRUCK FOR A LAPE AIRDROP		
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	7-18	7-31
		7-19	7-31
		7-20	7-32
		7-21	7-38
		7-22	7-38
		7-23	7-42
		7-24	7-43
		7-25	7-44
		7-26	7-50
		7-27	7-52
		7-28	7-52
		7-29	7-53
		7-30	7-54
CHAPTER 8.	RIGGING M35 SERIES, 2 1/2-TON CARGO TRUCKS ON TYPE V PLATFORM		
Section I	RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP		
	Description of Load	8-1	8-1
	Preparing Platform	8-2	8-2
	Preparing and Positioning Honeycomb Stacks	8-3	8-4
	Preparing Truck	8-4	8-12

		Paragraph	Page
	Installing Lifting Slings	8-5	8-26.7
	Positioning Truck on Platform	8-6	8-26.8
	Building and Positioning Honeycomb Stack Support	8-7	8-26.9
	Lashing Truck	8-8	8-26.10
	Installing Load Cover	8-9	8-26.16
	Installing Suspension Slings	8-10	8-26.17
	Safetying Suspension Slings	8-11	8-26.19
	Stowing and Securing Cargo Parachutes	8-12	8-26.20
	Installing Parachute Release	8-13	8-26.21
	Preparing and Installing Extraction System	8-14	8-26.22
	Installing Provisions for Emergency Restraints	8-15	8-26.24
	Placing Extraction Parachute	8-16	8-26.24
	Marking Rigged Load	8-16.1	8-26.24
	Equipment Required	8-16.2	8-28
II	RIGGING TRUCK FOR A LAPE AIRDROP		
	[redacted]	8-17	8-32
		8-18	8-32
		8-19	8-33
		8-20	8-39
		8-21	8-39
		8-22	8-41
		8-23	8-41
	REMOVED: 95 MESSAGE TERMINATION OF LAPES	8-24	8-42
		8-25	8-44
		8-26	8-45
		8-27	8-45
		8-28	8-54
		8-29	8-56
		8-30	8-58
		8-31	8-58
		8-32	8-59
	GLOSSARY		Glossary-1
	REFERENCES		References-1

PREFACE

SCOPE

This manual shows and tells how to prepare and rig the M35A1, M35A2, M35A2C, and M36A2, 2 1/2-ton cargo trucks, with or without accompanying loads, for a low-velocity airdrop from C-5, C-130 or C-141 aircraft. This manual also shows and tells how to rig the M342A2, 2 1/2-ton dump truck for low-velocity airdrop from C-5, C-130, and C-141 aircraft. In addition, the manual contains procedures for rigging the M35A1, M35A2, and M35A2C cargo trucks, and the M342A2 dump trucks for a low-altitude parachute-extraction (LAPE) airdrop from C-130 aircraft. It is designed for use by all parachute riggers.

USER INFORMATION

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

DIRECTOR
AIRBORNE AND FIELD SERVICES DEPARTMENT
1010 SHOP ROAD
FORT LEE VA 23801-1502

Air Force personnel, send your reports on AFTO Form 22 through:

HEADQUARTERS
AIR MOBILITY COMMAND (AMC/DOTX)
402 SCOTT DRIVE, UNIT 3A1
SCOTT AFB IL 62225-5302

Air Force personnel in Air Combat Command, send your reports on AFTO Form 22 through:

HQ ACC/DOTW
205 DODD BOULEVARD, SUITE 101
LANGLEY AFB VA 23665-2789

Air Force personnel in Special Operations Command, send your reports on AFTO Form 22 through:

HQ AFSOC/DOXT
100 BARTLEY STREET, SUITE 260
HURLBURT FIELD FL 32544-5273

to:

DIRECTOR
AIRBORNE AND FIELD SERVICES DEPARTMENT
1010 SHOP ROAD
FORT LEE VA 23801-1502

AF personnel, send information copy AFTO Form 22 to:

SA-ALC/TILDP
485 QUENTIN ROOSEVELT ROAD
KELLY AFB TX 78241-6421

CHAPTER 6

Rigging M35A1 or M35A2, 6 X 6, Cargo Truck for a LAPE Airdrop

Section I
RIGGING FLOODLIGHT SET AS AN ACCOMPANYING LOAD

6-1. Description of Load

The electric floodlight set contains six floodlights and a model MED-017A, 5-kilowatt AC generator set. It can only be dropped as a LAPE load because slings cannot be installed when the light set is stowed. Data for the light set are in table 6-1.

6-2. Preparing Generator

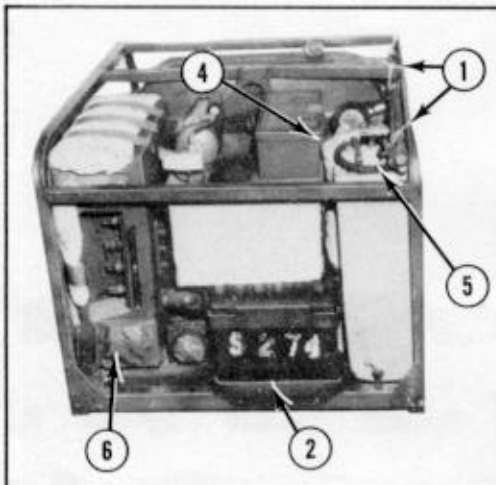
Prepare the generator as shown in figure 6-1.

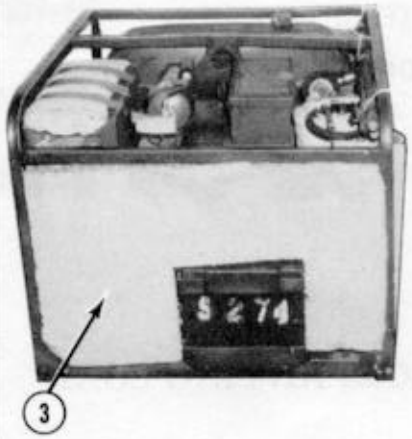
6-3. Stowing Generator

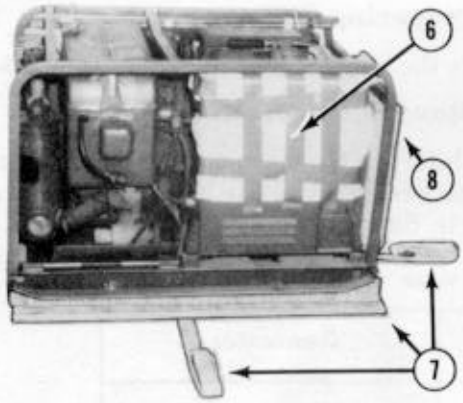
After the truck has been set on the platform, stow the generator in the bed of the truck as shown in figures 6-2 and 6-3.

Table 6-1. Floodlight set data

	*Floodlight Set	Generator
Weight	345 pounds	479 pounds
Width	30 inches	30 inches
Height	21 inches	25 inches
Length	76 inches	40 inches
	*each box	







(1) Remove the battery cable from the positive terminal. Tie the cable to the engine generator with type III nylon cord.

(2) Tie the battery in its bracket with type III nylon cord.

(3) Cover the battery with a piece of honeycomb or scrap plastic. Tie it in place with type III nylon cord.

(4) Fill the 5-gallon gasoline can within 1 inch of the filler neck threads. Wrap the can with cellulose wadding, and tape the wadding in place. Secure the can in its bracket with the strap provided.

(5) Tie the gasoline hose and pipe to the engine with type III nylon cord.

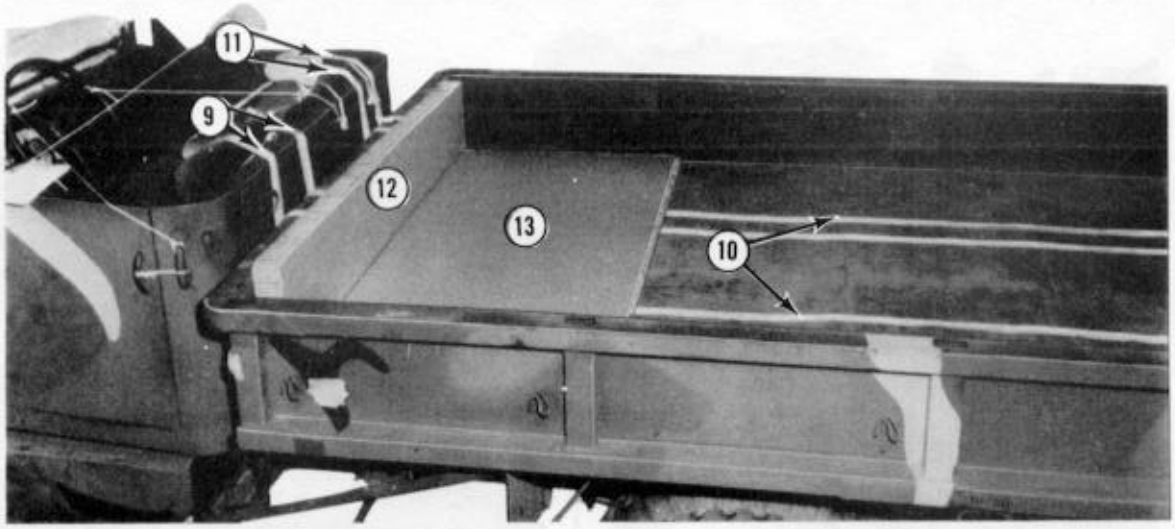
(6) Tape all engine generator gages, covers, doors, hinges, and clamps. Pad as necessary.

(7) Lay two 15-foot tiedown straps on a flat surface, and place a 3/4- by 30- by 40-inch piece of plywood on the straps. Place the engine generator on the plywood.

(8) Place a 3/4- by 30- by 40-inch piece of plywood on top of the engine generator (not shown) and one 3/4- by 26 1/2- by 40-inch piece of plywood on each side.

NOTE: Bind the plywood to the generator with the two 15-foot tiedown assemblies. Place another tiedown assembly around the generator and over these tiedown straps.

Figure 6-1. Generator prepared.



NOTE: Form four 30-foot tiedown straps as outlined in FM 10-500/TO 13C7-1-5.

(9) Pass two straps over the front of the cargo bed and around the left mainframe rail. Lay them on the operator's compartment.

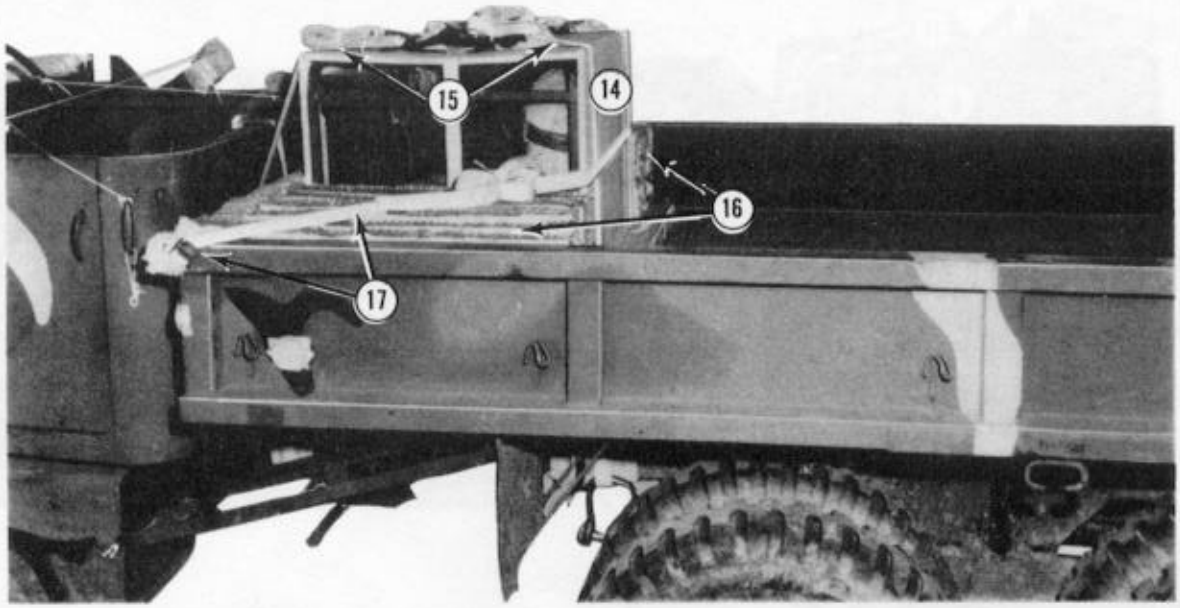
(10) Lay the other end of the straps in step 9 lengthwise on the cargo bed.

(11) Pass the remaining two straps around the right mainframe rail, and place them as described in steps 9 and 10 above.

(12) Place a 3- by 13- by 72-inch piece of honeycomb against the front of the cargo bed.

(13) Place a 3- by 36- by 72-inch piece of honeycomb in the front area of the cargo bed.

Figure 6-2. Tiedown straps and honeycomb in place.



(14) Center the generator on the honeycomb in the cargo bed.

(15) Secure the generator with two 30-foot tiedown assemblies.

(16) Place honeycomb filler on each side of the generator.

NOTE: This filler must not extend above the sides of the cargo bed or to the rear of the generator.

(17) Pass the end of one 15-foot tiedown strap through the front cargo rack socket on each side of the cargo bed and through its own D-ring. Pull each strap taut. Run the straps behind the generator, and secure them with two heavy-duty D-rings and one load binder.

Figure 6-3. Generator stowed.

6-4. Preparing Floodlight Set

The floodlight set consists of two separate boxes packed with the light stand, three reflectors, bulbs, lenses, and light cords. Prepare the floodlight set as shown in figure 6-4. Bind each box closed with two 15-foot tiedown assemblies. In addition, form one 30-foot tiedown strap according to FM 10-500/TO 13C7-1-5, and secure it endwise around each floodlight box.

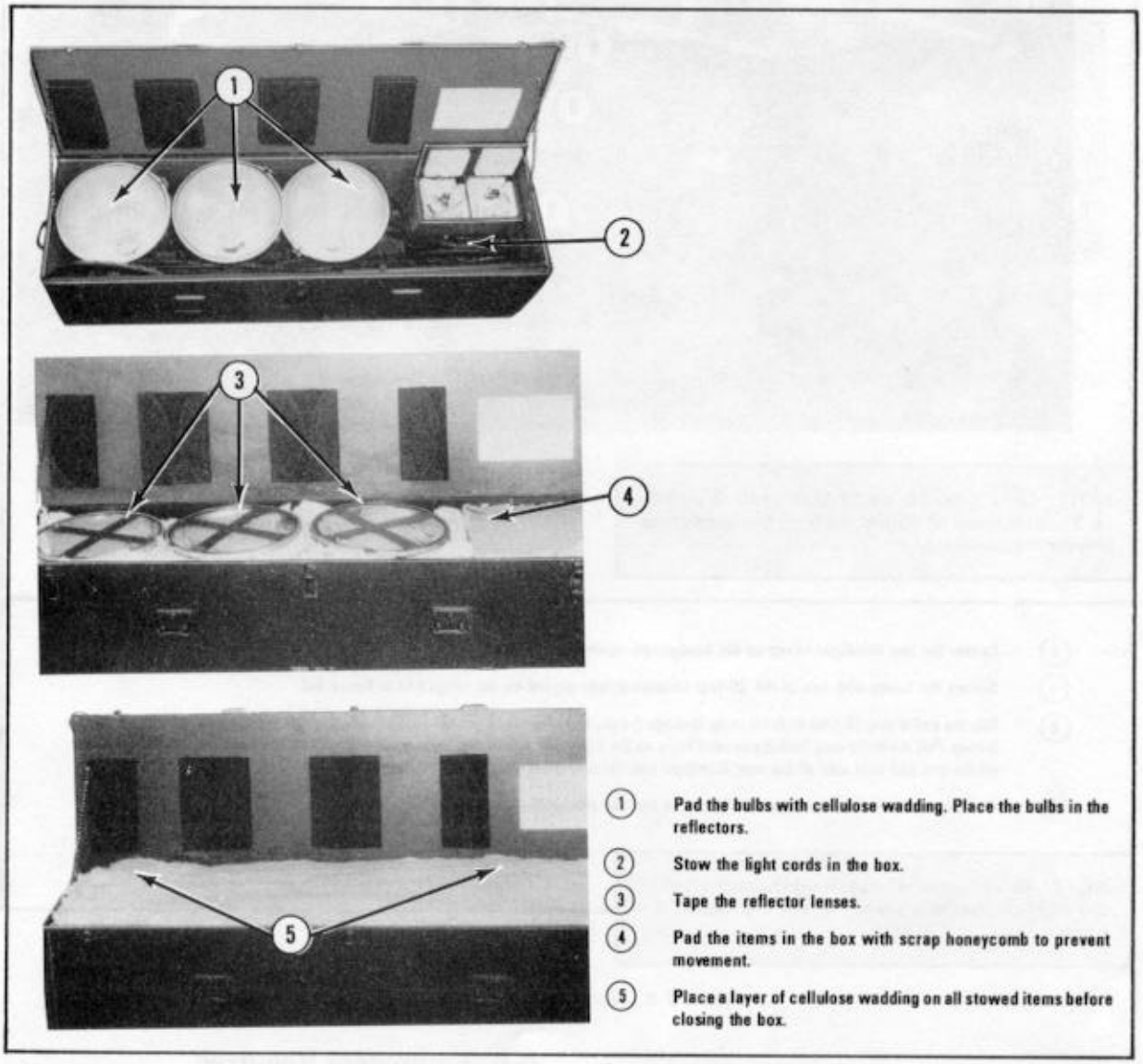
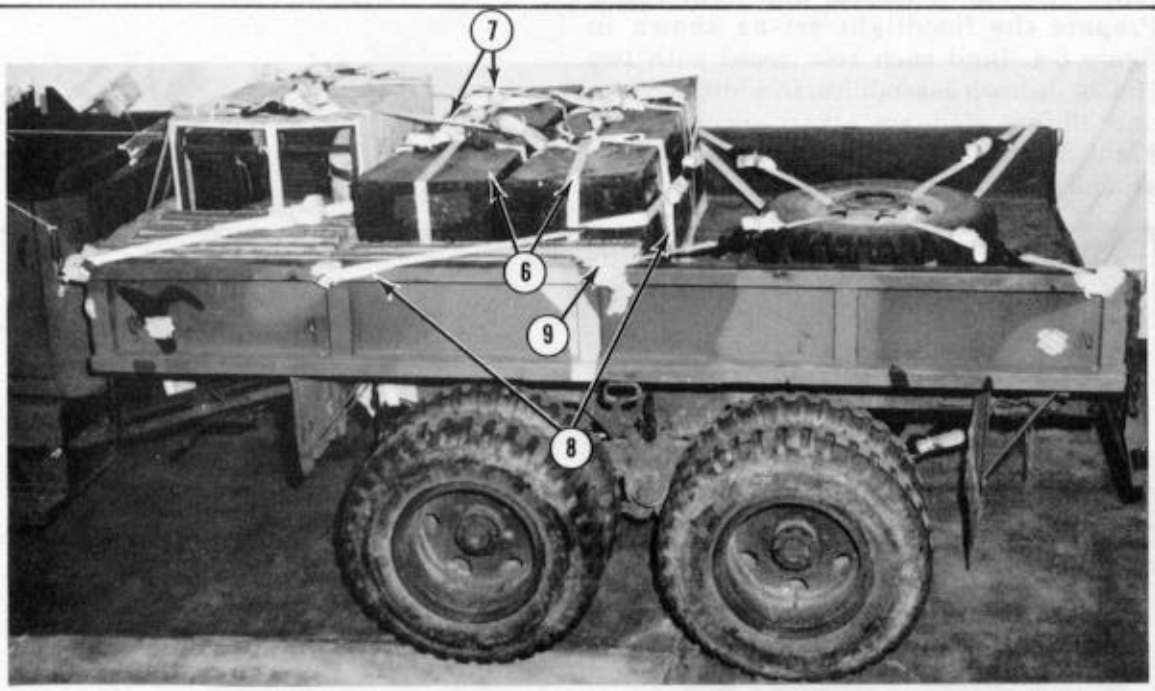


Figure 6-4. Floodlight set prepared.

6-5. Stowing Floodlight Boxes

Stow the floodlight boxes behind the generator as shown in figure 6-5.



NOTE: Lay a 3- by 36- by 72-inch and a 3- by 14- by 72-inch piece of honeycomb on the cargo bed behind the generator.

(6) Center the two floodlight boxes on the honeycomb against the generator.

(7) Secure the boxes with two of the 30-foot tiedown straps placed on the cargo bed in figure 6-2.

(8) Run the end of one 15-foot tiedown strap through the second cargo rack socket on the left side of the cargo bed and through its own D-ring. Pull the strap taut. Install a second strap on the right side in the same manner. Run the straps through the carrying handles on the end and rear side of the rear floodlight box. Secure them with two D-rings and a load binder.

(9) Place honeycomb filler between the light sets and the side of the truck bed.

NOTE: This filler must not extend above the bed of the truck or past the boxes toward the rear of the truck.

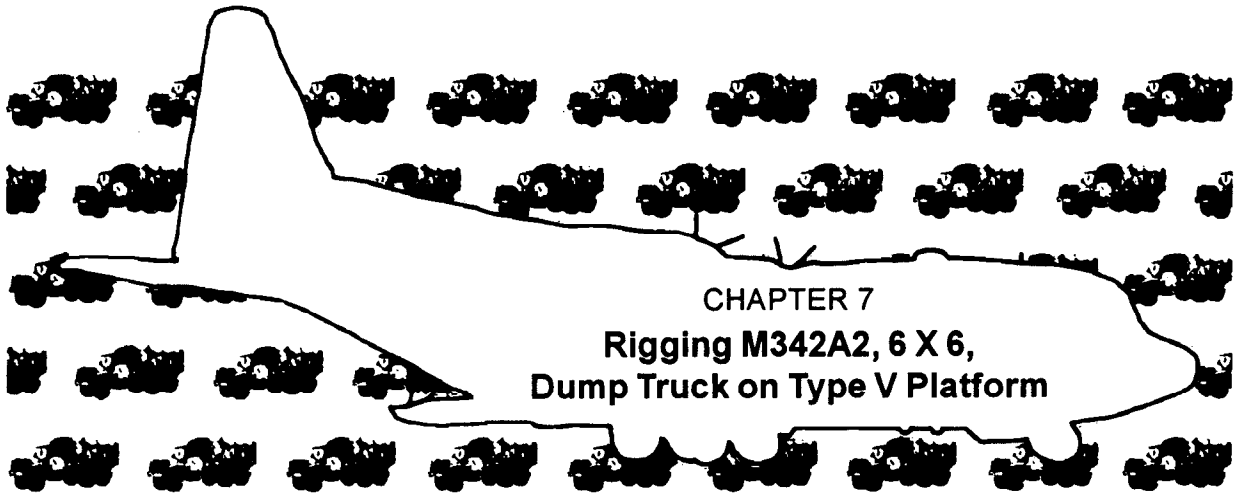
Figure 6-5. Floodlight boxes stowed.

6-6. Equipment Required

The equipment required to prepare and stow the floodlight set as an accompanying load is listed in table 6-2.

Table 6-2. Equipment required for rigging a floodlight set in a 2 1/2-ton dump truck

National Stock Number	Item	Quantity
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
1670-00-753-3928	Pad, energy dissipating, honeycomb,	
	3- by 36- by 96-in:	3 sheets
	13- by 72-in	(1)
	36- by 72-in	(2)
5530-00-128-4981	Plywood, 3/4-in:	
	26 1/2- by 40-in	2
	30- by 40-in	2
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft:	19
1670-00-937-0272	Binder, load, 10,000-lb	(15)
5365-00-937-0147	D-ring, heavy-duty	(32)
1670-00-937-0273	Strap, 15-ft	(19)



CHAPTER 7
Rigging M342A2, 6 X 6, Dump Truck on Type V Platform

Section I
RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP

7-1. Description of Load

The M342A2, 6 X 6, dump truck (line number X43297) is rigged on a 24-foot, type V platform with four G-11B cargo parachutes. The weight of the truck is 15,260 pounds, reducible to 14,670 pounds. The truck is 265 inches long and 96 inches wide. The truck is 105 inches high, reducible to 80 inches. This load can be airdropped from C-5, C-130 and C-141 aircraft.

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.

b. Installing Suspension Links. Install the suspension links on assembled platforms according to FM 10-500-2/TO 13C7-1-5.

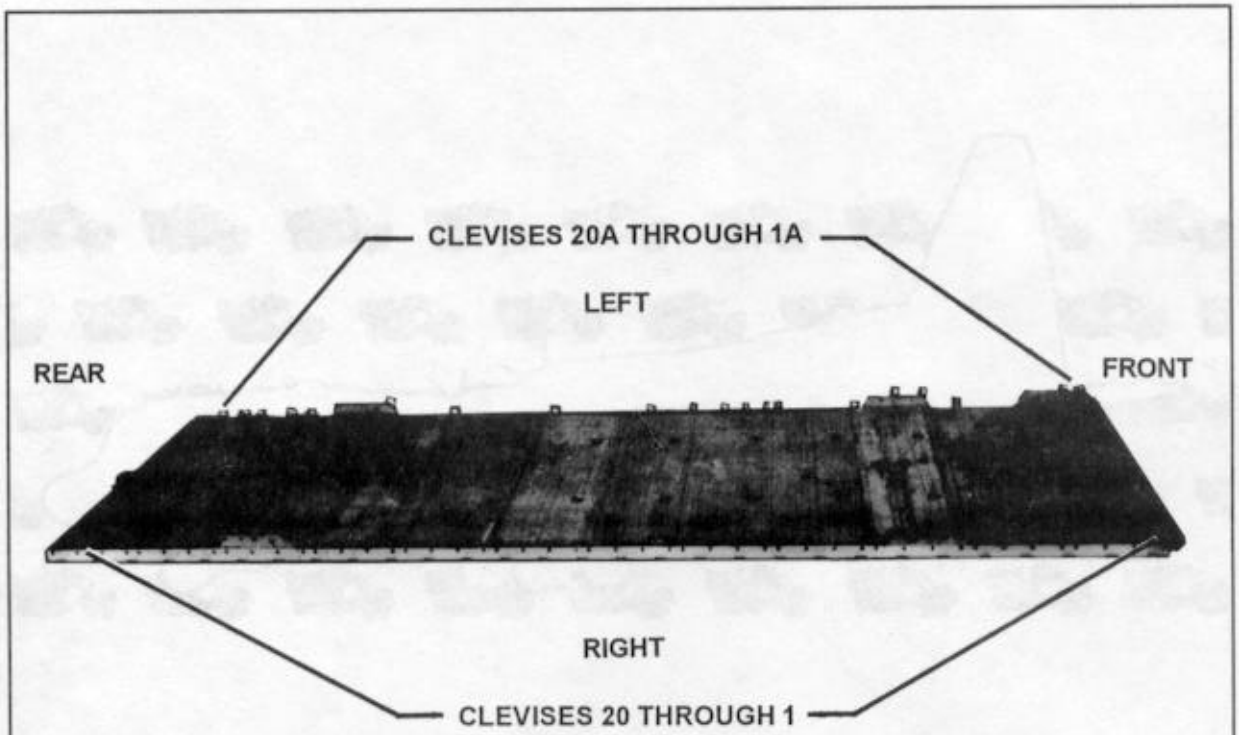
c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 7-1.

d. Installing and Numbering Clevises. Bolt and number 40 clevis assemblies as shown in Figure 7-1.

NOTES:

1. The nose bumper may or may not be installed.

2. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.



Step:

1. Install a suspension link in holes 9, 10, and 11 on each platform side rail. Face the flat parts of the links to the front of the platform.
2. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
3. Install a suspension link in holes 38, 39, and 40 on each platform side rail. Face the flat parts of the links to the rear of the platform.
4. Install clevises on bushings 1 and 2 of each front tandem link.
5. Install clevises on bushings 1 and 3 of each front suspension link.
6. Install a clevis on bushing 1 of each rear suspension link.
7. Starting at the front of each platform side rail, install clevises on the bushings bolted on holes 7, 12, 16, 17, 18, 19, 21, 23, 28, 34, 42, 43, 45, 46 and 47.
8. 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.
9. Label the tiedown rings according to FM 10-500-2/TO 13C7-1-5.

Figure 7-1. Platform prepared

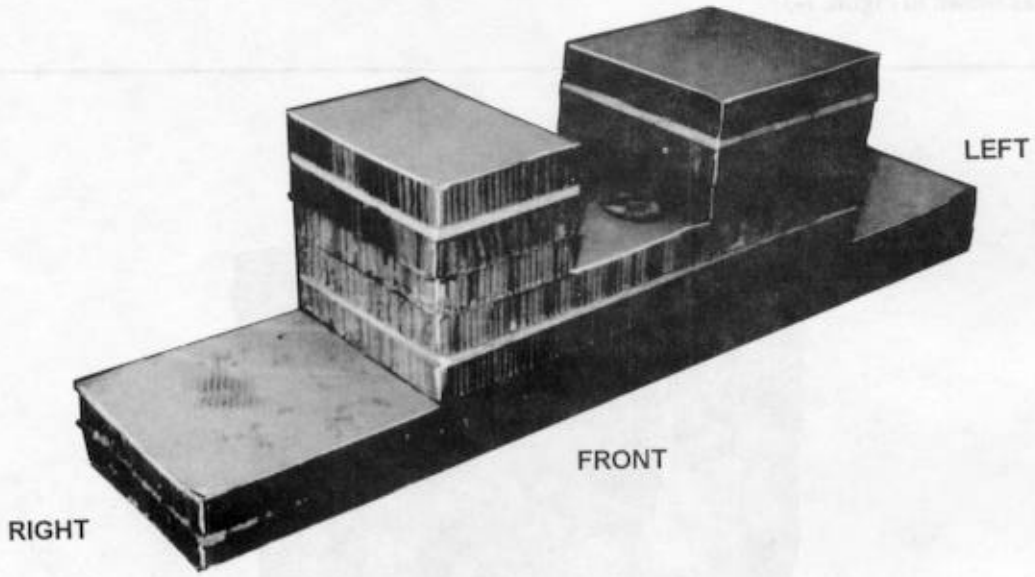
7-3. Preparing and Placing Honeycomb Stacks

Prepare the honeycomb stacks as shown in Figure 7-2. Place the honeycomb stacks on the platform as shown in Figure 7-3.

STACK
1

Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	8	43	18	Honeycomb	Glue flush to form base.
	8	12	18	Honeycomb	Glue four pieces of honeycomb on each side of base stack.
	2	12	18	3/4-inch plywood	Glue plywood flush on each side of stack.
	2	12	18	Honeycomb	Glue flush over plywood on each side.

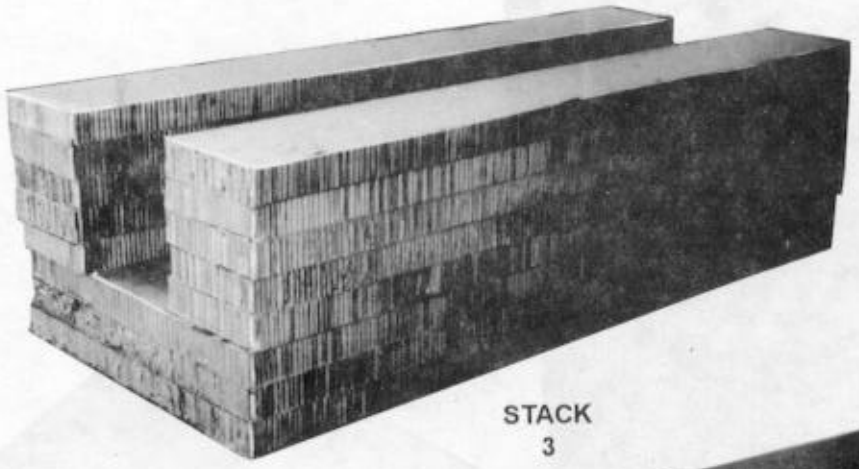
Figure 7-2. Honeycomb stacks prepared



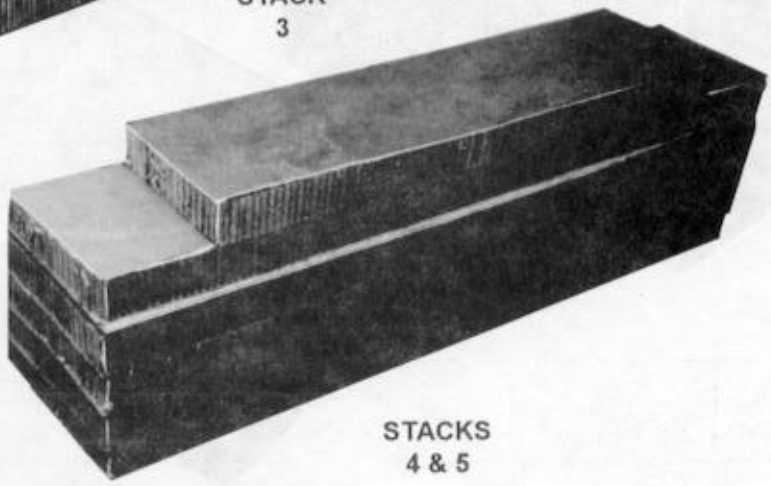
STACK
2

Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2	2	91	18	Honeycomb	Glue flush to form base.
	1	43	18	Honeycomb	Center on base and glue.
	1	43	18	3/4-inch plywood	Glue flush over center of stack.
	1	43	18	Honeycomb	Glue flush over plywood.
	2	18	12	Honeycomb	Glue flush over right side of 43- by 18-inch honeycomb.
	1	18	12	3/4-inch plywood	Glue over 18- by 12-inch piece of honeycomb.
	1	18	12	Honeycomb	Glue flush on plywood.
	2	18	18	Honeycomb	Glue flush over left side of 43- by 18-inch honecomb.
	1	18	18	3/4-inch plywood	Glue over 18- by 18-inch honeycomb.
	1	18	18	Honeycomb	Glue flush on plywood.

Figure 7-2. Honeycomb stacks prepared (continued)



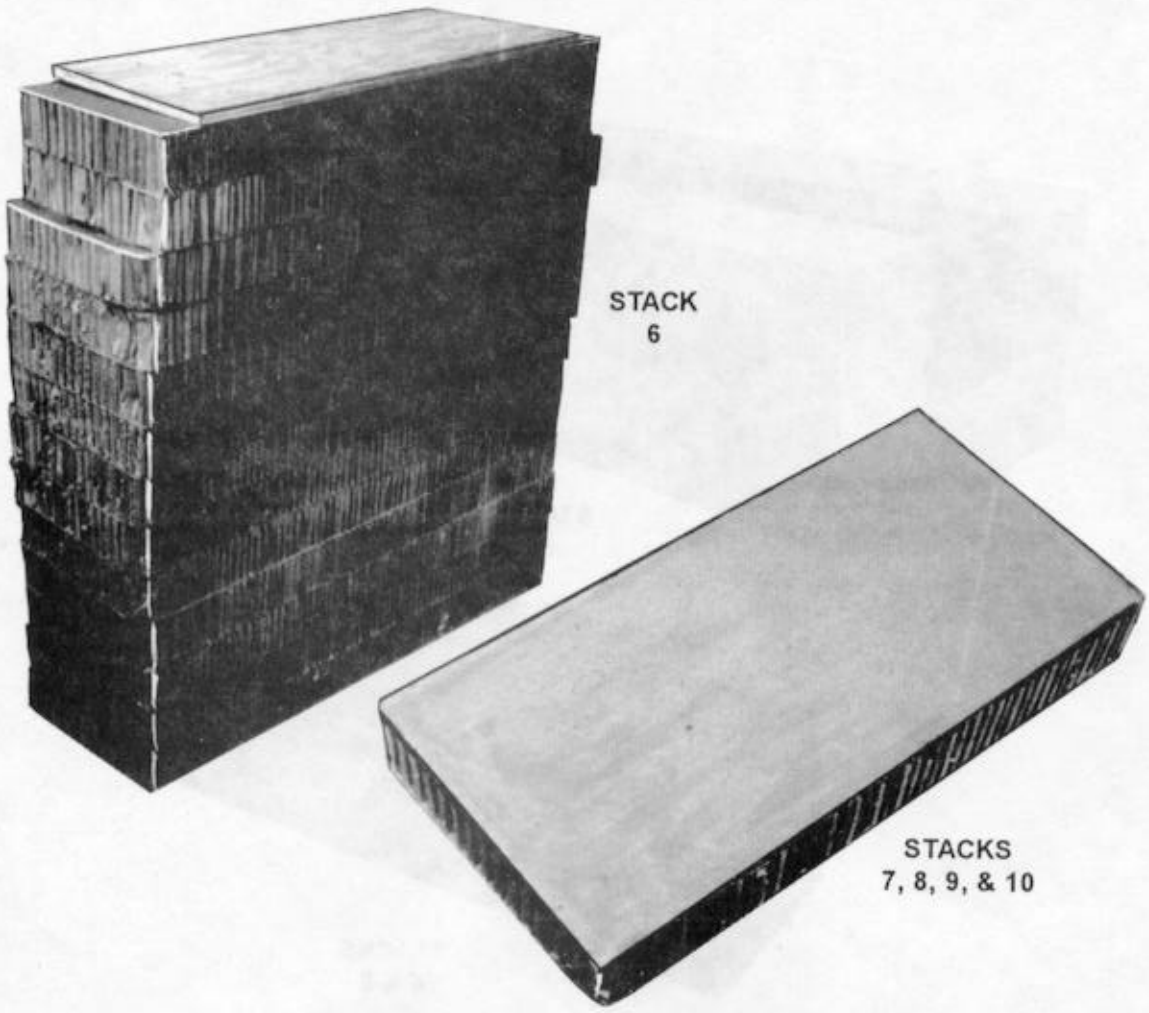
STACK
3



STACKS
4 & 5

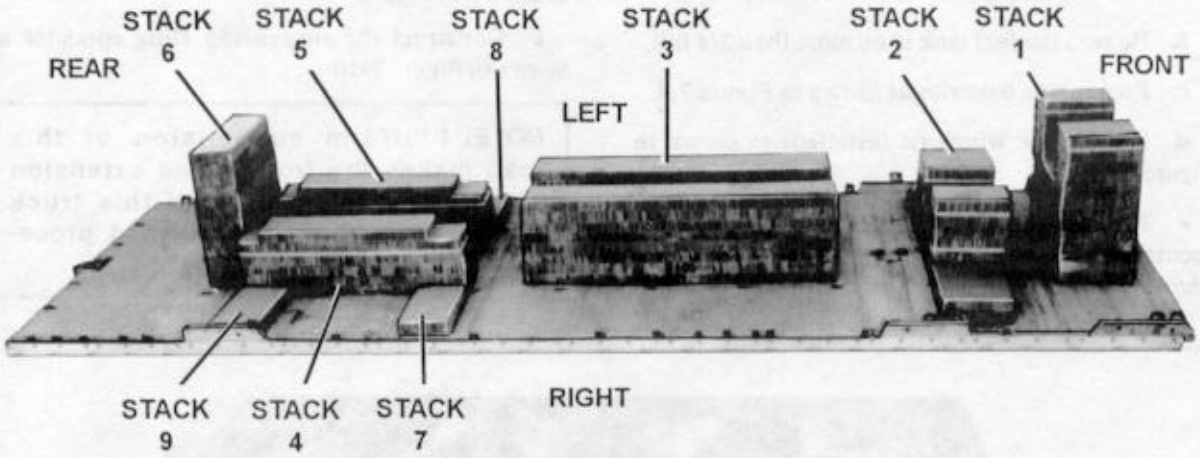
Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
3	3	36	82	Honeycomb	Glue flush to form base.
	10	12	82	Honeycomb	Glue five layers of honeycomb flush along each outside edge of base.
4 & 5	4	12	60	Honeycomb	Glue flush to form base.
	1	12	60	3/4-inch plywood	Glue flush on honeycomb.
	1	12	60	Honeycomb	Glue flush over plywood.
	1	12	45	Honeycomb	Center and glue on top layer.

Figure 7-2. Honeycomb stacks prepared (continued)



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	11	36	12	Honeycomb	Glue flush to form base.
	2	34	12	Honeycomb	Center and glue on base.
	1	30	12	3/4-inch plywood	Center and glue on top layer.
7	1	24	12	Honeycomb	Stacks 7, 8, 9, and 10 consist of one layer each.
8	1	24	12	Honeycomb	
9	1	24	12	Honeycomb	
10	1	24	12	Honeycomb	

Figure 7-2. Honeycomb stacks prepared (continued)



Stack Number	Position of Stack on Platform
	Place stack:
1	4 inches from front edge of platform and centered.
2	14 inches from stack 1 and centered.
3	23 inches from stack 2 and centered.
4	15 inches from stack 3 and 29 inches from the right rail.
5	15 inches from stack 3 and 29 inches from the left rail.
6	42 inches from rear edge of platform and centered.
7	12-inch side flush with right side of stack 4 and aligned with its front edge.
8	12-inch side flush with left side of stack 5 and aligned with its front edge.
9	12-inch side flush with right side of stack 4 and aligned with its rear edge.
10	12-inch side flush with left side of stack 5 and aligned with its rear edge (not shown).

Figure 7-3. Honeycomb stacks positioned on platform

7-4. Preparing Truck

Prepare the truck as described below.

a. Remove the following components according to TM 9-2320-209-10-1:

- Cab shield
- Cab tarpaulin and end curtain, side roof rails, bows, and pillar posts
- Exhaust pipe. Stow on folded seat.

b. Be sure the fuel tank is no more than 3/4 full.

c. Prepare the batteries as shown in Figure 7-4.

d. Prepare the winch (if installed) as shown in Figure 8-11.

e. Pad and secure the windshield and mirrors, secure the fuel tank, stow truck equipment and prepare the cab area of the truck as shown in Figure 7-5.

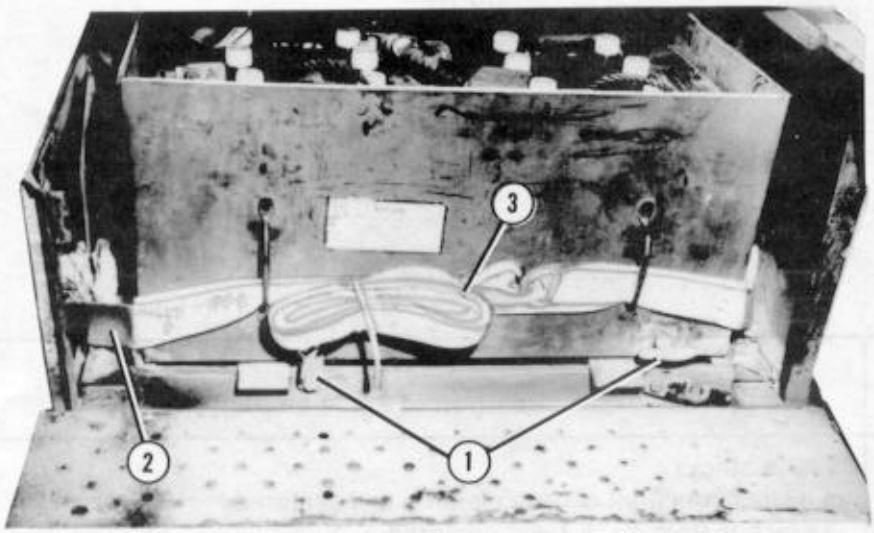
f. Prepare the dump body and endgate as shown in Figure 7-6.

g. Install the engine support lashing as shown in Figure 7-7.

h. Construct the mainframe support as shown in Figures 7-8 and 7-8.1. Install the mainframe support as shown in Figure 7-8.2.

i. Construct the suspension sling spreader as shown in Figure 7-10.

NOTE: Platform suspension of this load makes the front frame extension and body modification of this truck shown in previously published procedures unnecessary.



(1) Make sure that the batteries are held in place by the battery hold-down clamps.

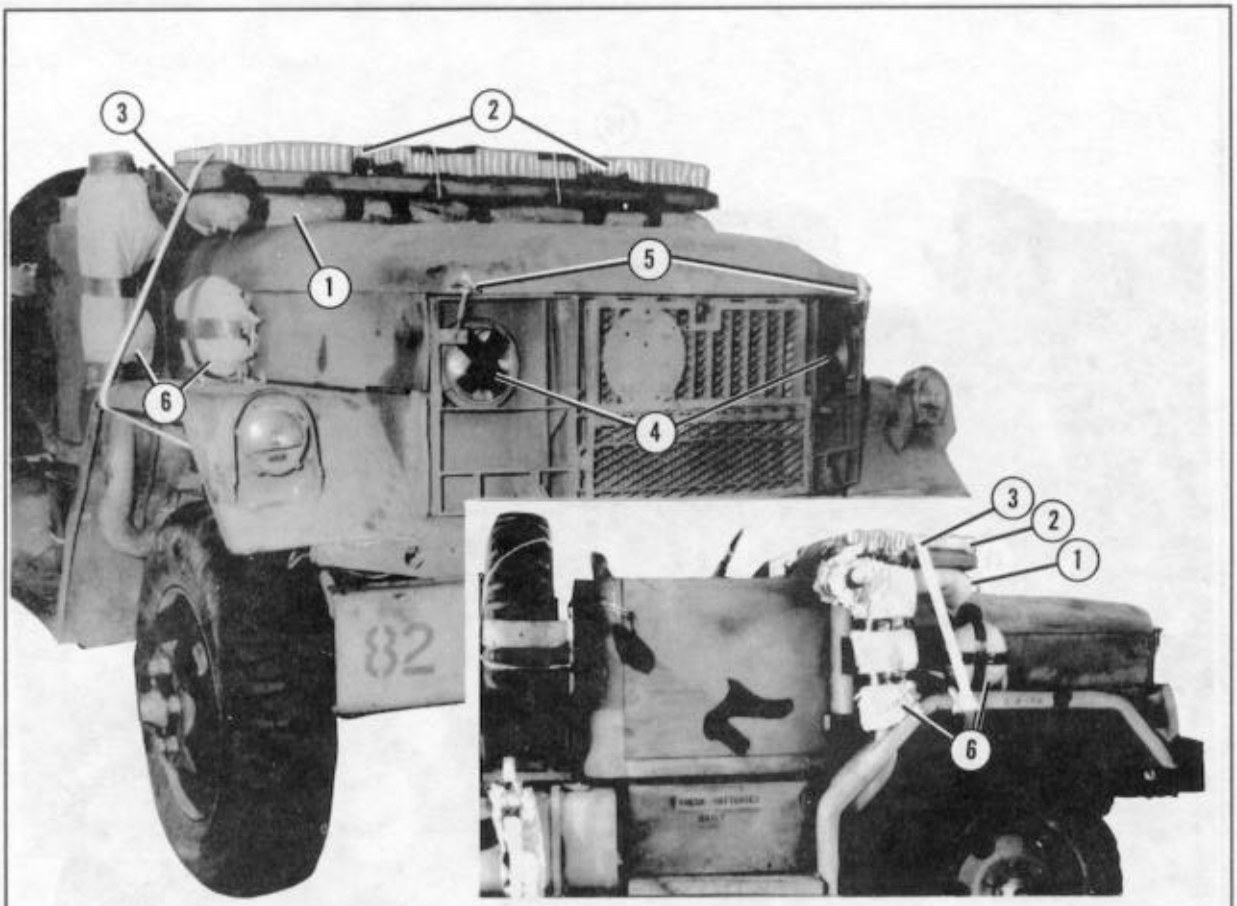
NOTE: The battery hold-down clamp on the right in the photo is shown open.

(2) Pass a 15-foot lashing around the left side brace, through the handles on the front of the battery box, and around the right side brace.

(3) Tie the ends of the lashing together. Fold and tie or tape the excess webbing.

NOTE: Cover the batteries with plastic or nonflammable material.

Figure 7-4. Battery box secured



(1) Wrap a 3/4- by 12- by 60-inch piece of plywood with cellulose wadding, and tape the wadding in place. Place the wrapped plywood on the hood, and fold the windshield down on top of it.

(2) Place a 21- by 61-inch piece of honeycomb with cutouts for the windshield wiper motors on top of the windshield. Secure the honeycomb to convenient places on the truck with two lengths of type III nylon cord. Tape the honeycomb edges where the cord touches.

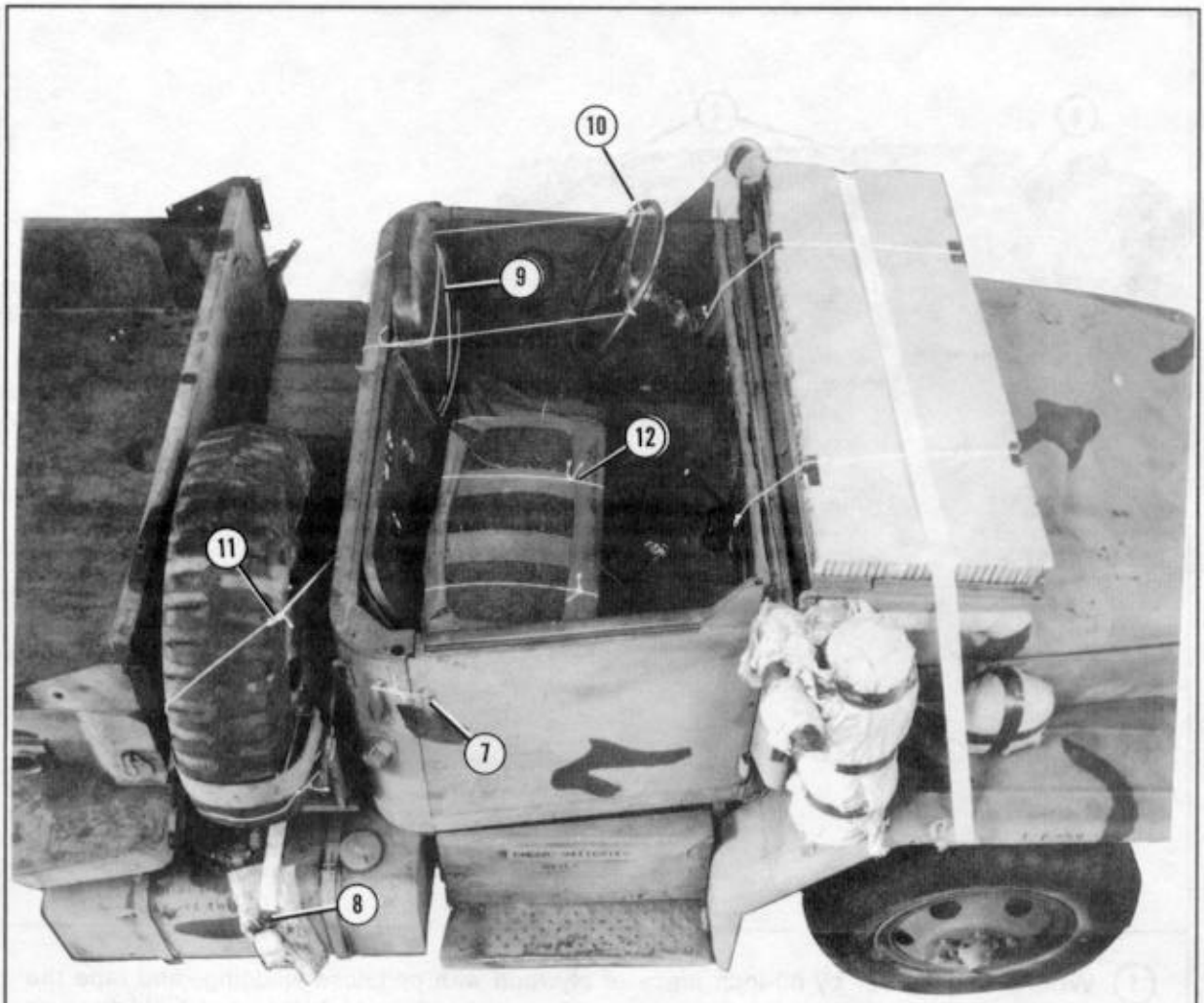
(3) Pass a 15-foot lashing through the tiedown provision directly below the windshield on one side of the mainframe. Pass this lashing through its own D-ring, and over the windshield. Secure the lashing to the mainframe tiedown provision on the opposite side with a D-ring and a load binder.

(4) Tape all lights and reflectors.

(5) Secure the hood latches in place with type III nylon cord.

(6) Pad the breather cover, exhaust stack, and mirror brackets with cellulose wadding taped in place.

Figure 7-5. Front of truck and cab area prepared



(7) Tie the door handles to the hand holds with type III nylon cord.

(8) Pass a 15-foot lashing around the mainframe and the fuel tank. Secure the lashing on the side, and pad under the load binder and all sharp edges.

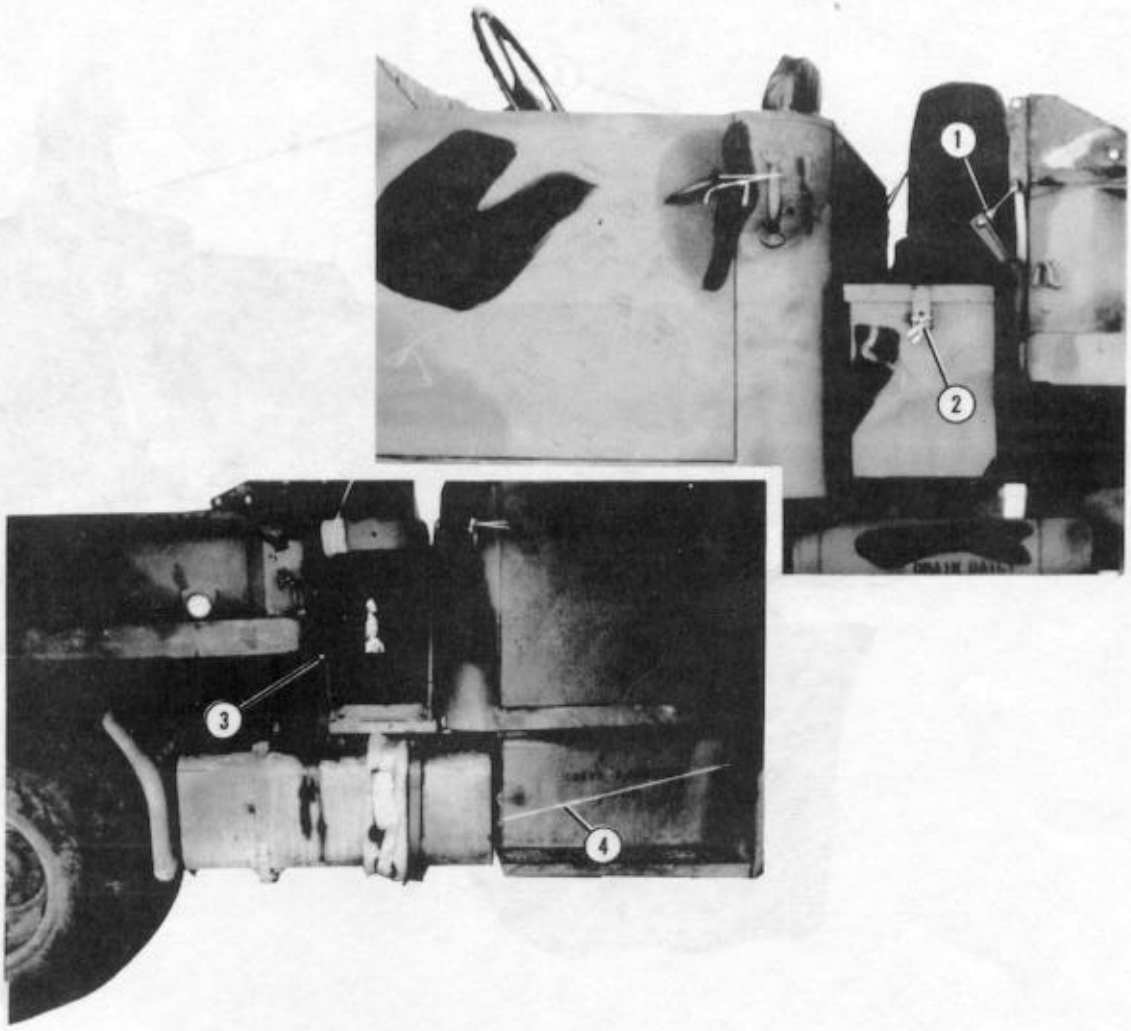
(9) Tie the driver's seat back in place with type III nylon cord.

(10) Tie the steering wheel to the tie-down hooks behind the seat with type III nylon cord.

(11) Secure the spare wheel in its holder with type III nylon cord.

(12) Place the cab tarpaulin and end curtain, roof rails, bows, and pillar posts on the passenger seat. Fold the seat down over the items and tie the seat to its supports with type III nylon cord.

Figure 7-5. Front of truck and cab area prepared (continued)



(1) Tie the endgate hand lever against its stop with type III nylon cord.

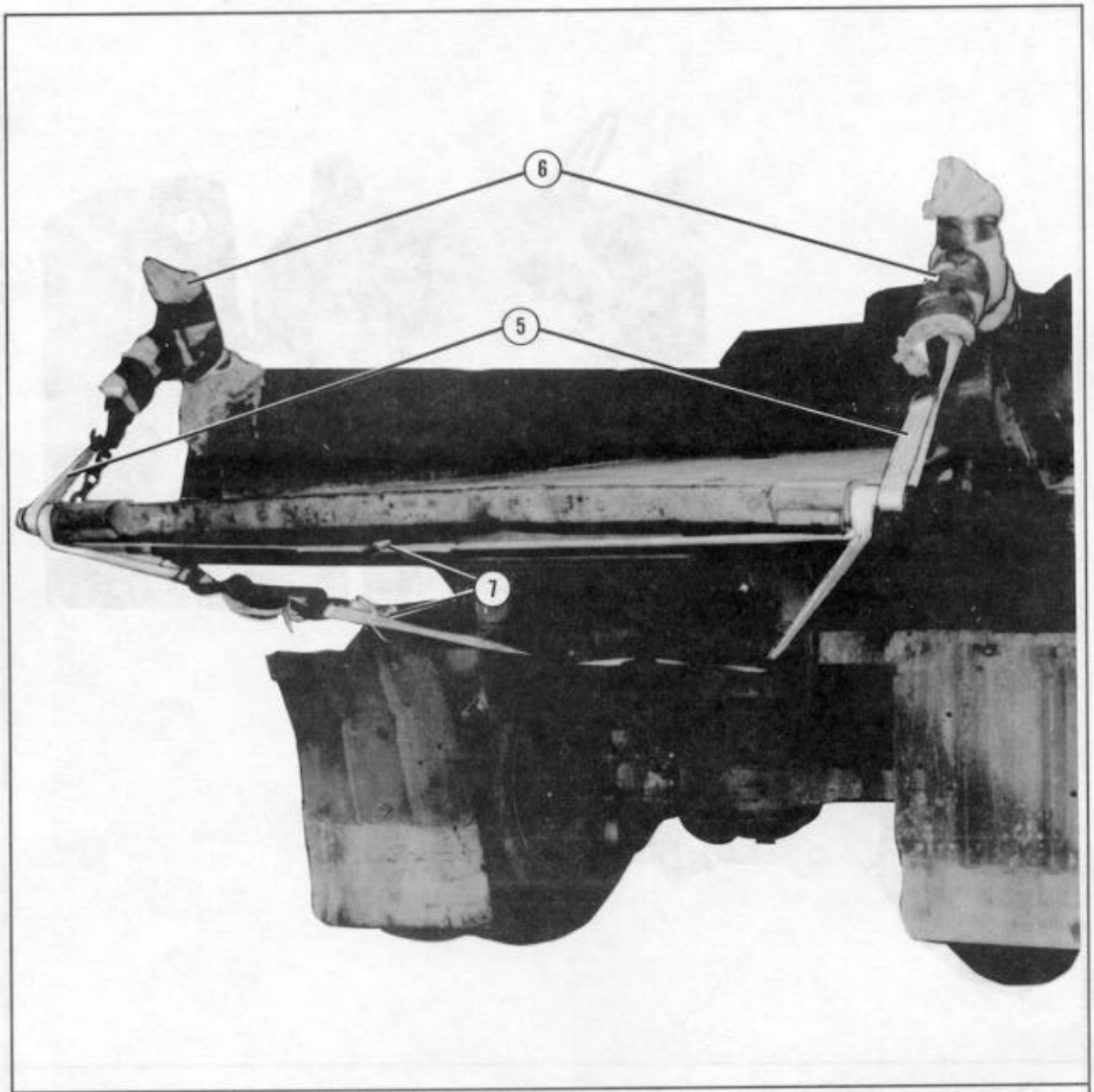
(2) Secure the tool box latch with type III nylon cord.

(3) Secure the dump body to the frame by installing a 3/8- by 2-inch bolt, washer, and nut through the bracket provided on each side of the vehicle.

NOTE: Post a notice to the truck operator in a conspicuous place to warn that these bolts are in place.

(4) Tie the battery access door shut with type III nylon cord.

Figure 7-6. Dump body and endgate secured

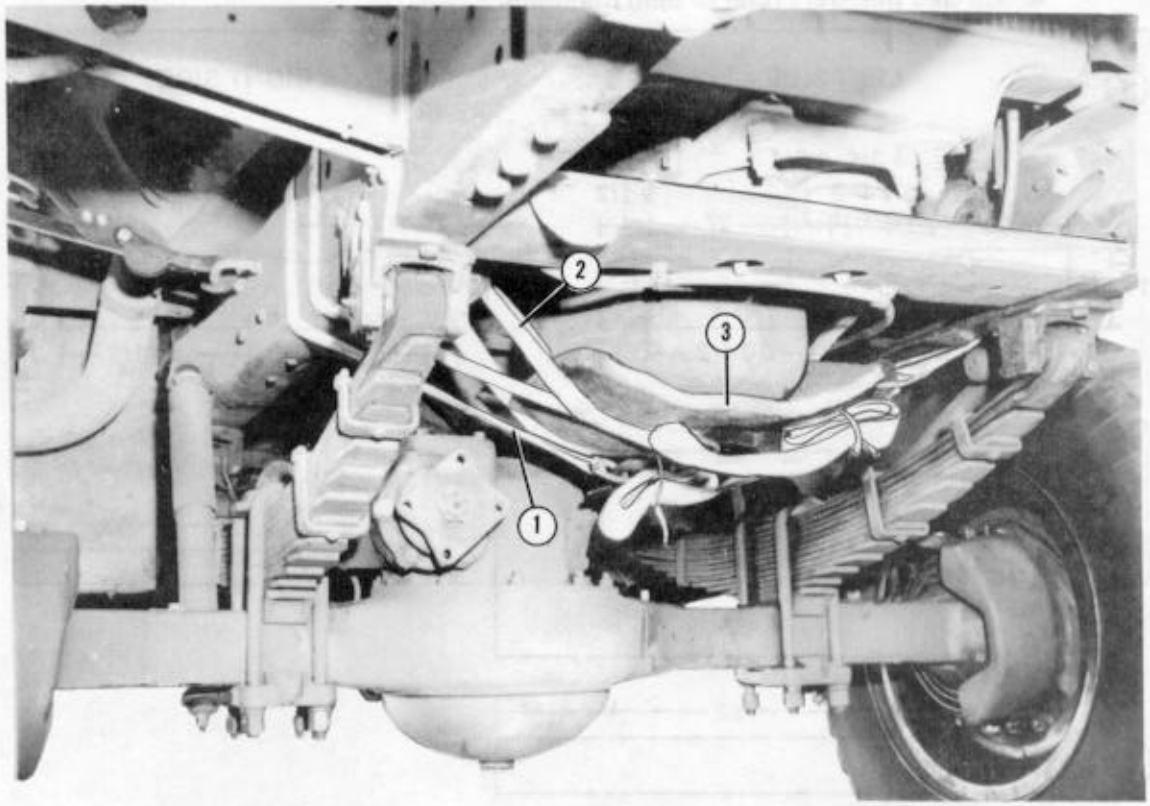


(5) Lower the endgate. Pass a 15-foot lashing around the right latch pin on the endgate, and pass it through the upper latch. Secure the ends with a D-ring and a load binder. Repeat the same procedures for the left side of the endgate.

(6) Pad and tape the upper latches.

(7) Pass a 30-foot lashing around the rear side of the endgate and around the latch pins on each side. Pass one end of the lashing down and through both rear shackles. Secure the ends with two D-rings and a load binder.

Figure 7-6. Dump body and endgate secured (continued)



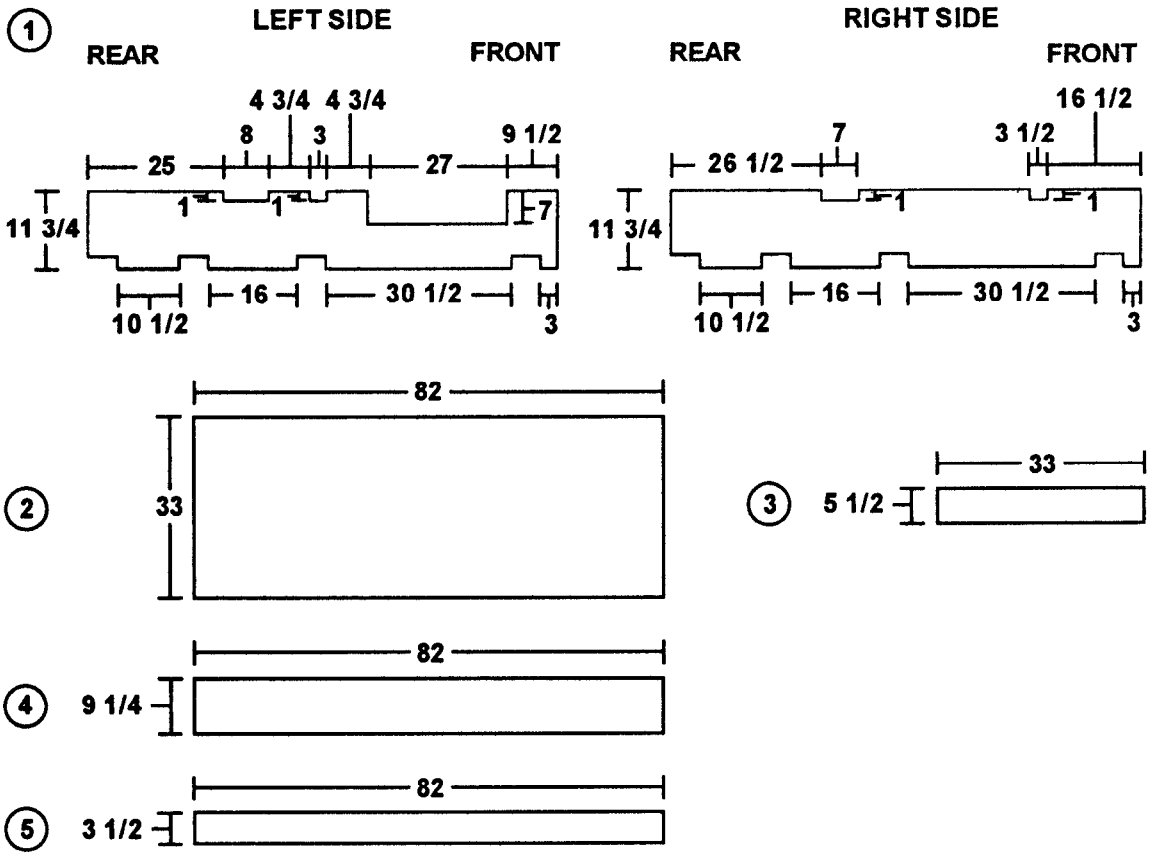
(1) Pass a 15-foot lashing around the left mainframe, under the rear of the oil pan, and around the right mainframe. Secure the lashing loosely.

(2) Pass a 15-foot lashing around the left mainframe, under the front of the oil pan, and around the right mainframe. Secure the lashing loosely.

(3) Place an 18- by 18-inch piece of felt between the oil pan and the lashings to pad the oil pan. Tighten both lashings.

Figure 7-7. Engine support lashings installed

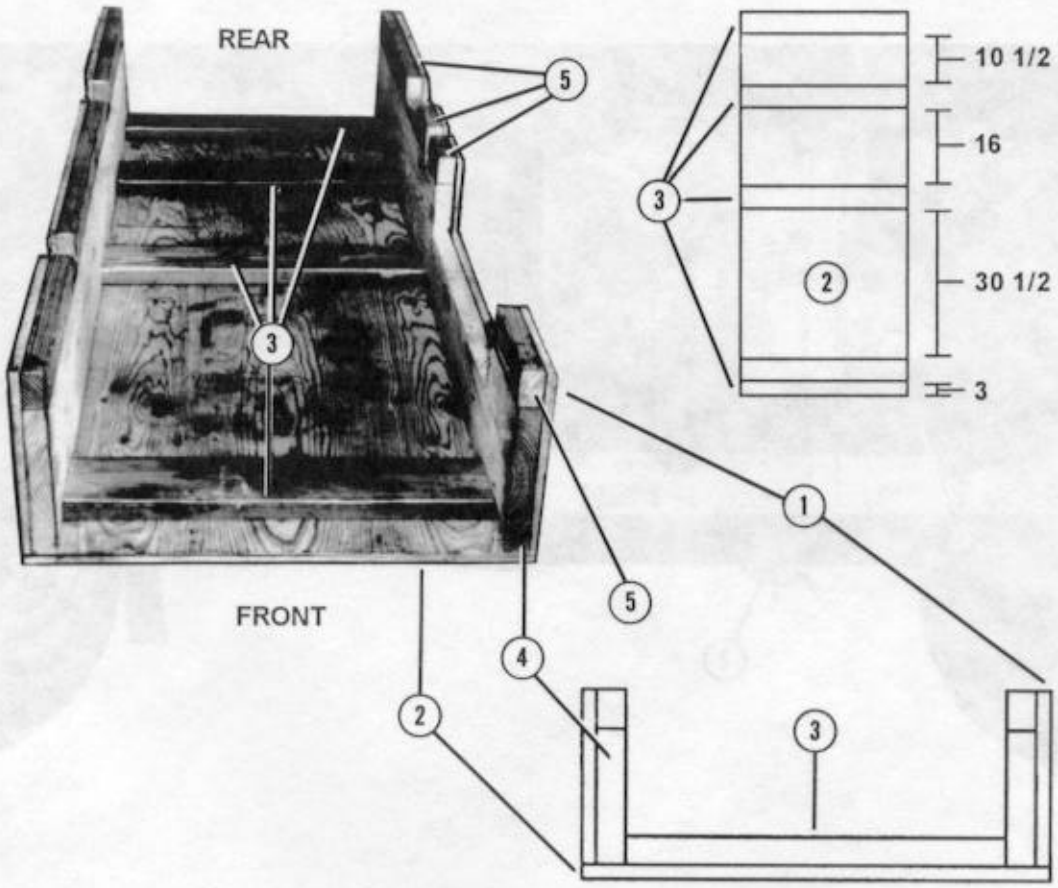
NOTES:
1. These drawings are not drawn to scale.
2. All measurements are given in inches.
3. Lumber classified as 2- by 6-inch lumber is actually 5 1/2 inches wide and 1 1/2 inches thick. Lumber classified as 2- by 10-inch lumber is actually 9 1/4 inches wide and 1 1/2 inches thick. Make the lower cutouts in the sides 5 1/2 inches wide and 1 1/2 inches deep.
4. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	11 3/4	82	3/4-inch plywood
2	1	33	82	3/4-inch plywood
3	4	5 1/2	33	2- by 6-inch lumber
4	2	9 1/4	82	2- by 10-inch lumber
5	2	3 1/2	82	2- by 4-inch lumber

Figure 7-8. Material and cutouts required for mainframe support

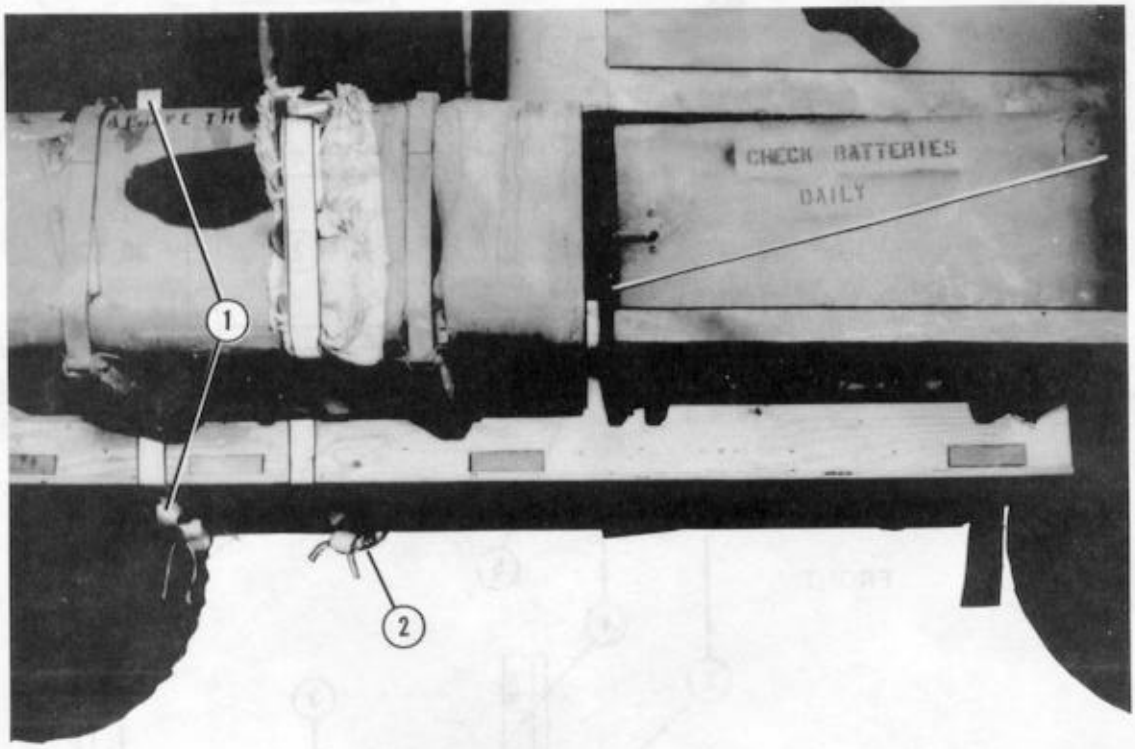
NOTES:
1. This drawing is not drawn to scale.
2. All measurements are given in inches.
3. Use 8d and 12d nails.
4. Circled numbers refer to item numbers on the previous page.



Step:

1. Nail four pieces of 2- by 6- by 33-inch lumber to the base spaced as shown.
2. Nail a 2- by 10- by 82-inch piece of lumber to the inside of each plywood side flush along the bottom edge. Make cutouts flush with those on the plywood.
3. Nail 2- by 4-inch lumber along the top inside edges of the sides, allowing for the cutouts. Cut the lumber off flush with the top edges of the plywood sides, if necessary.
4. Assemble the mainframe support as shown, aligning the bottom side cutouts with the base. Nail through the base.

Figure 7-8.1. Mainframe support constructed

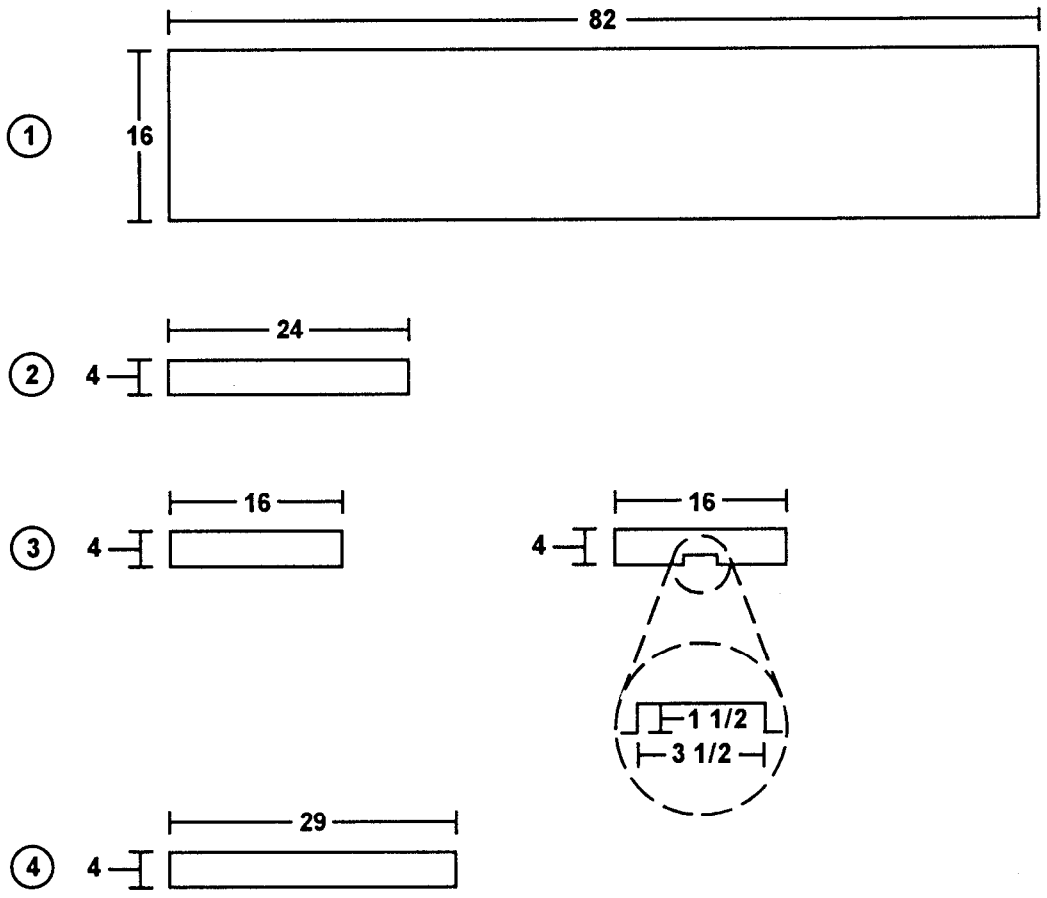


(1) Run a 15-foot tiedown strap over the top of both mainframe rails. Position the mainframe support so that it rests flush with the mainframe. Secure the ends of the tiedown strap with a D-ring and a load binder to hold the support in place.

(2) Run a second 15-foot tiedown strap over the top of both mainframe rails. Secure it around the mainframe support with a D-ring and a load binder.

Figure 7-8.2. Mainframe support installed

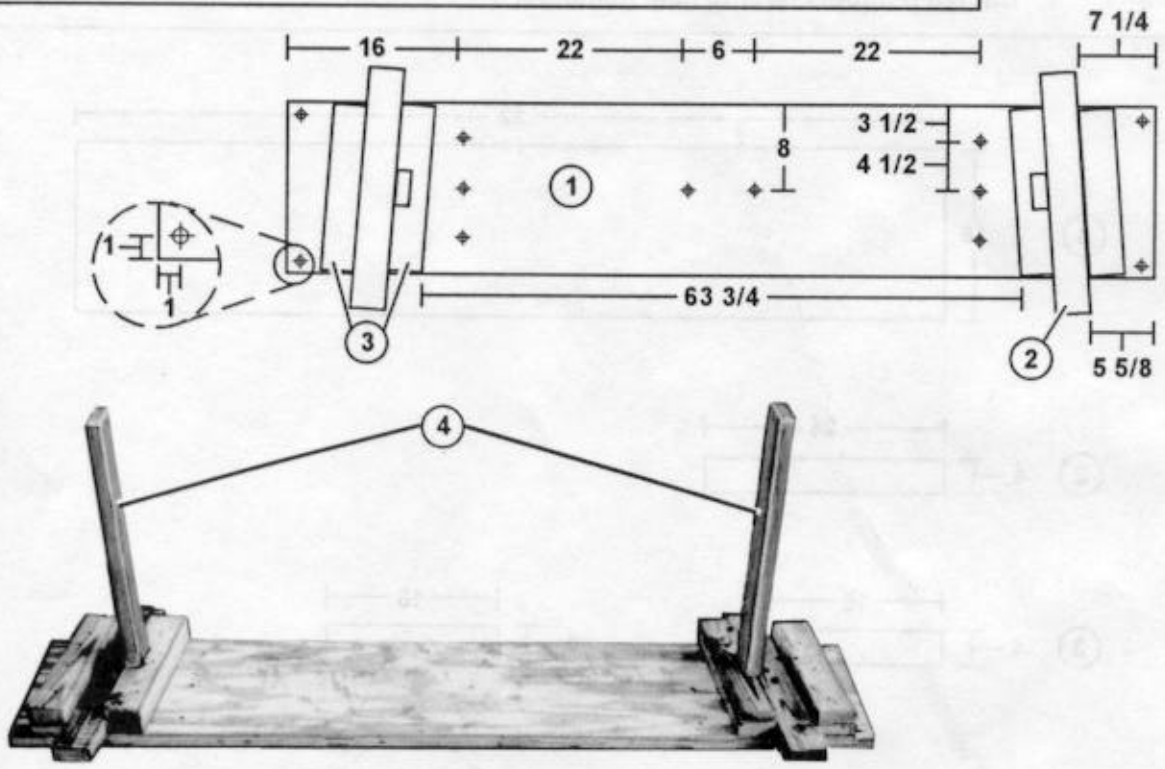
NOTES:
1. These drawings are not drawn to scale.
2. All measurements are given in inches.
3. Lumber classified as 2- by 4-inch lumber is actually 3 1/2 inches wide and 1 1/2 inches thick.
4. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	16	82	3/4-inch plywood
2	2	4	24	2- by 4-inch lumber
3	8	4	16	2- by 4-inch lumber
4	2	4	29	2- by 4-inch lumber

Figure 7-9. Material and cutouts required for suspension sling spreader

NOTES:
1. This drawing is not drawn to scale.
2. All measurements are given in inches.
3. Use 8d and 12d nails.
4. Circled numbers refer to item numbers on the previous page.



Step:

1. Nail two pieces of 3/4- by 16- by 82-inch plywood flush together.
2. Nail a 2- by 4- by 24-inch piece of lumber centered across each side of the base and angled as shown.

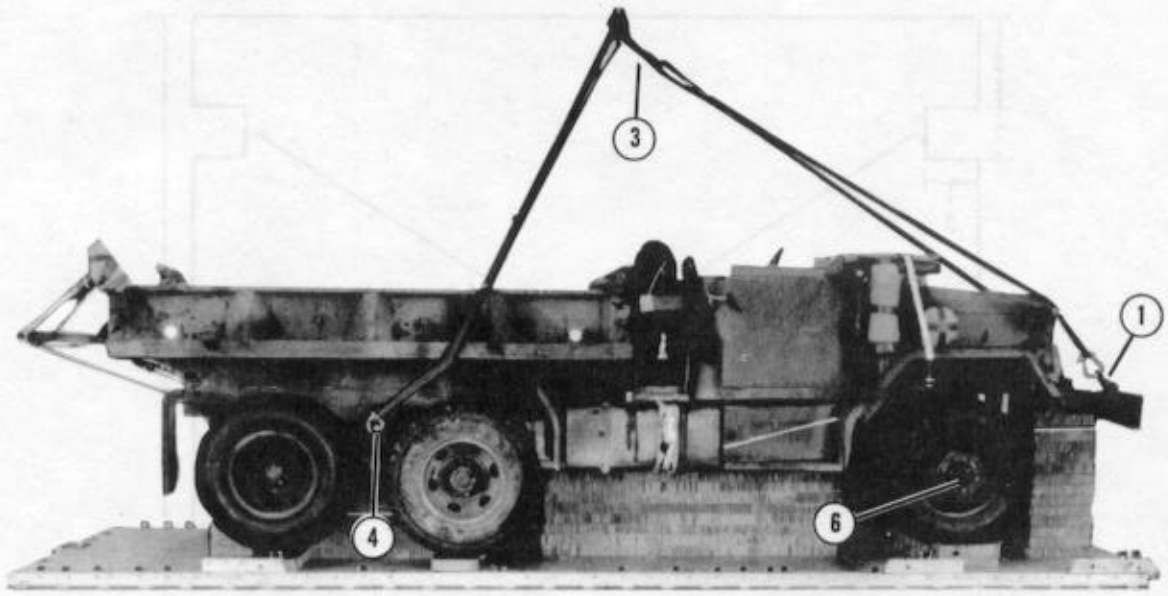
   NOTE: The lumber will rest on the cab doors. Proper spacing can be verified by placing the base and lumber over the cab.
3. Drill 1/2-inch holes spaced as shown. Holes are measured on center.
4. Nail two 2- by 4- by 16-inch pieces of lumber flush to the outside of each of the lumber pieces placed in step 2.
5. Nail two 2- by 4- by 16-inch pieces to the right inside of the lumber placed in step 2 with the cutouts flush together and facing to the outside. Repeat this procedure for the left side.
6. Place a 2- by 4- by 29-inch piece of lumber upright in each of the cutouts, and nail it in place.

Figure 7-10. Suspension sling spreader constructed

7-5. Installing Lifting Slings and Positioning Truck

Install the lifting slings as shown in Figure 7-11.

NOTE: If this truck does not have a winch, or if the bumper extension has not been installed, loop a 3-foot (4-loop), type XXVI nylon webbing sling around each side of the bumper. Install a large clevis assembly in both end loops of each sling, and attach each clevis to a front lifting sling. Safety each 3-foot sling to the shackle to ensure that the slings do not slide off the bumper.



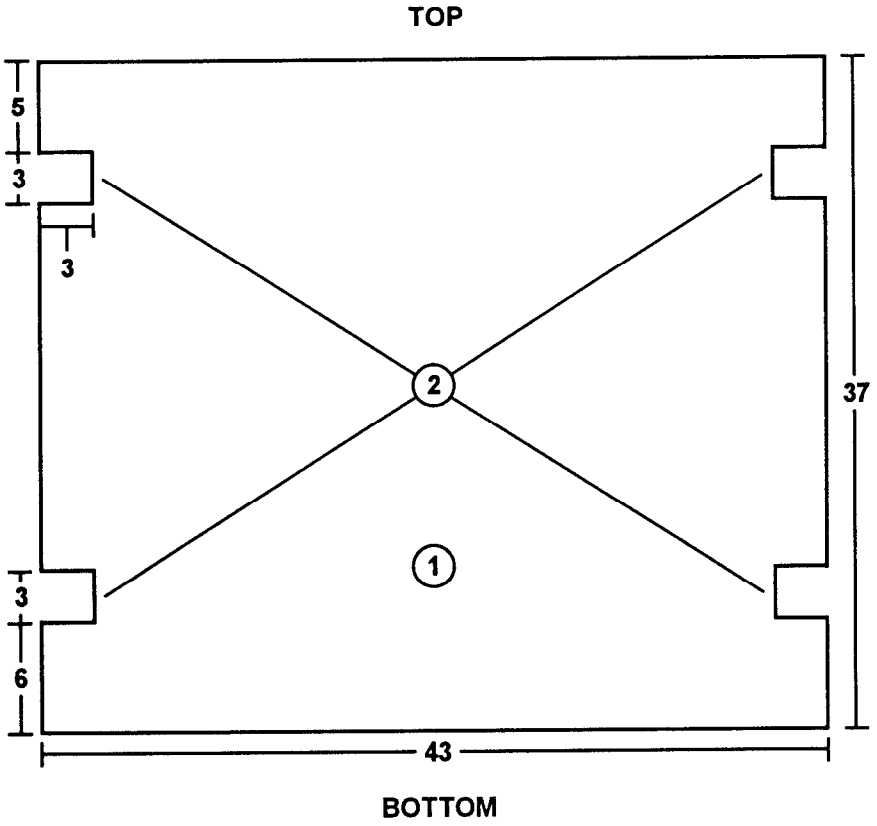
1. Pass a large clevis through the end of a 16-foot (4-loop), type XXVI nylon webbing sling. Bolt the large clevis to the right front lifting shackle bracket.
2. Repeat step 1 for the left front lifting shackle bracket (not shown).
3. Run a 3-foot (4-loop) sling through the the free end loops of both 16-foot slings.
4. Pass a large clevis through the end of a 12-foot (4-loop), type XXVI nylon webbing sling. Bolt the large clevis to the right rear spring lifting provision.
5. Repeat step 4 for the left rear spring lifting provision (not shown).
6. Place the truck on the platform with the front axle centered on honeycomb stack 2.

Figure 7-11. Lifting slings installed and truck positioned

7-6. Building and Positioning Honeycomb Stack Support Endboard

Build and position the honeycomb stack support endboard as shown in Figure 7-12.

NOTES: 1. This drawing is not drawn to scale.
2. All measurements are given in inches.



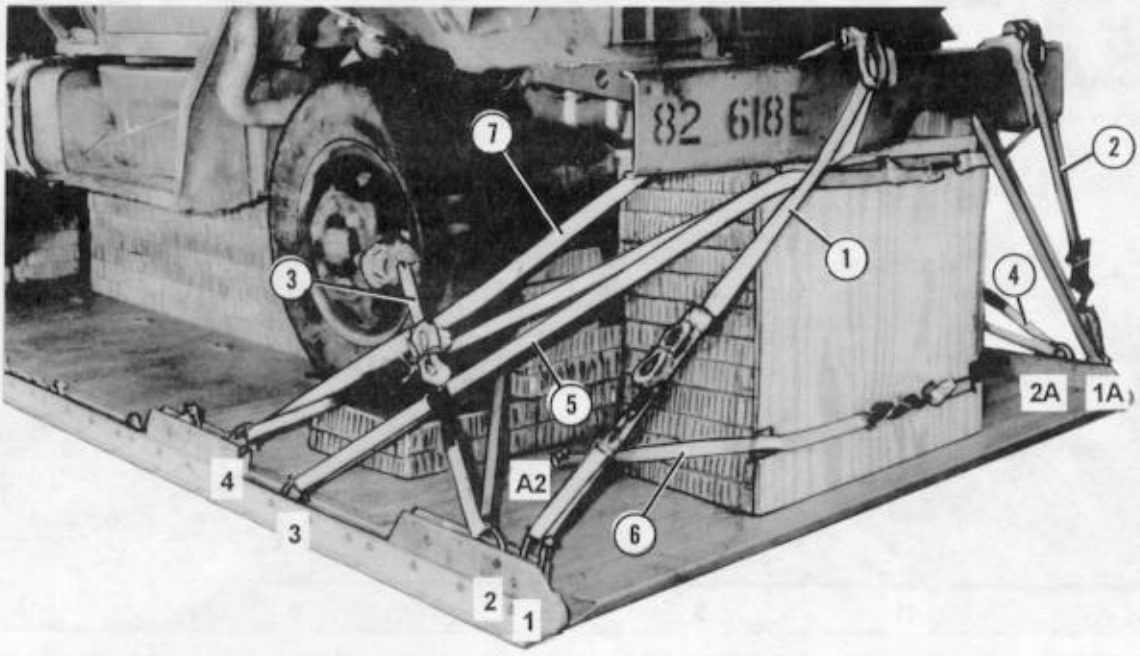
(1) Use a 3/4- by 43- by 37-inch piece of plywood for the honeycomb support endboard.
(2) Make four cutouts 3 inches wide and 3 inches deep, spaced as shown.
(3) Place the honeycomb support endboard flush against the front side of stack 1 (not shown).

Figure 7-12. Honeycomb support endboard built and positioned

7-7. Lashing Truck

Lash the truck to the platform with twenty-six 15-foot tiedown assemblies as shown in Figures 7-13 through 7-15, and according to FM 10-500-2/ TO 13C7-1-5.

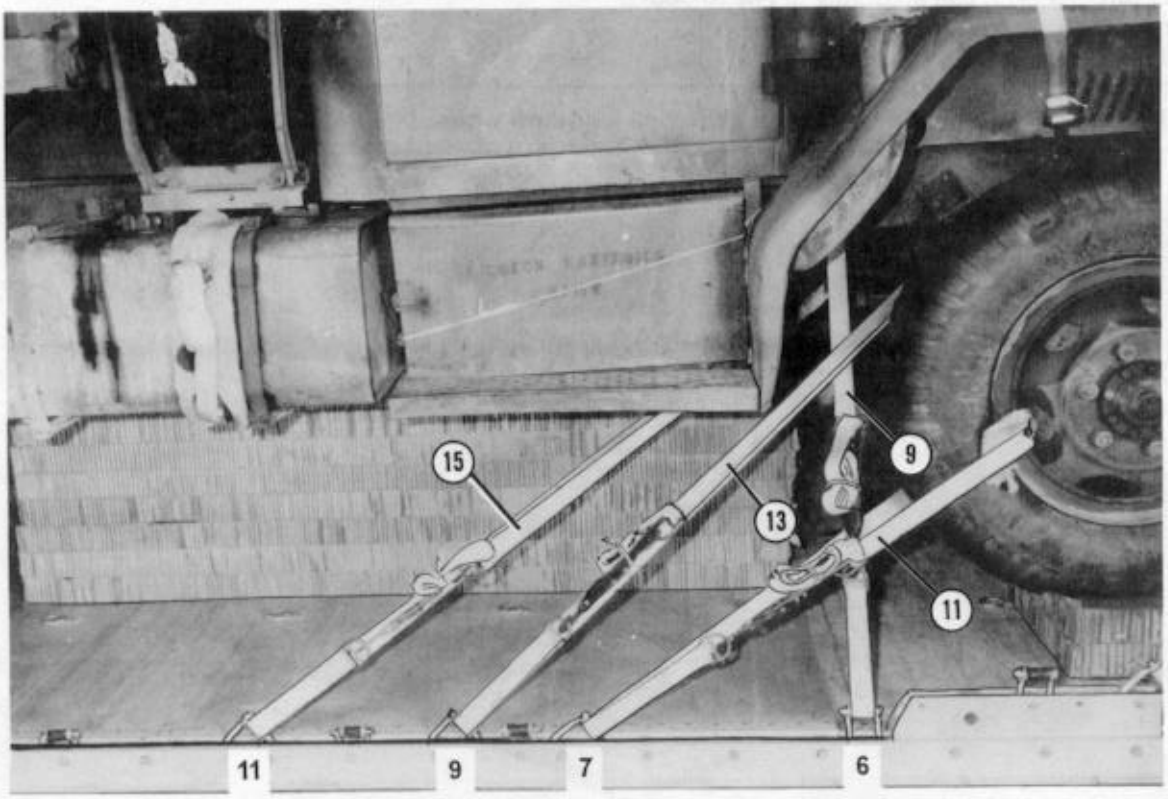
NOTE: Pad wheel openings with cellulose wadding where lashings pass through.



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
1	1	Around bumper and right mainframe.
2	1A	Around bumper and left mainframe.
3	2	Through right front wheel.
4	2A	Through left front wheel.
*5	3 and 3A	Through clevis 3, through the upper slots in the endboard, through clevis 3A, and back to the front of the endboard.
6	A2 and B2	Through tiedown ring A2, through the lower slots in the endboard, through tiedown ring A1, and back to the front of the endboard.
7	4	Around bumper and shackle bracket.
8	4A	Around bumper and shackle bracket.
*30-foot lashing		

Figure 7-13. Lashings 1 through 8 installed

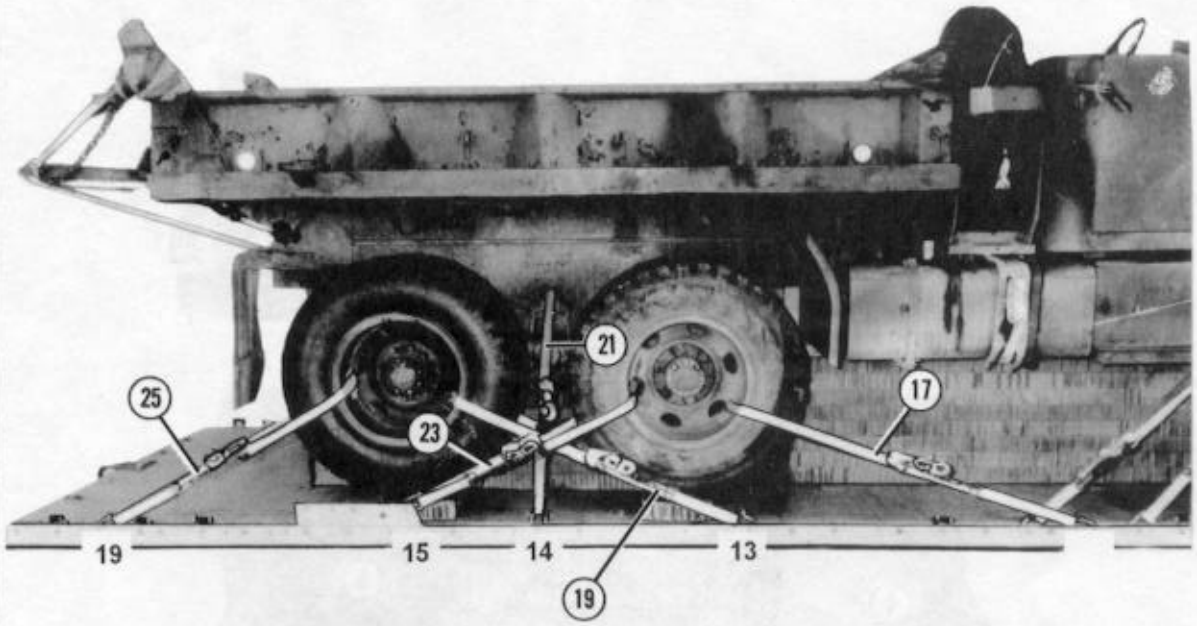
NOTE: Pad wheel openings with cellulose wadding where lashings pass through.



Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
9	6	Through tiedown provision 2, right side.
10	6A	Through tiedown provision 2, left side.
11	7	Through right front wheel.
12	7A	Through left front wheel.
13	9	Through tiedown provision 1, right side.
14	9A	Through tiedown provision 1, left side.
15	11	Around right front spring bracket.
16	11A	Around left front spring bracket.

Figure 7-14. Lashings 9 through 16 installed

NOTE: Pad wheel openings with cellulose wadding where lashings pass through.

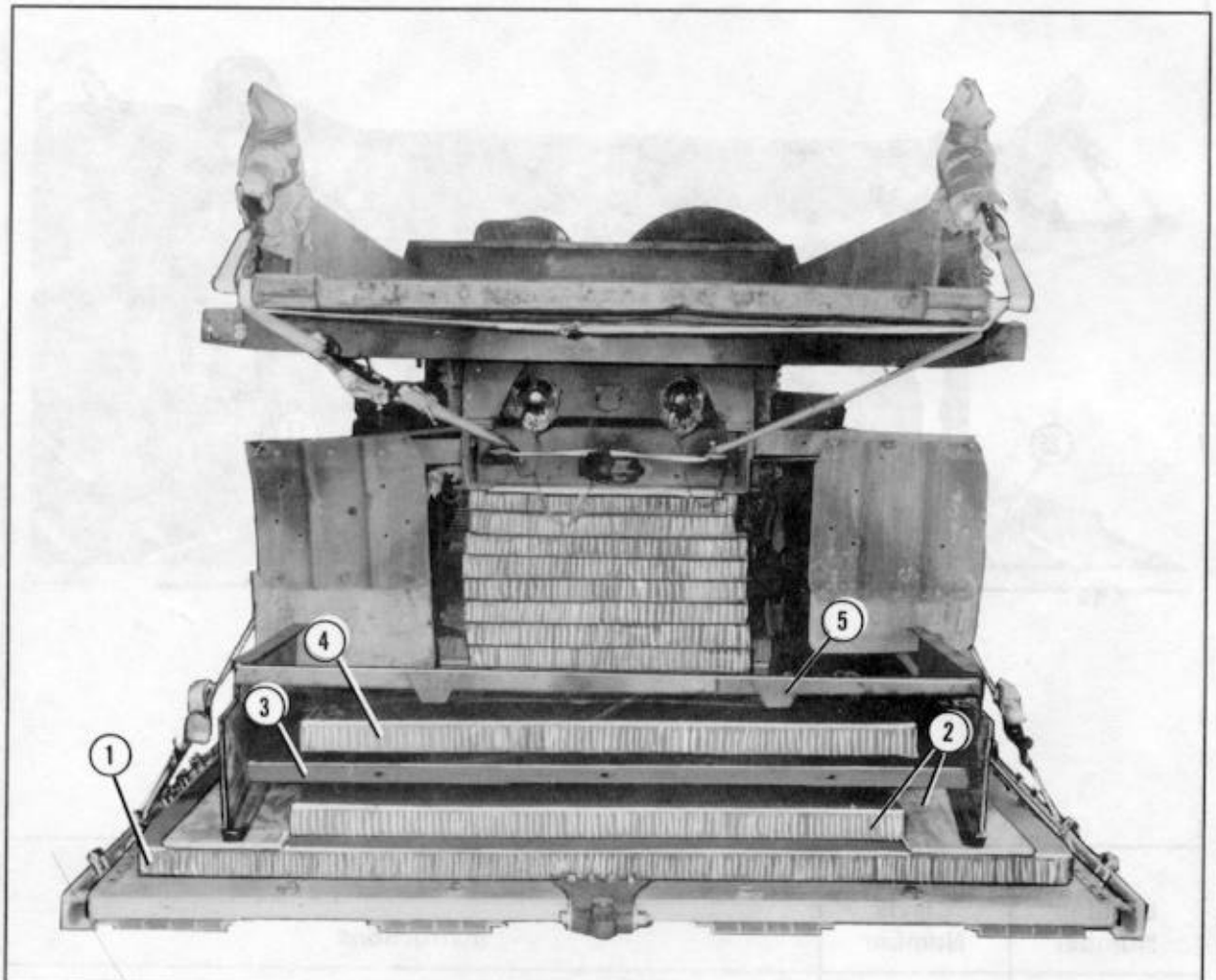


Lashing Number	Tiedown Clevis Number	Instructions
		Pass lashing:
17	10	Through right front outside dual wheel.
18	10A	Through left front outside dual wheel.
19	13	Through right rear outside dual wheel.
20	13A	Through left rear outside dual wheel.
21	14	Through spring saddle, right side.
22	14A	Through spring saddle, left side.
23	15	Through right front outside dual wheel.
24	15A	Through left front outside dual wheel.
25	19	Through right rear outside dual wheel.
26	19A	Through left rear outside dual wheel.

Figure 7-15. Lashings 17 through 26 installed

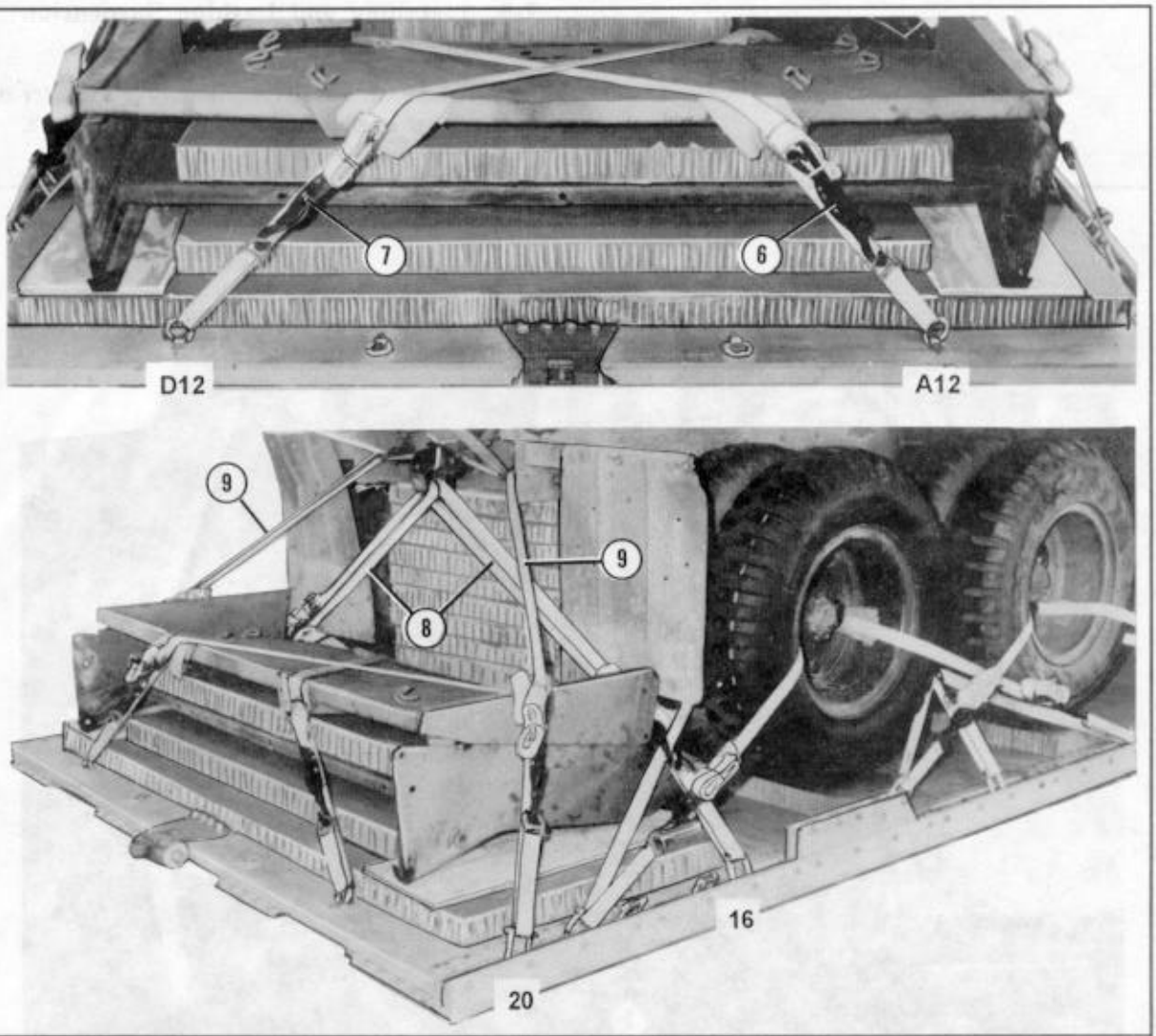
7-8. Stowing Cab Shield on Platform

Stow the cab shield and lash it to the platform as shown in Figure 7-16.



1. Center a 96- by 36-inch piece of honeycomb on the rear of the platform against the extraction bracket.
2. Center a 64- by 20-inch piece of honeycomb on top of the piece placed in step 1 above, 4 inches from the rear edge. Glue a 3/4- by 12- by 36-inch piece of plywood flush on each side of the second layer of honeycomb.
3. Center the base part of the cab shield on top of the plywood and honeycomb.
4. Center a 64- by 19-inch piece of honeycomb over the base part of the cab shield.
5. Place the upper part of the cab shield centered over the honeycomb and the base part.

Figure 7-16. Cab shield stowed and lashed to platform



(6) Pass a 15-foot lashing through tiedown ring A12, over the cab shield and through tiedown ring B11. Pad the front and rear edges of the cab shield with cellulose wadding and secure the lashing with a D-ring and a load binder.

(7) Lash the cab shield to tiedown rings D12 and A11 as in step 1.

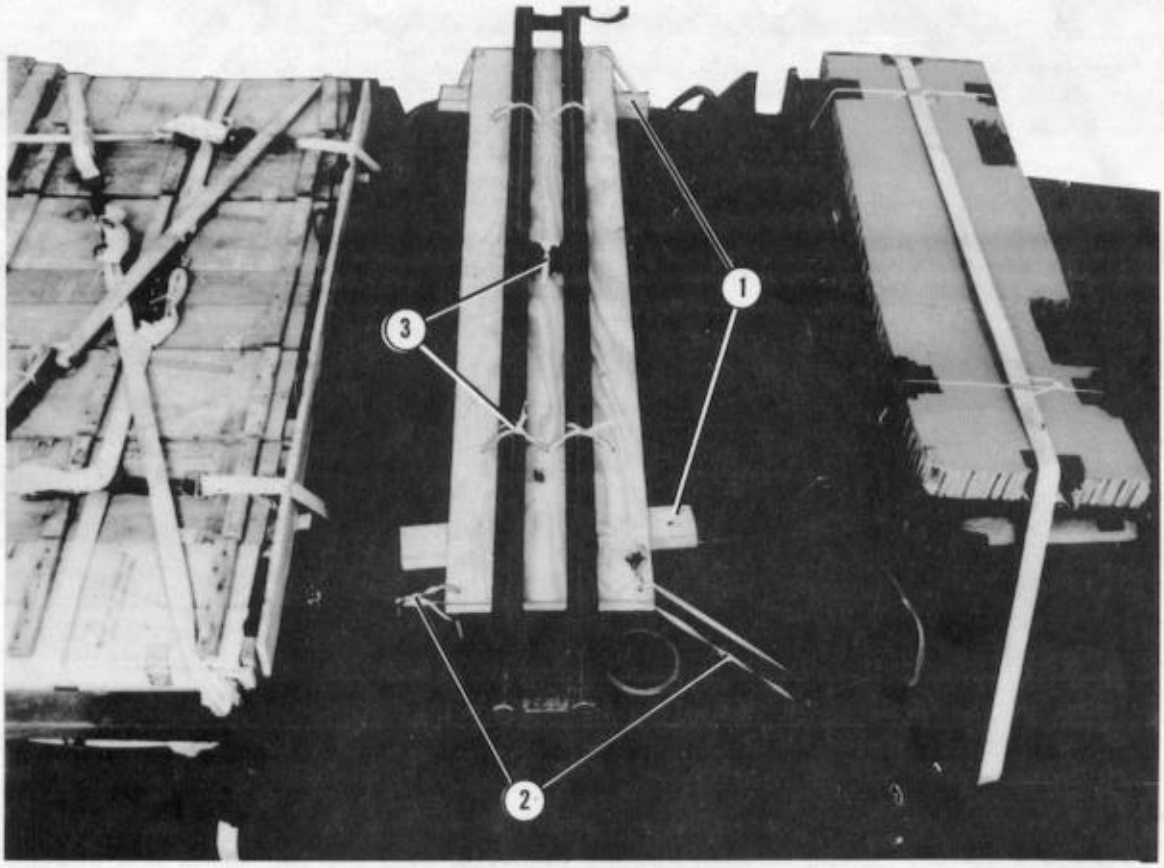
(8) Pass a 15-foot lashing through clevis 16 and through the towing pintle. Pad the lashing where it touches the cab shield and secure the lashing with a D-ring and a load binder. Lash the towing pintle to clevis 16A in the same way. Safety the towing pintle with type I, 1/4-inch cotton webbing.

(9) Pass a 15-foot lashing through clevis 20 and through the right shackle. Pad the lashing where it touches the cab shield and secure the lashing with a D-ring and a load binder. Lash the left shackle to clevis 20A in the same way.

Figure 7-16. Cab shield stowed and lashed to platform (continued)

7-9. Installing and Lashing Suspension Sling Spreader

Install and lash the suspension sling spreader on the truck cab as shown in Figures 7-17 and 7-18.

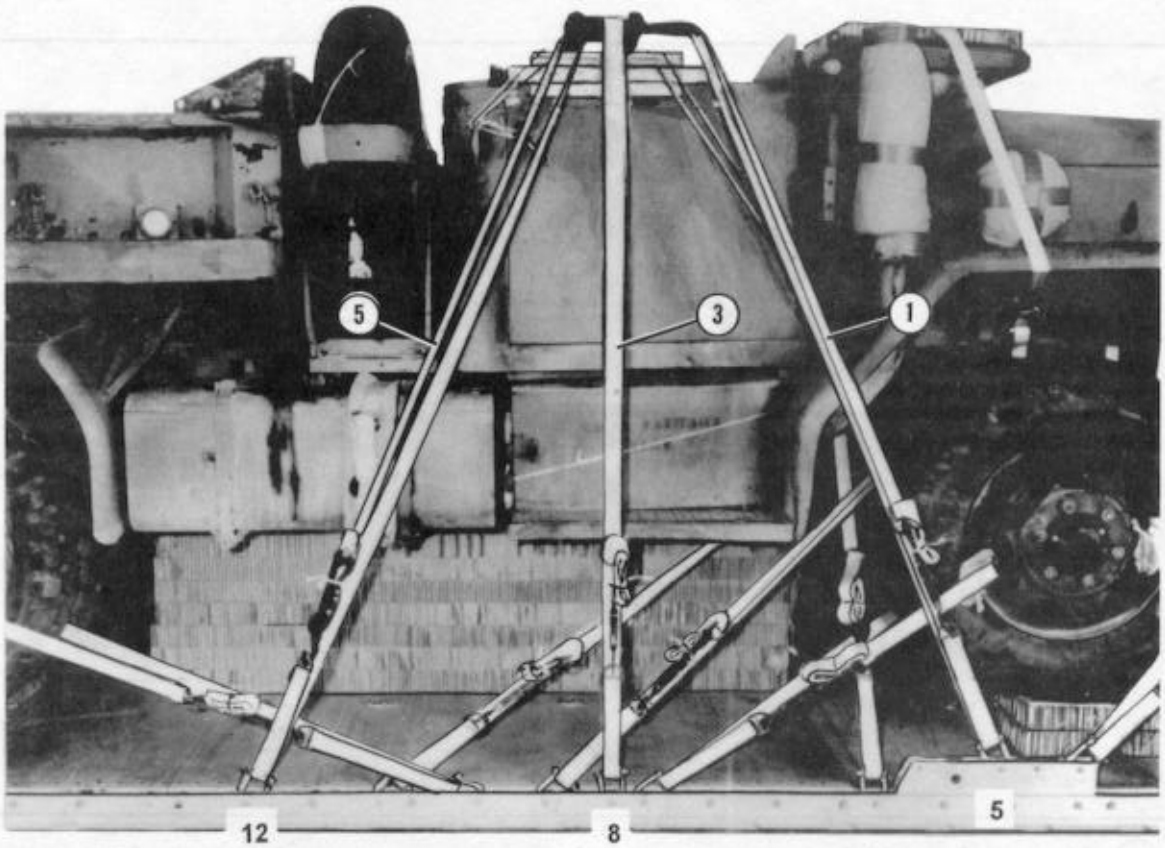


(1) Position the suspension sling spreader across the truck cab so that the lumber parts rest on the cab doors and the legs of the spreader rest on the floor of the cab on each side of the seat.

(2) Tie the spreader to the hand holds and to the mirror brackets through the corner holes with 1/2-inch tubular nylon webbing.

(3) Center an attitude control bar over the plywood with the rings facing the front. Tie the ACB to the spreader assembly with 1/2-inch tubular nylon webbing as shown, using the holes provided.

Figure 7-17. Suspension sling spreader installed

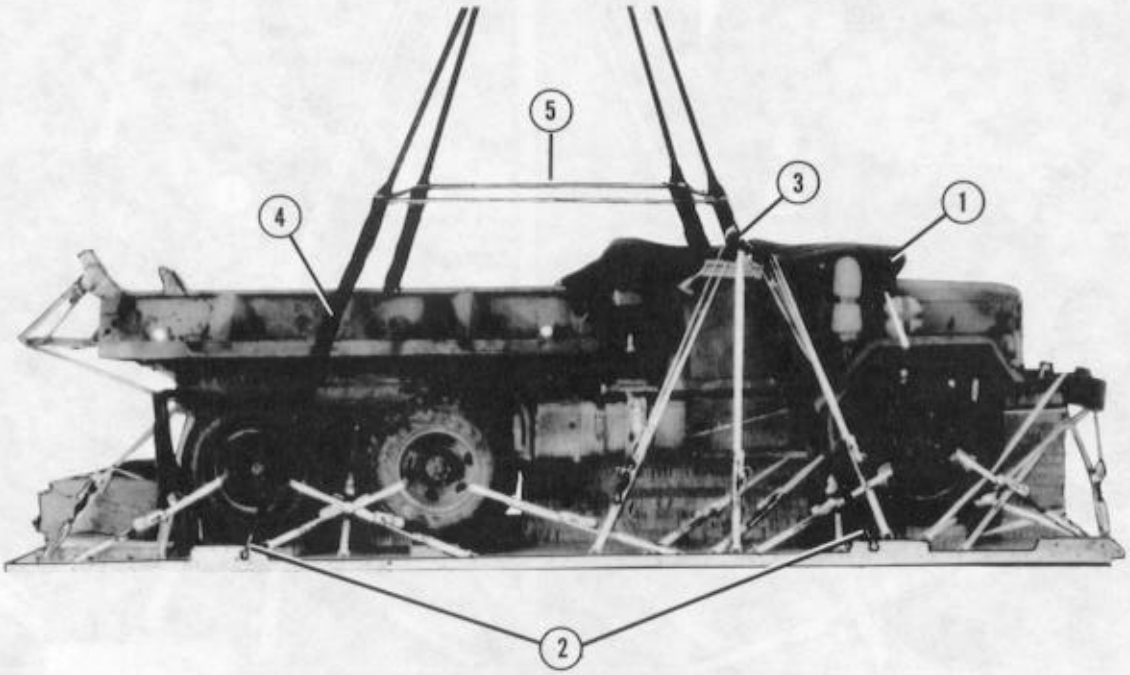


Lashing Number	Tiedown Clevis Number	Instructions
		Run lashing:
1	5	Through the right ring of the ACB.
2	5A	Through the left ring of the ACB.
3	8	Through the right end of the ACB.
4	8A	Through the left end of the ACB.
5	12	Around the top bar of the ACB, right side.
6	12A	Around the top bar of the ACB, left side.

Figure 7-18. Suspension sling spreader lashed

7-10. Installing Load Cover and Suspension Slings

Install the load cover and the suspension slings as shown in Figure 7-19.



(1) Place a 10- by 10-foot piece of cotton duck cloth over the truck from the front of the windshield to the front of the bed of the truck. Secure the cover to convenient points on the truck with type III nylon cord.

(2) Install a 20-foot (4-loop), Type XXVI nylon webbing sling to each suspension link with a large clevis.

(3) Make four suspension sling sleeves with cotton duck cloth. Slide a sleeve onto each of the front slings. Run the slings up through the square holes in the ACB. Position the sleeves so that the suspension slings are protected from metal contact and secure the sleeves at both ends with tape. Pull the slack from the suspension slings and tie the slings to the ACB with a length of 1/2-inch tubular nylon webbing.

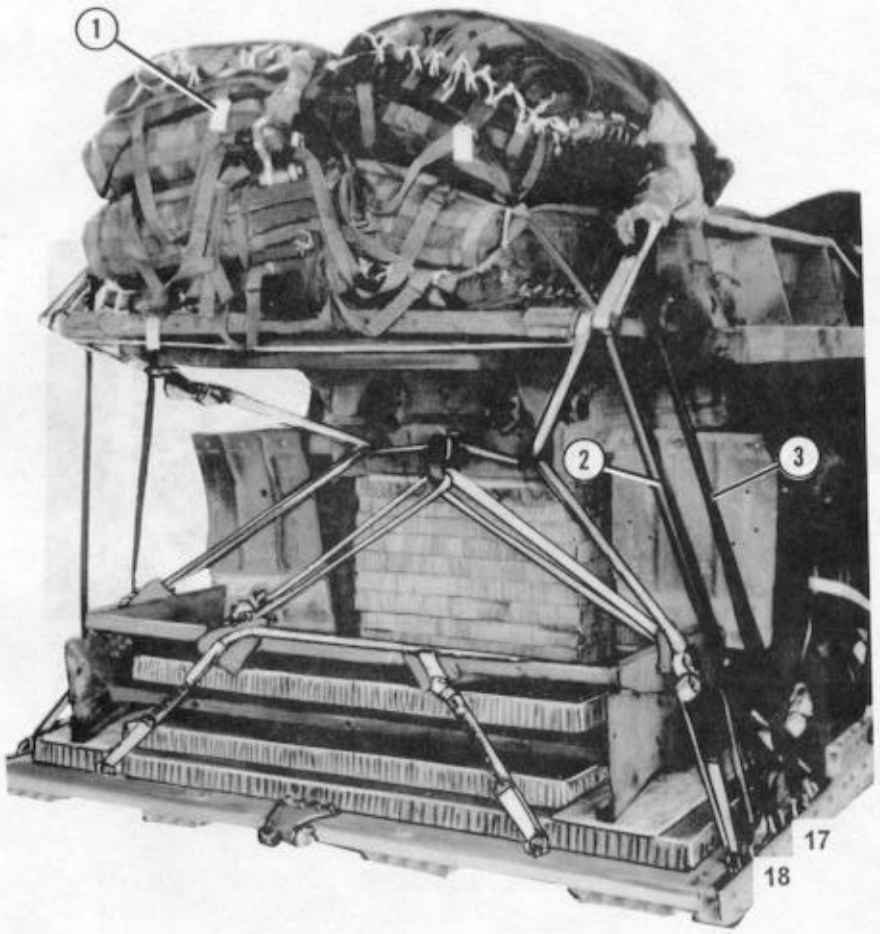
(4) Pad each rear suspension sling with felt. Extend the felt 12 inches above the top and bottom of the dump body. Tape the felt in place.

(5) Raise the slings upward until they are taut. Install the deadman's tie as outlined in FM 10-500-2/TO 13C7-1-5.

Figure 7-19. Load cover and suspension slings installed

7-11. Installing Cargo Parachutes

Prepare and install four G-11B cargo parachutes according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 7-20.

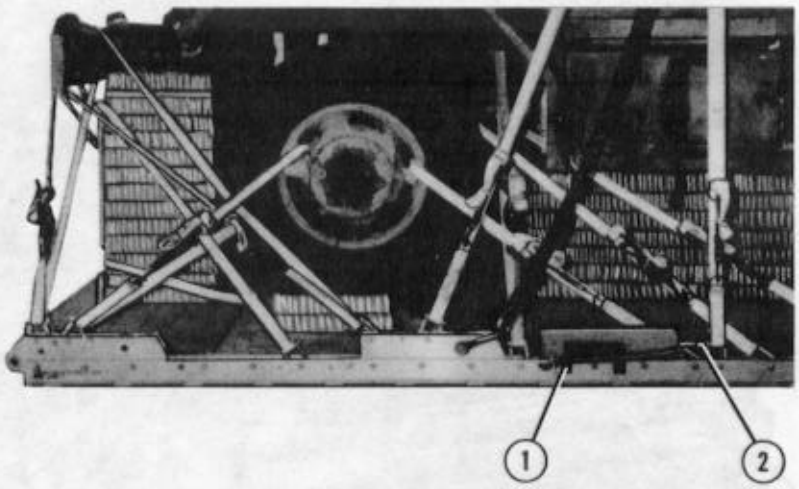


(1) Prepare and cluster four G-11B cargo parachutes on the endgate and bed of the truck.
(2) Tie the rear parachute restraint strap to clevises 18 and 18A.
(3) Tie the front parachute restraint strap to clevises 17 and 17A.

Figure 7-20. Cargo parachutes installed

7-12. Preparing and Installing Extraction System

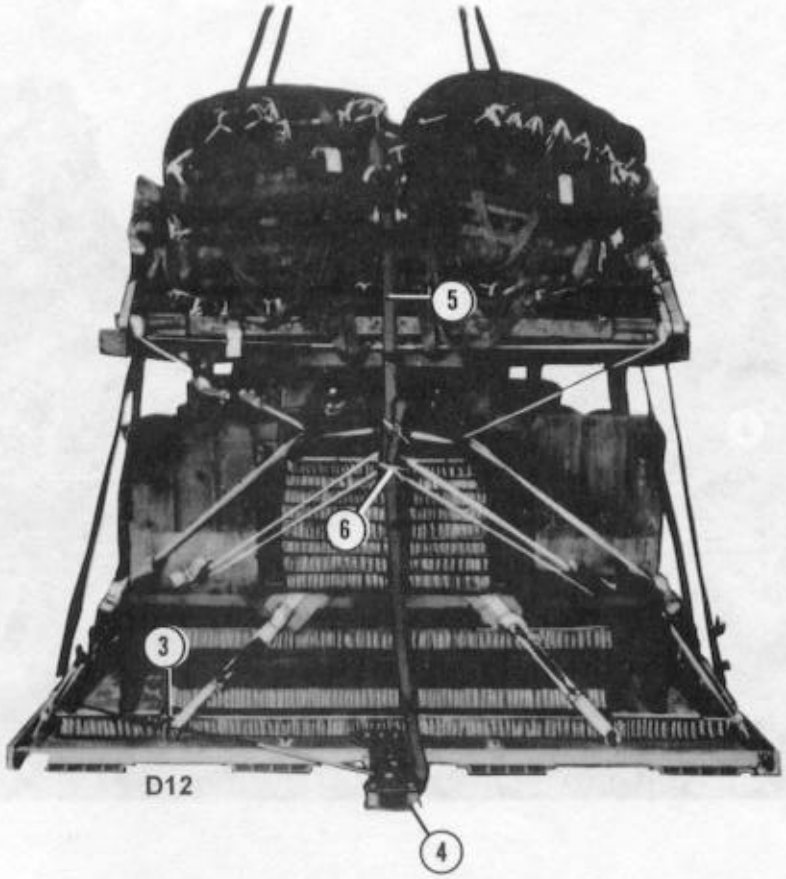
Prepare and install the EFTC extraction system according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 7-21.



(1) Install the mounting brackets to the rear mounting holes in the left platform rail. Install the actuator to the brackets according to FM 10-500-2/TO 13C7-1-5.

(2) Attach a 24-foot cable to the actuator. Safety tie it to clevises on the inside of the platform with type I, 1/4-inch cotton webbing.

Figure 7-21. Extraction system installed



(3) Safety the cable to tiedown ring D12, with type I,1/4-inch cotton webbing.

(4) Install the latch assembly to the extraction bracket according to FM 10-500-2/ TO 13C7-1-5, and attach the cable.

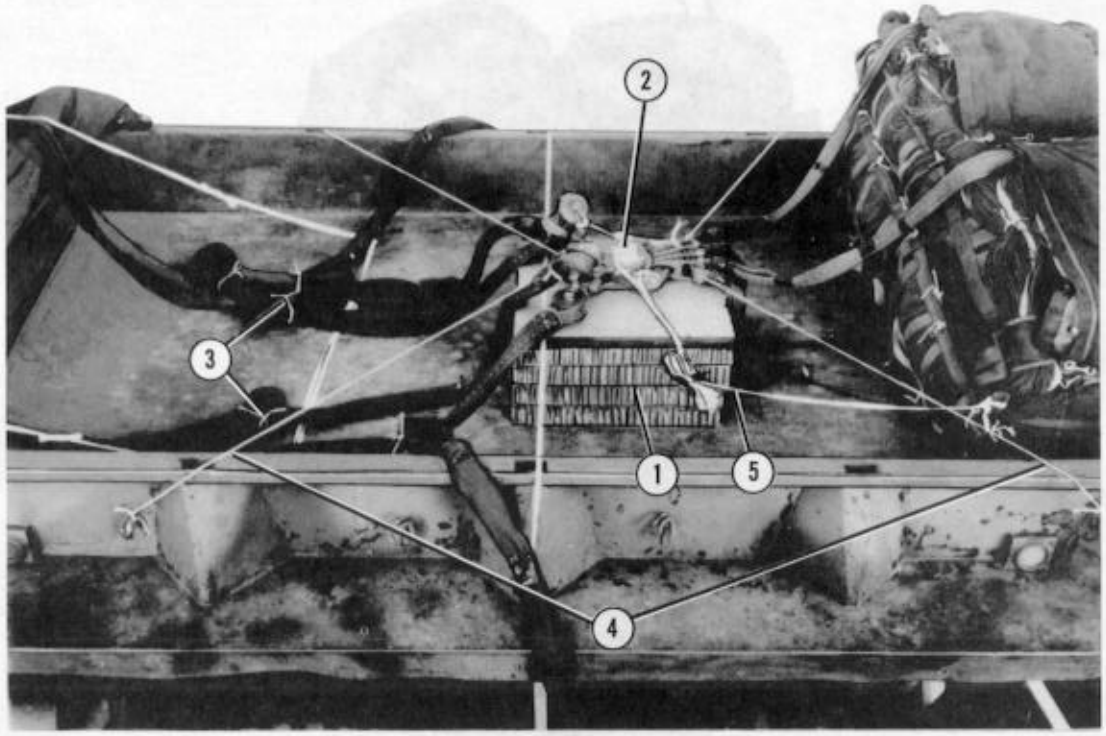
(5) Attach a 9-foot (2-loop), type XXVI nylon webbing sling as a deployment line to the load.

(6) Fold the excess deployment line. Secure the folds in place with type I, 1/4-inch cotton webbing.

Figure 7-21. Extraction system installed (continued)

7-13. Installing Release System

Prepare and install an M-2 cargo parachute release according to FM 10-500-2/TO 13C7-1-5, and as shown in Figure 7-22.



(1) Glue four 24- by 24-inch pieces of honeycomb together and to the dump bed, 20 inches from the parachutes. Tape the sides of the top layer.

(2) Position the M-2 release on top of the honeycomb stack, and attach the parachute riser extensions and suspension slings.

(3) Fold the excess suspension slings and riser extensions, and tie the folds with type I, 1 1/4- inch cotton webbing. Safety the suspension sling keepers to the spools of the release as outlined in FM 10-500-2/TO 13C7-1-5.

(4) Safety the release to convenient points on the load with type III nylon cord.

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

Figure 7-22. M-2 release installed and safetied

7-14. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints according to FM 10-500-2/TO 13C7-1-5.

7-15. Placing Extraction Parachute

Place the extraction parachute as described below.

a. C-130 Aircraft. Place a 28-foot cargo extraction parachute, a 5 1/2-inch, two-point link, and a 60-foot (3-loop), type XXVI nylon webbing extraction line on the load for installation in the aircraft.

b. C-141 Aircraft. Place a 28-foot cargo extraction parachute, a 5 1/2-inch, two-point link, and a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line on the load for installation in the aircraft.

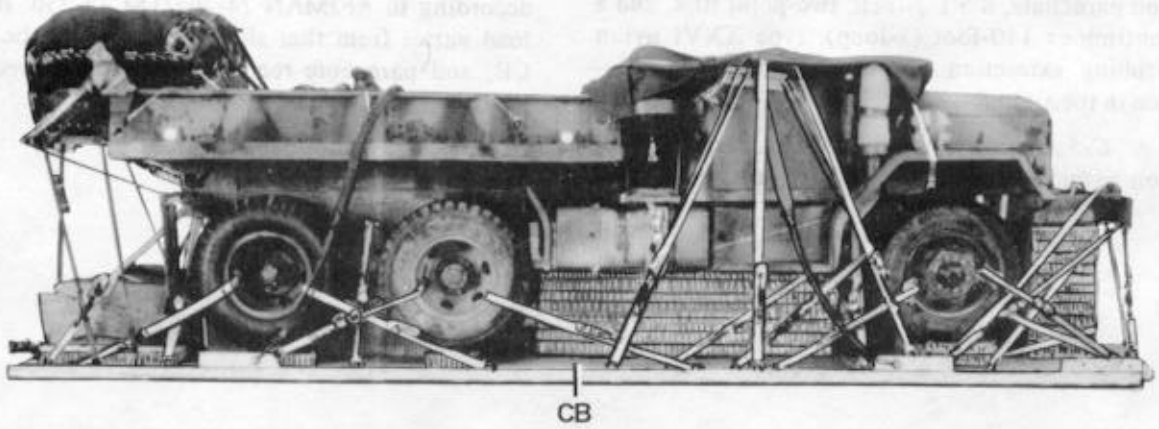
c. C-5 Aircraft. Place a 28-foot cargo extraction parachute and a 5 1/2-inch, two-point link assembly on the load for installation in the aircraft. See FM 10-500-2/TO 13C7-1-5 for extraction line requirements.

7-16. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 7-23. Complete Shipper's Declaration for Dangerous Goods and securely attach it to the load. Indicate on Shippers Declaration for Dangerous Goods that the vehicle fuel tank and the batteries have been prepared according to AFJMAN 24-204/TM 38-250. If the load varies from that shown, the weight, height, CB, and parachute requirements must be recomputed.

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	19,340 pounds
	Maximum load allowed	20,000 pounds
Height		95 inches
Width		108 inches
Length		288 inches
Overhang:	Rear	0 inches
	Front	0 inches
CB (from front edge of platform)		146 inches
Extraction System (adds 18 inches to length of platform)		EFTC

Figure 7-23. M342A2 truck rigged on a type V platform for low-velocity airdrop

7-17. Equipment Required

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

Table 7-1. Equipment required for rigging M342A2 dump truck on a type V platform for low-velocity airdrop

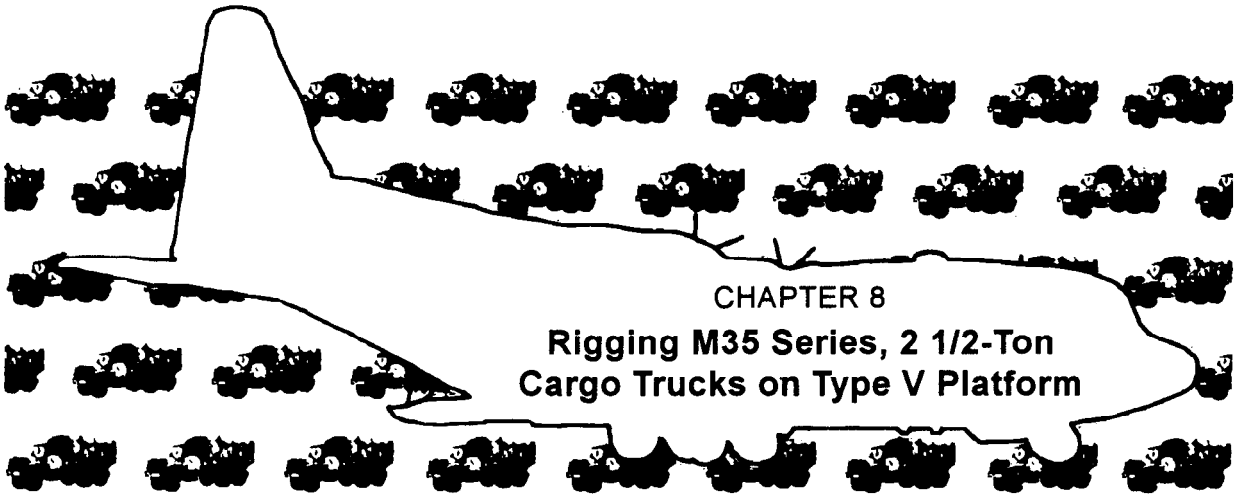
National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-003-4389	Bar, attitude control	1
5306-00-543-5571	Bolt, machine, 3/8- by 2-in	2
4030-00-090-5354	Clevis, suspension, 1-in (large)	5
8305-00-242-3593	Cloth, cotton duck, 60-in	As required
4020-00-240-2146	Cord, 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	1
1670-00-360-0329	Cover, link, type IV	12
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt, 1/2- by 18- by 18-in	As required
1670-01-183-2678	Leaf, extraction line (line bag)	2
	Line, extraction, type XXVI nylon webbing:	
1670-01-062-6313	60-ft, (3-loop)	1
1670-01-107-7651	140-ft, (3-loop)	1
	Link assembly:	
	Two-point, 5 1/2-in:	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	12
	Lumber:	
5510-00-220-6146	2- by 4- by:	
	16-in	8
	24-in	2
	55-in	1
	82-in	2
5510-00-220-6148	2- by 6- by 33-in	4
5510-00-220-6248	2- by 10- by 82-in	2
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4662	12d	As required

Table 7-1 Equipment required for rigging M342A2 dump truck on a type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
1670-00-753-3928Pad	energy-dissipating, honeycomb, 3- by 36- by 96-in	15 sheets
1670-01-016-7841	Parachute, cargo, G-11B	4
1670-00-040-8135	Parachute, cargo extraction, 28-ft	1
	Platform, AD, type V, 24-ft:	
	Bracket:	
1670-01-162-2375	Inside EFTA	1
1670-01-162-2374	Outside EFTA	1
1670-01-162-2372	Clevis assembly (type V)	40
1670-01-162-2376	Extraction bracket assembly	1
1670-01-162-2389	Suspension link	4
1670-01-162-2381	Tandem Link (multi-purpose)	2
5530-00-128-4981	Plywood, 3/4- by:	
	12- by 18-in	3
	12- by 30-in	1
	12- by 36-in	2
	12- by 60-in	3
	12 1/2- by 82-in	2
	16- by 82-in	1
	18- by 18-in	2
	33- by 82-in	1
	43- 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:	
1670-01-062-6306	3-ft (4-loop), type XXVI nylon webbing	1
1670-01-062-6307	12-ft (4-loop), type XXVI nylon webbing	2
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing	2
	For riser extension:	
1670-01-062-6302	20-ft (2-loop), type XXVI nylon webbing	12
	For suspension:	
1670-01-064-4453	20-ft (4-loop), type XXVI nylon webbing	4
1670-00-040-8219	Strap, parachute release, multicut comes w 3 knives	2

Table 7-1. Equipment required for rigging an M342A2 truck on a type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	As required
	Webbing:	
8305-00-268-2411	Cotton, 80-lb	As required
8305-00-082-5752	Nylon, tubular, 1/2-in, 1,000-lb, natural	As required
8305-00-263-3591	Nylon, type VIII, 3,600-lb	22 yd



CHAPTER 8
Rigging M35 Series, 2 1/2-Ton Cargo Trucks on Type V Platform

Section I
RIGGING TRUCK FOR A LOW-VELOCITY AIRDROP

8-1. Description of Load

The M35A1, M35A2 (line number X40009), and M35A2C (line number X40077), 2 1/2-ton, 6 X 6, cargo trucks, with or without accompanying load, are rigged on a 24-foot, type V platform with four G-11B cargo parachutes. The load shown in this chapter has an accompanying load containing 14 boxes of 105-millimeter ammunition which weighs 1,568 pounds. The unrigged data for the trucks can be found in Table 8-1. This load can be airdropped from C-130, C-141, or C-5 aircraft.

Table 8-1. Data for M35 series, 2 1/2-ton trucks

TRUCK TYPE	WEIGHT (POUNDS)		LENGTH (INCHES)		WIDTH (INCHES)	HEIGHT (INCHES)	REDUCIBLE HEIGHT (INCHES)
	with winch	without winch	with winch	without winch			
M35A2C Cargo	13,530	13,030	278 1/4	264 1/4	96	112	81
M35A1 Cargo	13,860	13,443	277	263	96	112	80
M35A2 Cargo	13,530	13,000	277	263	96	112	80

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.

b. Installing Suspension Links. Install the suspension links on assembled platforms according to FM 10-500-2/TO 13C7-1-5, and as shown in Figure 8-1.

c. Installing Tandem Links. Install a tandem link on the front of each rail as shown in Figure 8-1.

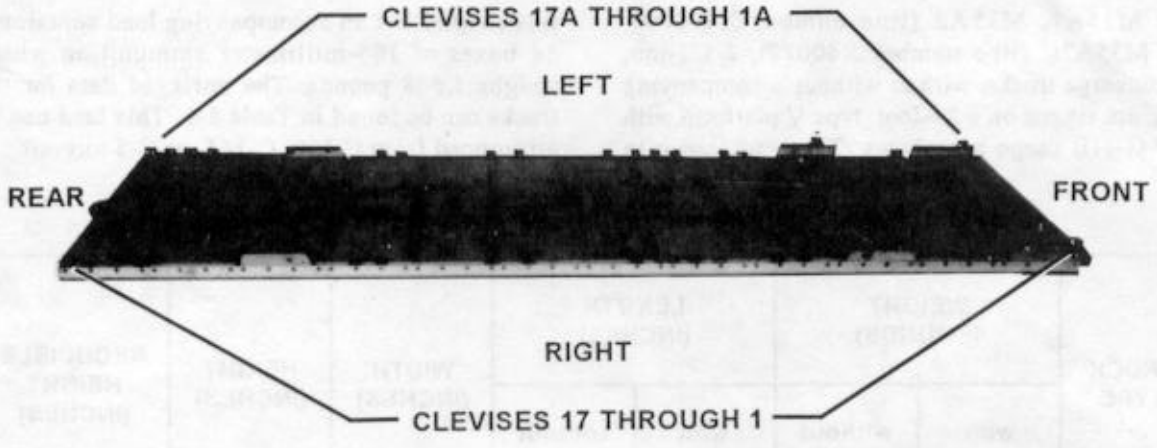
d. Installing and Numbering Clevises. Bolt and number 34 clevis assemblies as shown in Figure 8-1.

NOTES:

1. The nose bumper may or may not be installed.

2. Measurements given in this section are from the front edge of the platform, NOT from the front edge of the nose bumper.

3. If the platform must be assembled, install the suspension links when assembling the platform. See Figure 8-1 for the location of the suspension links.



Step:

1. Inspect, or assemble and inspect, the platform as outlined in TM 10-1670-268-20&P/TO 13C7-52-22.
2. Install a suspension link on each platform side rail using bushings 9, 10, and 11.
3. Install a tandem link on the front of each platform side rail using holes 1, 2, and 3.
4. Install a suspension link on each platform side rail using bushings 38, 39, and 40.
5. Install a clevis on bushing 1 on each tandem link.
6. Install a clevis on bushing 2 on each first suspension link.

Figure 8-1. Platform prepared

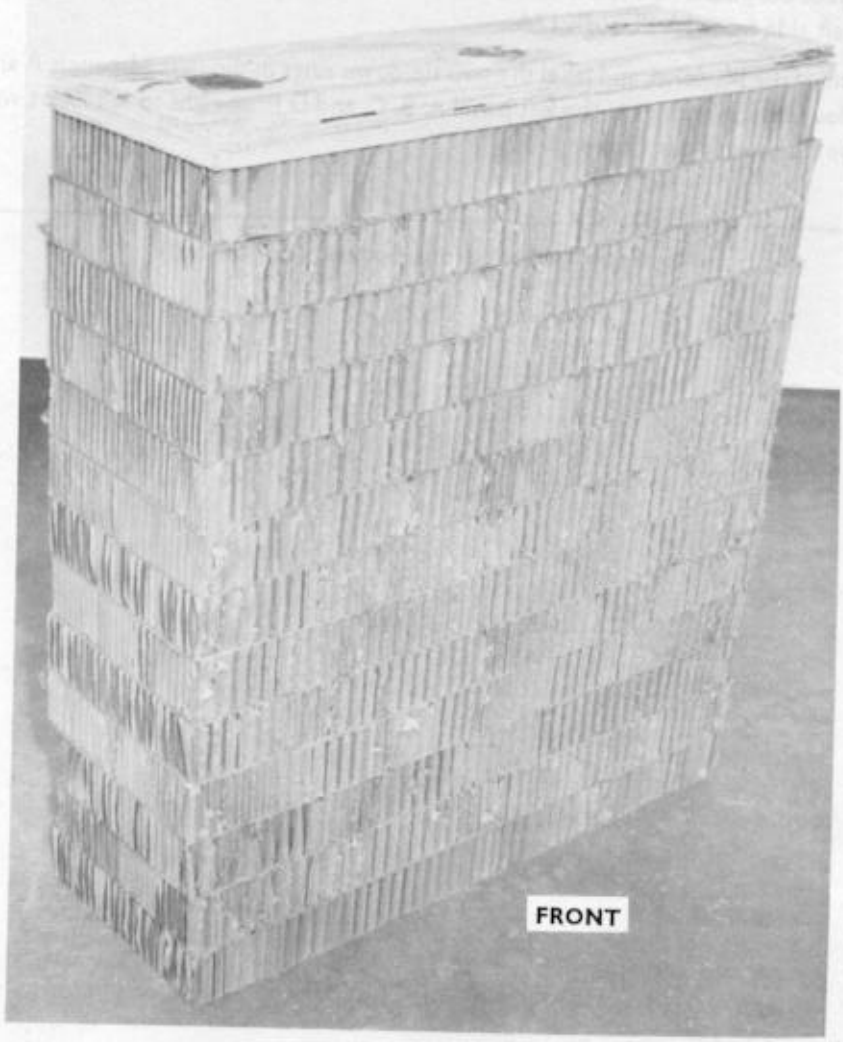
Step:

7. Start at the front of each platform side rail, and install clevises on each platform side rail using the bushings bolted on holes 5, 14, 15, 18, 19, 20, 22, 27, 29, 34, 35, 45, 46, 47, and 48.
8. Start at the front of the platform, and number the clevises bolted to the right side from 1 through 17 and those bolted to the left side from 1A through 17A.
9. Start at the front of the platform, and label the two tie-down rings in the first 11 panels A and B from right to left. Label the four tie-down rings in the last panel A, B, C, and D from right to left. Start with the first panel, and number the tie-down rings 1 through 12.

Figure 8-1. Platform prepared (continued)

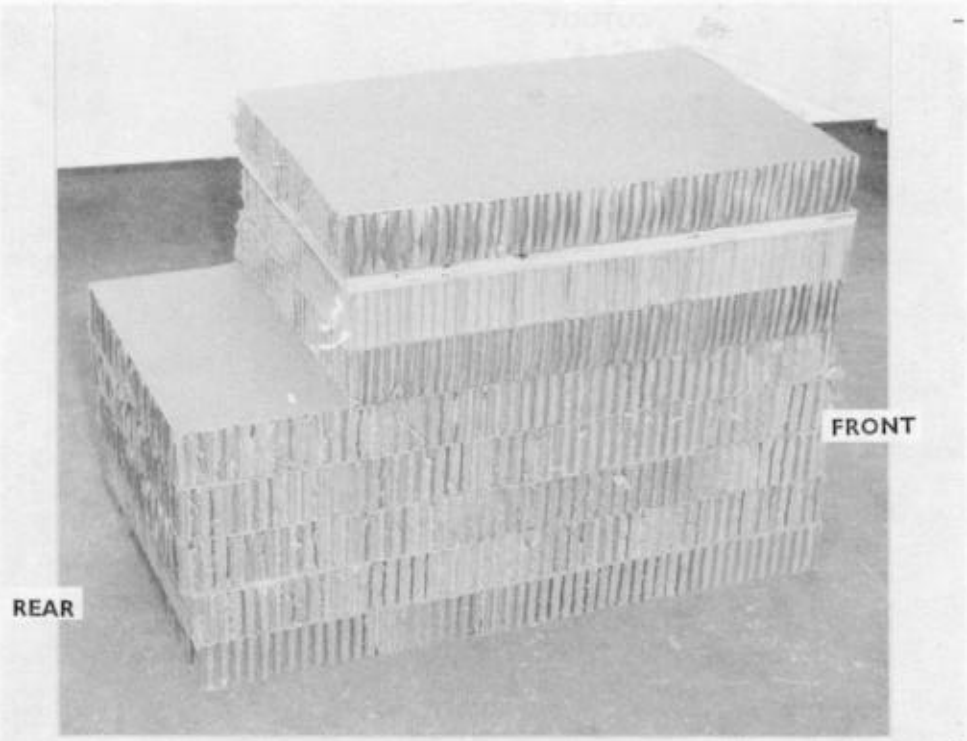
8-3. Preparing and Positioning Honeycomb Stacks

Prepare and position honeycomb stacks as shown in Figures 8-2 through 8-9.



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
1	13	36	12	Honeycomb	Form honeycomb base.
	2	36	12	3/4-in plywood	Place the plywood pieces on top of honeycomb base.

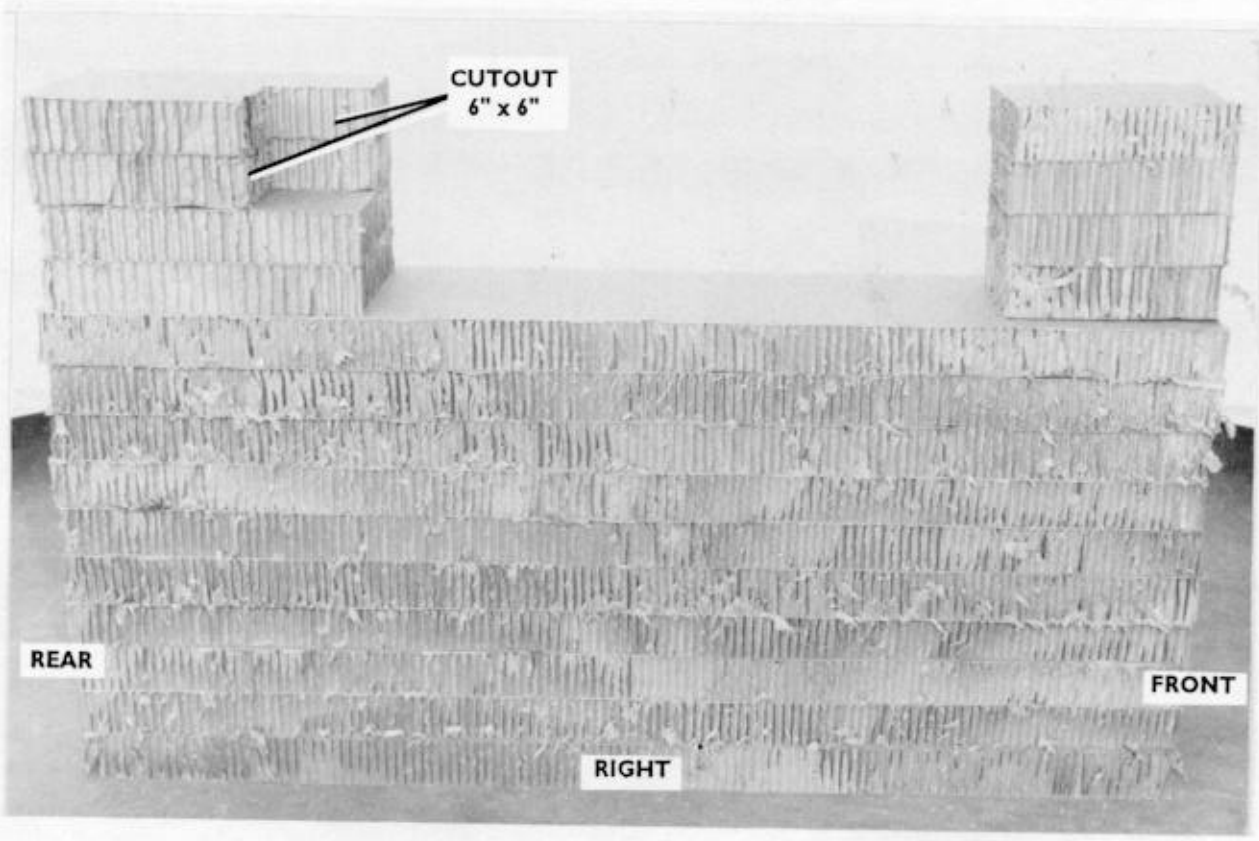
Figure 8-2. Honeycomb stack 1 prepared



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
2 & 3	5	18	36	Honeycomb	Form honeycomb base.
	3	18	27	Honeycomb	Place the honeycomb pieces on the front edge of honeycomb base.
	1	18	27	3/4-in plywood	Place plywood under the top layer of 18- by 27-inch honeycomb piece.

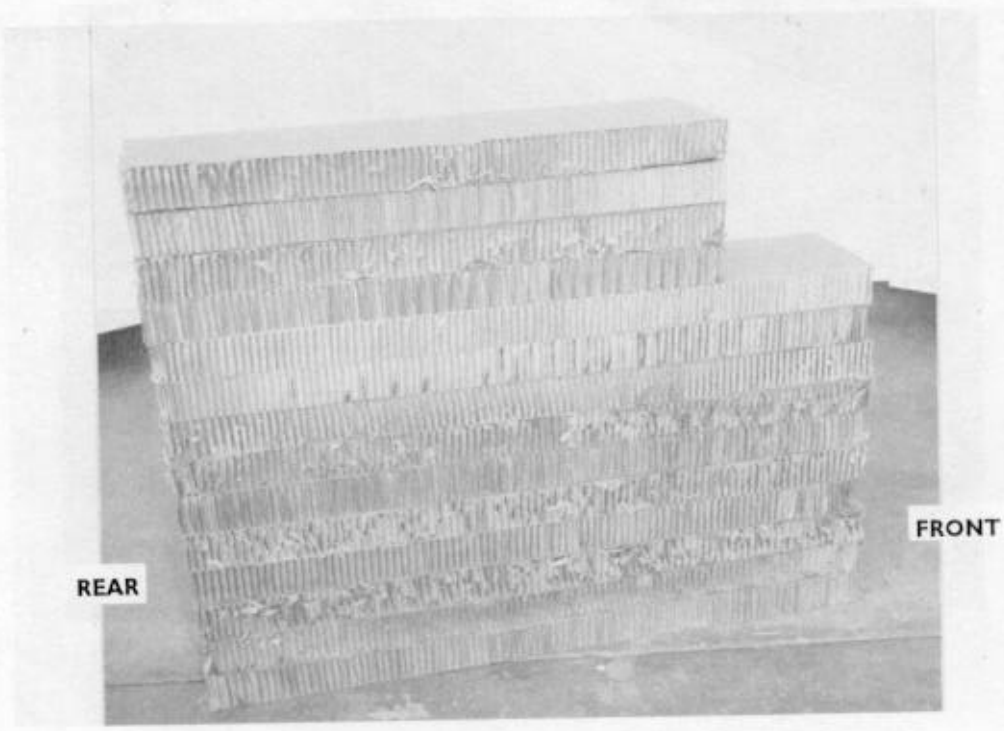
Figure 8-3. Honeycomb stacks 2 and 3 prepared

Note: Dimensions are in inches.



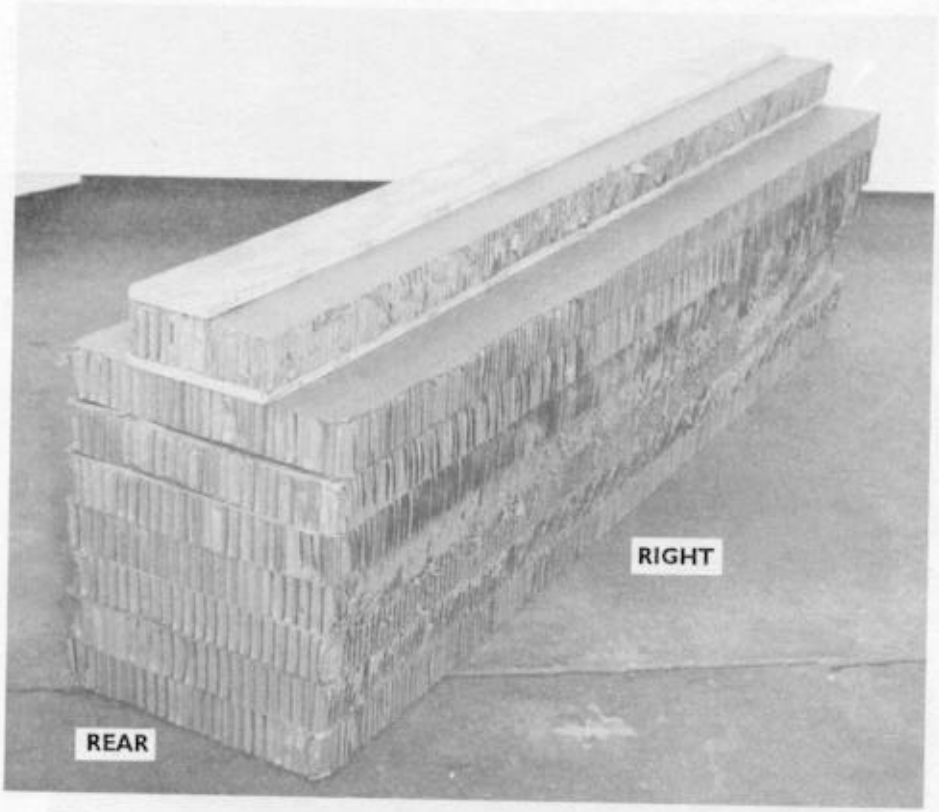
Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
4	10	12	54	Honeycomb	Form honeycomb base.
	4	9	12	Honeycomb	Center honeycomb pieces on the front edge of honeycomb base.
	2	12	15	Honeycomb	Center honeycomb pieces on the rear edge of honeycomb base.
	2	12	15	Honeycomb	Make a 6- by 6-inch cutout on the right front end. Place the honeycomb piece on top of the 12- by 15-inch piece of honeycomb on the rear edge of honeycomb base.

Figure 8-4. Honeycomb stack 4 prepared



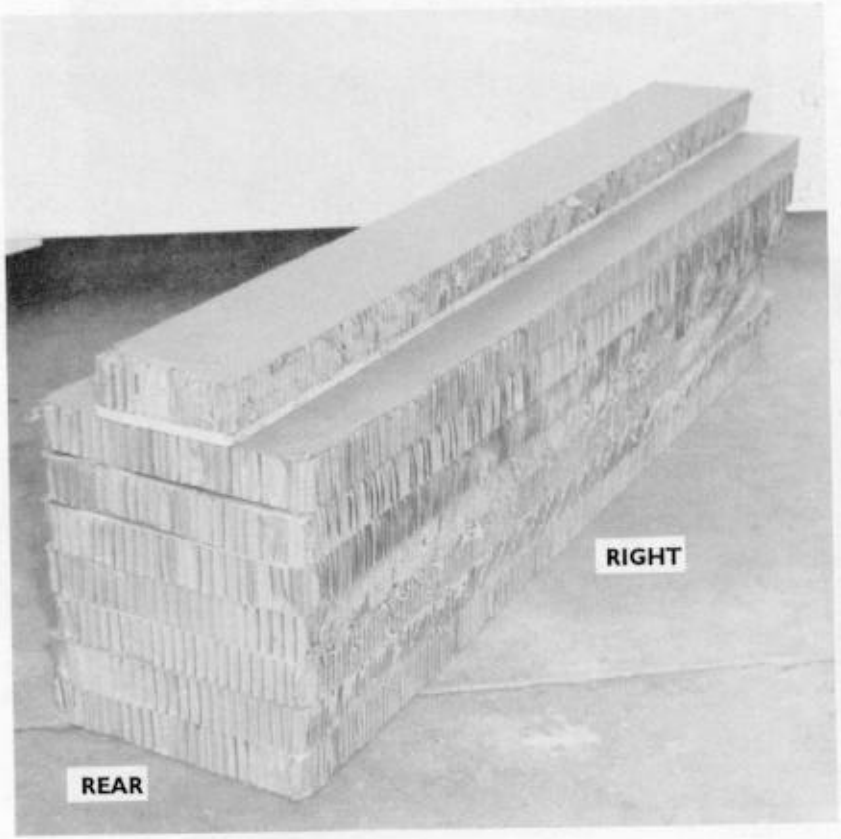
Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
5	10	12	54	Honeycomb	Form honeycomb base.
	4	12	42	Honeycomb	Place honeycomb pieces flush with a rear edge of honeycomb base.

Figure 8-5. Honeycomb stack 5 prepared



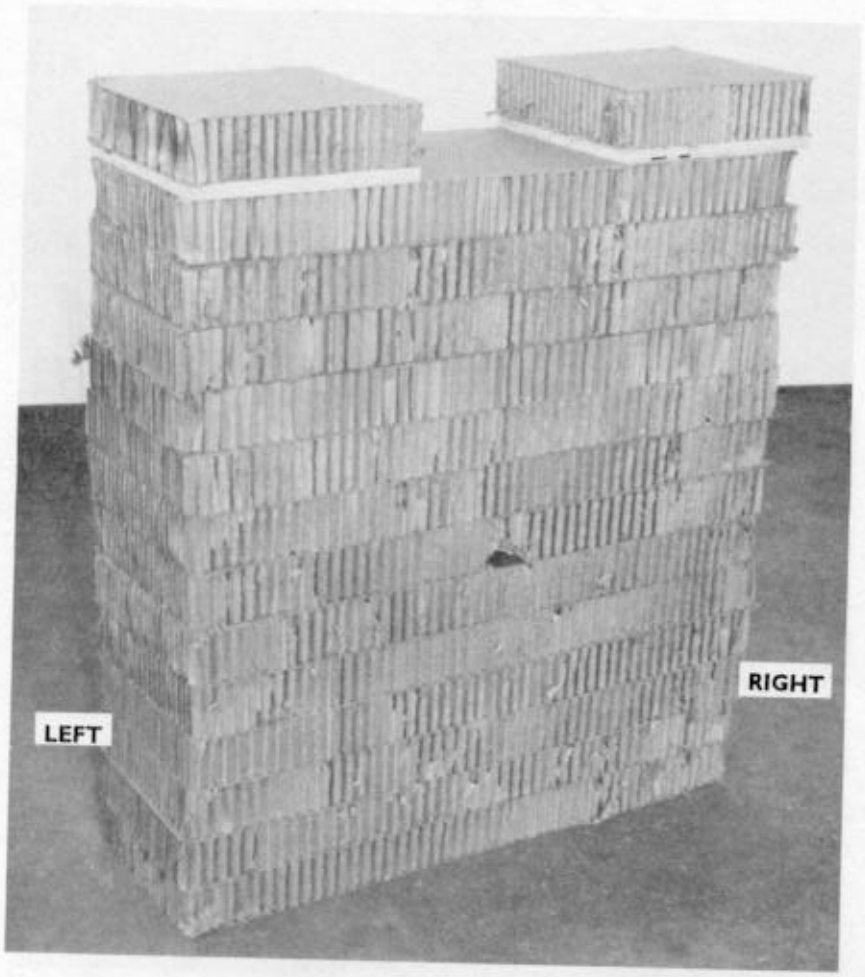
Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
6	7	18	84	Honeycomb	Form honeycomb base.
	1	9	84	3/4-inch plywood	Center plywood on honeycomb base.
	1	9	84	Honeycomb	Center honeycomb on the 9- by 84-inch piece of 3/4-inch plywood.
	1	5	84	3/4-Inch plywood	Place plywood on the left edge of the 9- by 84-inch piece of honeycomb.

Figure 8-6. Honeycomb stack 6 prepared



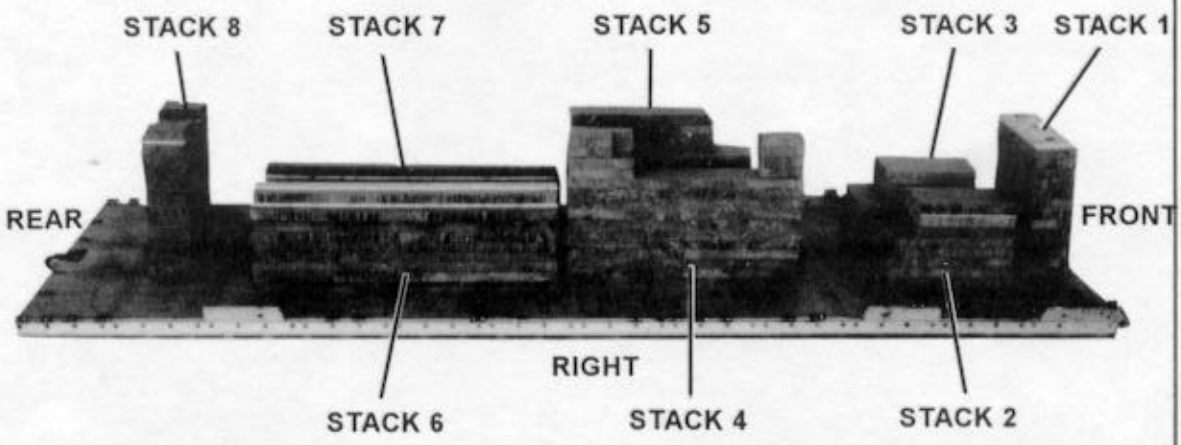
Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
7	7	18	84	Honeycomb	Form honeycomb base.
	1	9	84	3/4-in plywood	Center plywood on honeycomb base.
	1	9	84	Honeycomb	Center honeycomb on the 9- by 84-inch piece of plywood.

Figure 8-7. Honeycomb stack 7 prepared



Stack Number	Pieces	Width (Inches)	Length (Inches)	Material	Instructions
8	13	36	12	Honeycomb	Form honeycomb base.
	2	12	12	3/4-in plywood	Place one piece of plywood on the left and right ends of the honeycomb base.
	2	12	12	Honeycomb	Place one piece of honeycomb on top of each 12- by 12-inch piece of 3/4-inch plywood.

Figure 8-8. Honeycomb stack 8 prepared



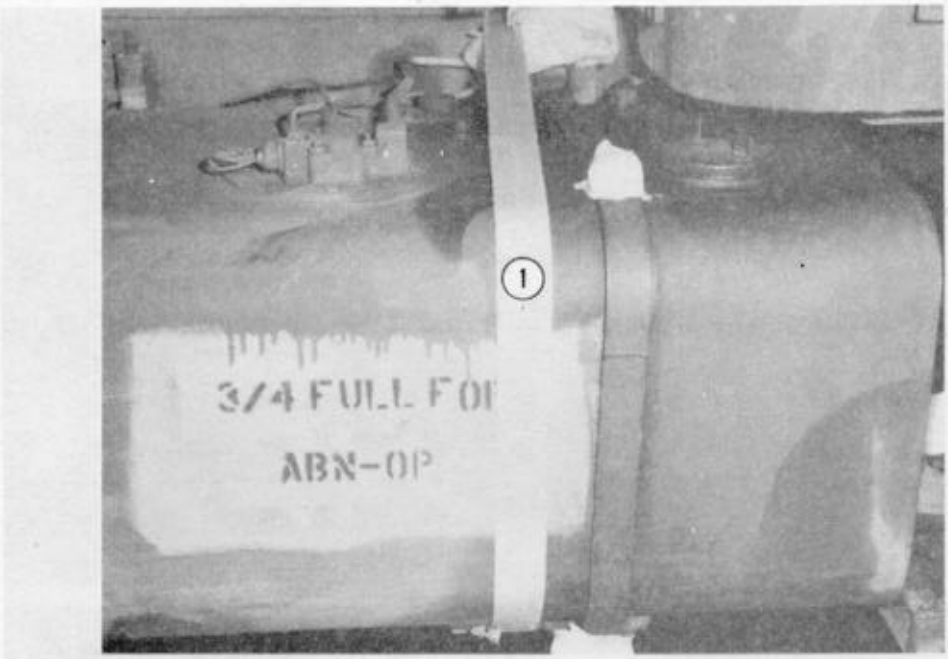
Stack Number	Position of Stack on Platform
	Place stack:
1	Centered flush with the front edge of the platform.
2	8 inches from stack 1, and 27 inches from the right rail.
3	8 inches from stack 1, and 27 inches from the left rail.
4	26 inches from stack 2, and 35 inches from the right rail.
5	34 inches from stack 3, and 35 inches from the left rail.
6	2 inches from stack 4, and 31 inches from the right rail.
7	2 inches from stack 5, and 31 inches from the left rail.
8	Centered on the rear of the platform 26 inches from stacks 6 and 7.

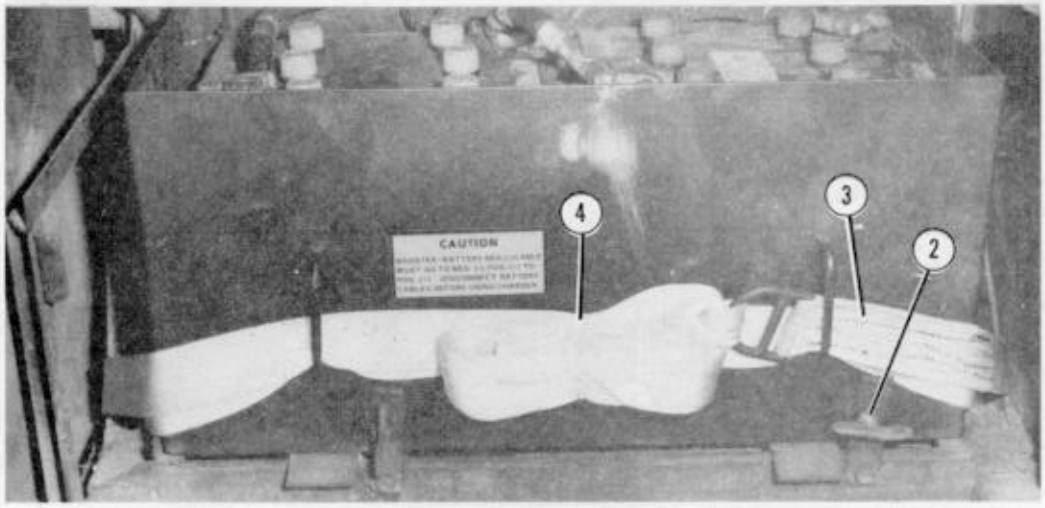
Figure 8-9. Honeycomb stacks positioned on platform

8-4. Preparing Truck

Prepare the truck as shown in Figures 8-10 through 8-23.16. Make sure that the fuel tank is no more than 3/4 full. Remove the required truck components according to TM 9-2320-209-10-1. These will be stowed on the vehicle.

NOTE: Platform suspension of this load makes the frame extension and body modifications of trucks shown in previously published procedures unnecessary.





(1) Pass a 15-foot lashing around the fuel tank and truck frame. Secure the ends together.

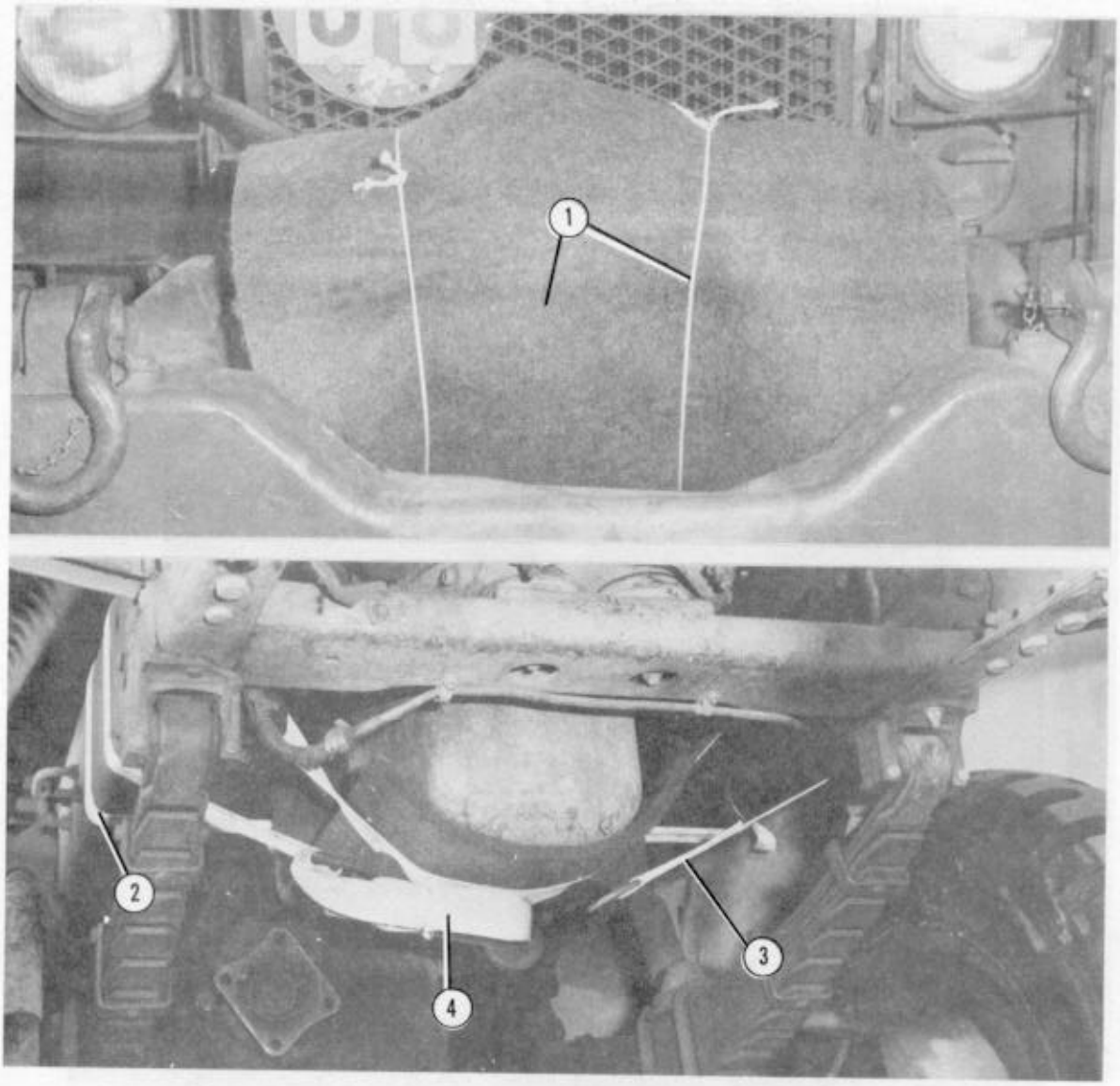
(2) Make sure that the battery hold-down clamps keep the battery in place.

(3) Pass a 15-foot lashing around the left side brace, through the handles on the front of the battery box, and around the right side brace.

(4) Tie the ends of the lashing together. Fold and tie or tape the excess webbing.

Note: Cover the battery with plastic or nonflammable material.

Figure 8-10. Fuel tank and battery box secured



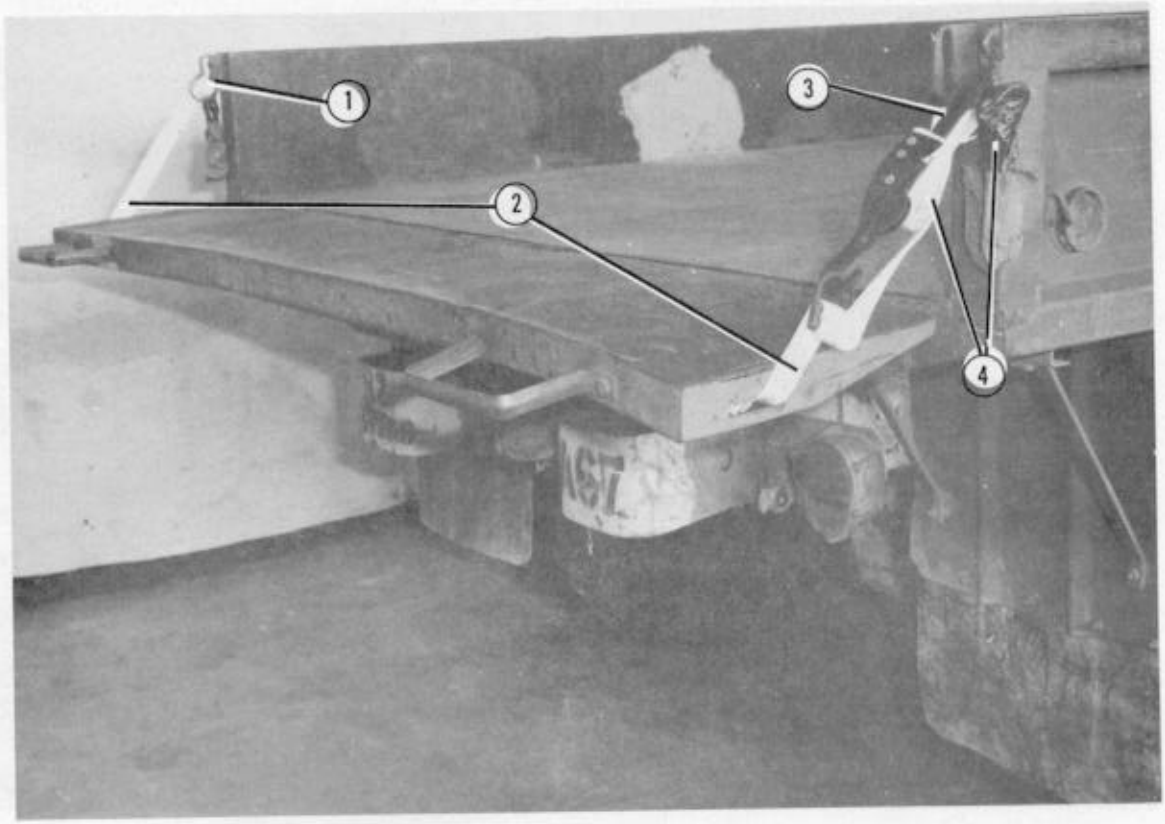
(1) Safety the winch chain with 1/2-inch tubular nylon webbing. Cover the winch with a 24- by 24-inch piece of felt. Safety tie it in place with type III nylon cord.

(2) Pass one end of a 15-foot lashing around each mainframe and under the rear of the oil pan. Place a 14- by 14-inch piece of felt under the pan. Hook the ends together with a D-ring and a load binder.

(3) Pass a second 15-foot lashing around each mainframe under the front of the oil pan. Hook the ends of the tie-down strap together with a D-ring and a load binder.

(4) Fold the excess webbing, and tie the folds to the load binders.

Figure 8-11. Winch safetied and engine support straps installed



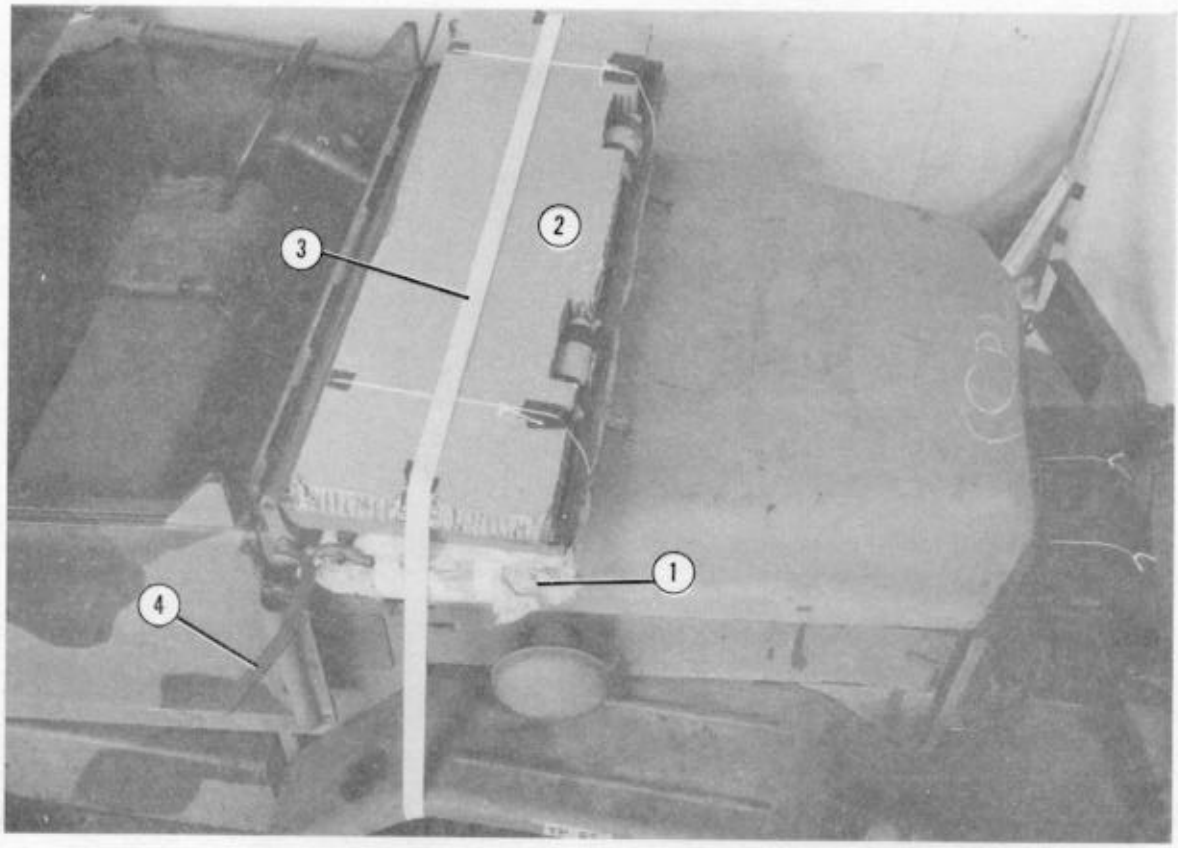
(1) Pass a 15-foot lashing through the left endgate chain slot and through its own D-ring. Pull the strap taut.

(2) Pass the lashing through the endgate slot, under the endgate, and through the slot on the right side of the endgate.

(3) Level the endgate with the cargo bed, and secure the lashing with a D-ring and a load binder. Attach the load binder to the endgate chain slot.

(4) Secure the load binder and excess lashing. Tape the endgate chains together.

Figure 8-12. Endgate secured



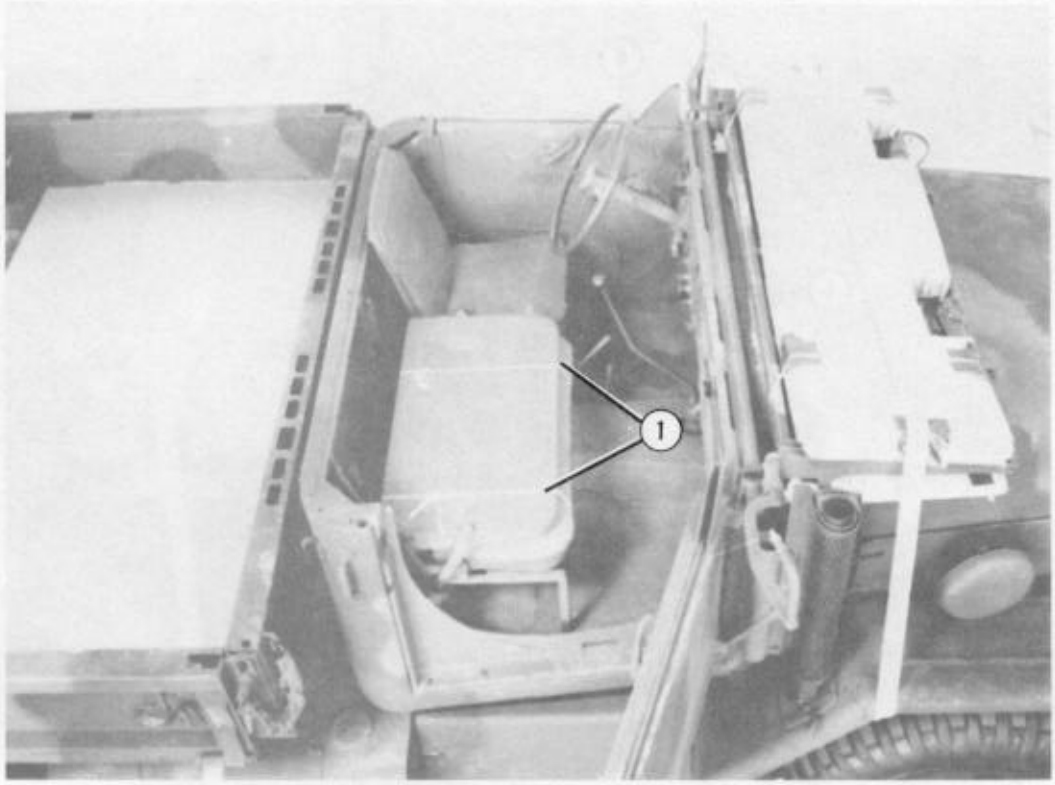
(1) Wrap a 3/4- by 65- by 19-inch piece of plywood with enough cellulose wadding to form a 2-inch pad. Place it across the hood of the truck, and fold the windshield down. Be sure the windshield wipers are clear of the support.

(2) Place a 65- by 19-inch piece of honeycomb on top of the windshield.

(3) Use a 15-foot lashing to secure the windshield. Pass the lashing through the second tie-down provision on the right mainframe and through its own D-ring. Pass the lashing over the honeycomb, and attach it to the second tie-down provision on the left mainframe with a D-ring and a load binder.

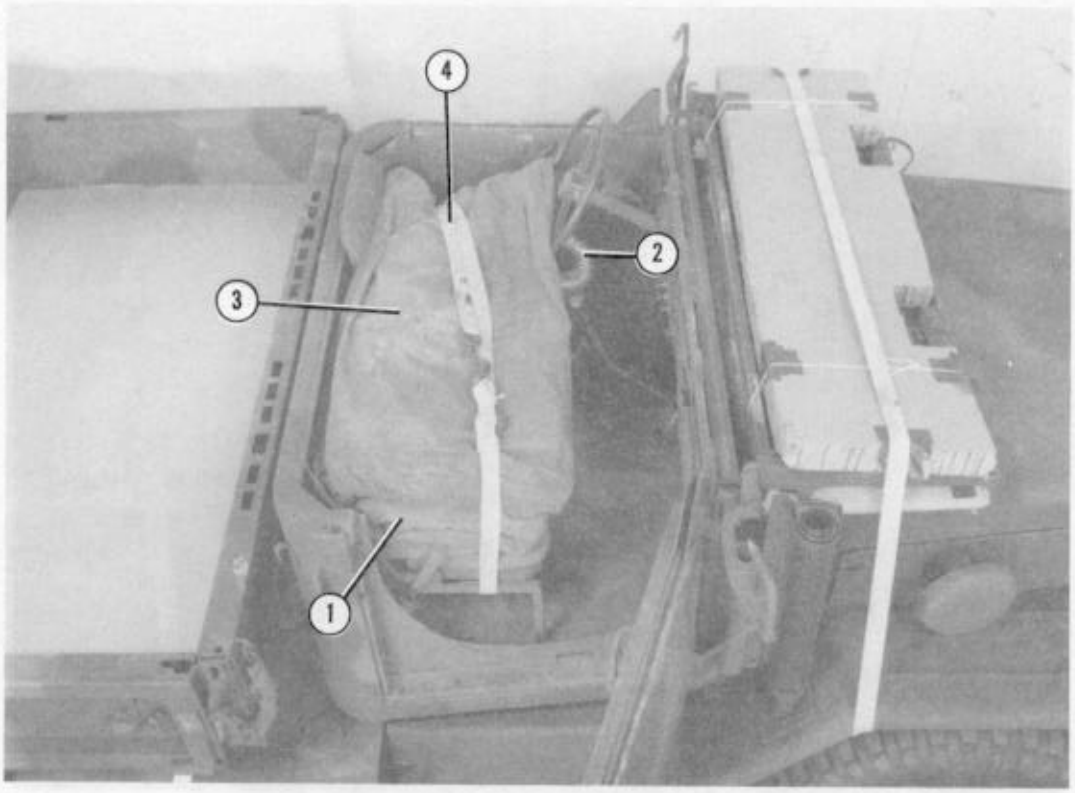
(4) Remove the mirrors, and pad them with cellulose wadding. Stow them in the glove compartment or the OVM box.

Figure 8-13. Windshield secured



(1) Fold the passenger seat down, and secure it with type III nylon cord.

Figure 8-14. Passenger seat secured



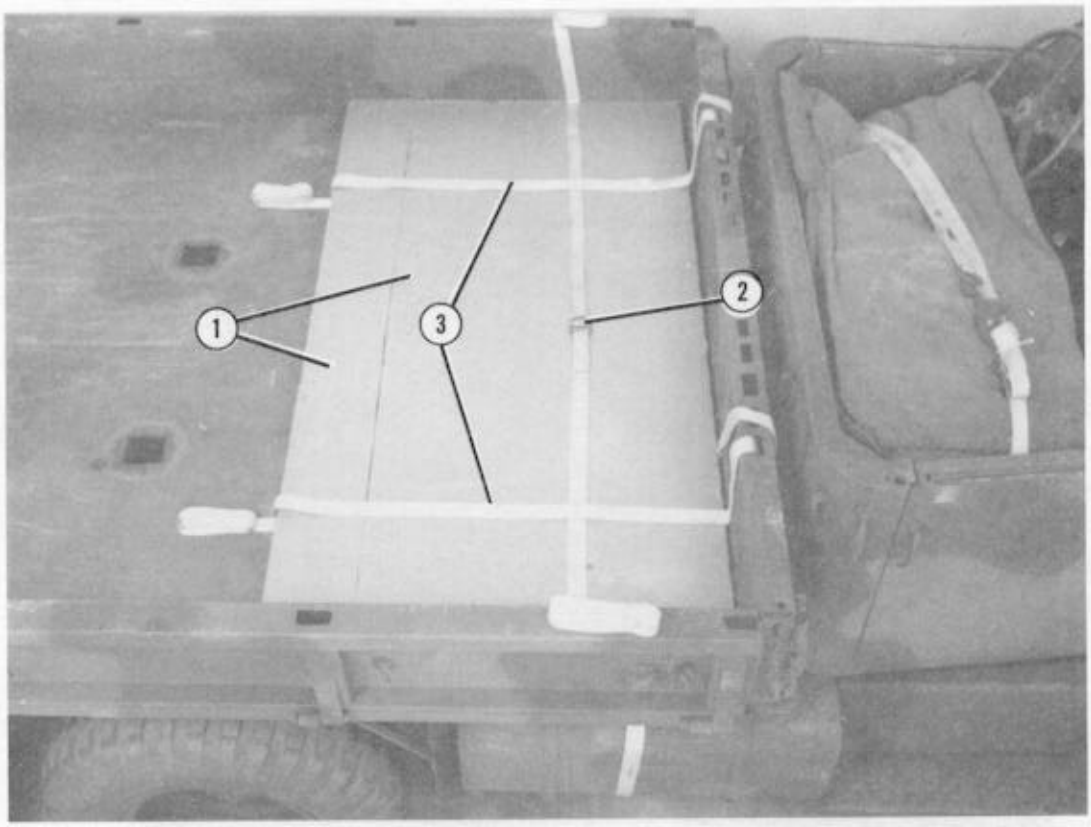
(1) Place the cab pillar posts, side roof rails, and rear curtain into the body top tarpaulin. Roll the tarpaulin closed and position it on top of the passenger seat.

(2) Place the muffler on the driver seat. Tie the flexible tube to the muffler with type III nylon cord.

(3) Roll the rear canvas cover and place it on top of the body tarpaulin.

(4) Secure the above mentioned items by passing a 15-foot lashing around the passenger and driver seat. Secure the ends of the lashing with a load binder and a D-ring.

Figure 8-15. Operator compartment prepared

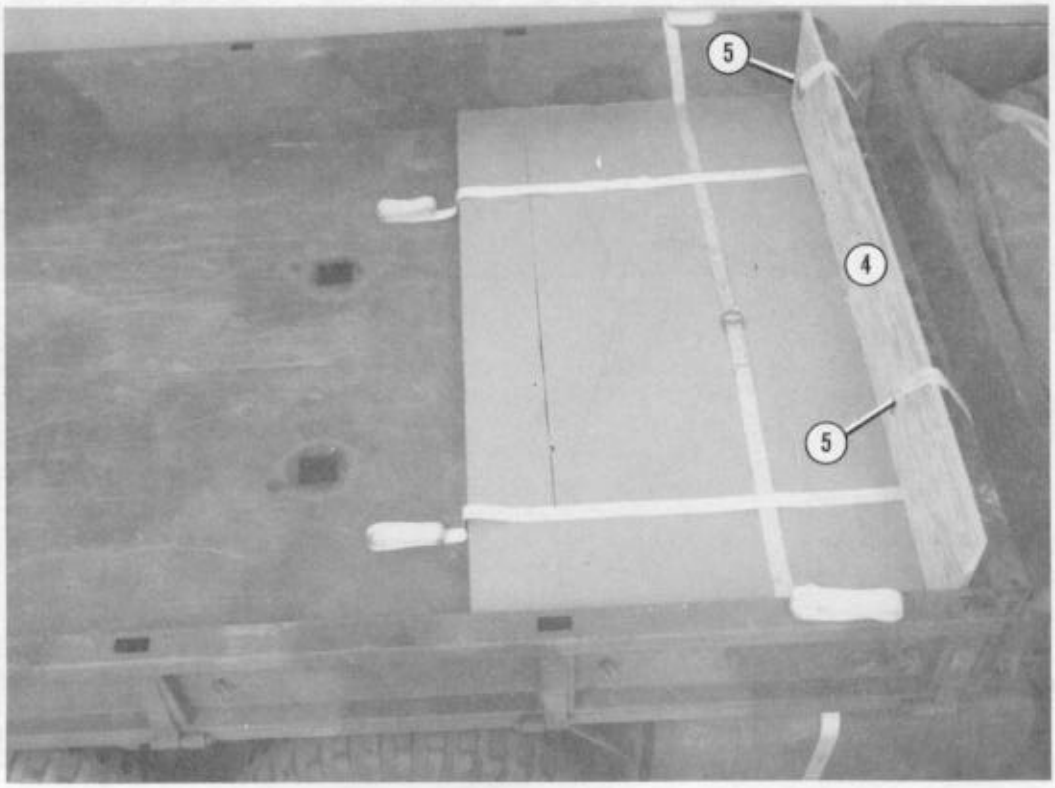


(1) Place a 96- by 36-inch and a 96- by 9-inch piece of honeycomb on the front of the cargo bed floor.

(2) Pass a 30-foot lashing across the honeycomb from side to side.

(3) Pass a 15-foot lashing through each outer end rack support bracket and across the honeycomb from front to rear.

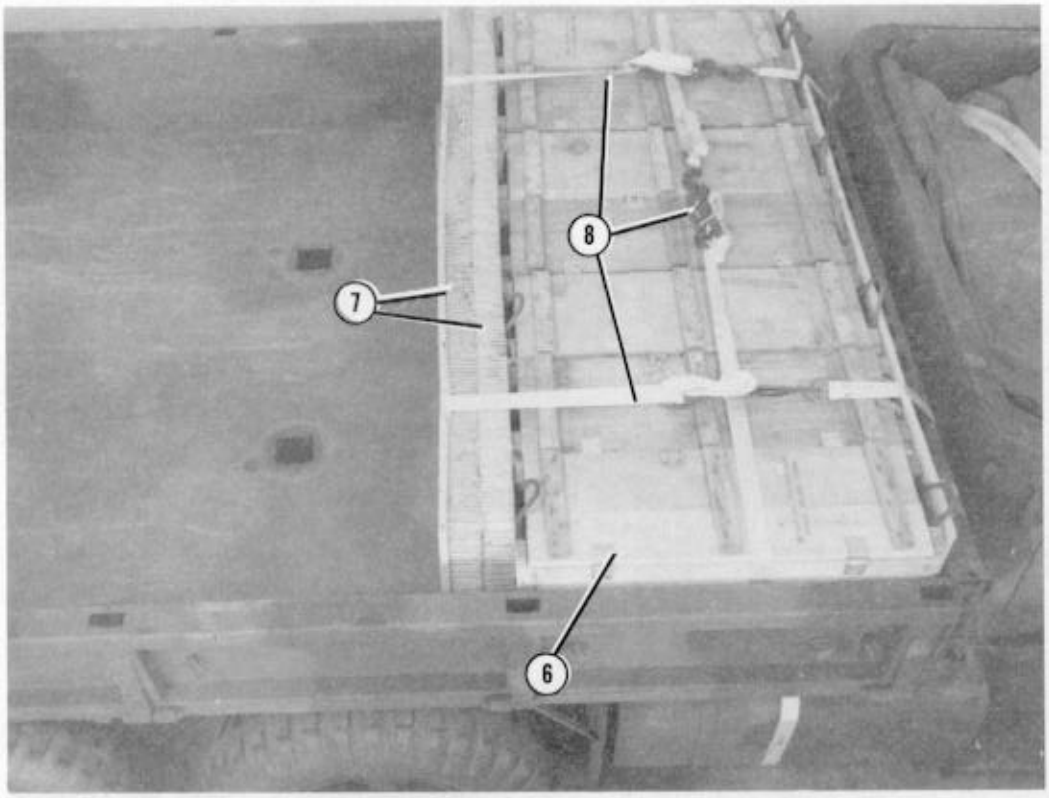
Figure 8-16. Accompanying load stowed



(4) Place a 3/4- by 83- by 15-inch piece of plywood against the front of the cargo bed.

(5) Place the ends of the pre-positioned lashings over the positioned plywood.

Figure 8-17. Plywood and pre-positioned lashings stowed

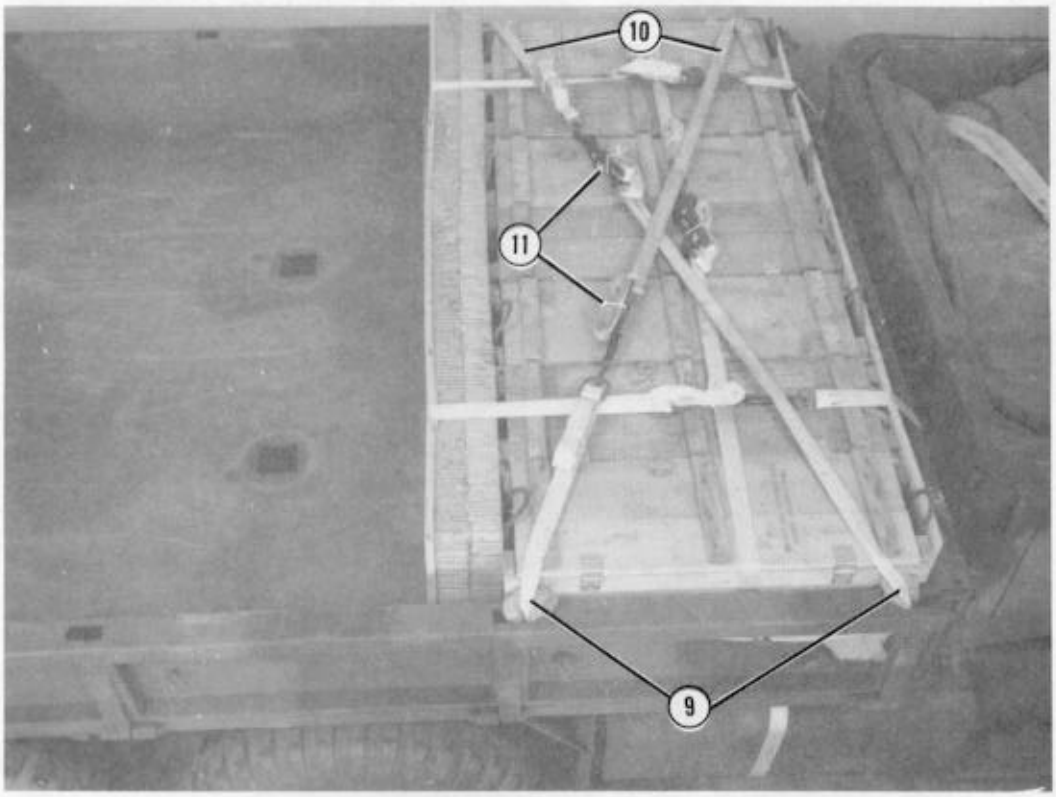


(6) Position 14 boxes of 105-millimeter ammunition on the pre-positioned lashings.

(7) Position two 83- by 15-inch pieces of honeycomb against the aft end of the ammunition boxes. Position one 3/4- by 83- by 15-inch piece of plywood against the two honeycomb pieces.

(8) Pass each of the pre-positioned lashings over the top of the ammunition boxes. Secure each of the lashings with a load binder and a D-ring.

Figure 8-18. Accompanying load positioned



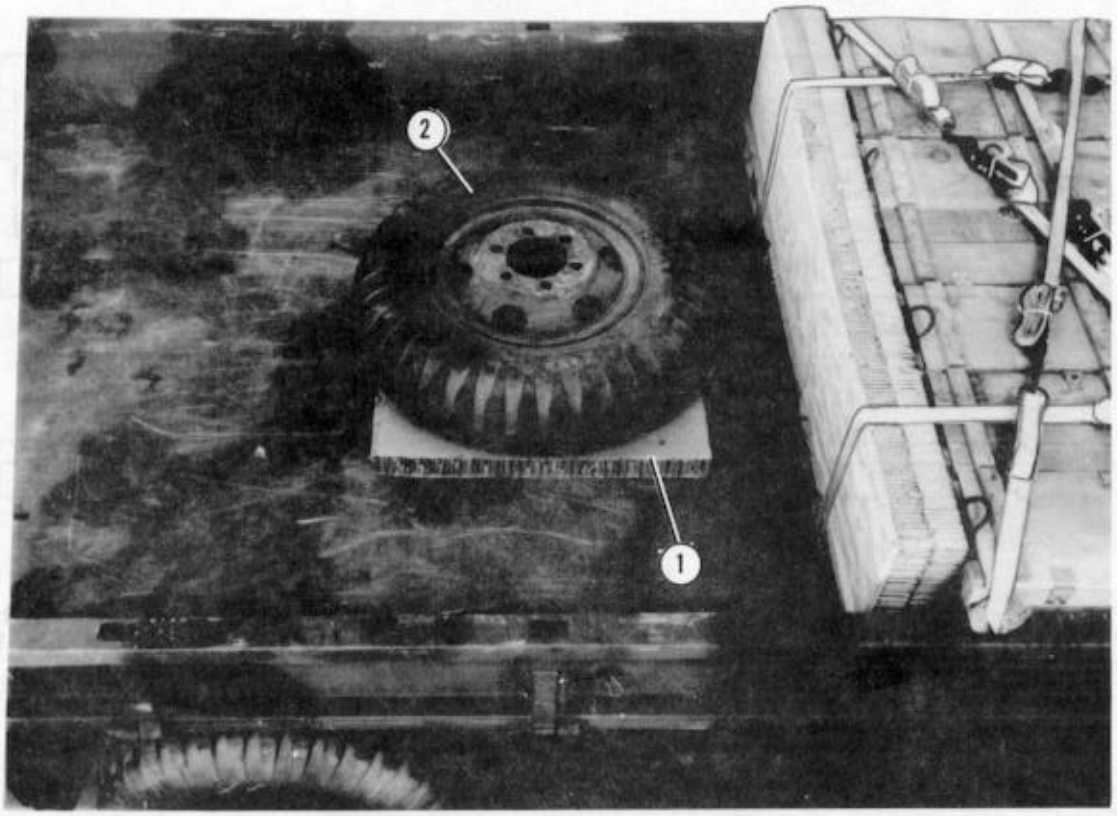
(9) Form a 30-foot lashing. Center the lashing under the right front side rail of the cargo bed. Pass the free ends of the lashing up through the rack support openings on the rails, onto the top of the load.

Note: Pad all sharp areas of the truck where lashings may make contact.

(10) Repeat procedure 1 for the left side of the truck.

(11) Criss-cross the lashings over the ammunition boxes. Secure the lashings with load binders and D-rings.

Figure 8-19. Accompanying load secured

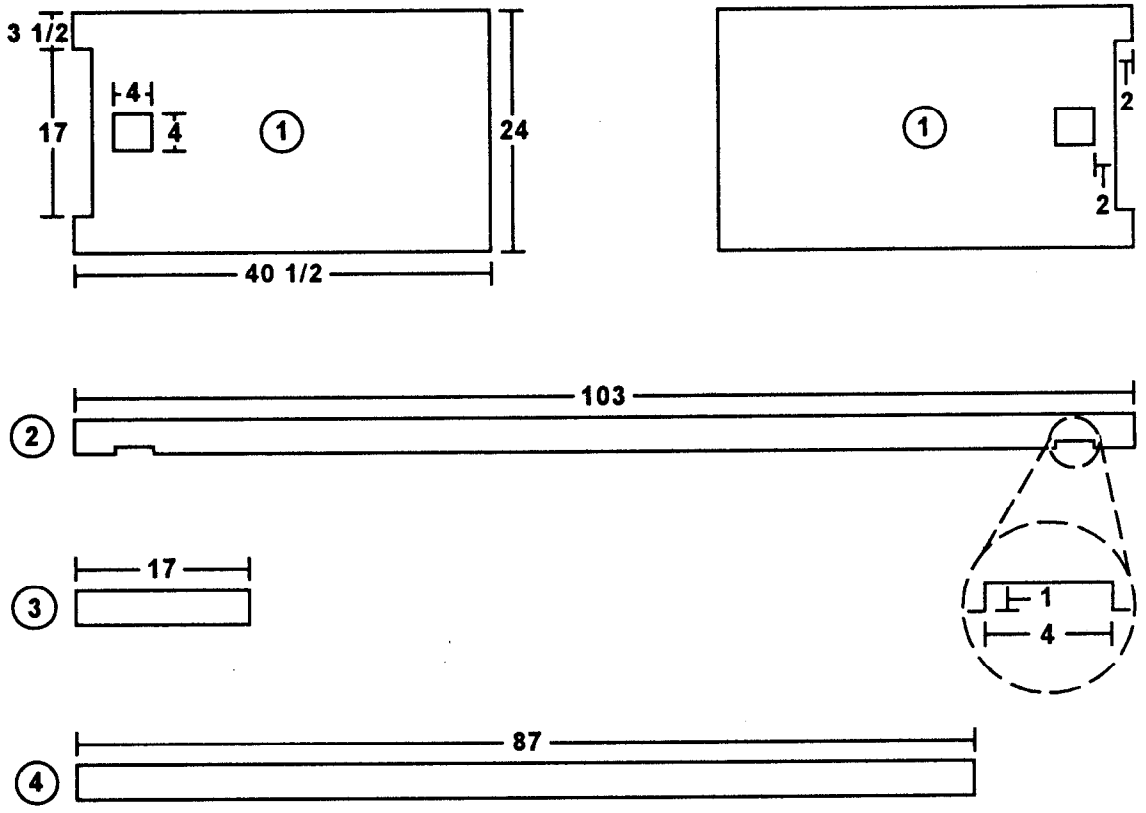


(1) Center a 36- by 36-inch piece of honeycomb in the cargo bed approximately 10 inches from the stowed accompanying load.

(2) Place the spare tire on top of the 36- by 36-inch piece of honeycomb.

Figure 8-20. Spare tire positioned

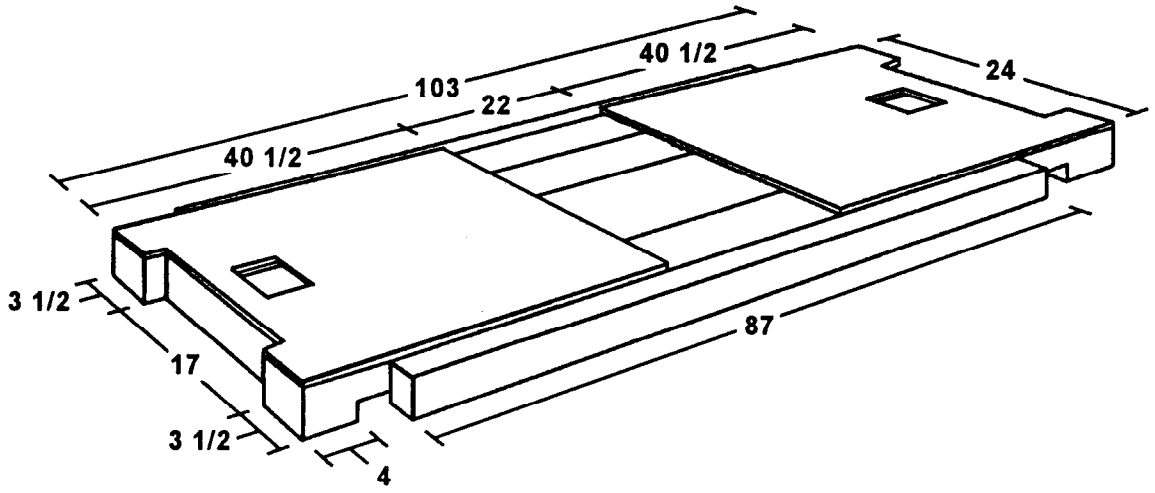
NOTES:
1. These drawings are not drawn to scale.
2. All measurements are given in inches.
3. Lumber classified as 2- by 4-inch lumber is actually 3 1/2 inches wide by 1 1/2 inches thick. Lumber classified as 4- by 4-inch lumber is actually 3 1/2 inches wide and 3 1/2 inches thick.
4. Circled numbers refer to item numbers.



Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	24	40 1/2	3/4-inch plywood
2	2	4	103	4- by 4-inch lumber
3	2	4	17	2- by 4-inch lumber
4	2	2	87	2- by 4-inch lumber

Figure 8-21. Material and cutouts required for rear suspension sling spreader

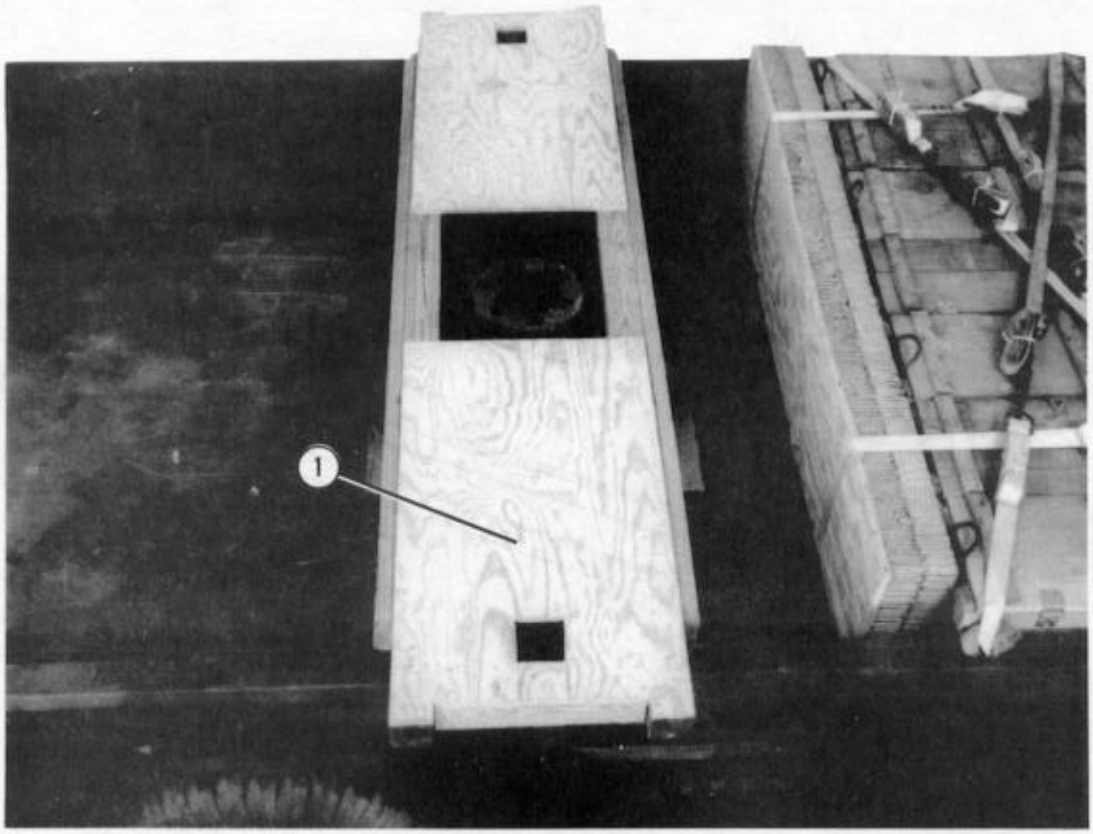
NOTES:
1. This drawing is not drawn to scale.
2. All measurements are given in inches.
3. Use 8d and 16d nails.
4. Circled numbers refer to item numbers on the previous page.



Step:

1. Nail the 2- by 4-inch lumber flush to each long 4- by 4-inch piece and centered.
2. Face the long pieces assembled in step 1 with the cutouts down. Nail the plywood over these pieces with the cutouts facing the outside and the edges of the plywood flush with the edges of the 4- by 4-inch lumber.
3. Nail the 17-inch cross pieces between the long pieces two inches from each end of the sling spreader.

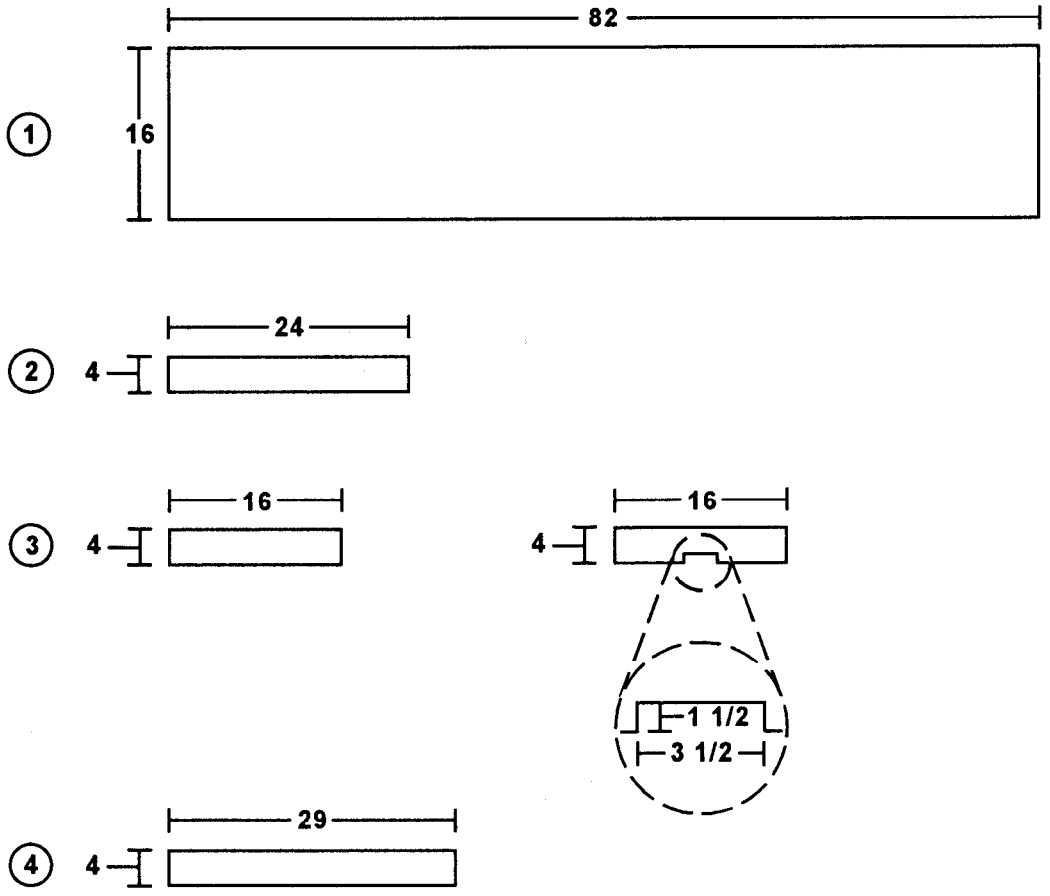
Figure 8-22. Rear suspension sling spreader constructed



(1) Position the rear suspension sling spreader on top of the spare tire.

Figure 8-23. Rear suspension sling spreader positioned

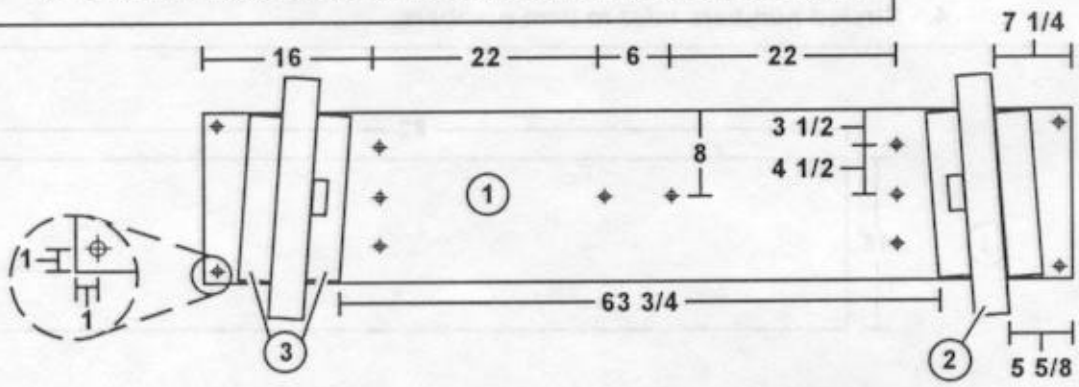
NOTES:
1. These drawings are not drawn to scale.
2. All measurements are given in inches.
3. Lumber classified as 2- by 4-inch lumber is actually 3 1/2 inches wide and 1 1/2 inches thick.
4. Circled numbers refer to item numbers.

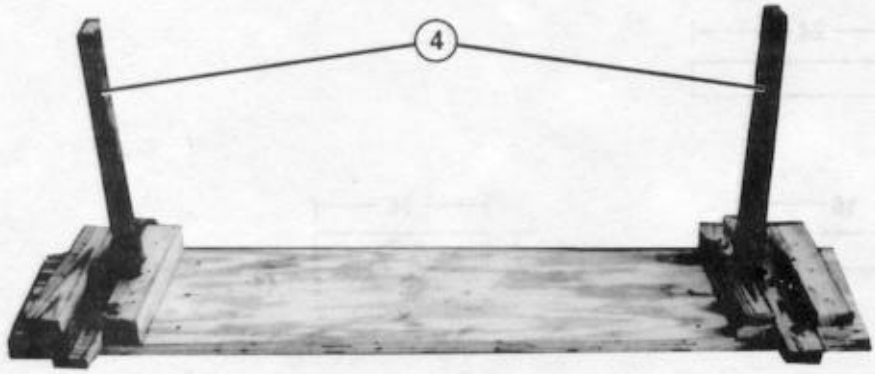


Item Number	Pieces	Width (Inches)	Length (Inches)	Material
1	2	16	82	3/4-inch plywood
2	2	4	24	2- by 4-inch lumber
3	8	4	16	2- by 4-inch lumber
4	2	4	29	2- by 4-inch lumber

Figure 8-23.1. Material and cutouts required for front suspension sling spreader

NOTES:
1. **These drawings are not drawn to scale.**
2. **All measurements are given in inches.**
3. **Use 8d and 12d nails.**
4. **Circled numbers refer to item numbers on the previous page.**



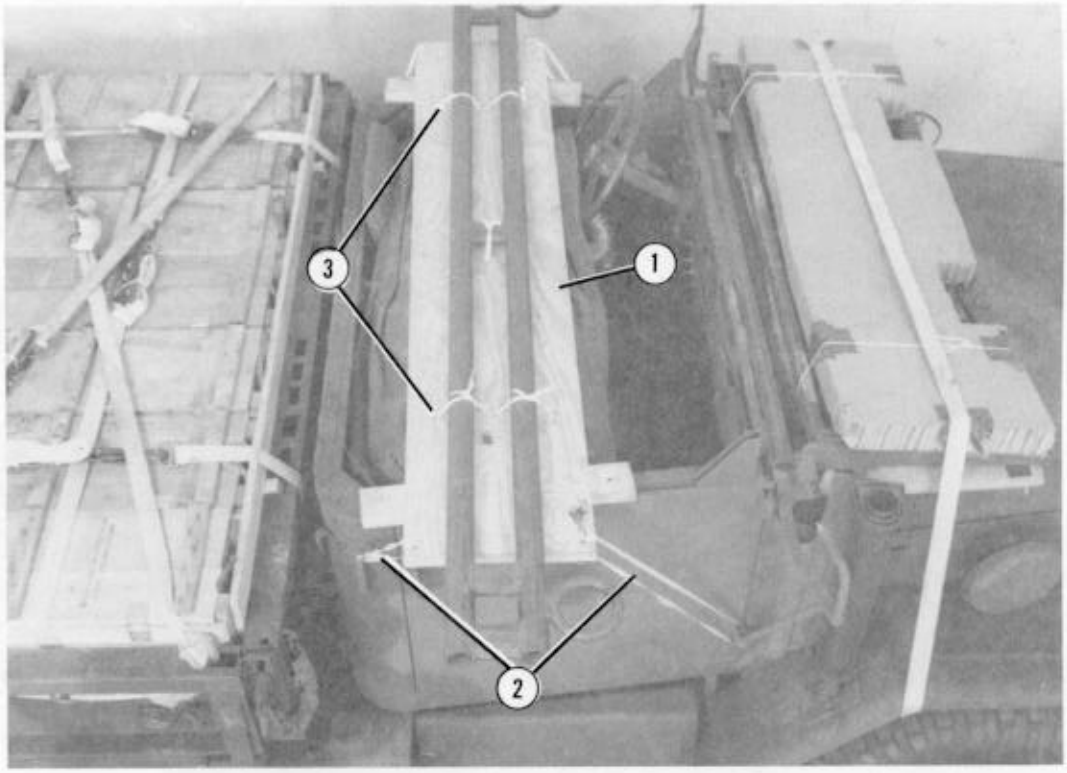


STEP:

1. Nail two pieces of 3/4- by 16- by 82-inch plywood flush together.
2. Nail a 2- by 4- by 24-inch piece of lumber centered across each side of the base and angled as shown.

   NOTE: The lumber will rest on the cab doors. Proper spacing can be verified by placing the base and lumber over the cab.
3. Drill 1/2-inch holes spaced as shown. Holes are measured on center.
4. Nail two 2- by 4- by 16-inch pieces of lumber flush to the outside of the lumber pieces placed in step 2, Figure 8-23.1.
5. Nail two 2- by 4- by 16-inch pieces to the right inside of the lumber placed in step 2 with the cutouts flush together and facing to the outside. Repeat this procedure for the left side.
6. Place a 2- by 4- by 29-inch piece of lumber upright in each of the cutouts, and nail it in place.

Figure 8-23.2. Front suspension sling spreader constructed

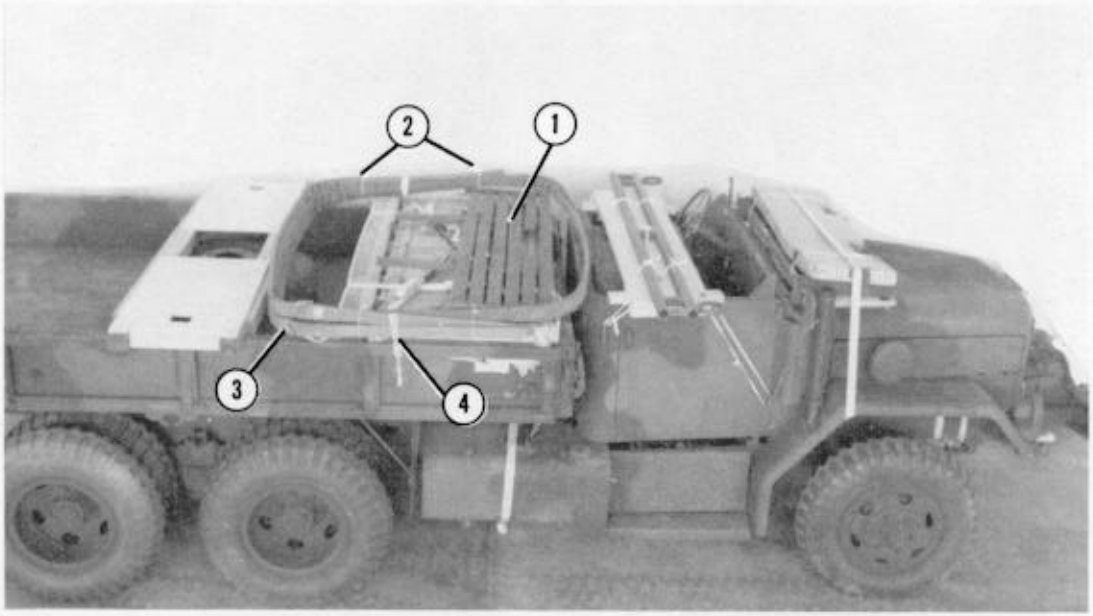


(1) Position the front suspension sling spreader on the operator compartment of the truck.

(2) Safety tie the front suspension sling spreader in place with four pieces of 1/2-inch tubular nylon webbing.

(3) Position an ACB on top of the front suspension sling spreader with the ring toward the front of the truck. Secure the ACB in place with four pieces of 1/2-inch tubular nylon webbing.

Figure 8-23.3. Front suspension sling spreader positioned and secured



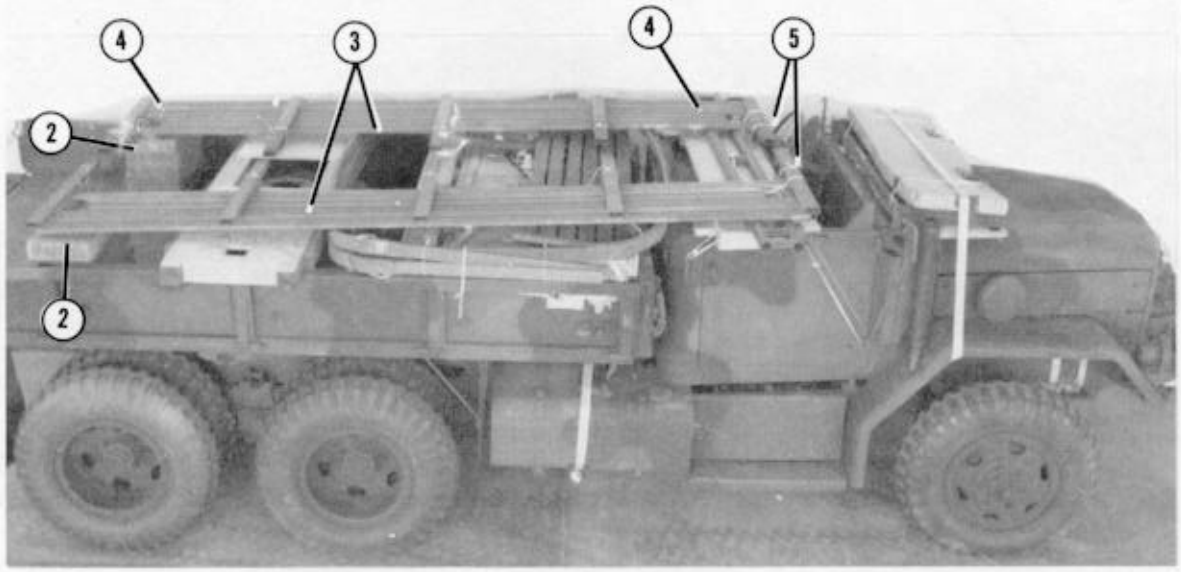
(1) Position the front end rack on top of the ammunition boxes.

(2) Place the top bows together and tie them with type III nylon cord.

(3) Position the tied bows on top of the accompanying load.

(4) Secure the top bows and front end rack to convenient points with type III nylon cord.

Figure 8-23.4. Top bows and front end rack positioned and secured



(1) Build two honeycomb stacks. Each stack will have six 24- by 12-inch pieces of honeycomb (not shown).

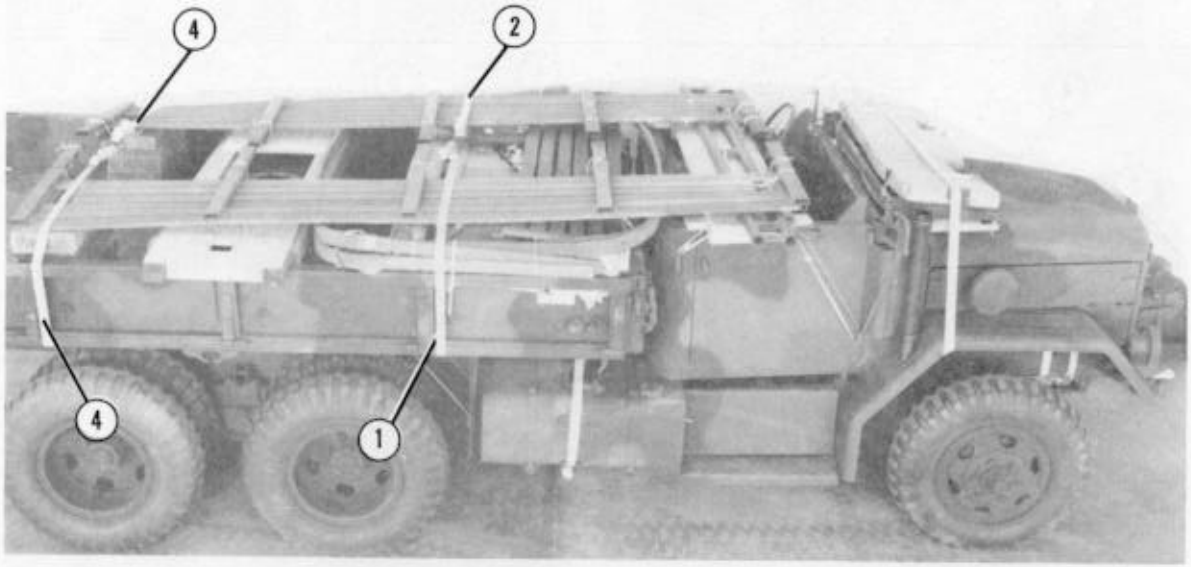
(2) Place one stack on each side of the cargo bed 33 inches from the tailgate.

(3) Tie each set of side racks, with seat backs, together using type III nylon cord.

(4) Position the side racks on top of the cargo bed. Make sure the front end of the racks rest on the front suspension sling spreader.

(5) Tie the racks to the ACB with type III nylon cord.

Figure 8-23.5. Side racks positioned



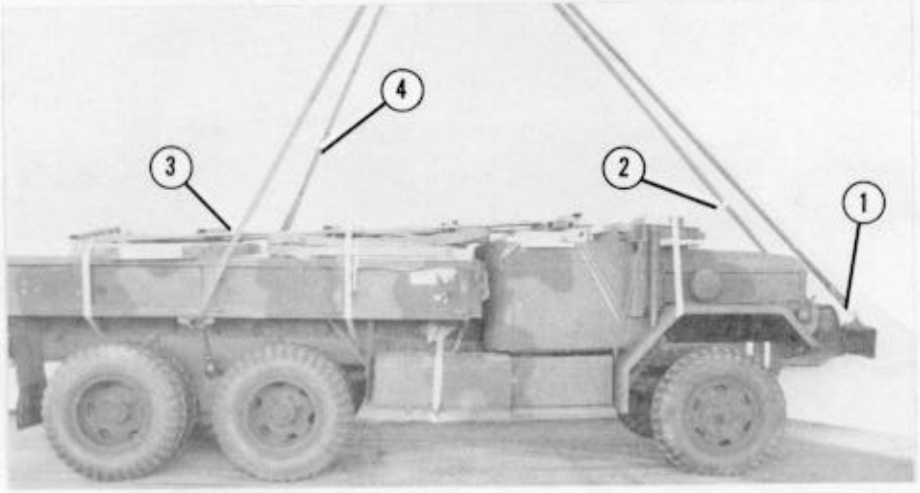
1. Pass a 15-foot lashing through the second tie-down provision on the right side of the truck (not shown), through its own D-ring, then over the top of the side racks.
2. Repeat step 1 for the left side of the truck. Secure the lashings together according to FM 10-500-2/TO 13C7-1-5.
3. Pass a 15-foot lashing through the third tie-down provision on the right side of the truck (not shown), through its own D-ring, then over the top of the side racks.
4. Repeat step 3 for the left side of the truck. Secure the lashings according to FM 10-500-2/TO 13C7-1-5.

Figure 8-23.6. Side racks secured

8-5. Installing Lifting Slings

Install the lifting slings as shown in Figure 8-23.7.

Note: If there is no bumper extension or wench, attach a 3-foot (2-loop) sling around the bumper on each side. Attach a large clevis to each 3-foot sling for lifting slings provisions. Safety the sling to the shackle to ensure that the slings do not slide off the bumper.



(1) Pass a large clevis through the end of a 16-foot (4-loop), type XXVI nylon webbing sling. Bolt the large clevis to the right front lifting shackle bracket.

(2) Repeat step 1 for the left front lifting shackle bracket.

(3) Pass a large clevis through the end of a 16-foot (4-loop), type XXVI nylon webbing sling. Bolt the large clevis to the right rear spring lifting provision.

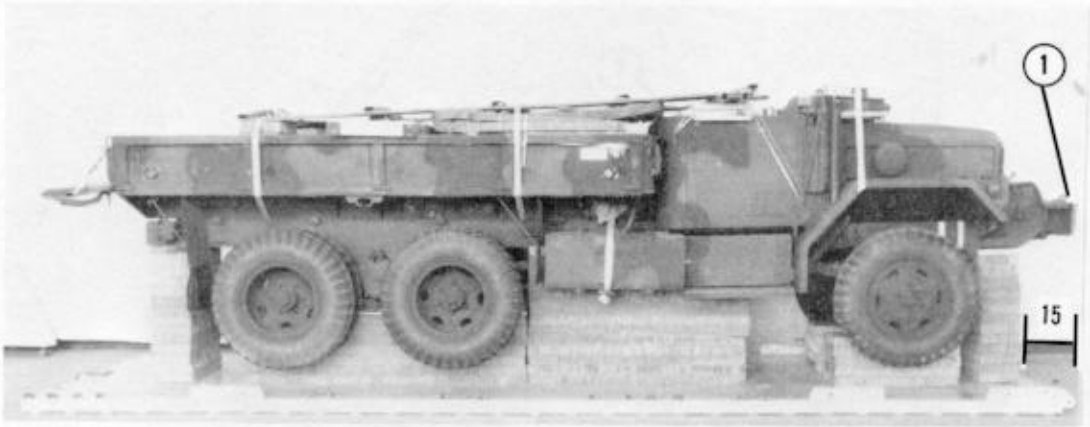
(4) Repeat step 3 for the left rear spring lifting provision.

Figure 8-23.7. Lifting slings installed

8-6. Positioning Truck on Platform

Position the truck on the platform as shown in Figure 8-23.8.

Note: Dimension is in inches.



(1) Position the truck with the front edge over-hanging the front of the platform 15 inches.

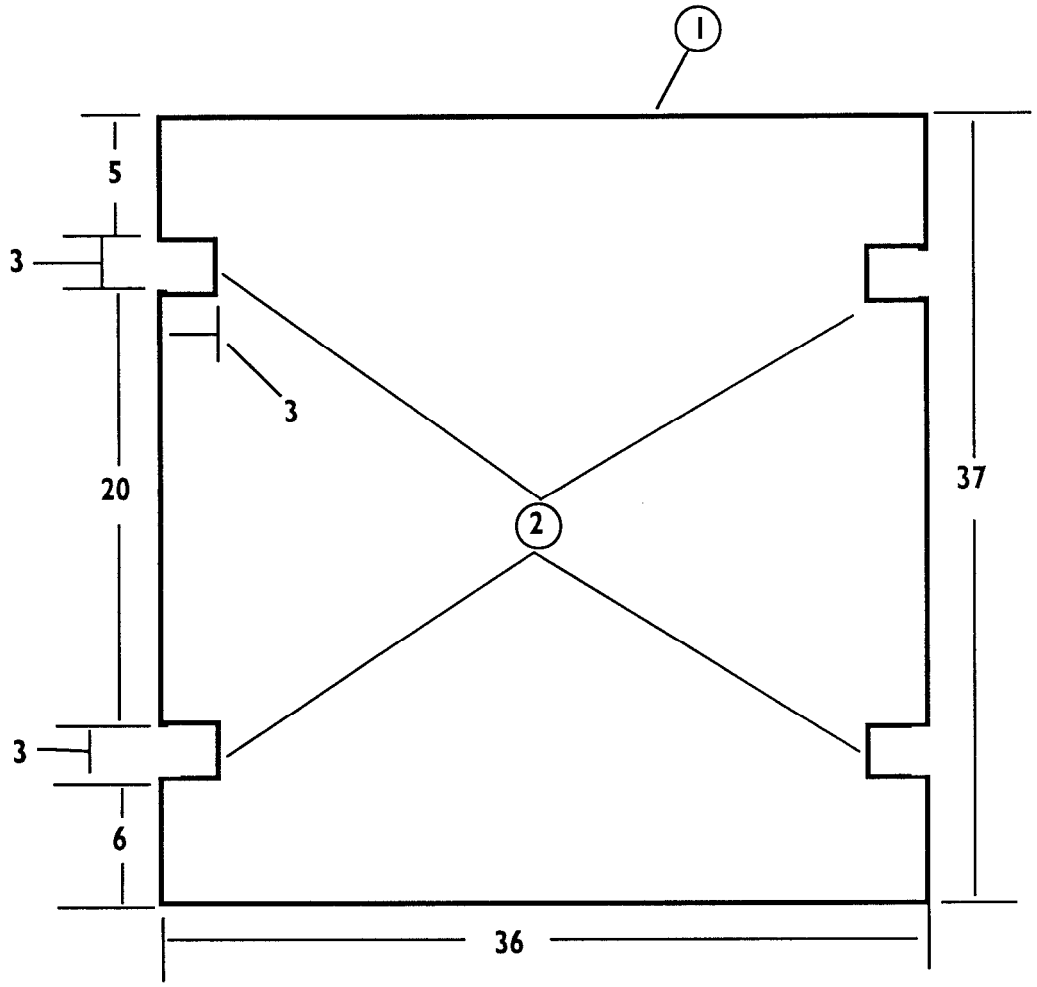
Notes: 1. The front axle will rest on honeycomb stacks 2 and 3.
2. The rear truck frame will rest on honeycomb stack 8.

Figure 8-23.8. Truck positioned

8-7. Building and Positioning Honeycomb Stack Support

Build and position the honeycomb stack support as shown in Figure 8-23.9.

Note: Dimensions are in inches.



(1) Use a 3/4- by 36- by 37-inch piece of plywood for the honeycomb stack support.

(2) Make four 3- by 3-inch cutouts in the plywood as shown.

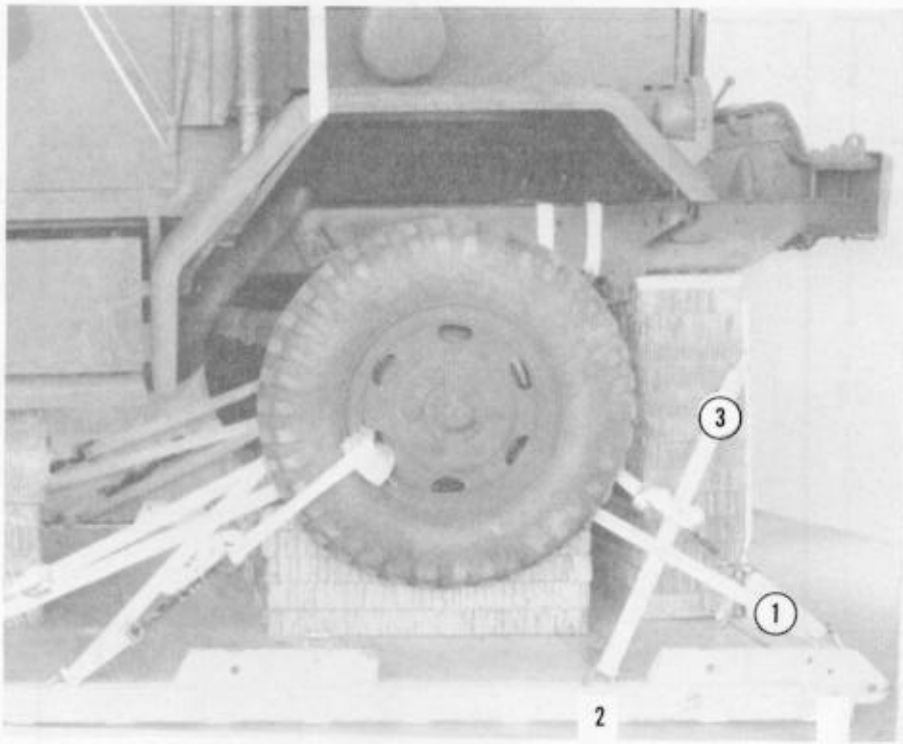
(3) Position the honeycomb support against the front of honeycomb stack 1 (not shown).

Figure 8-23.9. Honeycomb support built and positioned

8-8. Lashing Truck

Lash the truck to the platform using thirty-six 15-foot tie-down assemblies as shown in Figures 8-23.10 through 8-23.15. Secure the tie-down assemblies according to FM 10-500-2/TO 13C7-1-5.

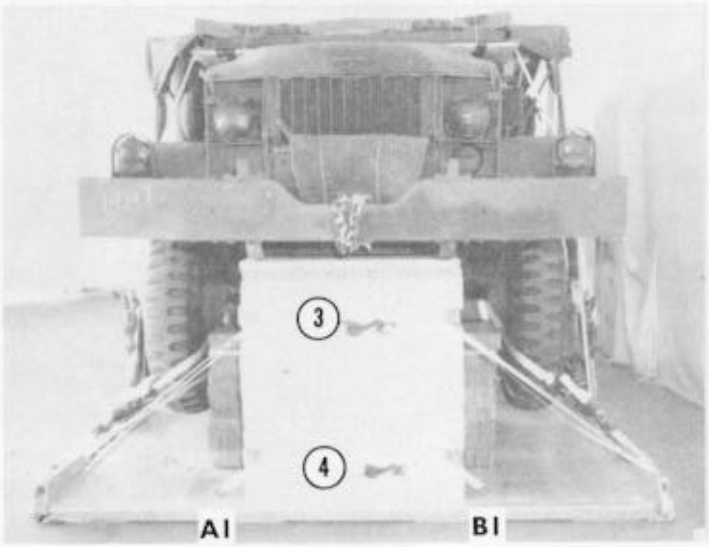
Note: Pad all sharp areas of the truck where lashings may make contact.



Lashing Number	Tie-Down Clevis Number	Instructions
		Pass lashing:
1	1	Around the right axle, inside the U-bolt.
2	1A	Around the left axle, inside the U-bolt.
3*	2 and 2A	Through clevis 2, through top cutouts of the honeycomb support, through clevis 2A, back to front of honeycomb support.

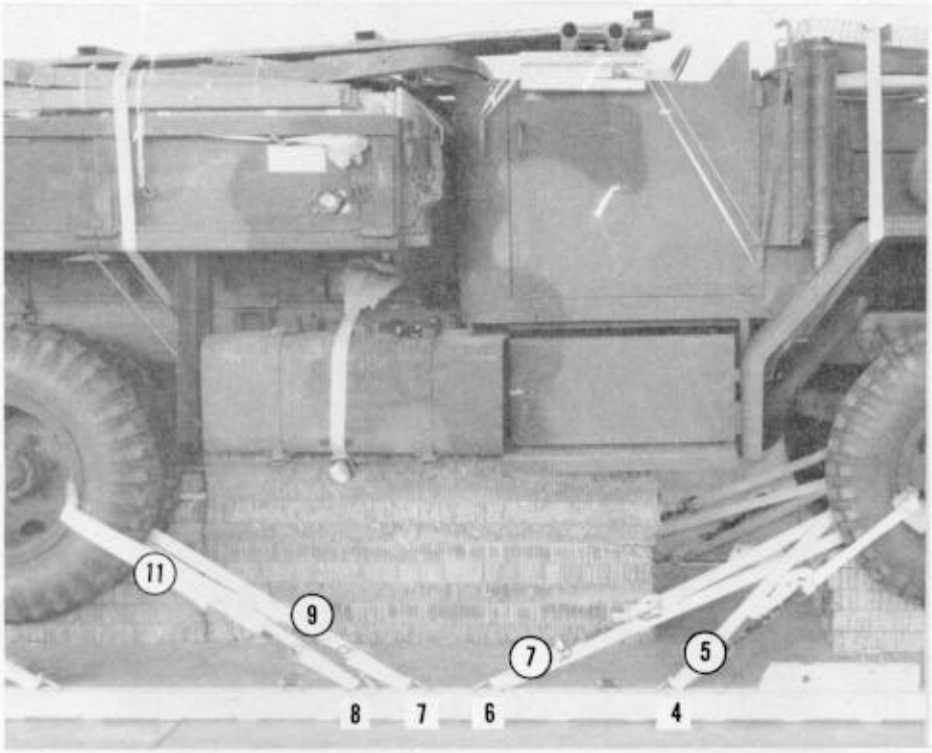
*30-foot lashings

Figure 8-23.10. Lashings 1 through 3 installed



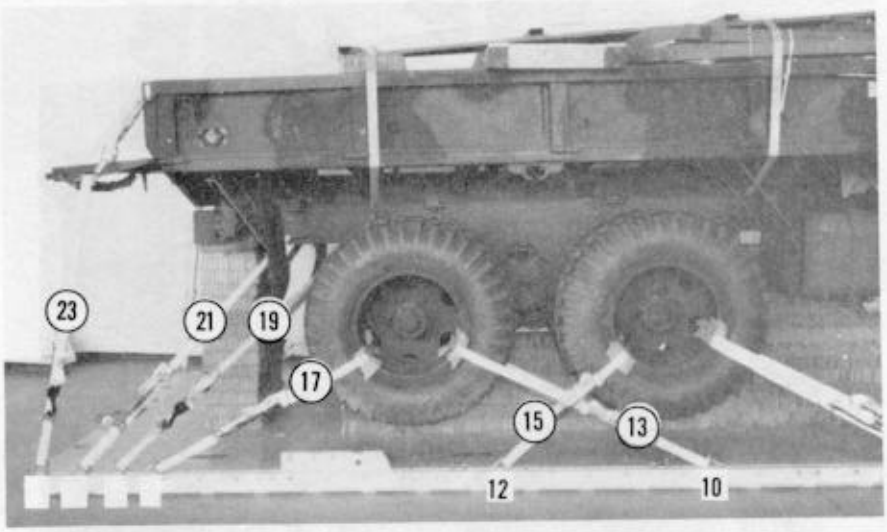
Lashing Number	Tie-Down Clevis Number	Instructions
4		Pass lashing: Through tie-down ring B-1, through bottom cutouts of honeycomb support, through tie-down ring A-1, to front of honeycomb support.

Figure 8-23.11. Lashing 4 installed



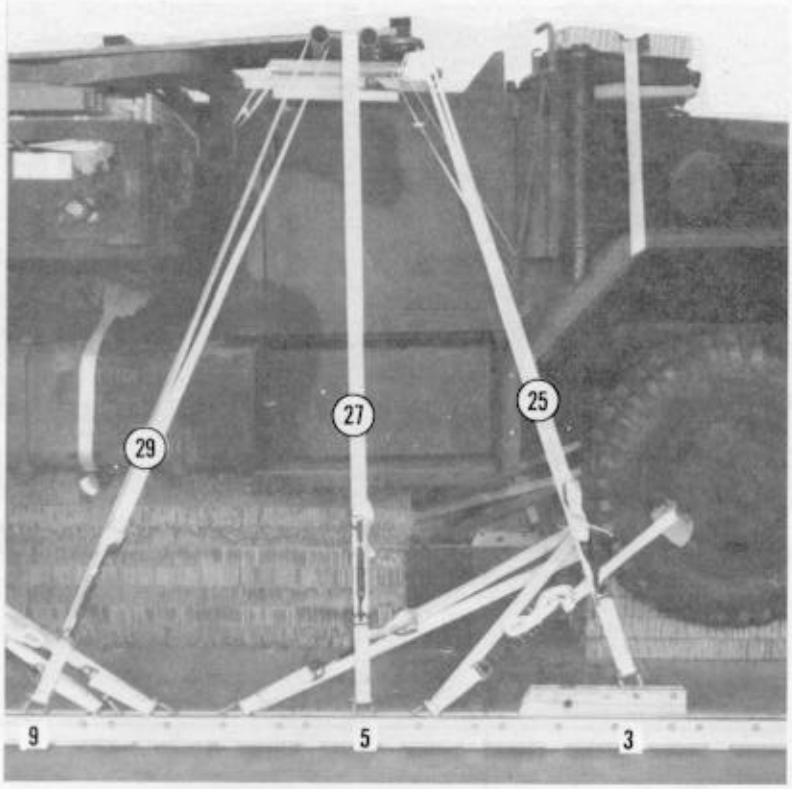
Lashing Number	Tie-Down Clevis Number	Instructions
		Pass lashing:
5	4	Through right front wheel.
6	4A	Through left front wheel.
7	6	Around right front axle, under the brake line.
8	6A	Around left front axle, under the brake line.
9	7	Through right outside center wheel.
10	7A	Through left outside center wheel.
11	8	Through right outside center wheel.
12	8A	Through left outside center wheel.

Figure 8-23.12. Lashings 5 through 12 installed



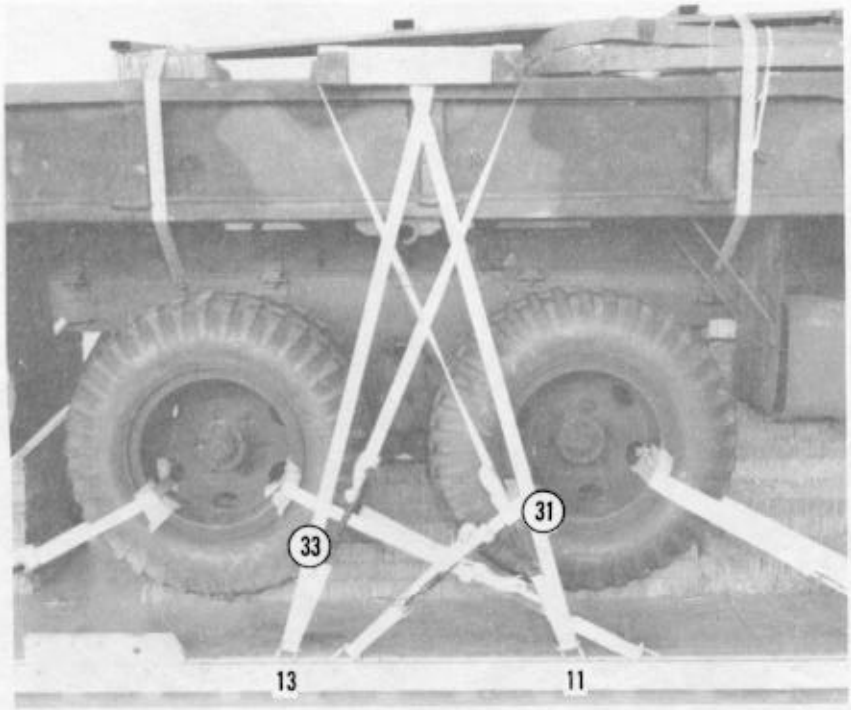
Lashing Number	Tie-Down Clevis Number	Instructions
		Pass lashing:
13	10	Through the right outside rear wheel.
14	10A	Through the left outside rear wheel.
15	12	Through the right outside center wheel.
16	12A	Through the left outside center wheel.
17	14	Through the right outside rear wheel.
18	14A	Through the left outside rear wheel.
19	15	Through third tie-down provision, right side.
20	15A	Through third tie-down provision, left side.
21	16	Through rear tie-down provision, right side.
22	16A	Through rear tie-down provision, left side.
23	17	Through tailgate hole, right side.
24	17A	Through tailgate hole, left side.

Figure 8-23.13. Lashings 13 through 24 installed



Lashing Number	Tie-Down Clevis Number	Instructions
		Pass lashing:
25	3	Through the right ring of the ACB.
26	3A	Through the left ring of the ACB.
27	5	Through the right end of the ACB.
28	5A	Through the left end of the ACB.
29	9	Around the top bar of the ACB, right side.
30	9A	Around the top bar of the ACB, left side.

Figure 8-23.14. Lashings 25 through 30 installed

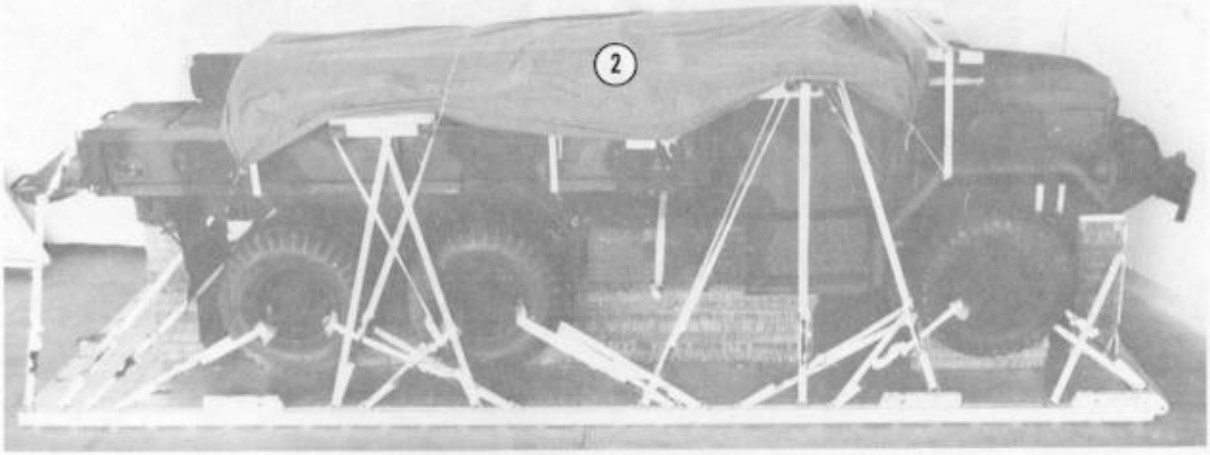


Lashing Number	Tie-Down Clevis Number	Instructions
		Pass lashing:
31	11	Through center opening, around the rear of the rear suspension sling spreader, right side.
32	11A	Through center opening, and the rear of the rear suspension sling spreader, left side.
33	13	Through center opening, around the front of the rear suspension sling spreader, right side.
34	13A	Through center opening, around the front of the rear suspension sling spreader, left side.

Figure 8-23.15. Lashings 31 through 34 installed

8-9. Installing Load Cover

Install the load cover as shown in Figure 8-23.16.



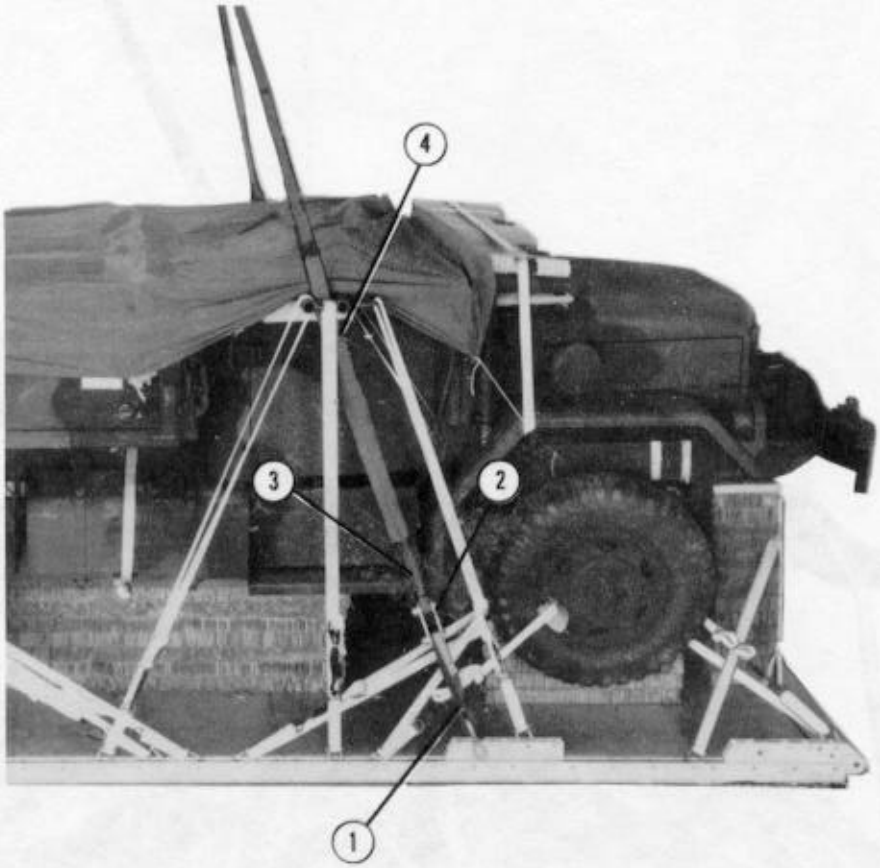
(1) Position a 36- by 96-inch piece of honeycomb on top of the load to the rear of the side racks. Secure the honeycomb in place with two lengths of type III nylon cord (not shown).

(2) Position a 10- by 15-foot cotton duck load cover on top of the truck. Make sure the operator compartment and accompanying load is covered by the load cover. Secure the load cover to the truck with type III nylon cord.

Figure 8-23.16. Load cover installed

8-10. Installing Suspension Slings

Install the suspension slings as shown in Figures 8-23.17 and 8-23.18.



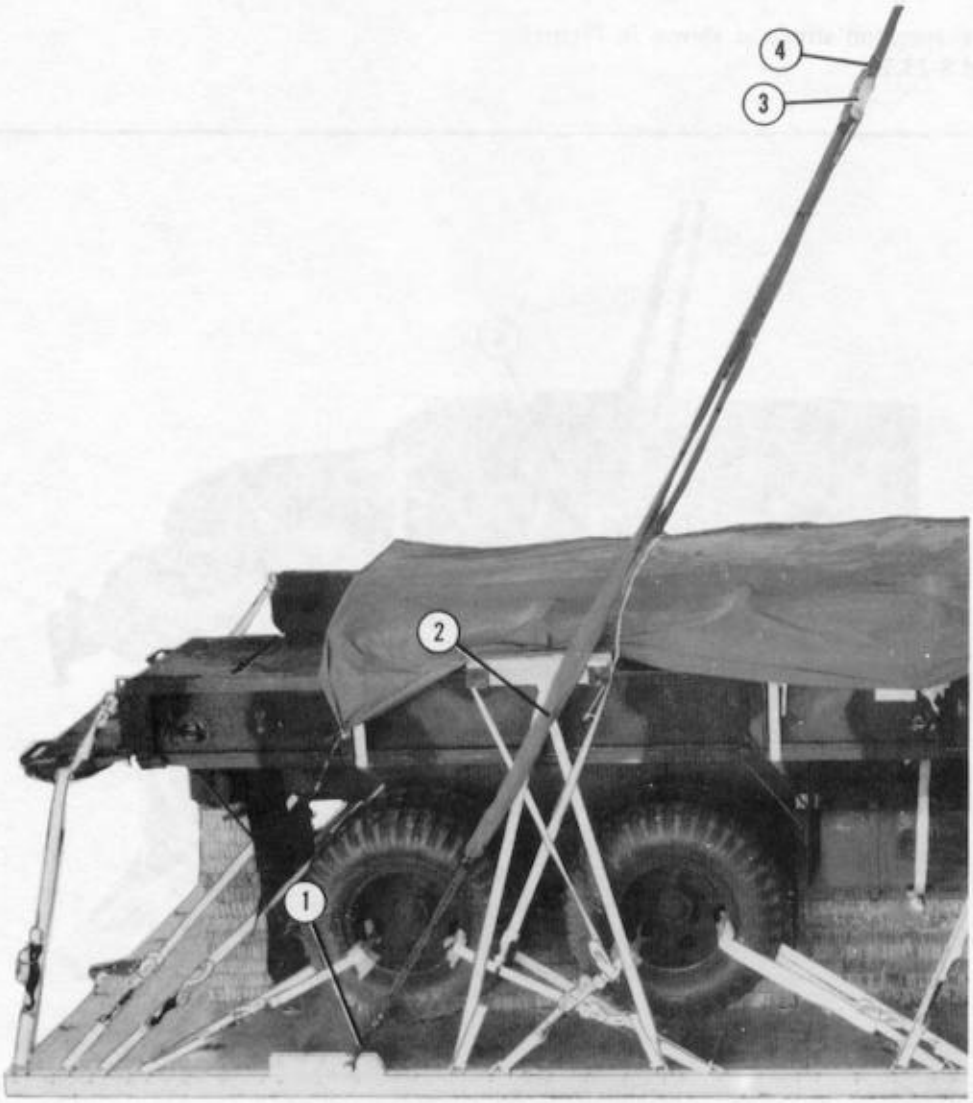
(1) Pass a large suspension clevis through both ends of a 3-foot (4-loop), type XXVI nylon webbing sling. Bolt the clevis to the right front suspension link. Repeat for the left side.

(2) Attach a 5 1/2-inch two-point link to the looped portion of each 3-foot (4-loop) sling.

(3) Make four suspension sling sleeves with cotton duck cloth. Slide a sleeve onto each of two 16-foot (2-loop) type XXVI nylon webbing slings approximately 10 inches from the end of the sling. Tape the ends of the sleeves in place. Attach the sleeve end of each 16-foot sling to the free end of the 5 1/2-inch two-point link.

(4) Pass each suspension sling through the square opening of the ACB, and up to the crane hook.

Figure 8-23.17. Front suspension slings installed



(1) Pass a large suspension clevis through the end of a 16-foot (4-loop), type XXVI nylon webbing sling. Bolt the large clevis to the right rear suspension link. Repeat for the left side.

(2) Slide a suspension sling sleeve over each sling to approximately 36 inches from the large clevis. Tape the ends of the sleeves in place.

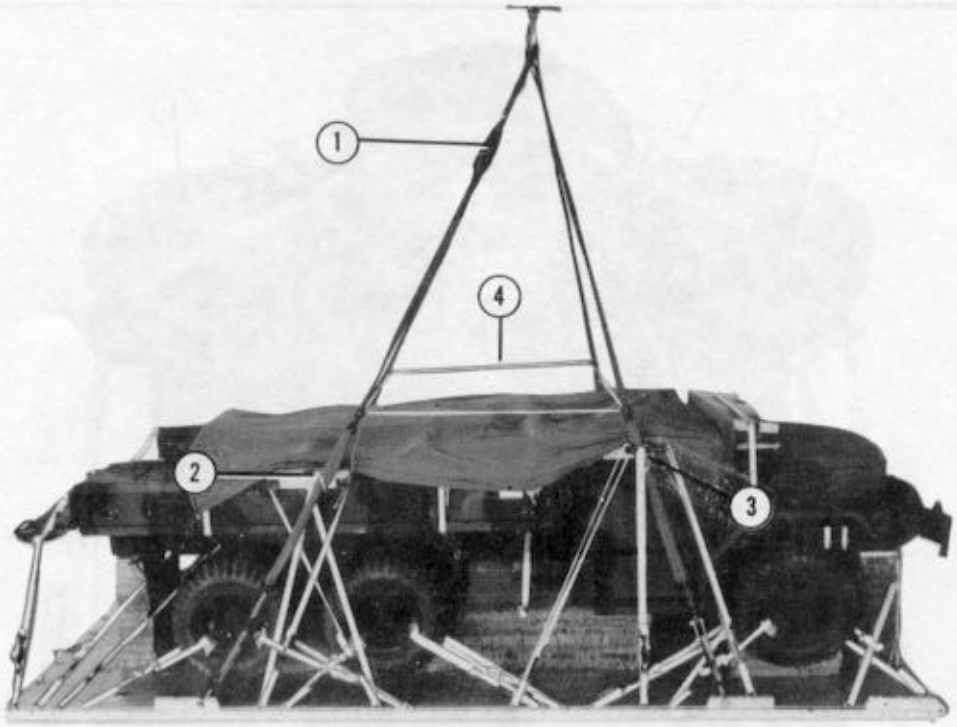
(3) Attach a 5 1/2-inch two-point link to the free end of each suspension sling.

(4) Attach a 3-foot (4-loop), type XXVI nylon webbing sling to the other end of each 5 1/2-inch two-point link.

Figure 8-23.18. Rear suspension slings installed

8-11. Safetying Suspension Slings

Safety the suspension slings as shown in Figure 8-23.19.



(1) Pad and tape the two-point link assembly on each rear suspension sling.

(2) Pull the slack from the rear suspension slings and secure them to the rear suspension sling spreader with 1/2-inch tubular nylon webbing.

(3) Pull the slack from the front suspension slings and secure them to the ACB with 1/2-inch tubular nylon webbing.

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

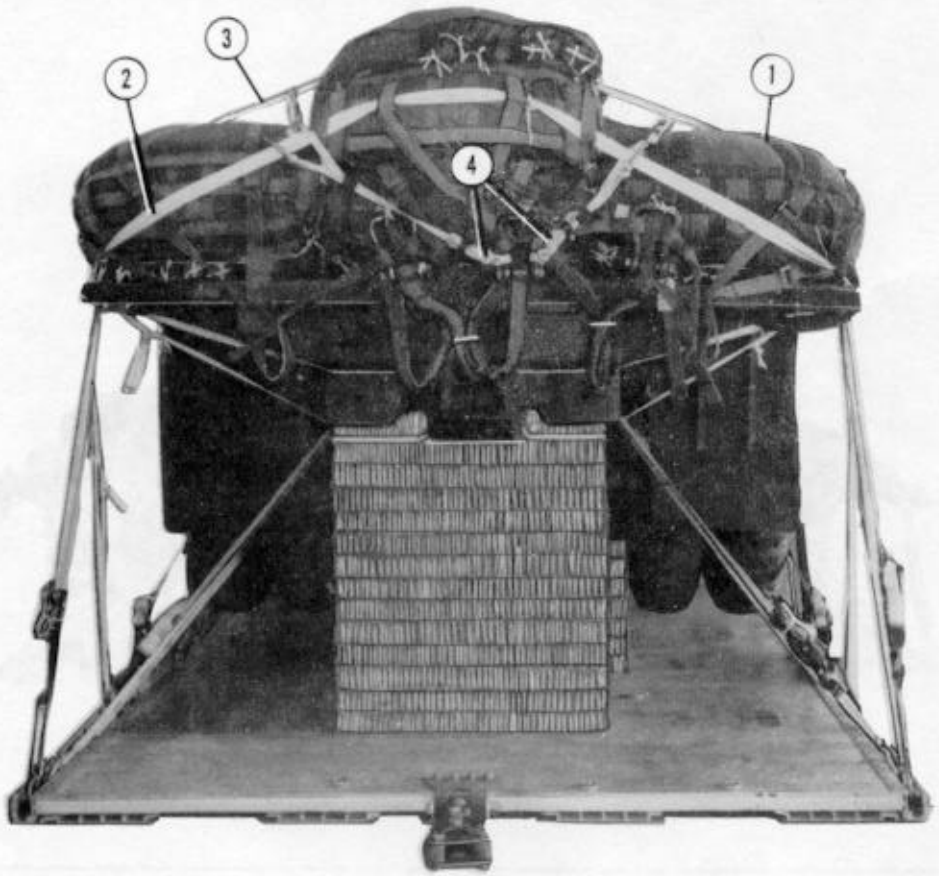
Figure 8-23.19. Suspension slings safetied

8-12. Stowing and Securing Cargo Parachutes

Prepare, stow, and secure four G-11B cargo parachutes as shown in Figure 8-23.20.

NOTICE OF EXCEPTION

The procedures in this figure are different from those in FM 10-500-2/TO 13C7-1-5. Parachutes are stacked in this way to keep the parachutes from shifting.

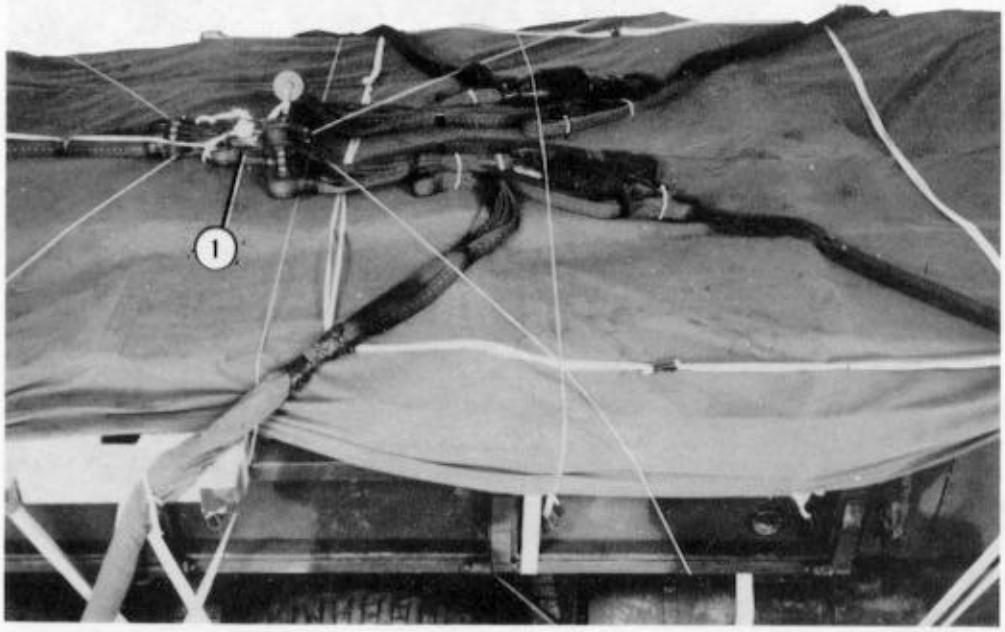


1. Cluster four G-11B cargo parachutes as shown above.
2. Install the first restraint strap to the bumperettes of the truck.
3. Install the second parachute restraint strap to clevises 17 and 17A.
4. Install two parachute release straps to the parachute restraint straps according to FM 10-500-2/TO 13C7-1-5.

Figure 8-23.20. Parachutes stowed and secured

8-13. Installing Parachute Release

Prepare, install, and safety an M-2 cargo parachute release according to FM 500-2/TO 13C7-1-5 and as shown in Figure 8-23.21.

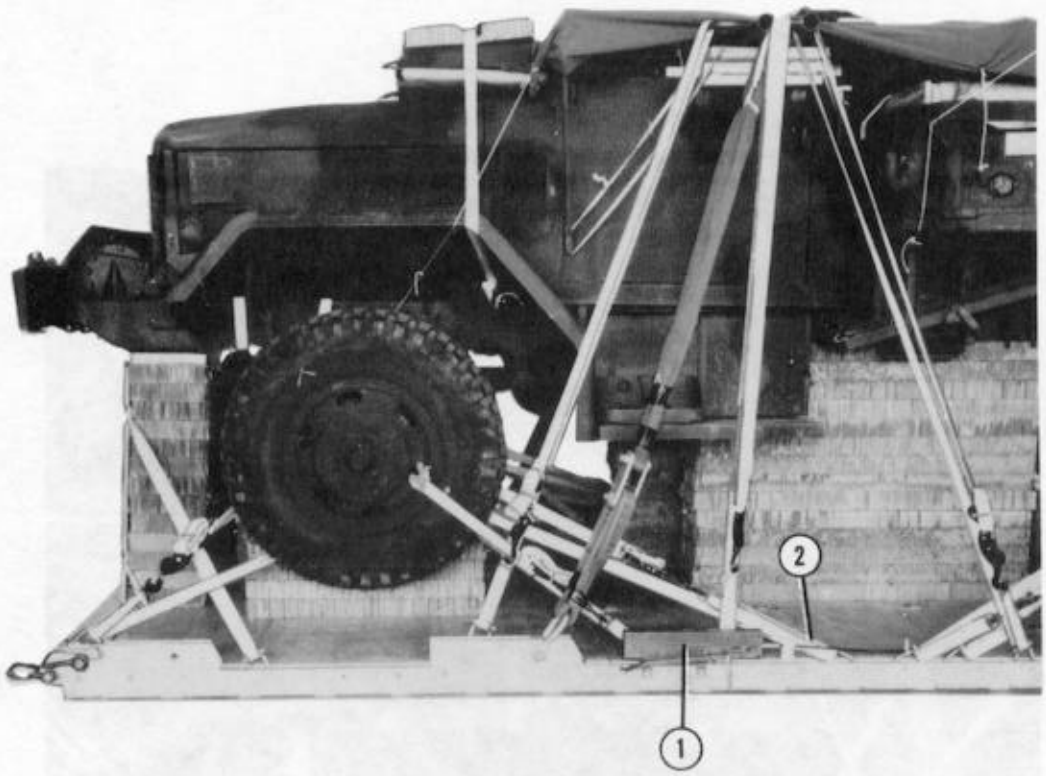


(1) Place the M-2 release on top of the load. Prepare and safety the M-2 release according to FM 10-500-2/TO 13C7-1-5.

Figure 8-23.21. Release system installed

8-14. Preparing and Installing Extraction System

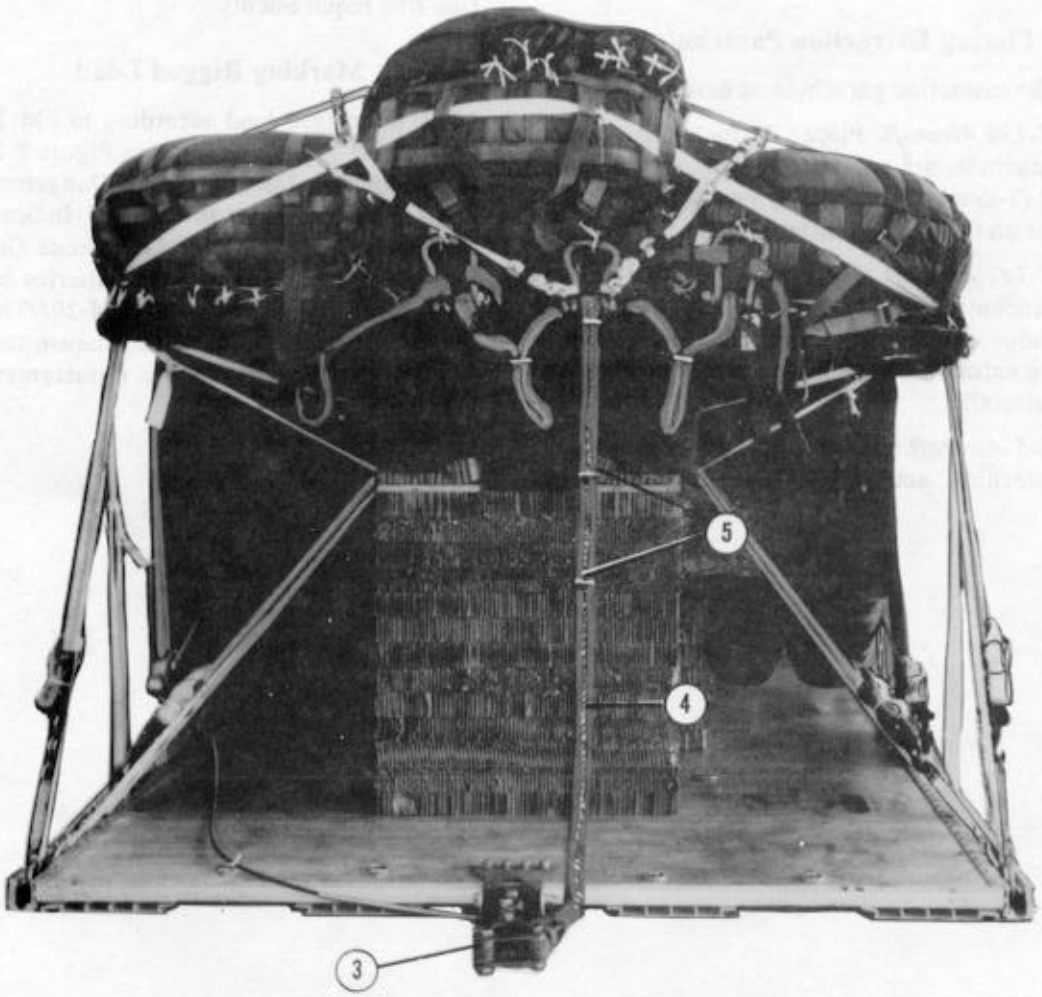
Prepare and install the EFTC extraction system according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 8-23.22.



(1) Install the EFTA mounting brackets to the rear mounting holes in the left platform rail. Install the actuator to the EFTA brackets according to FM 10-500-2/TO 13C7-1-5.

(2) Attach a 24-foot cable to the actuator. Safety tie it to each clevis on the inside of the platform with type I, 1/4-inch cotton webbing.

Figure 8-23.22. Extraction system installed



(3) Install the latch assembly to the extraction bracket according to FM 10-500-2/ TO 13C7-1-5, and attach the cable.

(4) Attach a 9-foot (2-loop), type XXVI nylon webbing sling as a deployment line to the load.

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

Figure 8-23.22. Extraction system installed (continued)

8-15. Installing Provisions for Emergency Restraints

Install provisions for emergency restraints to the platform according to FM 10-500-2/TO 13C7-1-5.

8-16. Placing Extraction Parachute

Place the extraction parachute as described below.

a. C-130 Aircraft. Place a 28-foot cargo extraction parachute, a 5 1/2-inch, two-point link and a 60-foot (3-loop), type XXVI nylon webbing extraction line on the load for installation in the aircraft.

b. C-141 Aircraft. Place a 28-foot cargo extraction parachute, a 5 1/2-inch, two-point link, and a continuous 140-foot (3-loop), type XXVI nylon webbing extraction line on the load for installation in the aircraft.

c. C-5 Aircraft. Place a 28-foot cargo extraction parachute, and a 5 1/2-inch, two-point link assembly on the load for installation in the aircraft. See FM 10-500-2/TO 13C7-1-5 for extraction line requirements.

8-16.1. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 8-24. Complete Shipper's Declaration for Dangerous Goods, and securely attach it to the load. Indicate on the Shipper's Declaration for Dangerous Goods that the vehicle fuel tank and the batteries have been prepared according to AFJMAN 24-204/TM 38-250. If the load varies from the one shown, the weight, height, CB, and parachute requirements must be recomputed.

CAUTION

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

CB

RIGGED LOAD DATA

Weight:	Load shown	19,340 pounds
	Maximum load allowed	21,000 pounds
Height		95 inches
Width		108 inches
Length		288 inches
Overhang:	Rear	0 inches
	Front	15 inches
CB (from front edge of platform)		130 inches
Extraction System (adds 18 inches to length of platform)		EFTC

Figure 8-24. M35 series trucks rigged on a type V platform for low-velocity airdrop

8-16.2. Equipment Required

Use the equipment listed in Table 8-2 to rig this load.

Table 8-2. Equipment required for rigging M35 series, 2 1/2-ton cargo trucks on a type V platform for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-003-4389	Bar, attitude control	1
4030-00-090-5354	Clevis, suspension, 1-in (large)	11
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
1670-00-360-0329	Cover, link assembly (type IV)	8
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt, 1/2- inch thick	As required
1670-01-183-2678	Leaf, extraction line (line bag)	2
	Link assembly:	
	Two-point, 5 1/2-in	5
5306-00-435-8994	Bolt, 1-in diam, 4-in long	(10)
5310-00-232-5165	Nut, 1-in, hexagonal	(10)
1670-00-003-1954	Plate, side, 5 1/2-in	(10)
5365-00-007-3414	Spacer, large	(10)
1670-00-783-5988	Type IV	8
	Lumber:	
5510-00-220-6146	2- by 4- by:	
	16-in	8
	24-in	2

GL

Table 8-2. Equipment required for rigging M35 series, 2 1/2-ton cargo trucks on a type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
	29 1/4-in	2
	87-in	2
5510-00-220-6274	4- by 4- by:	
	17-in	2
	103-in	2
	Nail, steel wire, common:	
5315-00-010-4659	8d	As required
5315-00-010-4662	12d	As required
5315-00-010-4663	16d	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb:	
	3- by 36- by 96-in:	23 sheets
	9- by 12-in	(4)
	9- by 84-in	(2)
	12- by 12-in	(2)
	12- by 15-in	(4)
	12- by 42-in	(4)
	12- by 54-in	(20)
	18- by 26-in	(6)
	18- by 27-in	(3)
	18- by 36-in	(10)
	18- by 84-in	(21)
	24- by 12-in	(12)
	36- by 12-in	(28)
	36- by 36-in	(1)
	65- by 19-in	(1)
	83- by 15-in	(2)

Table 8-2. Equipment required for rigging M35 series, 2 1/2-ton cargo trucks on a type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
	Parachute:	
	Cargo:	
1670-01-016-7841	G-11B	4
	Cargo extraction:	
1670-00-040-8135	28-ft, heavy duty	1
	Platform, AD, type V, 32-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis load tiedown	(34)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-162-2389	Suspension link	(4)
1670-01-162-2381	Tandem Link	(2)
	Plywood:	
5530-00-128-4981	3/4-in:	
	5- by 84-in	1
	9- by 84-in	3
	12- by 12-in	2
	16- by 82-in	2
	18- by 27-in	3
	24- by 40 1/2-in	2
	36- by 12-in	2
	36- by 37-in	1
	65- by 19-in	1
	83- by 15-in	2

Table 8-2. Equipment required for rigging M35 series, 2 1/2-ton cargo trucks type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
	96- by 9-in	1
	96- by 36-in	1
	Release, cargo parachute:	
1670-01-097-8817	M-2	1
	Sling, cargo, airdrop:	
	For deployment line:	
1670-01-062-6304	9-ft (2-loop), type XXVI nylon webbing	1
	For extraction:	
1670-01-062-6313	60-ft (3-loop), type XXVI nylon webbing	1
1670-01-107-7651	140 ft (3-loop), type XXVI nylon webbing	1
	For lifting:	
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	
1670-00-003-7237	16-ft (4-loop), type XXVI nylon webbing or	
1670-00-062-6308	16-ft (4-loop), type XXVI nylon webbing	4
	For riser extensions:	
1670-01-062-6302	20-ft (2-loop), type XXVI nylon webbing	12
	For suspension:	
1670-01-062-6306	3-ft (4-loop), type XXVI nylon webbing	4
1670-00-432-2507	16-ft (4-loop), type XXVI nylon webbing or	
1670-01-003-7237	16-ft (4-loop), type XXVI nylon webbing or	
1670-01-062-6308	16-ft (4-loop), type XXVI nylon webbing	4
	Strap:	
	Parachute release:	
1670-00-040-8219	Multicut comes w 3 knives	2
	Tape:	
	Adhesive:	As required
1670-00-937-0271	Tie-down assembly, 15-ft	57

Table 8-2. Equipment required for rigging M35 series, 2 1/2-ton cargo trucks type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, 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
8305-00-268-2455	1-in	As required
	Type:	
8305-00-263-3591	VIII	As required

GLOSSARY

AC alternating current
ACB attitude control bar
AFB Air Force base
AFJMAN Air Force joint manual
AFR Air Force regulation
AFTO Air Force technical order
attn attention
CB center of balance
d penny
DA Department of the Army
DC District of Columbia
DD Department of Defense
diam diameter
EFTA extraction force transfer actuator
EFTC extraction force transfer coupling
FL Florida
FM field manual
ft foot/feet
gal gallon
HQ headquarters
IL Illinois
in inch
kw kilowatt
LAPE low-altitude parachute-extraction
LAPES low-altitude parachute-extraction system
lb pound(s)
MCRP Marine Corps reference publication
NAVAIR Naval Air Systems Command
no number
NSN national stock number
OVM operator vehicle maintenance
SL/CS static line/connector strap
sq square
TX Texas
TM technical manual
TO technical order
TRADOC United States Army Training and Doctrine Command
US United States
USAF United States Air Force
VA Virginia
w with
yd yard

REFERENCES

These documents must be available to the intended users of this publication.

AFR 55-40/AR 59-4. *Joint Airdrop Inspection Records, Malfunction Investigations and Activity Reporting.* 27 November 1984.

***AFJMAN 24-204/TM 38-250.** *Packaging and Materials Handling: Preparing of Hazardous Materials for Military Air Shipments.* November 1994.

FM 10-500-2/TO 13C7-1-5. *Airdrop of Supplies and Equipment: Rigging Airdrop Platforms.* 1 November 1990.

****FM 10-500-53/MCRP 4-3.8/TO 13C7-18-41.** *Airdrop of Supplies and Equipment: Rigging Ammunition.* 1 March 1996.

TM 9-2320-209-10-1. *Operation, Installation and Reference Data Operator Level for 2 1/2-Ton, 6x6, M44A1 and M44A2 Series Trucks (Multifuel).* 23 September 1980.

TM 10-1670-208-20&P/TO 13C3-4-12. *Organizational Maintenance Manual Including Repair Parts and Special Tools List for Platforms, Type II Modular and LAPES/Airdrop Modular.* 10 August 1978.

TM 10-1670-240-20/TO 13C7-49-11. *Organizational Maintenance Manual (Including Repair Parts and Special Tools List): Miscellaneous Airdrop Canvas, Webbing, Metal, and Wood Items.* 14 April 1970.

TM 10-1670-268-20&P/TO 13C7-52-22. *Organizational Maintenance Manual With Repair Parts and Special Tools List: Type V Airdrop Platform.* 1 June 1986.

TM 10-1670-277-23&P/TO 13C5-28-2/NAVAIR 13-1-30. *Unit and Intermediate DS Maintenance Manual Including Repair Parts and Special Tools List for Parachute, 28-ft Diam, Extraction.* 9 October 1990.

TM 10-1670-278-23&P/TO 13C5-26-2/NAVAIR 13-1-27/TM 01109C-23&P/1. *Unit and Intermediate DS Maintenance Manual Including Repair Parts and Special Tools List for Parachute, Cargo Type, 15-ft Diam, Cargo Extraction.* 6 November 1989.

TM 10-1670-279-23&P/13C5-27-2/NAVAIR 13-1-28. *Unit and Intermediate DS Maintenance Manual Including Repair Parts and Special Tools List for Parachute, Cargo Type, 22-ft Diam, Cargo Extraction.* 30 August 1989.

TM 10-1670-280-23&P/TO 13C5-31-2/NAVAIR 13-1-31. *Unit and Intermediate DS Maintenance Manual Including Repair Parts and Special Tools List for Parachute, Cargo Type, G-11A, G-11B, and G-11C.* 5 August 1991.

AFTO Form 22. *Technical Order Publications Improvement Report.* April 1973.

DA Form 2028. *Recommended Changes to Publications and Blank Forms.* February 1974.

*****Shipper's Declaration for Dangerous Goods.** *Locally procured form.*

---

* AFJMAN 24-204/TM 38-250 has superseded AFR 71-4/TM 38-250 (15 January 1988). Change 3 reflects this change. The basic manual and changes 1 and 2 still reference the superseded publication. You may wish to make pen and ink changes to update the old reference citations accordingly.

** FM 10-500-53/MCRP 4-3.8/TO 13C7-18-41 has superseded FM 10-553/TO 13C7-18-41 (4 December 1981). Change 3 reflects this change. The basic manual and changes 1 and 2 still reference the superseded publication. You may wish to make pen and ink changes to update the old reference citations accordingly.

*** Shipper's Declaration for Dangerous Goods has superseded DD Form 1387-2 (February 1982). Change 3 reflects this change. The basic manual and changes 1 and 2 still reference the superseded publication. You may wish to make pen and ink changes to update the old reference citations accordingly.

☆U.S. GOVERNMENT PRINTING OFFICE: 1996 - 728-027/60016