

MIL-S-464F(ME)  
AMENDMENT 2

1 May 1987

SUPERSEDING

AMENDMENT 1

15 July 1986

MILITARY SPECIFICATION

SPREADER, AGGREGATE, TOWED-TYPE,

TRACTION-POWERED

This amendment forms a part of MIL-S-464F(ME), dated 17 July 1985, and is approved for use within the USA Belvoir Research, Development, and Engineering Centers Department of the Army and is available for use by all Departments and Agencies of the Department of Defense.

PAGE 2

2.1.1, under SPECIFICATIONS, MILITARY add:

"MIL-A-8421

- Air Transportability Requirements, General Specification For."

PAGE 3

2.2, add the following:

"ASSOCIATION OF AMERICAN RAILROADS (AAR)

Rules Governing the Loading of Department of Defense Materiel on Open Top Cars, Section 6.

(Application for copies should be addressed to the Association of American Railroads, 50 F Street, Washington, DC 20001.)"

PAGE 4

\* 3.1, line 4, at end of paragraph add: "The spreader must interface with the following series of 5 ton dump trucks: M51A2, M817, M929 and M930 Dumps (see 6.5.)

PAGE 7

\* 3.11, line 7, at end of paragraph add: "All tire wheel assemblies shall be in conformance to the Tire and Rim Association Year Book."

AMSC N/A

FSC 3895

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MIL-S-464F(ME)

AMENDMENT 2

3.12, line 6, after "any component." add the following sentence: "It shall also permit loading and transport in C-130 and C-141 aircraft, without requiring shoring and meet the requirements of MIL-A-8421."

\* 3.12.1, line 1, add "All tire and wheel assemblies shall be in conformance to the Tire and Rim Association Year Book."

PAGE 8

\* 3.12.3, delete in its entirety and substitute:

"3.12.3 Tires and wheels. Tires shall be size LT 235/85R-16, load range E. The recommended tire pressure shall be stenciled near each tire in 1 inch high letters."

3.12.4, delete in its entirety.

PAGE 9

3.17, lines 3 and 4, delete "Tiedown provisions . . class 2 or 3 provisions.", and substitute: "Tiedown provisions shall meet the requirements specified in MIL-A-8421 for restraint criteria and MIL-STD-209, for type II equipment, class 2 or 3 provisions."

PAGE 12

After 3.28.1, add:

"3.29 Rail transport. Spreader and all attached equipment in rail transport configuration must be able to withstand transport by rail without damage."

PAGE 14

\*4.5.1, item 118, delete "3.12.4".

PAGE 16

4.5.2.7.1, delete in its entirety and substitute:

\* "4.5.2.7.1 Test procedure. With the spreader anchored by means other than the attachment being tested, apply the proportion of the static loads as specified in MIL-STD-209, for type II equipment, class 2 or 3 provisions to each attachment. MIL-A-8421 shall be used for the equipment restraint portion of this test."

\* 4.5.2.7.1.1, line 2, after "class 2 or 3 provisions" add "and MIL-A-8421 for equipment restraint."

After 4.5.2.7.1.1, add:

MIL-S-464F(ME)  
AMENDMENT 2

\* "4.5.2.8 Rail impact test. Unless otherwise specified (see 6.2), spreader and all attached equipment in rail transport configuration shall be tested as specified in the following test procedure.

Step 1. From one to five rail cars shall be positioned on a level of track. The following conditions shall be satisfied:

- a. The total weight of the car(s) shall be at least 114,000 kilograms (250,000 pounds).
- b. The couplers between cars shall be compressed to take up any slack.
- c. All of the air and hand brakes on the car(s) used shall be set.
- d. Any load in or on the car(s) shall be secured to prevent sliding or shifting; any movement greater than 5 cm shall be justification for retest.
- e. The end of the buffer car to be struck must have a standard draft gear.

Step 2. Mount the test item on the test car. The test car shall be equipped with standard draft gears and conventional underframes. Mounting of the test item shall incorporate the standard loading and bracing method as shown in section 6 of the Association of American Railroads (AAR) "Rules Governing the Loading of Department of Defense Materiel On Open Top Cars." No exotic or unusual tiedown methods shall be used; any non-standard loading and bracing must be approved by the Military Traffic Management Command Transportation Engineering Agency (MTMCTEA), ATTN: MTT-TR, P.O. Box 6276, Newport News, VA 23606-0276 prior to testing.

Step 3. Situate the test car between the buffer cars and the locomotive, and pull the test car at least 65 meters (200 feet) from the buffer car(s) along a level section of track (a minimum distance to achieve the required locomotive speeds).

Step 4. Position the knuckles of the buffer and test cars for coupling.

Step 5. Install a timing device to measure the test car speed (+.1 km/hr) just prior to impact with the buffer car(s). Suggested methods include electronic timing (microswitches) and radar. The use of torpedoes and a stopwatch is permissible but not recommended because of the inaccuracies involved.

Step 6. Push the test car toward the buffer car(s) and, by using the locomotive's speedometer or other means, release the test car when the desired test speed is reached (see step 7), thus allowing the test car to freely impact the buffer car(s).

Step 7. Repeat step 6 until the test car(s) has impacted the buffer car three times at the same end, once each at speeds of 6.4, 9.7 and 13.0 km/hr (4, 6, and 8 mph) +0.8, -0.0 km/hr. Reverse the test car and repeat the 13.0 km/hr impact, for a total of 4 impacts.

MIL-S-464F(ME)  
AMENDMENT 2

NOTE . Adjustment of the lading or securing mechanisms, or reconditioning of the bracing or items of securement is not allowed without a complete retest.

Failure of the tiedowns or inability of the spreader to operate shall constitute failure of this test."

PAGE 18

6.2, add:

"k. When a rail impact test is not required (see 4.5.2.8)."

\* 6.5, line 3, add: "The contracting officer should provide interface dimensions for the M51A2, M817, M929 and M930 dump (see 3.1).

The margins of this amendment are marked with an asterisk to indicate where changes (additions, modifications, corrections, deletions) from the previous amendment were made. This was done as a convenience only and the Government assumes no liability whatsoever for any inaccuracies in these notations. Bidders and contractors are cautioned to evaluate the requirements of this document based on the entire content irrespective of the marginal notations and relationship to the last previous amendment.

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