



## Internal Air Transport Certification

ASC/ENFC (ATTLA)  
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WPAFB, OH 45433-7017  
<https://afkm.wpafb.af.mil/ATTLA> (direct)  
<https://wwwd.my.af.mil/afknprod/ATTLA> (AF Portal)



**Date:** 16 February 2011

**Item Nomenclature:** Ford F-750 Box Truck

**File Number:** 2011.02.01

**Requestor:** GSA 794 Medium and Heavy Vehicles (Jeffrey Meyers)

**Item Description:** The subject item is identified to be a two axle Ford F750 21' box truck. It measures approximately 363" L x 96" W x 139" H. The vehicle weighs approximately 14,480 lbs and has a gross vehicle weight rating (GVWR) of 25,999 lbs. The front axle is reported to weigh 6,460 lbs with a rating of 10,000 lbs and the rear axle is reported to weigh 3,229 lbs with a rating of 21,000 lbs.



**Figure 1: Ford F-750 Box Truck**

**Certified Aircraft:** USAF C-17 and C-5

### 1. Maximum Weight for Air Transport:

- a. Gross Vehicle Weight: 16,000 lbs (provided empty weight plus scale tolerance)
- b. Axle Limits: Front - 8,000 lbs; Rear - 16,800 lbs (80% of axle rating)

### 2. Item Preparation:

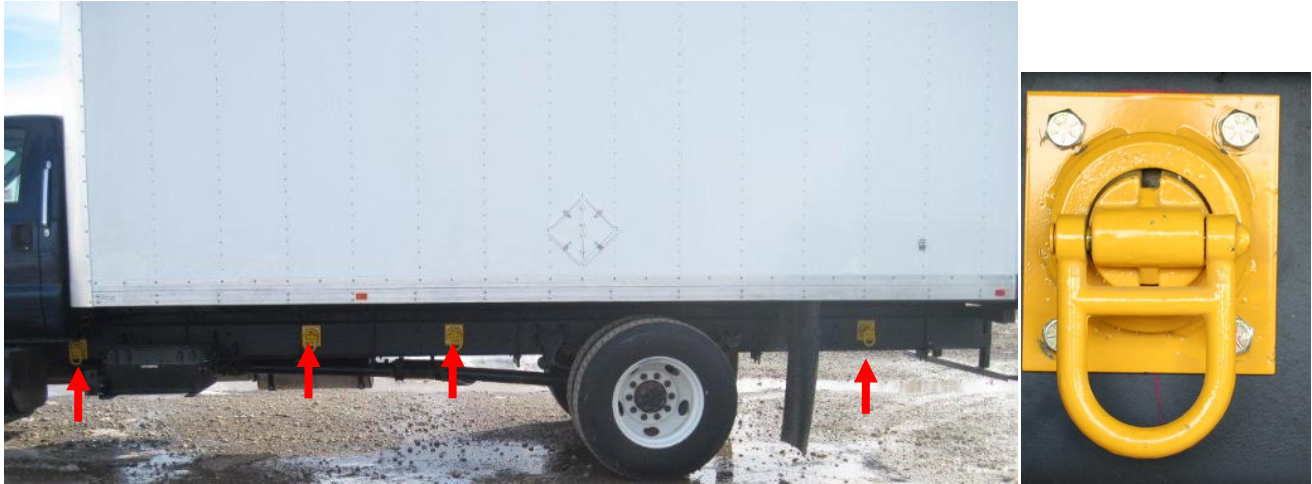
- a. Cargo box must be empty.
- b. Shoring as listed in paragraph 5 shall be provided by the shipper.
- c. All hazardous materials (to include fuel level, batteries, etc.) must be prepared and certified for airlift in accordance with TM 38-250/AFMAN 24-204(I). Do not consider this air transport one-time approval as approval for hazardous materials. Authorization for airlifting hazardous material is the responsibility of 401 SCMS/GUMAA (DSN 787-4503 or COM (937) 257-4503).

### 3. Loading Instructions:

- a. The vehicle can be loaded either front or aft end first into the aircraft cargo compartment using general loading procedures as listed in the respective aircraft cargo loading manual.

b. Sleeper shoring shall be placed in close proximity to the front axle between the vehicle frame and the cargo floor. See paragraph 5 for minimum shoring base dimensions.

**4. Restraint Requirements:** The Ford F-750 Box Truck and all accompanying cargo must be restrained to meet MIL-HDBK-1791 requirements of 3G forward, 1.5G aft and lateral, and 2G up. In addition, stored or installed equipment must meet these requirements and be capable of withstanding a 4.5G down load. The vehicle has eight tiedown provisions with a rated capacity of 10,000 lbs each (see Figure 2). Axles may be utilized for restraint in longitudinal and lateral directions up to the rated capacities provided in the Item Description paragraph above. Do not route chains around electric, hydraulic or air lines. Do not apply more than half the required restraint for longitudinal and lateral directions to vehicle axles. Note that spring mounted axles provide zero vertical restraint.



**Figure 2: Tiedown Type and Location**

**5. Required Shoring Dimensions & Diagrams:**

a. Sleeper Shoring: 10" L x 10" W. The sleeper shoring must be stacked to within 1/2" of chassis/frame area and secured with cargo straps.

**Required Distribution:**

1. Shipper shall give a copy of this certification to the ATOC representative when the item is presented for airlift. This memo shall be part of the official cargo manifest documentation package and shall be briefed to the aircraft loadmaster prior to loading this/these item/s.
2. AMC/A3V.

**Point of Contact:** SMSgt Eric Prater, at Paul.Prater@wpafb.af.mil, DSN 986-9953 or Commercial (937) 656-9953. Refer to file number 2011.02.01 to reference this item.

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