

TDS-2096-SHR

April 2008

Shipboard Mounting System for GSA Approved Class 5 & 6 Containers

Background

GSA approved Class 5 & 6 containers used aboard DOD vessels, vehicles or aircraft must to be securely mounted to avoid causing damage or injuries. Currently employed methods to mount GSA containers aboard ships may encounter one or more of these issues:

- DOD 5200.1-R mandates that drilling or welding containers (except for authorized repairs) will void its security integrity.
- Containers mounted by these methods are not authorized to contain classified materials.
- Incorporating the container into a structure (compartment, bulkhead, etc.) obstructs an external inspection for covert entry.
- Limited space aboard ship and varying container dimensions impose mounting difficulties resulting in non-uniform hardware.
- Currently utilized mounting methods are not in compliance with MIL-S-901 D (impact) and MIL-STD-167-1A (vibration) requirements for shipboard equipment.

Discussion

A commercial off-the-shelf (COTS) mounting system is now available that has passed MIL-S-901 D and MIL-STD-167-1A testing. The system can be used on one to five drawer letter or legal size (Figure 1), general purpose or map & plan cabinets. The system may be installed on decks constructed of the following materials:

- Steel
- Aluminum
- Fiberglass
- Wood

The system can also interface with the Flex Deck System used aboard some U.S. Navy ships.

Description

There are two systems available to meet different user applications.

- For standard applications, P/N KX1125 has 3 strap assemblies consisting of straps, ratchets, strap anchors and corner protectors. Two 36" long steel mounting angles and all necessary bolts are included.
- For quick release applications, P/N- KX1115 uses the same strap assemblies and replaces the angels with two 36" long aluminum (7075-T6511 alloy) ISO 7166 tracks and matching anchoring clamps. P/N- KX1120 is the same as above except the tracks are steel (4140 alloy).

Mounting is accomplished by cutting the angles or tracks to the required length. The deck is drilled and the mounting hardware is then through bolted securely to the deck. The angles or tracks can also be bolted directly into the Flex Deck anchoring system. In applications where penetrating the deck is impractical or prohibited, the angles or tracks may be welded in place.

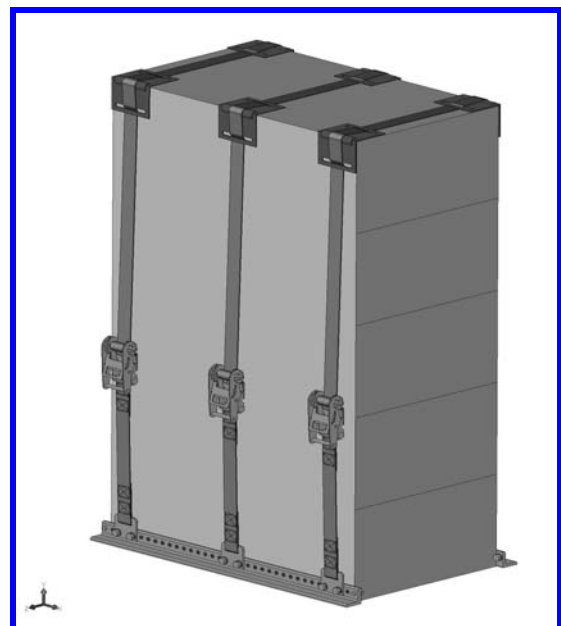


Figure 1

SOURCE:

AGM Container Controls Inc.

P.O. Box 40020

Tucson, AZ 85717-0020

1-800-995-5590

Com: 520-881-2130

Fax: 520-881-4983

E-mail: sales@agmcontainer.com

Website: <https://www.agmcontainer.com/product-category/shelving-and-straps/>

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Fax: (805) 982-1253 or DSN 551-1253

E-mail: W_NAVFAC_DOD_Lock_Program_Support@navy.mil

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