(h) Install the lift provisions on the outer ends of the rear bumper by removing the tiedown provisions located inboard of the bumper end and installing them on the outer ends of the rear bumper.

(2) Rigging. Rig the load according to the steps in Figure 2-5.

NOTE: Hookup of this load presents substantial risk of damage to the load or injury to the hookup personnel. Use of a reach pendant is recommended for this load.

(3) Hookup. The hookup team stands on top of the shelter. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then carefully dismounts the vehicle and remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

(4) Derigging. Derigging is the reverse of the preparation and rigging procedures in steps d (1) and d (2).

2-7. M1097 Shelter Carrier, Heavy HMMWV, With S-250 or S-250E Shelter

a. Applicability. The following items in Table 2-6 are certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

Table 2-6. Shelter Carrier, (Heavy HMMWV), With S-250/S-250E Shelter

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT / REAR	RECOMMENDED AIRSPEED (KNOTS)
S-250/S-250E	10,001	25K	60/10	120
AN/TRC-170 Communication Shelter	9,240	15K	40/3	130
TRQ-32, Intelligence and Electronic Warfare (IEW) System	9,700	10K	60/10	120
Platoon Operations Center (POC), Intelligence and Electronic Warfare (IEW) System	9,700	10K	60/10	120
Mobile Subscriber Equipment Contingency Communications Package/Light Forces Contingency Communications Package in S-250E	9,993	10K	60/10	120
Mobile Subscriber Equipment Contingency Communications Package/Light Forces Contingency Communications Package in S-250	8,913	10K	60/10	120
LOS (V1)	9,038	10K	60/10	120
LOS (V2)	9,038	10K	60/10	120
LOS (V3)	9,038	10K	60/10	120
LOS (V4)	9,038	10K	60/10	120
NODAL Support Vehicle	8,250	10K	60/10	120

NOTE: All certified shelters in paragraph 2-6 (M1037/ M1042 Shelter Carrier, HMMWV, With S-250/S-250E Shelter) are certified for sling loading on the M1097 Shelter Carrier with an increased maximum weight of 300 pounds.

b. Materials. The following materials are required to rig this load:

(1) Sling set (10,000-pound capacity or 25,000-pound capacity).

OR

(2) Multileg sling set (15,000-pound capacity for the CH-53E only).

(a) Additional chain lengths from the sling set being used (4 each).

(b) Additional coupling links from the sling set being used (4 each).

(3) Tape, adhesive, pressure-sensitive, 2-inch wide roll.

(4) Cord, nylon, Type III, 550-pound breaking strength.

(5) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

(6) Felt sheet, cattle hair, Type IV, 1/2-inch or suitable padding.

(7) Padding, Cellulose.

c. Personnel. Two persons can prepare and rig this load in 15 to 25 minutes.

d. Procedures. The following procedures apply to this load:

(1) Preparation. Prepare the load using the following steps:

(a) Connect one additional chain length to each chain of the sling set with the coupling link.

(b) Fold mirrors forward in front of the windshield and tie together with Type III nylon cord. Tape the windshield in an X formation from corner to corner.

(c) Secure the shelter to the truck using wire rope or tie-down assemblies. Secure all equipment inside the shelter with tape, nylon cord, or lashings; close and secure the door.

(d) Secure all equipment and cargo inside the vehicle with tape, nylon cord, or lashings. Secure the doors shut if installed.

(e) Ensure the fuel tank is not over 3/4 full. Inspect fuel tank cap, oil filler cap, and battery caps for proper installation.

(f) Engage the vehicle parking brake and put the transmission in neutral.

(g) Ensure the front wheels are pointed straight ahead. Tie down the steering wheel, using the securing device attached under the dashboard.

(h) Install the lift provisions on the outer ends of the rear bumper by removing the tiedown provisions located inboard of the bumper end and installing them on the outer ends of the rear bumper.

(i) When using the multileg sling set, attach an additional chain length to the end of the chain on each sling leg with the coupling link.

(2) Rigging. Rig the load according to the steps in Figure 2-6.

NOTE: Hookup of this load presents substantial risk of damage to the load or injury to the hookup personnel. Use of a reach pendant is recommended for this load.

(3) Hookup. The hookup team stands on top of the shelter. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then carefully dismounts the vehicle and remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

(4) Derigging. Derigging is the reverse of the preparation and rigging procedures in steps d (1) and d (2).