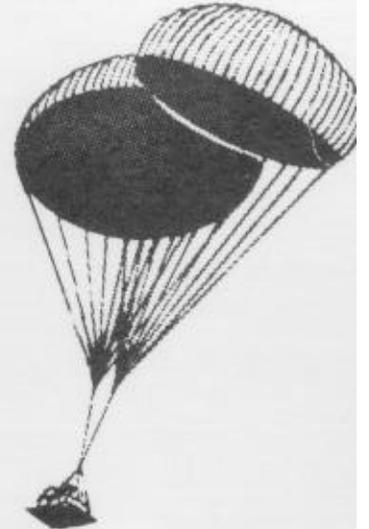


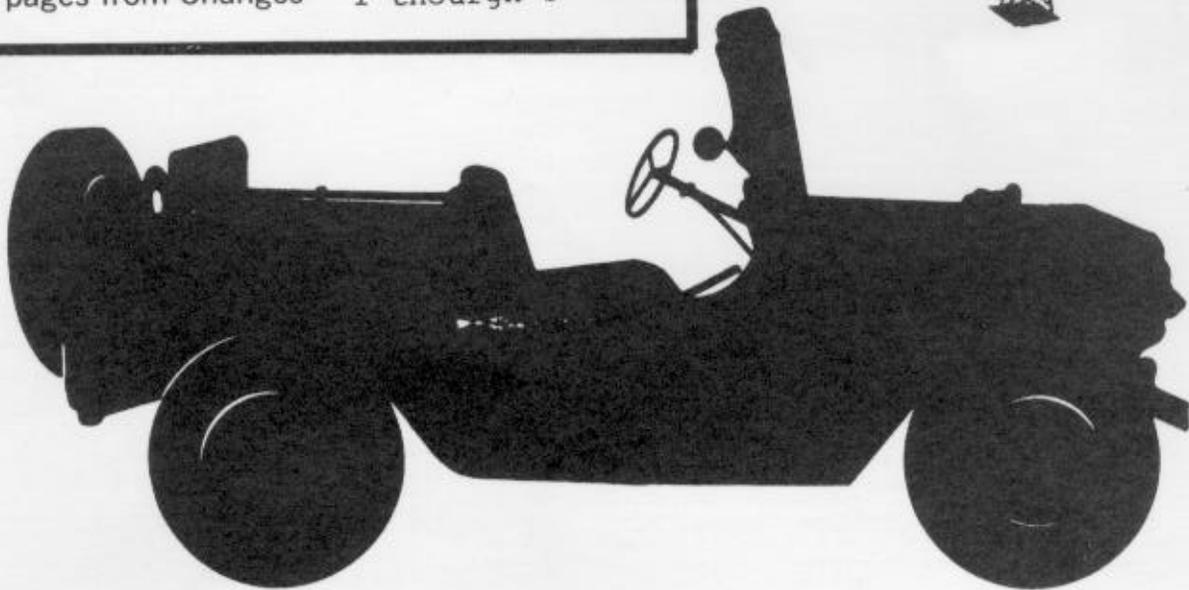
ARMY FM 10-510
AIR FORCE TO 13C7-2-451

AIR DROP OF SUPPLIES AND EQUIPMENT

RIGGING 1/4 TON TRUCKS



This copy is a reprint which includes current pages from Changes 1 through 3



DEPARTMENTS OF THE ARMY AND AIR FORCE
MAY 1975

Change
No 3

C3, FM 10-510/TO 13C7-2-451
HEADQUARTERS
DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
Washington, DC, 14 November 1985

AIRDROP OF SUPPLIES AND EQUIPMENT RIGGING 1/4-TON TRUCKS

This change gives new procedures for rigging the M151 truck on an 8-foot modular platform. It also gives procedures for rigging an accompanying load in the rear of the truck and gives procedures for rigging a radar jamming system in the rear of the truck.

FM 10-510/TO 13C7-2-451, 15 May 1975, 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—

i through v i through vi
2-1 through 2-20 2-1 through 2-29

Insert pages—

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Change
No 2

DEPARTMENTS OF THE ARMY
AND THE AIR FORCE
Washington, DC, 2 December 1983

AIRDROP OF SUPPLIES AND EQUIPMENT

RIGGING 1/4-TON TRUCKS

This change gives new procedures for rigging the M151 truck on an 8-foot modular platform, gives new procedures for rigging the M151 truck with the AN/VSC-2 radio on a 12-foot modular platform, updates and clarifies the rigging procedures for the M151 for LAPE airdrop, and adds the LAPE airdrop procedures for the M151 with the AN/VRC-19 radio set.

FM 10-510/TO 13C7-2-451, 15 May 1975, is changed as follows:

1. Remove old pages and insert new pages as indicated below:

Remove pages--	Insert pages--
i through v	i through v
1-1	1-1
2-1 through 2-13	2-1 through 2-20
4-1 through 4-9	4-1 through 4-15
11-1 and 11-2	11-1 and 11-2
11-5 through 11-14	11-5 through 11-20
A-1	References-1

2. New or changed material is identified by a vertical bar in the margin opposite the changed material. Changes to illustrations are indicated by miniature pointing hands.
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AIRDROP OF SUPPLIES AND EQUIPMENT RIGGING 1/4-TON TRUCKS

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CHAPTER 1

INTRODUCTION

1-1. Scope

This manual tells and shows how to rig the M151, M151A1, M151A2, and M38A1, 1/4-ton utility trucks for low-velocity airdrop from a C-130 or C-141 aircraft. (In this manual the M151, M151A1, and M151A2 trucks are referred to as the M151 truck.) This manual also covers the rigging of the M151 truck for delivery by low-altitude parachute-extraction (LAPE) airdrop from a C-130 aircraft.

1-2. Special Considerations

CAUTION: Only ammunition listed in FM 10-553/TO 13C7-18-41 may be airdropped.

a. The loads covered in this manual may include hazardous material as defined in AFR 71-4/TM 38-250. If included, the hazardous material must be packaged, marked, and labeled as required by AFR 71-4/TM 38-250.

b. A copy of this manual must be available to the joint airdrop inspectors during the before- and after-loading inspections.

c. An additional layer of honeycomb is required on loads delivered on drop zones with ground elevations of 6,000 to 10,000 feet, unless this manual specifies otherwise.

d. Loads rigged for airdrop from the C-141 aircraft and weighing less than 3,500 pounds **MUST** be platform extracted.

1-3. Recommended Changes

You are encouraged to report any errors or omissions and suggest ways for making this a better manual. Army personnel, send your comments on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to:

**Commandant
US Army Quartermaster School
ATTN: ATSM-TDT
Fort Lee, VA 23801**

Air Force personnel, send your reports on AFTO Form 22 (Technical Order Publication Improvement Report) through:

**Headquarters
Military Airlift Command (MAC/DOXT)
Scott AFB, IL 62225**

to:

**Commandant
US Army Quartermaster School
ATTN: ATSM-TDT
Fort Lee, VA 23801**

Also, send information copy of AFTO Form 22 to:

**San Antonio ALC/MMEDTR
Kelly AFB, TX 78241**

CHAPTER 2

RIGGING M151 TRUCK FOR LOW-VELOCITY AIRDROP

Section I

RIGGING TRUCK WITHOUT ACCOMPANYING LOAD

2-1. Description of Load

a. The M151, 1/4-ton truck is rigged on an 8-foot, type II modular platform for low-velocity airdrop. The load requires one G-11A, one G-11B, or three G-12D cargo parachutes and other items of airdrop equipment. The unrigged truck shown in this section weighs 2,400 pounds. Its height is 71 inches (reducible to 52 inches). Its length is 133 inches, and its width is 64 inches.

b. The truck shown in this section is equipped with a radio and an antenna. Your truck may not be so equipped. If not, omit steps dealing with those items when preparing the truck. However, any radio mounts or antenna mounts or brackets must be padded with cellulose wadding or other suitable material, and the padding must be taped in place.

c. This section also shows and tells how to install the vehicle drive-off aid kit on the truck.

Note: Other loads shown in this manual may not show the vehicle drive-off aid. However, when required, install the drive-off aid kit as outlined in this section.

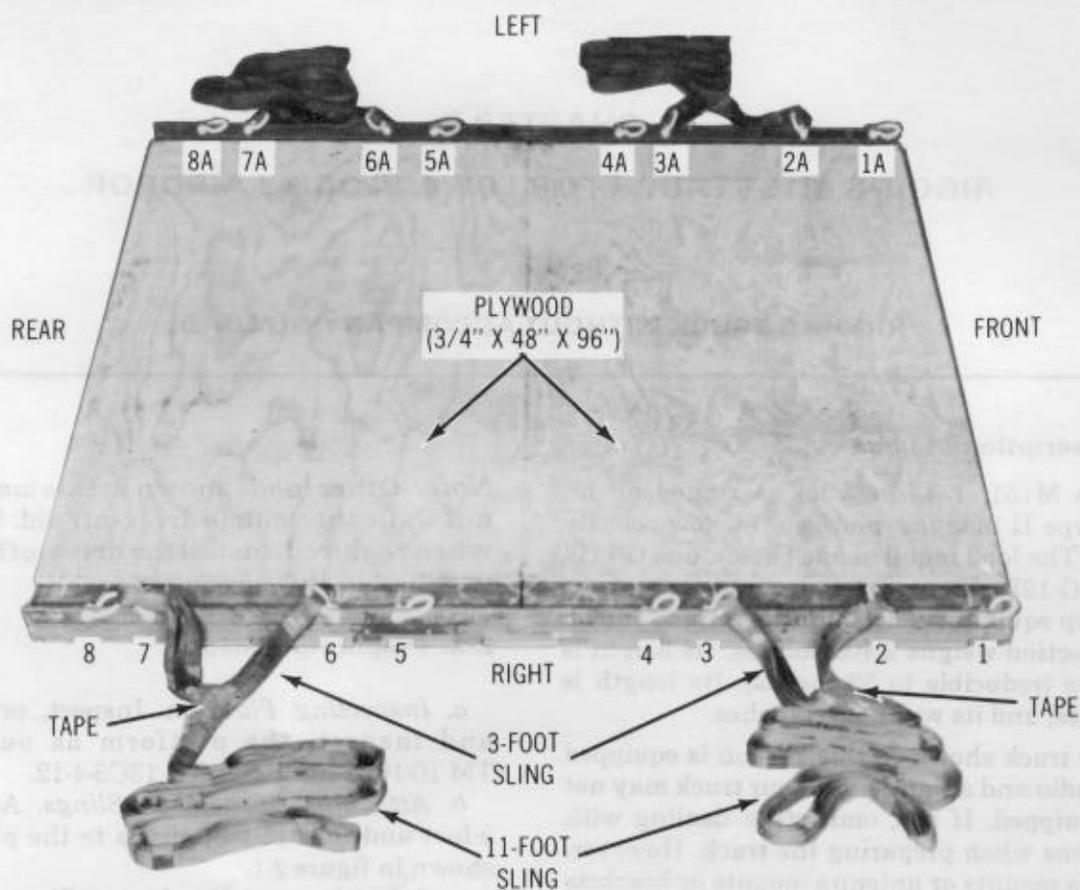
2-2. Preparing Platform

a. *Inspecting Platform.* Inspect, or assemble and inspect, the platform as outlined in TM 10-1670-208-20&P/TO 13C3-4-12.

b. *Attaching Suspension Slings.* Attach four 3-foot and four 11-foot slings to the platform as shown in figure 2-1.

c. *Attaching and Numbering Clevises.* Attach eight load tiedown clevises as shown in figure 2-1. Number the clevises as shown in figure 2-1.

d. *Positioning Load Spreaders.* Place two plywood load spreaders on the platform as shown in figure 2-1.



STEPS:

1. Using four 3-foot and four 11-foot slings, pass each 3-foot sling through the loop of an 11-foot sling. Place a tiedown clevis on each end of the 3-foot slings.

Note: Type X (3-loop) or type XXVI (2-loop) nylon webbing slings may be used. However, all slings **MUST** be made from the same type of material.

2. Center the 11-foot slings on the 3-foot slings, and tape the slings in place.
3. Bolt the clevises to the 3d and 6th clevis holes for the front slings and the 12th and 15th clevis holes for the rear slings.
4. Bolt a load tiedown clevis to the 1st, 7th, 11th, and 16th clevis holes according to FM 10-500/TO 13C7-1-5.
5. Number the clevises bolted to the right rail from 1 through 8 and those bolted to the left rail from 1A through 8A according to FM 10-500/TO 13C7-1-5.
6. Place a 3/4- by 48- by 96-inch piece of plywood (load spreader) on each platform panel.

Figure 2-1. Platform prepared.

2-3. Building and Placing Honeycomb Stacks

Build three honeycomb stacks according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-2. Position the stacks on the load spreaders as shown in figures 2-3 and 2-4.

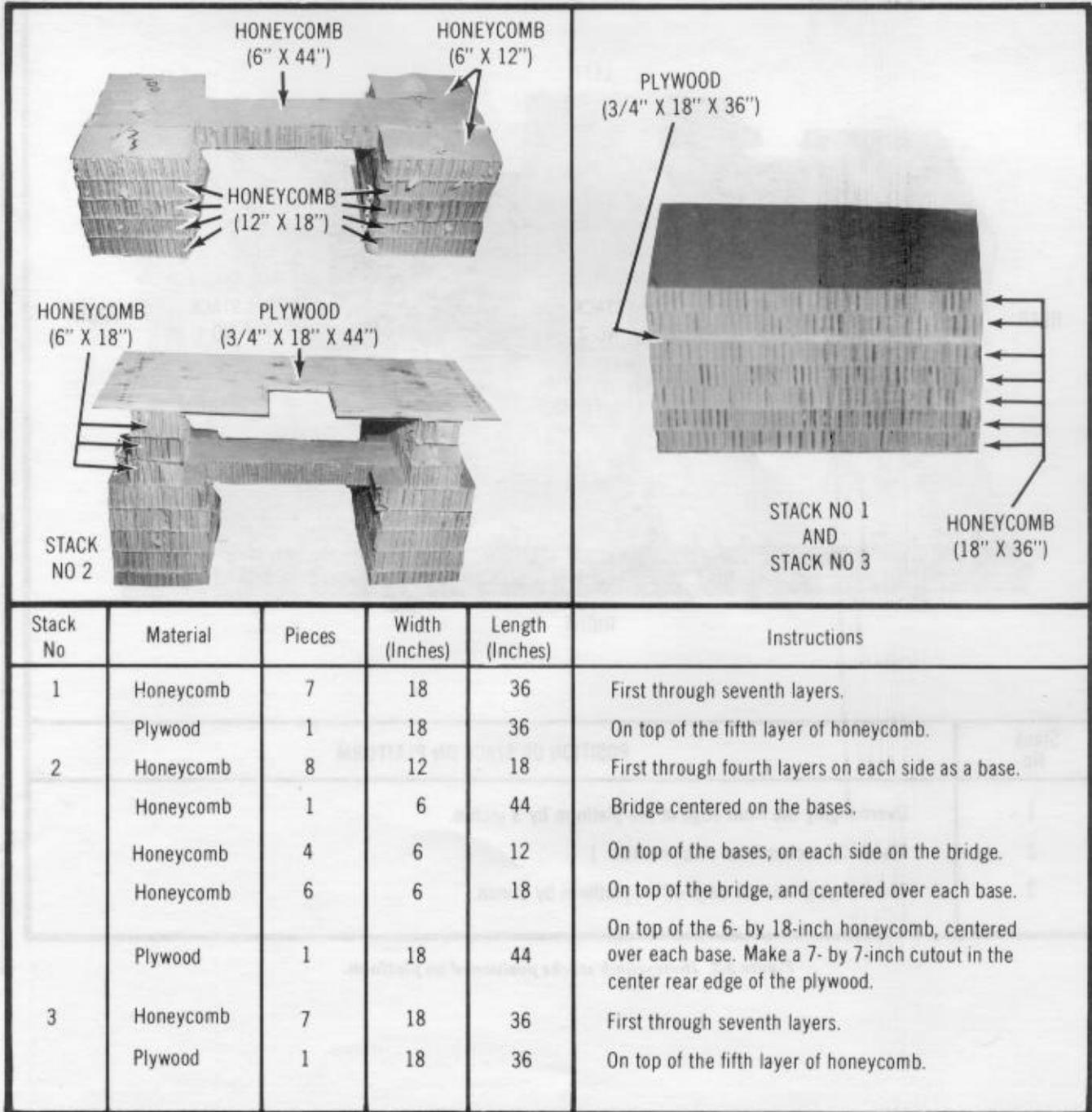
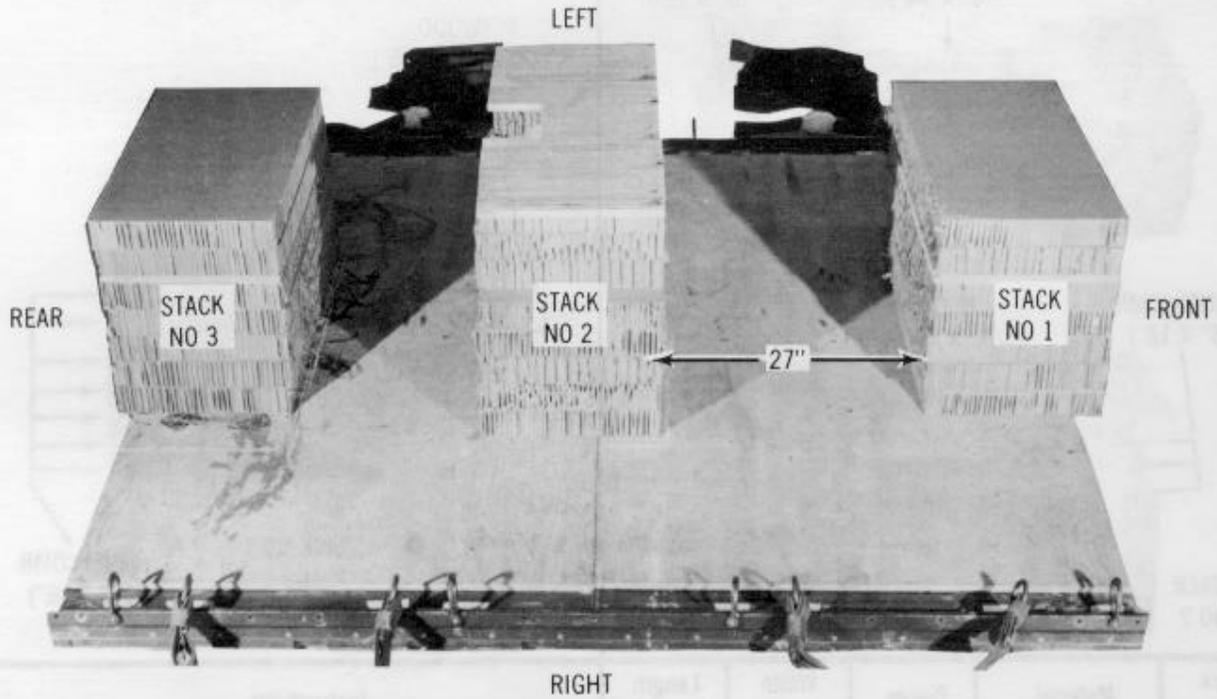


Figure 2-2. Honeycomb stacks prepared.

- Notes: a. Center the honeycomb stacks between the side rails.
 b. Glue the layers of honeycomb and plywood together, and glue the stacks to the load spreaders.



Stack No	POSITION OF STACK ON PLATFORM
1	Overhanging the front edge of the platform by 3 inches.
2	Placed 27 inches from stack number 1.
3	Overhanging the rear edge of the platform by 1 inch.

Figure 2-3. Honeycomb stacks positioned on platform.

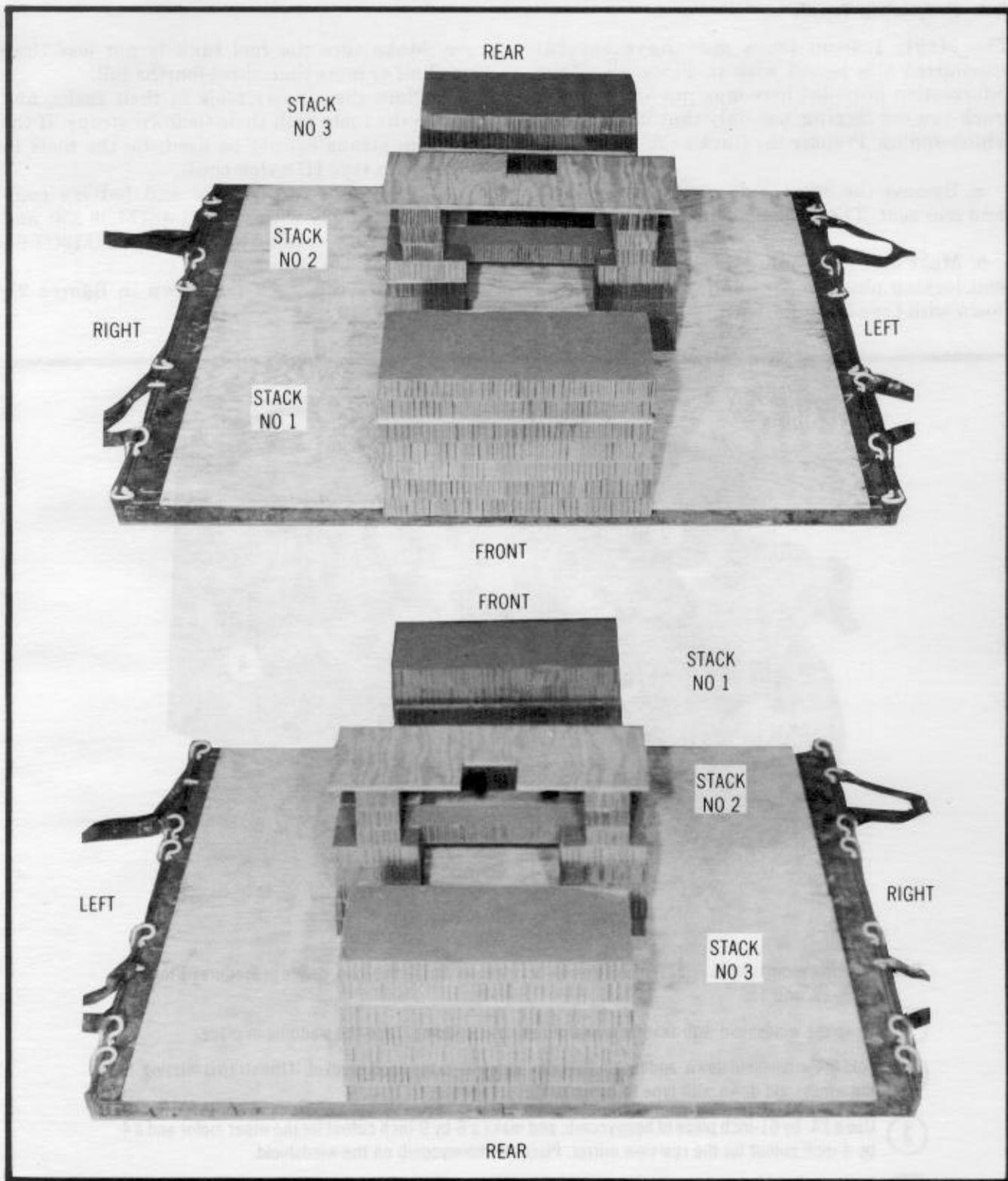


Figure 2-4. Front and rear views of honeycomb stacks positioned on platform.

2-4. Preparing Truck

The M151, 1/4-ton truck may have several specialized kits issued with it. Since all of the information provided here may not apply to the truck you are rigging, use only that information which applies. Prepare the truck as follows:

- a. Remove the doors, side curtains, top cover, and rear seat. These items will be stowed later.
- b. Make sure the front seats are secured. If the seat locking pins are not available, tie the seats down with type III nylon cord.

c. Make sure the fuel tank is not less than one-half or more than three-fourths full.

d. Place the pioneer tools in their racks, and secure the tools with their tiedown straps. If the tiedown straps cannot be used, tie the tools in place with type III nylon cord.

e. Make sure the battery and battery compartment comply with AFR 71-4/TM 38-250, and prepare them according to FM 10-500/TO 13C7-1-5 and AFR 71-4/TM 38-250.

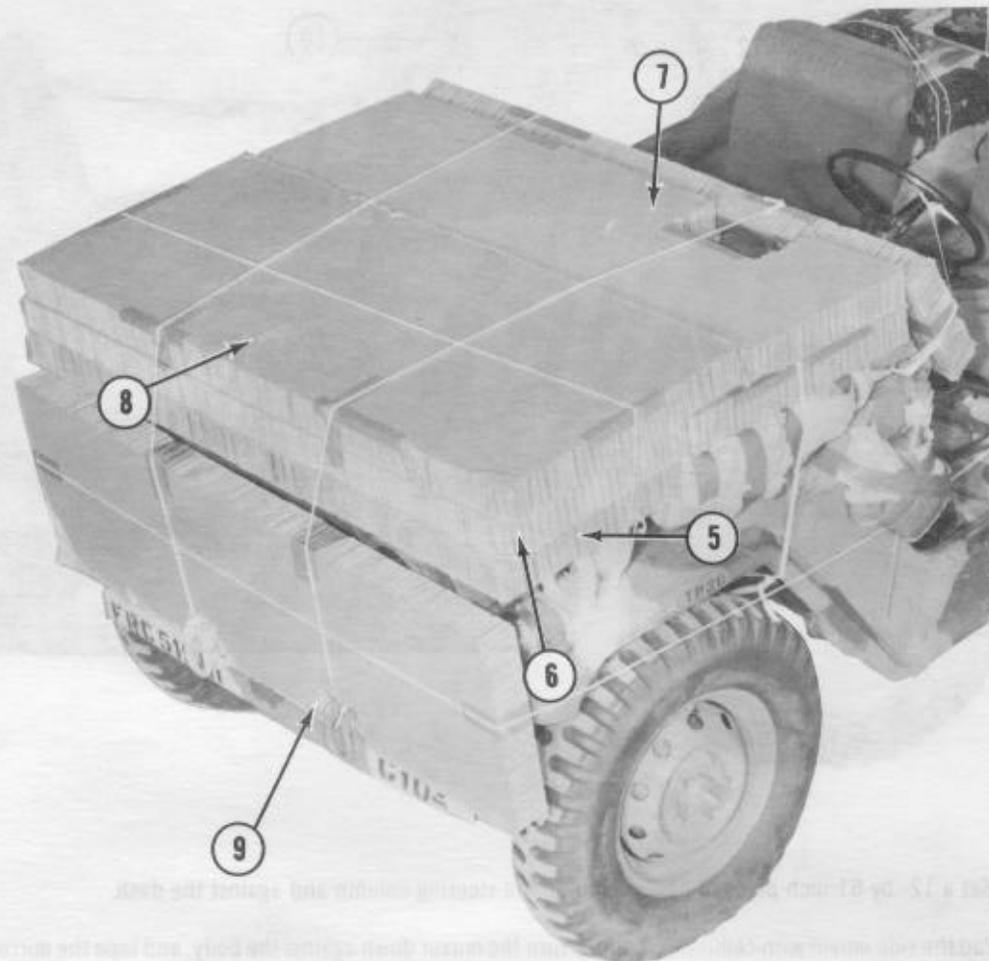
f. Prepare the truck as shown in figures 2-5 through 2-9.



Note: If the windshield is removed and will not be rigged as part of this load, delete procedures 1 through 8, 12, and 13.

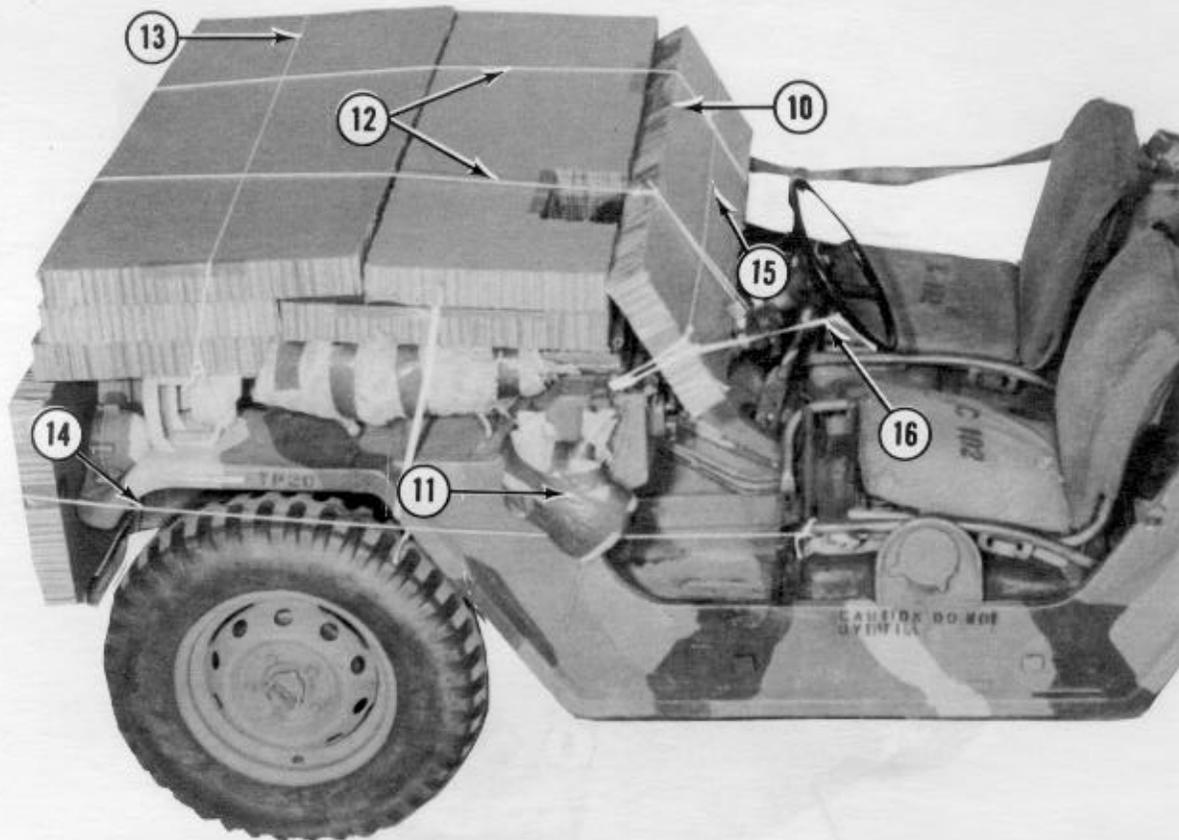
- ① Wrap the windshield with several layers of cellulose wadding. Tape the wadding in place.
- ② Fold the windshield down, and fasten the retaining strap to the hood bracket. If the strap is missing, tie the windshield down with type III nylon cord.
- ③ Use a 24- by 61-inch piece of honeycomb, and make a 6- by 9-inch cutout for the wiper motor and a 4- by 4-inch cutout for the rearview mirror. Place the honeycomb on the windshield.
- ④ Pass a length of 1/2-inch tubular nylon webbing over the honeycomb from the left mainframe to the right mainframe. Tie the 1/2-inch webbing in place.

Figure 2-5. Windshield padded and secured.



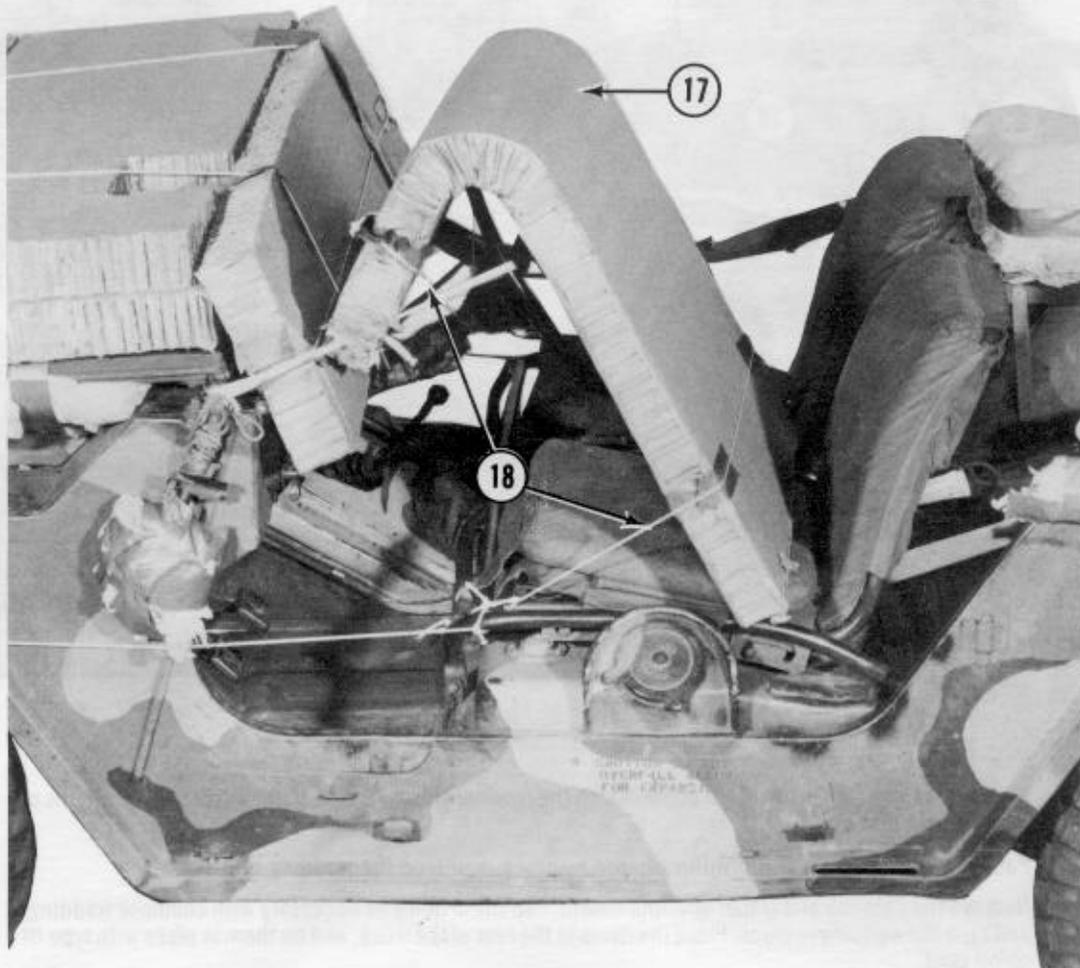
- 5 Lay an 18- by 61-inch piece of honeycomb on the hood of the truck.
- 6 Lay an 18- by 61-inch piece of honeycomb on the honeycomb positioned in procedure 5 above.
- 7 Make a 6- by 9-inch cutout in an 18- by 61-inch piece of honeycomb to match the 6- by 9-inch cutout in procedure 3 of figure 2-5. Lay the honeycomb on the honeycomb placed in procedure 3 of figure 2-5.
- 8 If honeycomb needs to be leveled, lay a 24- by 61-inch piece of honeycomb on the honeycomb placed in procedure 3 of figure 2-5 and procedure 6 above.
- 9 Make two 4- by 7-inch cutouts in an 18- by 61-inch piece of honeycomb for the front lifting shackles. Place the honeycomb on the front bumper.

Figure 2-6. Honeycomb positioned on the front of the truck.



- ⑩ Set a 12- by 61-inch piece of honeycomb on the steering column and against the dash.
 - ⑪ Pad the side mirror with cellulose wadding, turn the mirror down against the body, and tape the mirror in place.
- Note:** Tape the edges of the honeycomb that will touch the cord, and tie the honeycomb mentioned above in place with lengths of type III nylon cord according to procedures 12 through 15 below.
- ⑫ Run one tie from the steering column and one from the dashboard handle in front of the passenger seat, over the hood, and to the bolts of the front lifting shackles.
 - ⑬ Run a tie from the left front signal light, over the honeycomb on the hood, and to the right front signal light.
 - ⑭ Run a tie from the passenger seat frame, around the honeycomb on the front bumper, and to the frame of the driver's seat.
 - ⑮ Run a tie from the left windshield hinge bracket, over the 12- by 61-inch piece of honeycomb against the dash, and to the right windshield hinge bracket.
 - ⑯ Tie the steering wheel to the left windshield hinge bracket with a doubled length of type III nylon cord or 1/2-inch tubular nylon webbing.

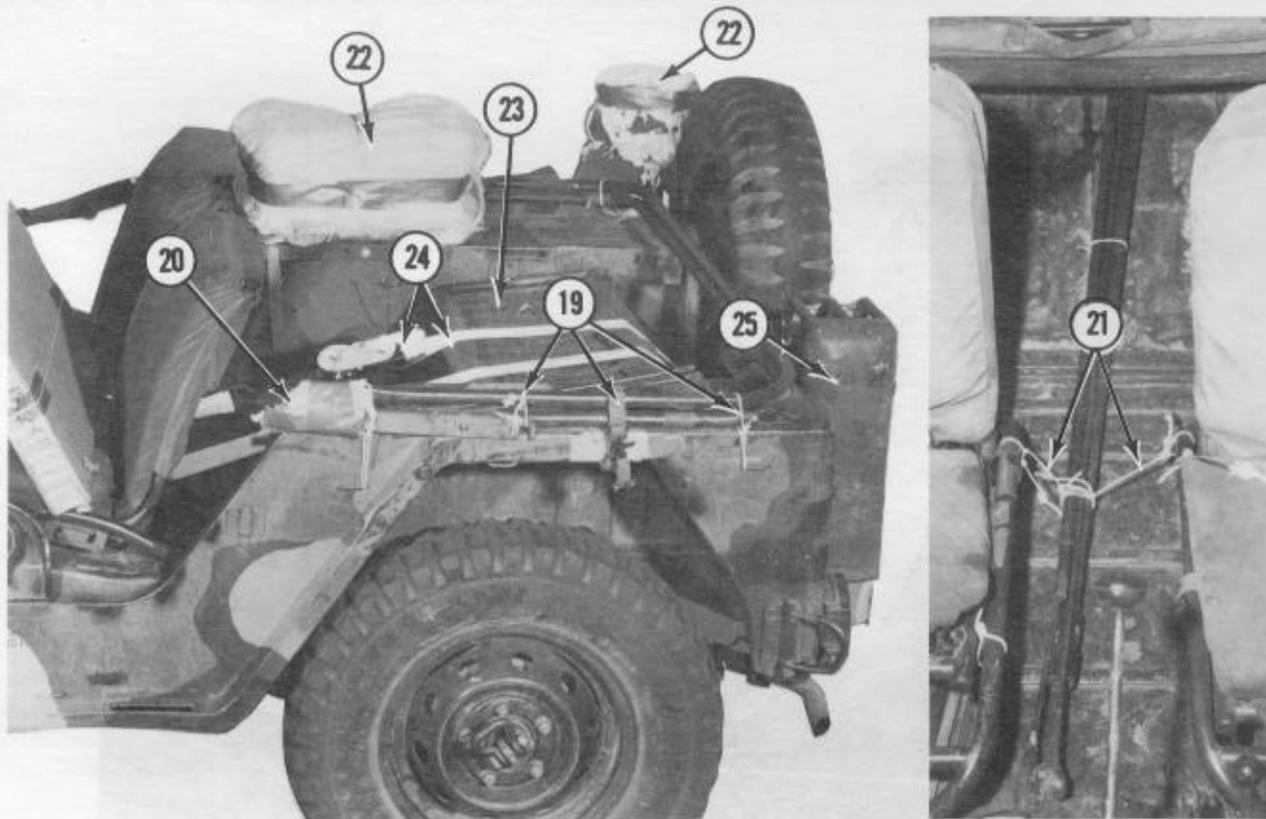
Figure 2-7. Mirror padded, and honeycomb and steering wheel secured.



- 17** Place the 36-inch side of a 36- by 47-inch piece of honeycomb (steering wheel protector) against the driver's seat and the steering wheel. Make several knife cuts across the honeycomb on the underside at the top of the steering wheel to make the honeycomb bend. Fold the top of the honeycomb down against the steering wheel column and the honeycomb on the dash.
- 18** Tie the steering wheel protector in place with two lengths of type III nylon cord.

Note: Tape the edges of the honeycomb where it touches the type III nylon cord.

Figure 2-8. Steering wheel protector positioned and secured.



- 19 Secure the top frame in the down position with the retainer straps. Tie the frame in place with lengths of type III nylon cord.
- 20 Pad all sharp pieces of metal with cellulose wadding, and tape the wadding in place.
- 21 Remove the antenna and upper antenna mount. Pad these items as necessary with cellulose wadding, and tape the wadding in place. Place the items in the rear of the truck, and tie them in place with type III nylon cord.
- 22 Pad the radio and lower antenna mount with cellulose wadding, and tape the wadding in place.
- 23 Place the doors and side curtains in the rear of the truck. Wrap any small loose items in cellulose wadding, and tape the wadding in place. Place the wrapped items in the top cover, and fold the cover to fit in the rear of the truck. Place the rear seat across the top of these items.
- 24 Pass a 15-foot tiedown strap around the frames of the driver's seat and the passenger seat, over the rear seat, and under the towing pintle. Hook the ends of the strap together according to FM 10-500/TO 13C7-1-5.
- 25 Fill the gasoline can according to FM 10-500/TO 13C7-1-5. Secure the can in its bracket on the rear of the truck with the retainer straps. If the straps are missing, use 1/2-inch tubular nylon webbing, and tie the can in place.

Figure 2-9. Rear of truck prepared.

2-5. Installing Load Cover

Use a 9- by 9-foot piece of duck cloth as a load cover. Tie the load cover on the load as shown in figure 2-10.

2-6. Positioning Truck

a. Using four type X (3-loop) or type XXVI (2-loop) nylon webbing slings, fit one small suspension clevis on one end of each sling (lifting sling). Bolt one of the clevises to each wheel suspension point.

b. Lift the truck by the four 9-foot slings, and position the truck on the honeycomb stacks with

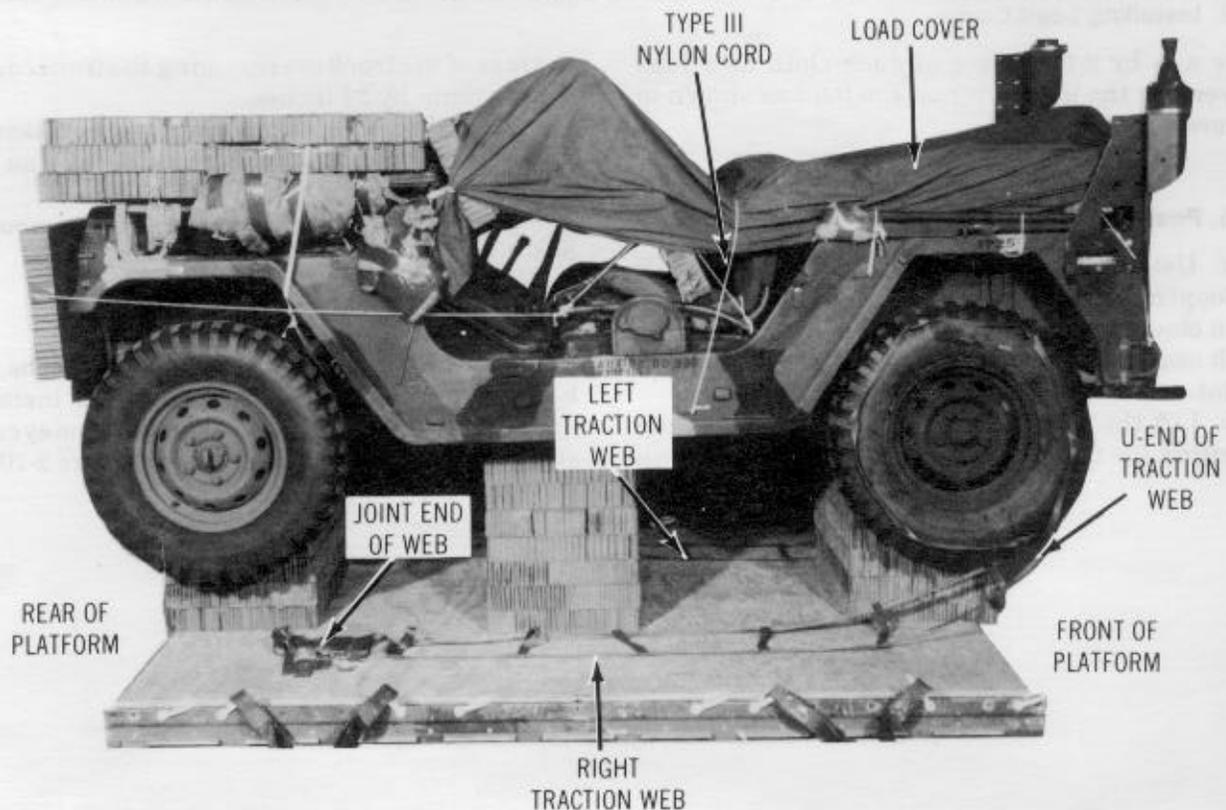
the rear of the truck overhanging the front edge of the platform by 24 inches.

c. Crush the honeycomb where it is necessary to make sure that the truck rests evenly on the stacks.

d. Place the gearshift lever in the neutral position, and release the brakes.

2-7. Installing Drive-Off Aid

The drive-off aid consists of two traction webs, two hooks, and two hook pockets. The aid is installed just before the truck touches the honeycomb stacks. Install the aid as shown in figure 2-10.



STEPS:

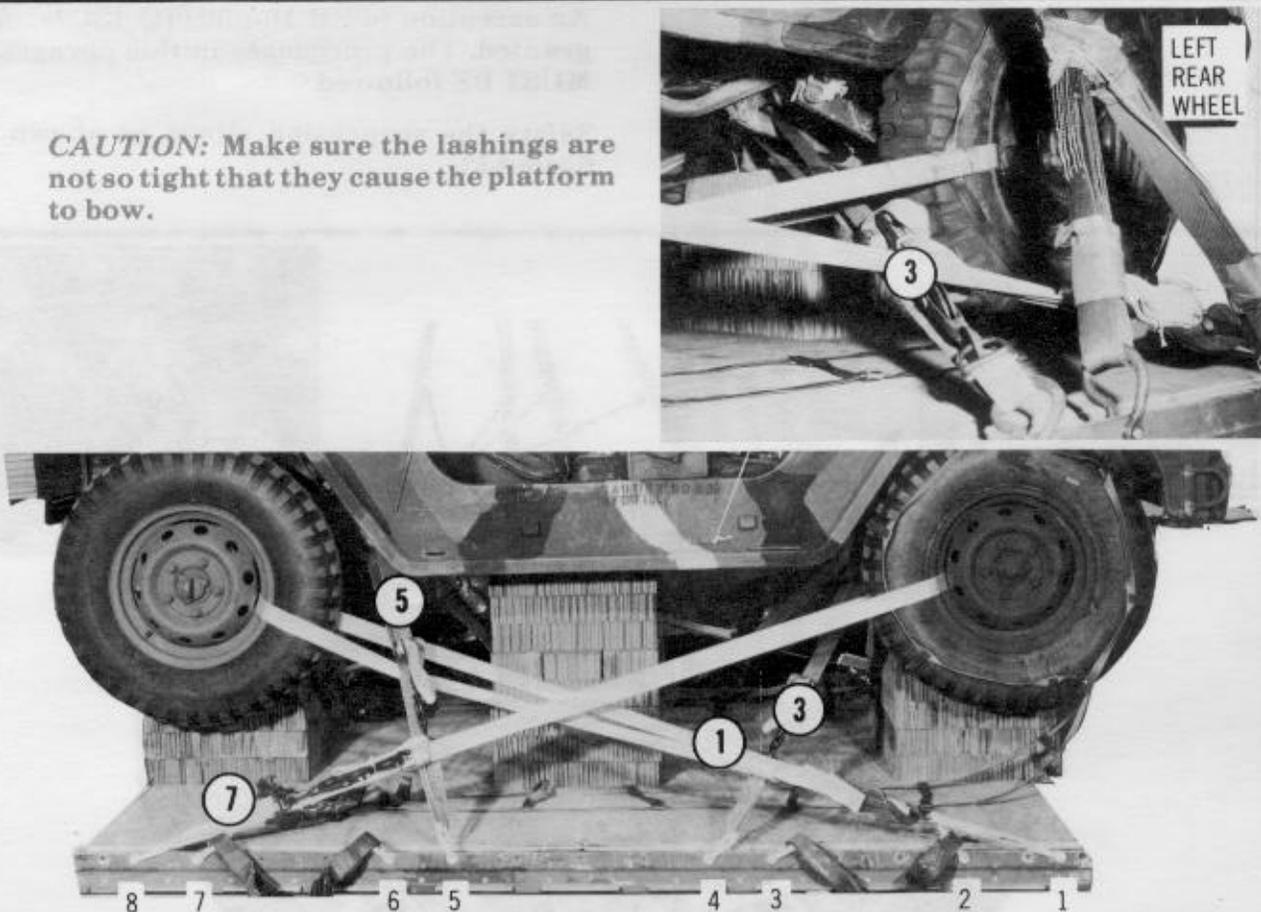
1. Tie a 9- by 9-foot piece of cotton duck cloth over the load with six lengths of type III nylon cord.
2. Wrap a traction web around the left rear wheel in a clockwise direction with the U-end to the rear of the wheel.
3. Pass the joint end through the U-end of the web, and run the joint end rearward along the platform. Pull on the joint end until all of the slack has been removed from the traction web. If the joint end of the traction web extends past the rear end of the platform, wrap more web around the rear wheel.
4. Lace the hook pocket to the traction web at a place near the joint end.
5. Place a hook on the rear end of the platform with the beveled edge under the platform. Hook the joint end of the traction web to this hook. Make any adjustments needed to make the traction web run in a straight line from the wheel to the hook.
6. Attach a second traction web to the right rear wheel in the same manner.
7. Remove the hooks from the platform, and place them in their pockets. Fold the pockets and the joint end of the traction webs to a place on the platform just to the rear of the front wheels. Tape the ends of the traction webs, hooks, and hook pockets to the platform.
8. Lower the truck onto the honeycomb stacks, and remove the lifting slings.

Figure 2-10. Load cover and drive-off aids installed.

2-8. Installing Lashings

Use eight 15-foot tiedown straps, eight D-rings, and eight load binders to lash the truck to the platform as shown in figure 2-11.

CAUTION: Make sure the lashings are not so tight that they cause the platform to bow.



Lashing No	Clevis No	Instructions
1	1	Through the left front wheel
2	1A	Through the right front wheel
3	4	Around the left inside suspension arm
4	4A	Around the right inside suspension arm
5	5	Around the left mainframe
6	5A	Around the right mainframe
7	8	Through the left rear wheel
8	8A	Through the right rear wheel

Note: Pad all sharp edges that may come in contact with the lashings. Fold the excess lashings. Tape the folds to the load binders, or tie the folds with 80-pound cotton webbing.

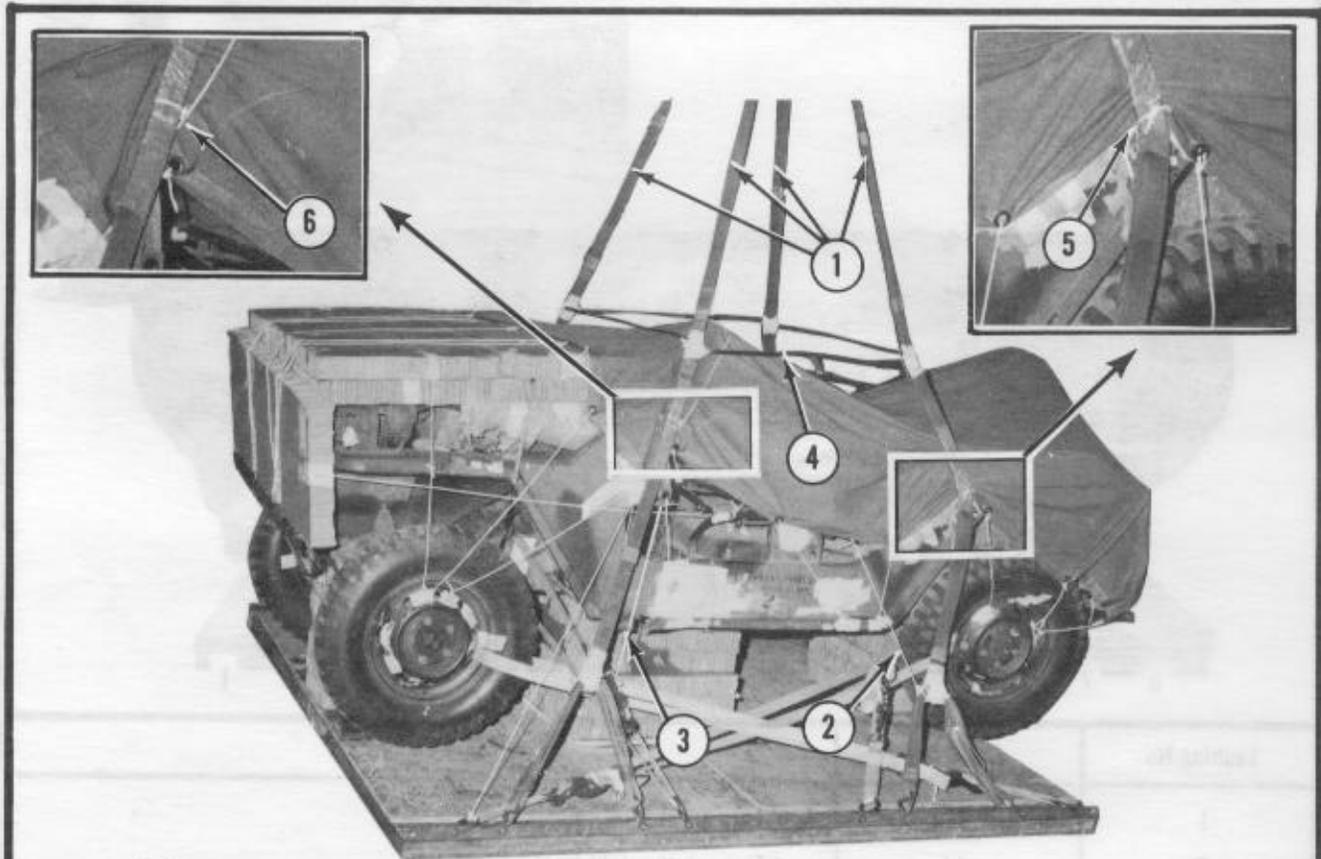
Figure 2-11. Lashings installed.

2-9. Safetying Suspension Slings

NOTICE OF EXCEPTION

The procedures in this paragraph are different from those in FM 10-500/TO 13C7-1-5. An exception to FM 10-500/TO 13C7-1-5 is granted. The procedures in this paragraph **MUST BE** followed.

Safety the suspension slings as shown in figure 2-12.



- ① Extend the suspension slings above the truck.
- ② Tie each front 3-foot sling to the front seat rail with a length of type III nylon cord.
- ③ Tie each rear 3-foot sling to the windshield hinge with a length of type III nylon cord.
- ④ Adapt the procedures outlined in FM 10-500/TO 13C7-1-5 and make the deadman's tie. Make sure the deadman's tie is lowered and tied even with the top of the load.
- ⑤ Tie each front suspension sling to the top frame with a length of type III nylon cord.
- ⑥ Tie each rear suspension sling to the windshield hinge with a length of type III nylon cord.

Note: Tape a 12-inch length of each sling with cloth-backed adhesive tape where the ties are to be made.

Figure 2-12. Suspension slings safetied, and deadman's tie installed.

2-10. Stowing Cargo Parachutes

One G-11A, one G-11B, or three G-12D cargo parachutes may be used with this load. Select the parachute or parachutes, and stow as follows:

a. Stow one G-11A or G-11B cargo parachute as shown in figure 2-13.

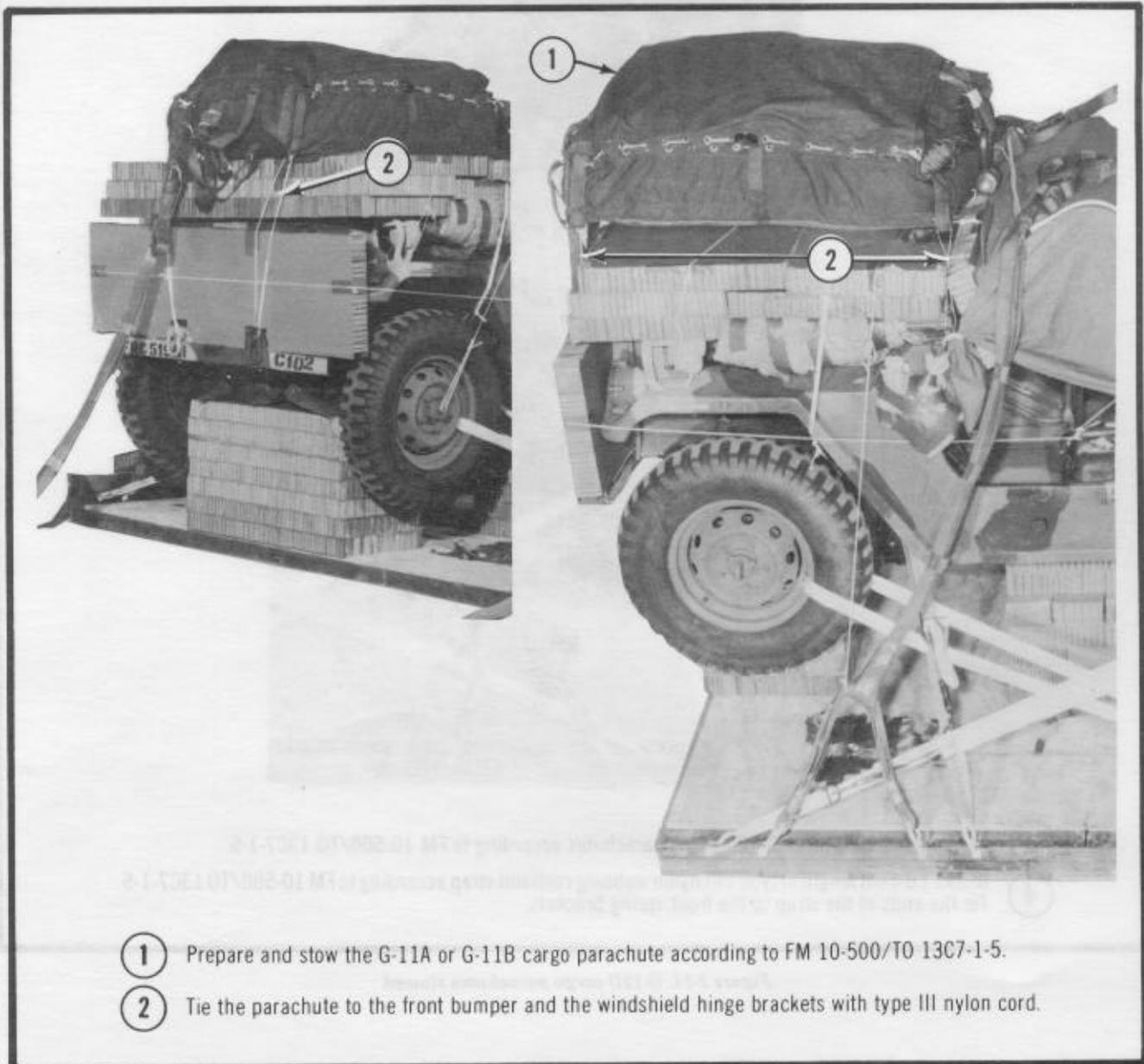
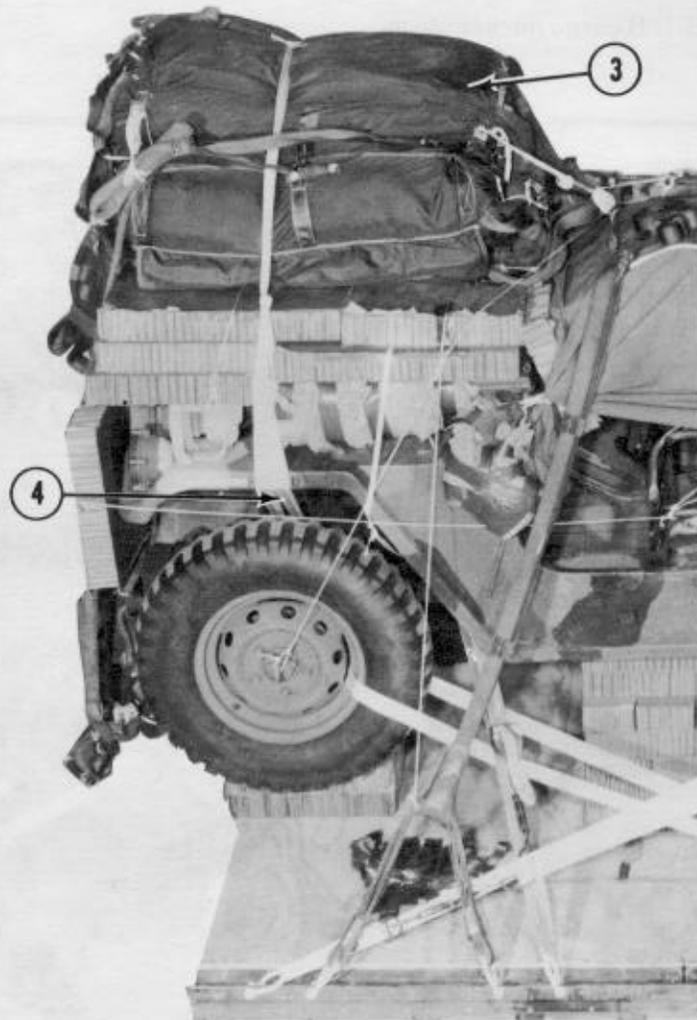


Figure 2-13. G-11A or G-11B cargo parachute stowed.

b. Stow three G-12D cargo parachutes as shown in figure 2-14.



- ③ Prepare and stow three G-12D cargo parachutes according to FM 10-500/TO 13C7-1-5.
- ④ Install a 6-yard length of type VIII nylon webbing restraint strap according to FM 10-500/TO 13C7-1-5. Tie the ends of the strap to the front spring brackets.

Figure 2-14. G-12D cargo parachutes stowed.

2-11. Installing Extraction System

Two extraction systems are now authorized for use when this load is rigged. They are the extraction force transfer coupling (platform) (PEFTC) and the static line/connector strap (SL/CS) extraction systems. Install either the PEFTC or the SL/CS extraction system as follows:

a. Installing PEFTC. Install the PEFTC according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-15.



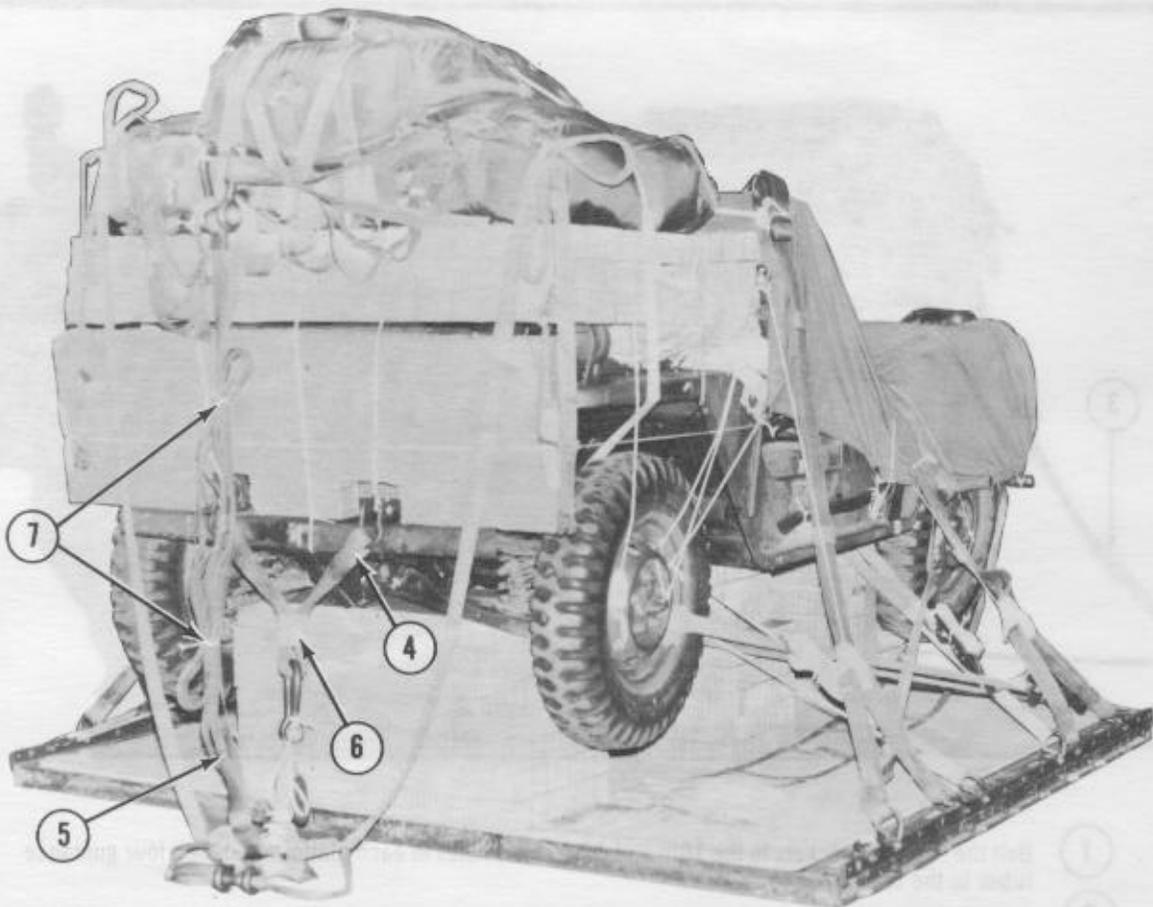
- 1 Bolt the support brackets to the 10th and 17th clevis holes in each platform rail. Bolt four guidance tubes to the brackets.
- 2 Use the A mounting holes in the actuators to bolt the actuators to the 8th and 9th clevis holes.
- 3 Use a 16-foot (3-loop) sling as a deployment line, and install the PEFTC according to FM 10-500/TO 13C7-1-5.

Figure 2-15. PEFTC extraction system installed.

b. *Installing SL/CS.* Install the SL/CS extraction system according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-16.

CAUTION: a. After placing a lifting shackle on each end of a 3-foot sling, make sure each lifting shackle is fastened securely to the front bumper.

b. Make sure each shackle pin is in place.
c. Make sure a safety pin is installed securely in each shackle pin.



- 4 Remove the front lifting shackles. Place one lifting shackle on each end of a 3-foot sling. Place the shackles back on the bumper. Fasten each shackle to the bumper with a shackle pin and a safety pin.
- 5 Use a 12-foot sling as a deployment line and a 60-inch connector strap, and install the SL/CS extraction system according to FM 10-500/TO 13C7-1-5.
- 6 Tape the 3-foot sling together.
- 7 Fold the deployment line, and tape the folds together with adhesive tape, or tie the folds together with 80-pound cotton webbing.

Figure 2-16. SL/CS extraction system installed.

2-12. Installing Release System

Prepare and install an M-1 cargo parachute release assembly as shown in figure 2-17. If an M-1 cargo parachute release assembly is not available, prepare and install one 5,000-pound-capacity cargo parachute release assembly according to FM 10-500/TO 13C7-1-5. Place the release assembly on top of the load, and safety it according to FM 10-500/TO 13C7-1-5.

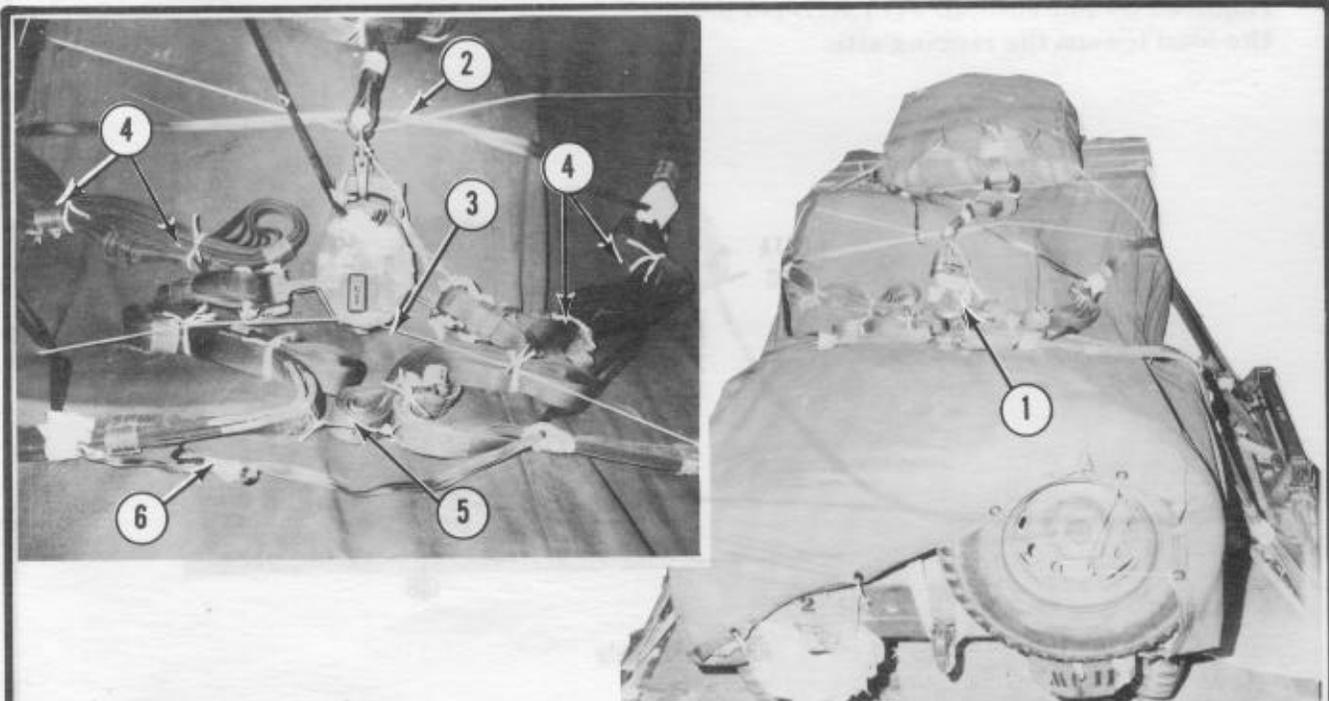
Note: The 5,000-pound-capacity release assembly **MUST NOT** be used when a G-11B cargo parachute is rigged as part of this load.

2-13. Positioning Extraction Parachute

a. *C-130 Aircraft.* Place a reefed 15-foot cargo extraction parachute on the load for installation in the aircraft.

b. *C-141B Aircraft.* Place a reefed 15-foot cargo extraction parachute with an adapter web and a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line on the load for installation in the aircraft.

Note: The extraction line **MUST** be a continuous 160-foot type XXVI nylon webbing extraction line. Shorter lines **WILL NOT** be used to form the 160-foot extraction line.



- ① Prepare and install the M-1 cargo parachute release assembly according to FM 10-500/TO 13C7-1-5. Place the release on top of the load.
- ② Make one safety tie to one front wheel, through the top of the release assembly, and to the other front wheel, according to FM 10-500/TO 13C7-1-5.
- ③ Make a second safety tie to one rear wheel, through the bottom of the release assembly, and to the other rear wheel, according to FM 10-500/TO 13C7-1-5.
- ④ Fold the slings, and secure the folds with tape or 80-pound cotton webbing.
- ⑤ Tape a 12-inch length of each front suspension sling with cloth-backed adhesive tape at the end of the folds. Tie the slings together with a length of type III nylon cord.
- ⑥ Fold the excess deadman's tie, and tape the folds together.

Figure 2-17. M-1 cargo parachute release assembly installed.

2-14. Marking Rigged Load

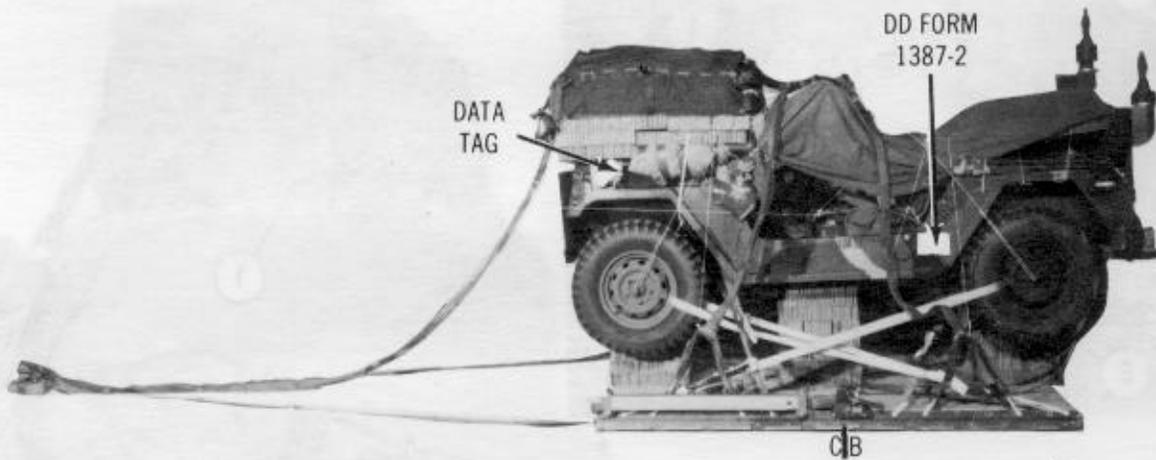
Mark the rigged load according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-18. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the fuel tank and the battery have been prepared according to AFR 71-4/TM 38-250. If the load varies, the weight, height, center of balance, and parachute requirements must be computed.

Note: When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height listed in figure 2-18.

2-15. Equipment Required

The equipment required for rigging this load is listed in table 2-1.

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



Rigged Load Data

Weight	3,366 pounds
Height	89 inches
Width	108 inches
Length	133 inches
Overhang:	
Front	23 inches
Rear	14 inches
Center of Balance (from front edge of platform)	49 inches
Extraction System (shown)	PEFTC

Figure 2-18. Truck completely rigged for low-velocity airdrop.

Table 2-1. Equipment required for rigging the 1/4-ton truck.

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
1670-00-040-8215	Adapter Web, 36-in (for C-141B aircraft)	1	1
8040-00-273-8713	Adhesive, paste, 1-gal	As required	As required
1377-00-958-1048	*Cartridge, time-delay, 20-second (for use w 5,000-lb release)	1	1
4030-00-090-5354	Clevis Assembly, suspension, large	1	3
4030-00-360-0304	Clevis Assembly, suspension, small.....	4	4
8305-00-242-3593	Cloth, cotton duck, 108-in.....	3 yd	3 yd
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required	As required
1670-00-168-6068	**Coupling, extraction force transfer (platform)	1	1
8135-00-664-6958	Cushioning Material, packaging, cellulose wadding	As required	As required
8305-00-958-3685	Felt sheet, 1/2-in thick	As required	As required
1670-00-431-8486	Kit, drive-off aid, vehicle	1	1
1670-00-856-0265	Line, extraction, nylon webbing, 60-ft (1-loop) type X OR.....	1	1
1670-01-064-4452	Line, extraction, nylon webbing, 60-ft (1-loop) type XXVI (for C-130 aircraft)	1	1
1670-01-107-7652	Line, extraction, nylon webbing, 160-ft (1-loop) type XXVI (for C-141B aircraft).....	1	1
1670-00-783-5988	Link Assembly, single, type IV (add one for C-141B).....	1	1
1670-00-753-3928	***Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in:.....	5 sheets	5 sheets
	6- by 12-in	(4)	(4)
	6- by 18-in	(6)	(6)
	6- by 44-in	(1)	(1)
	12- by 18-in	(8)	(8)
	12- by 20-in	(14)	(14)
	12- by 61-in	(1)	(1)
	18- by 36-in	(1)	(1)
	18- by 61-in	(4)	(4)
	24- by 61-in	(2)	(2)
	36- by 47-in	(1)	(1)

Table 2-1. Continued

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
	Parachute:		
1670-00-269-1107	Cargo, 100-ft, G-11A OR	1	0
1670-01-016-7841	Cargo, 100-ft, G-11B OR	1	0
1670-00-893-2371	Cargo, 64-ft, G-12D (DO NOT use on high elevation drop zone.)	0	3
1670-00-052-1548	****Cargo extraction, 15-ft	1	1
	Platform, airdrop, modular, 8-ft:		
1670-00-893-1631	Clevis, load tiedown	16	16
1670-00-893-1624	Panel	2	2
1670-00-893-1625	Rail, platform side, 8-ft	2	2
5320-00-893-1632	Rivet, blind-drive type, 1/4-in diam	32	32
5530-00-128-4981	Plywood:		
	3/4- by 18- by 36-in	2	2
	3/4- by 18- by 44-in	1	1
	3/4- by 48- by 96-in	2	2
1670-00-168-6070	Release, cargo parachute, M-1 OR	1	1
4030-00-799-8494	*Release, 5,000-lb-cap cargo parachute	1 or 2	1 or 2
	Slings, cargo, airdrop:		
	For 5,000-lb-cap releases:		
1670-00-753-3788	3-ft (3-loop) type X OR	1 or 2	1 or 2
1670-01-062-6301	3-ft (2-loop) type XXVI	1 or 2	1 or 2
	Lifting:		
1670-00-753-3790	9-ft (3-loop) type X OR	2	2
1670-01-062-6304	9-ft (2-loop) type XXVI	2	2
	Platform Suspension:		
1670-00-753-3788	3-ft (3-loop) type X OR	4	4
1670-01-062-6301	3-ft (2-loop) type XXVI	4	4
1670-00-823-5040	11-ft (3-loop) type X OR	4	4
1670-01-063-7760	11-ft (2-loop) type XXVI	4	4
	Deployment Line:		
1670-00-823-5042	16-ft (3-loop) type X OR	1	1
1670-01-063-7761	16-ft (2-loop) type XXVI	1	1
	Riser Extension:		
1670-00-753-3794	20-ft (2-loop) type X OR	0	3
1670-00-823-5043	20-ft (3-loop) type X OR	0	3
1670-01-062-6302	20-ft (2-loop) type XXVI	0	3

Table 2-1. Continued

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
1670-00-998-0116	Strap, parachute release, w fastener and release knife	0	1
7510-00-266-5016	Tape, adhesive, 2-in	As required	As required
1670-00-937-0271	Tiedown Assembly, 15-ft	9	9
1670-00-040-8215	Web, adapter (required w 160-ft extraction line; see FM 10-500/TO 13C7-1-5)	1	1
8305-00-268-2411	Webbing, cotton, 80-lb	As required	As required
8305-00-082-5752	Webbing, nylon, tubular, 1/2-in	As required	As required
8305-00-263-3591	Webbing, nylon, type VIII (for parachute restraint strap)	0	6 yd
<p>*These items will not be used with the G-11B cargo parachute.</p> <p>**When this item is not available, the following items are required for the SL/CS:</p>			
4030-00-090-5354	Clevis Assembly, suspension, large	2	2
1670-00-783-5988	Link Assembly, single, type IV	1	1
	Sling, cargo, airdrop:		
1670-00-753-3788	3-ft (3-loop) type X OR	1	1
1670-01-062-6301	3-ft (2-loop) type XXVI	1	1
1670-00-823-5041	12-ft (3-loop) type X OR	1	1
1670-01-062-6303	12-ft (2-loop) type XXVI	1	1
1670-00-998-0117	Static Line, cargo parachute, breakaway type, w release knife and clevis	2	2
1670-00-738-5878	Strap, connector, 60-in	1	1
<p>***When this load is rigged for drop on a drop zone with ground elevation between 6,000 and 10,000 feet, one additional piece of honeycomb is required.</p> <p>***Install the extraction parachute according to these types of aircraft:</p> <ol style="list-style-type: none"> 1. <i>C-130</i>. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-130 aircraft. 2. <i>C-141B</i>. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-141B aircraft. In addition, the parachute needs a 36-inch adapter web and a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line. Do NOT use shorter lines to form the 160-foot line. 			

Section II

RIGGING TRUCK WITH ACCOMPANYING LOAD

2-16. Description of Load

The M151, 1/4-ton truck is rigged with an accompanying load of 300 pounds of ammunition stowed in the rear of the truck. The truck is also equipped with two radio units. The truck and accompanying load are rigged on an 8-foot, type II modular platform for low-velocity airdrop. It requires one G-11A, one G-11B, or three G-12D cargo parachutes and other items of airdrop equipment.

2-17. Preparing and Rigging Truck

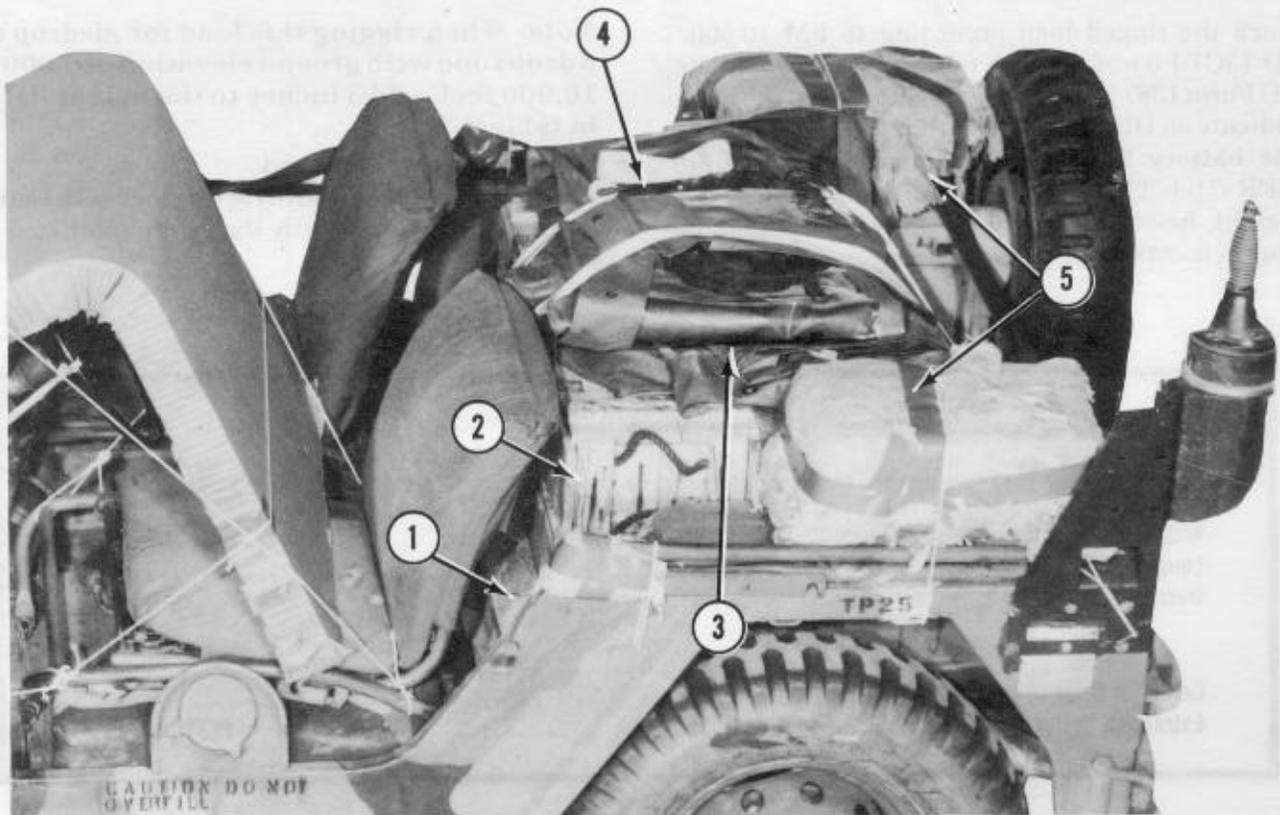
Prepare and rig the truck according to section I.

2-18. Stowing Accompanying Load

CAUTION: Only ammunition listed in FM 10-553/TO 13C7-18-41 may be airdropped. If ammunition, gasoline, or other

hazardous materials are rigged as part of the load, they must be packaged, marked, and labeled according to AFR 71-4/TM 38-250.

An accompanying load may consist of ammunition, gasoline, rations, spare parts, or similar items. The accompanying load may be stowed in the truck, on the platform, or in both places. The weight of the load stowed in the truck must not exceed 300 pounds, and the combined weight of the accompanying loads in the truck and on the platform must not exceed 850 pounds. The accompanying load must meet the restrictions and requirements outlined in FM 10-500/TO 13C7-1-5. Stow the accompanying load (up to 300 pounds) as shown in figure 2-19.



- ① Place two 36- by 36-inch pieces of honeycomb in the rear of the truck, one on top of the other.
- ② Place the ammunition boxes on the honeycomb in the rear of the truck.
- ③ Place the doors and side curtains in the rear of the truck. Wrap any small, loose items in cellulose wadding, and tape the wadding in place. Place the wrapped items in the top cover, and fold the cover to fit in the rear of the truck.

Note: If the rear seat is dropped with the truck, place the seat on top of the top cover before the accompanying load is secured.

- ④ Pass a 15-foot tiedown strap around the frames of the driver's seat and the passenger seat, over the top cover, and around the towing pintle. Hook the ends of the strap together according to FM 10-500/TO 13C7-1-5.
- ⑤ Pad the radios with cellulose wadding, and tape the wadding in place.

Notes: a. Pad the radio antennas as necessary with cellulose wadding, and tape the wadding in place. Secure the radio antennas to the truck with type III nylon cord.

- b. The accompanying load may require more than one 15-foot tiedown strap to restrain it. Use the required number of 15-foot or 30-foot tiedowns. Secure the straps to convenient points according to FM 10-500/TO 13C7-1-5.

Figure 2-19. Accompanying load stowed.

2-19. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5 and as shown in table 2-2. Complete DD Form 1387-2, and securely attach it to the load. Indicate on DD Form 1387-2 that the fuel tank and the battery have been prepared according to AFR 71-4/TM 38-250. If the load varies, the weight, height, center of balance, and parachute requirements must be computed.

Note: When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height listed in table 2-2.

2-20. Equipment Required

The equipment required to rig this load is the same as that in section I with the additions listed in table 2-3.

Table 2-2. Rigged load data for truck with accompanying load

Rigged Load Data	
Weight	3,666 pounds
Height	89 inches
Width	108 inches
Length	133 inches
Overhang:	
Front	23 inches
Rear	14 inches
Center of Balance (from front edge of platform)	49 inches
Extraction System	PEFTC or SL/CS

Table 2-3. Additional equipment requirements for rigging the truck with accompanying load

National Stock No	Item	Quantity	
		G-11B	G-12D
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 36-in	2	2
1670-00-937-0271	Tiedown Assembly, 15-ft	As required	As required

Section III

RIGGING TRUCK WITH RADAR JAMMING SYSTEM (RJS)**2-21. Description of Load**

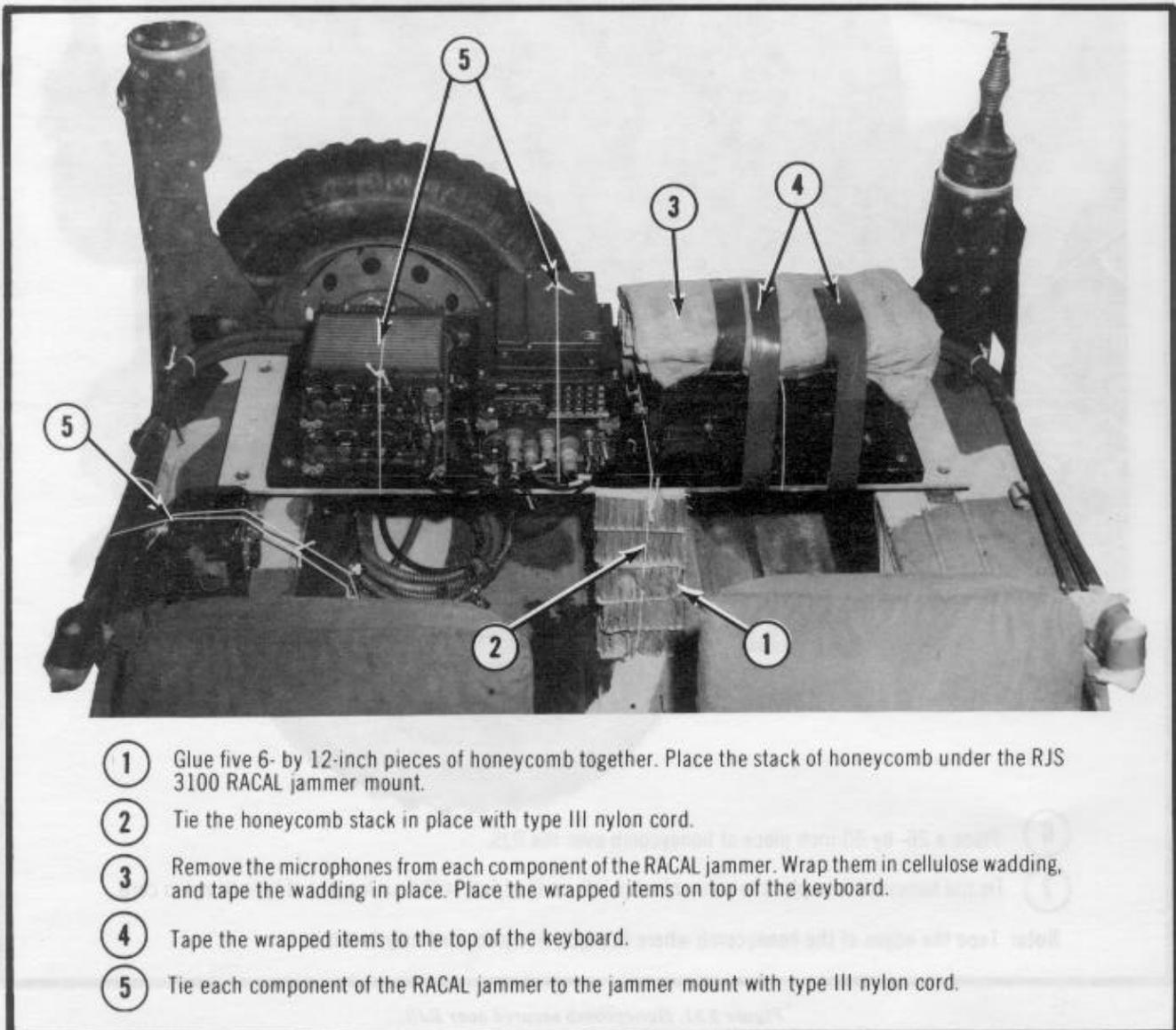
The M151, 1/4-ton truck is rigged with the radar jamming system 3100 RACAL jammer stowed in the rear of the truck. The truck and RJS are rigged on an 8-foot, type II modular platform for low-velocity airdrop. It requires one G-11A, one G-11B, or three G-12D cargo parachutes and other items of airdrop equipment.

2-22. Preparing and Rigging Truck

Prepare and rig the truck according to section I.

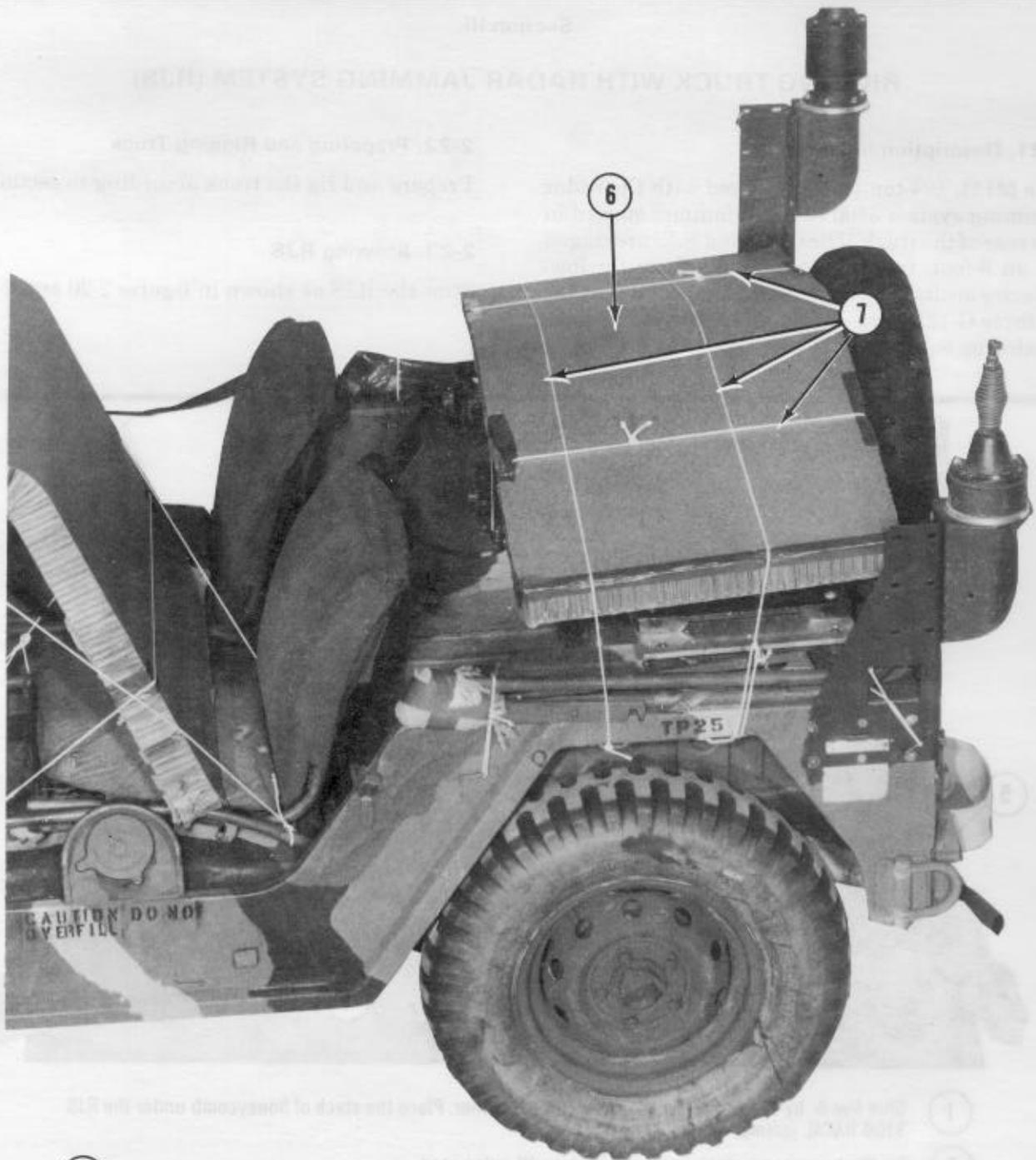
2-23. Stowing RJS

Stow the RJS as shown in figures 2-20 and 2-21.



- ① Glue five 6- by 12-inch pieces of honeycomb together. Place the stack of honeycomb under the RJS 3100 RACAL jammer mount.
- ② Tie the honeycomb stack in place with type III nylon cord.
- ③ Remove the microphones from each component of the RACAL jammer. Wrap them in cellulose wadding, and tape the wadding in place. Place the wrapped items on top of the keyboard.
- ④ Tape the wrapped items to the top of the keyboard.
- ⑤ Tie each component of the RACAL jammer to the jammer mount with type III nylon cord.

Figure 2-20. RJS secured.



- ⑥ Place a 26- by 60-inch piece of honeycomb over the RJS.
- ⑦ Tie the honeycomb in place to convenient points on the truck with four lengths of type III nylon cord.

Note: Tape the edges of the honeycomb where the type III nylon cord may touch it.

Figure 2-21. Honeycomb secured over RJS.

2-24. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5 and as shown in table 2-4. Complete DD Form 1387-2, and securely attach it to the load. Indicate on DD Form 1387-2 that the fuel tank and the battery have been prepared according to AFR 71-4/TM 38-250. If the load varies, the weight, height, center of balance, and parachute requirements must be computed.

Note: When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height listed in table 2-4.

Table 2-4. Rigged load data for truck with RJS

Rigged Load Data	
Weight	3,560 pounds
Height	89 inches
Width	108 inches
Length	133 inches
Overhang:	
Front	23 inches
Rear	14 inches
Center of Balance (from front edge of platform)	50 inches
Extraction System	PEFTC or SL/CS

2-25. Equipment Required

The equipment required to rig this load is the same as that in section I with the additions listed in table 2-5.

Table 2-5. Additional equipment required for rigging truck with RJS.

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
1670-00-753-5928	Pad, energy-dissipating, honeycomb, 3- by 6- by 12-in	5	5
	3- by 26- by 60-in.....	1	1

CHAPTER 3

RIGGING M151 TRUCK WITH COMMUNICATIONS EQUIPMENT

3-1. General

Procedures for rigging communications equipment in the M151, ¼-ton truck for airdrop on a modular platform are outlined in this chapter. Procedures for rigging the basic truck on this platform will be the same as shown in chapter 2. The following communications equipment may be rigged in the M151, ¼-ton truck:

a. Radios.

AN/GRC-3	AN/VRC-9	AN/VRC-21
AN/GRC-4	AN/VRC-10	AN/VRC-22
AN/GRC-5	AN/VRC-12	AN/VRC-30
AN/GRC-6	AN/VRC-13	AN/VRC-34
AN/GRC-7	AN/VRC-14	AN/VRC-47
AN/GRC-8	AN/VRC-15	AN/VRC-49
AN/GRC-19	AN/VRC-16	AN/VRQ-1
AN/PRC-9	AN/VRC-17	AN/VRQ-2
AN/PRC-9	AN/VRC-18	AN/VRQ-3
AN/PRC-10	AN/VRC-20	AN/MRC-95
AN/VRC-8		

b. Other Communications Equipment.

Reeling Machine, Cable, RL-172-G
 Reel Unit, RL-31
 High-Powered Amplifier System, DE-1492
 MRPV-5

3-2. Description of Load

Various types of communications equipment in the M151, ¼-ton truck are rigged on an 8-foot modular platform with one G-11A or three G-12D cargo parachutes and other items of airdrop equipment. When this equipment is stowed in the truck, as many as seven 5-gallon cans of gasoline may be stowed in the truck and/or on the platform. The height, weight, and center of gravity will vary according to the various types of equipment stowed and must be computed by the rigging personnel.

Note. DO NOT rig this load w/three G-12D cargo parachutes when the DZ is at a ground elevation of 6,000 feet or higher.

3-3. Stowing Communications Equipment

Procedures for rigging communications equipment are classified as general procedures and special procedures. General procedures provide instructions for rigging radio sets singly or in combination. Special procedures provide instructions for preparing the radios that require special, individual preparation.

a. *General Procedures.* The general procedures are shown in figure 3-1. Secure, pad, tie and/or tape all loose radio components. Wrap any small, loose components in cellulose wadding and place in storage compartment located under the right front seat or the one behind the front seats. If antennas are mounted on the rear of the vehicle, bend them forward and secure them to front seats with type III nylon cord. When antennas are mounted on either side of the vehicle, remove antennas and antenna mounts and secure them to convenient location in the vehicle. If the antenna base is mounted on the rear of the M151 truck and is extended above the height of the spare tire, the antenna base must be removed, padded, and secured in a convenient place in the truck. Secure radios to their mounts using 15-foot tiedown assemblies as required. Some light sets, such as the AN/PRC-9 and AN/PRC-10, have their own retaining straps and may be stowed in canvas cases. Make certain that straps are secured properly. If an accessory bag is to accompany the load, secure it in a convenient place with type III nylon cord. If gasoline cans are to be stowed in the rear of the truck, place a piece of honeycomb in front of any radios mounted in the bed of the truck to prevent damage to the instrument panel.

b. Special Procedures.

(1) AN/MRC-95. Procedures for stowing the AN/MRC-95 radio set are as follows: remove teletypewriter set and position on rear seat; make certain that seat holddown pins are secured; place sufficient cellulose wadding on keys to prevent damage upon ground impact. Using

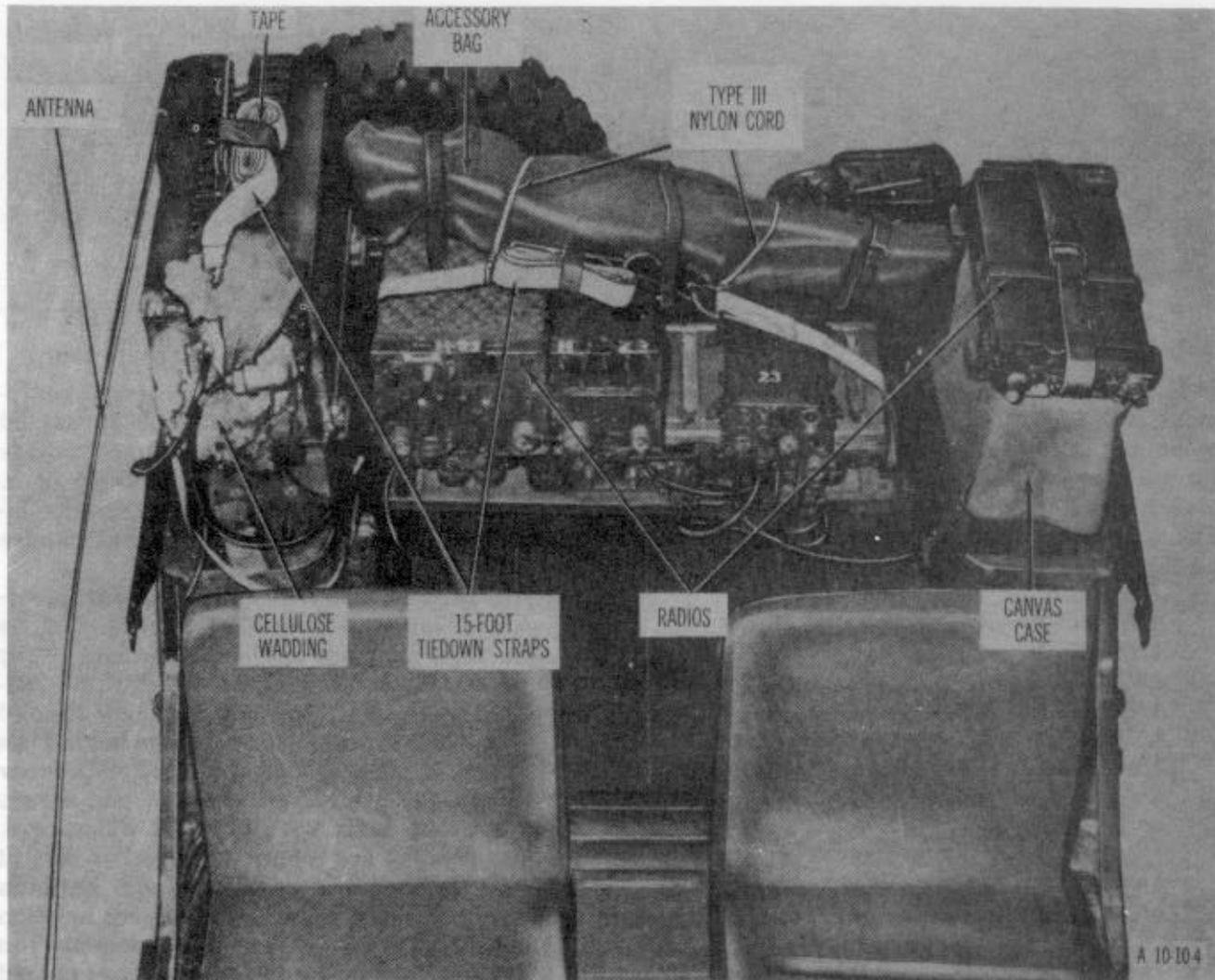


Figure 3-1. Radio sets stowed.

two 15-foot tiedown straps, one load binder, and one D-ring, secure teletypewriter to rear seat as shown in figure 3-2. Pad and tape receiver-transmitter and antenna coupler as shown in figure 3-2. Remove antenna and rubber protector. Stow antenna section in antenna case. Position the antenna, rubber protector, exhaust extension, and remote control cable behind front seats and secure to front seat frame with type III nylon cord (fig 3-2). Position a 3- by 6- by 30-inch piece of honeycomb over antenna base and secure with tape as shown in figure 3-2. Position spare receiver-transmitter on passenger seat and spare antenna coupler on driver's seat. Using two 15-foot tiedown assemblies, secure receiver-transmitter and spare antenna to front seats (fig 3-2). Position accessory box on floor in front of driver's seat and secure it to clutch, brakes, and seat frame with type III nylon cord (fig 3-2).

(2) *MRPV-5*. Remove the R392/URR from its mount and place it in the right front seat. Place one 3- by 12- by 14-inch piece of honeycomb on top of the radio, and lash the radio to the front seat. Place the antenna set in its own carrying case, position it between the front seats, and secure it with type III nylon cord. Other components are left in position. Position one 3- by 12- by 18-inch piece of honeycomb on top of the tape recorder and tape in place.

c. Stowing Other Types of Communications Equipment. Adapting the procedures outlined in FM 10-500/TO 13C7-1-5, other types of communications equipment, such as cable reeling machine, reel unit, and high powered amplifier system, may be rigged as an accompanying load.

Caution. Package, mark, and label gasoline cans according to AFM 71-4/TM 38-250.

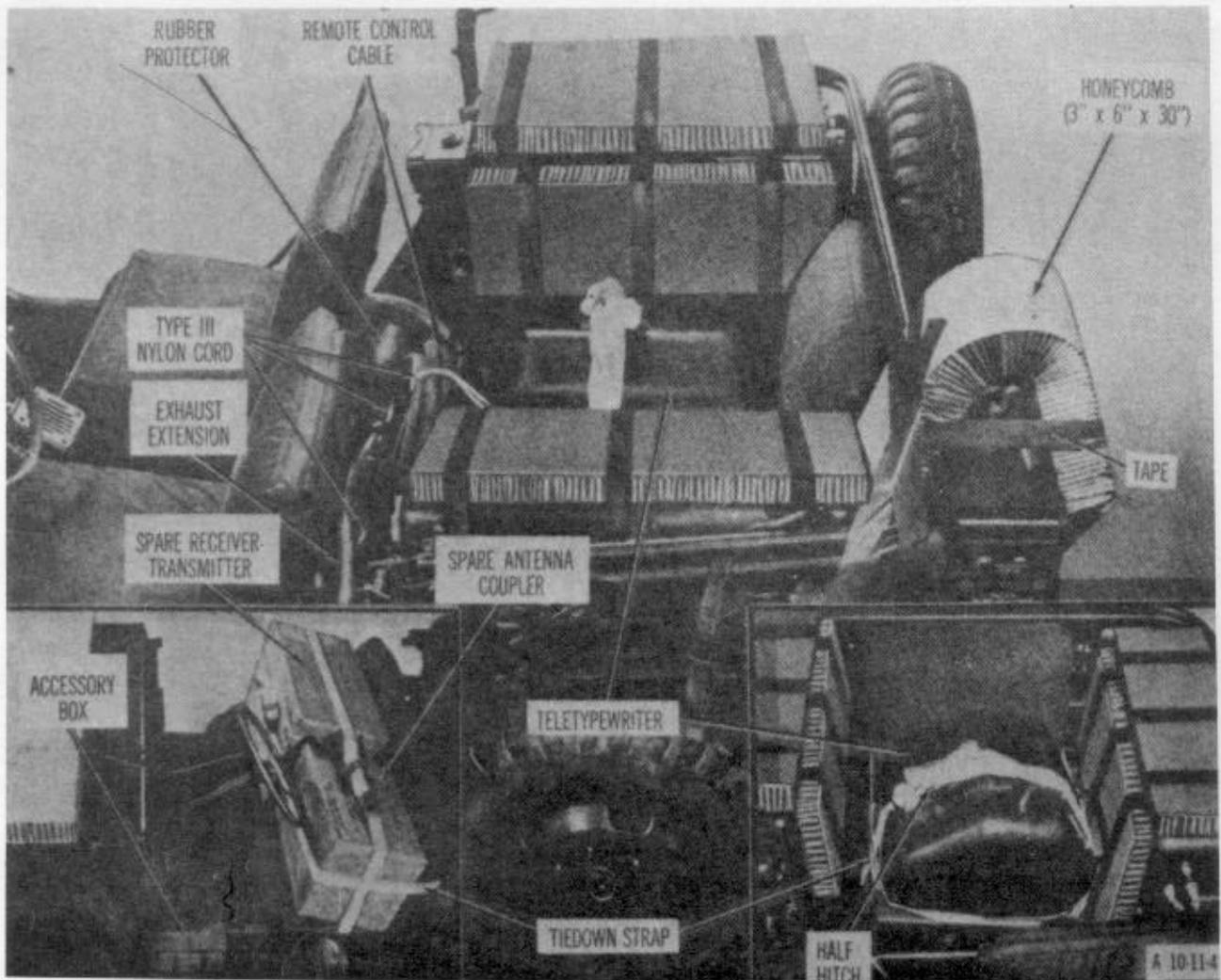


Figure 3-2. AN/MRC-95 radio set stowed.

3-4. Stowing Gasoline Cans

Gasoline cans may be stowed in the truck (fig 3-3) or on the platform. The weight of the gasoline cans stowed in the truck may not exceed 300 pounds. The combined weight of the load in the truck and on the platform may not exceed 662 pounds.

3-5. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5. The weight and center of gravity will vary according to type of communications equipment and must be computed by rigging personnel.

3-6. Equipment Required

Equipment required for rigging communications equipment will vary according to each individual load. Basic requirements will be the same as shown in table 2-1 and as outlined in paragraph 2-17.

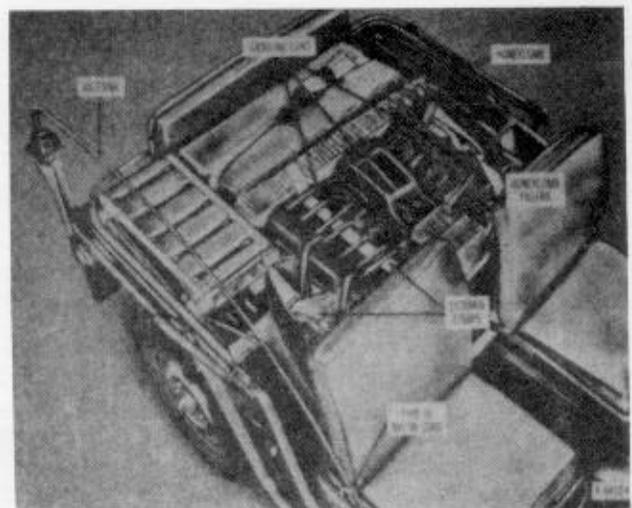


Figure 3-3. Gasoline cans positioned and secured.

CHAPTER 4

RIGGING M151 TRUCK WITH AN/VSC-2 RADIO SET ON 12-FOOT MODULAR PLATFORM

4-1. Description of Load

The M151, 1/4-ton truck with AN/VSC-2 radio set (figure 4-1) is rigged on a 12-foot type II modular platform with two G-11A or one G-11B cargo parachute and other items of airdrop equipment. The unrigged truck, with radio equipment, weighs

3,230 pounds. It is 133 inches long, 64 inches wide, and 71 inches high (reducible to 58 inches). An accompanying load cannot be rigged as part of this load. Prepare the truck as shown in chapter 2 except as noted herein.

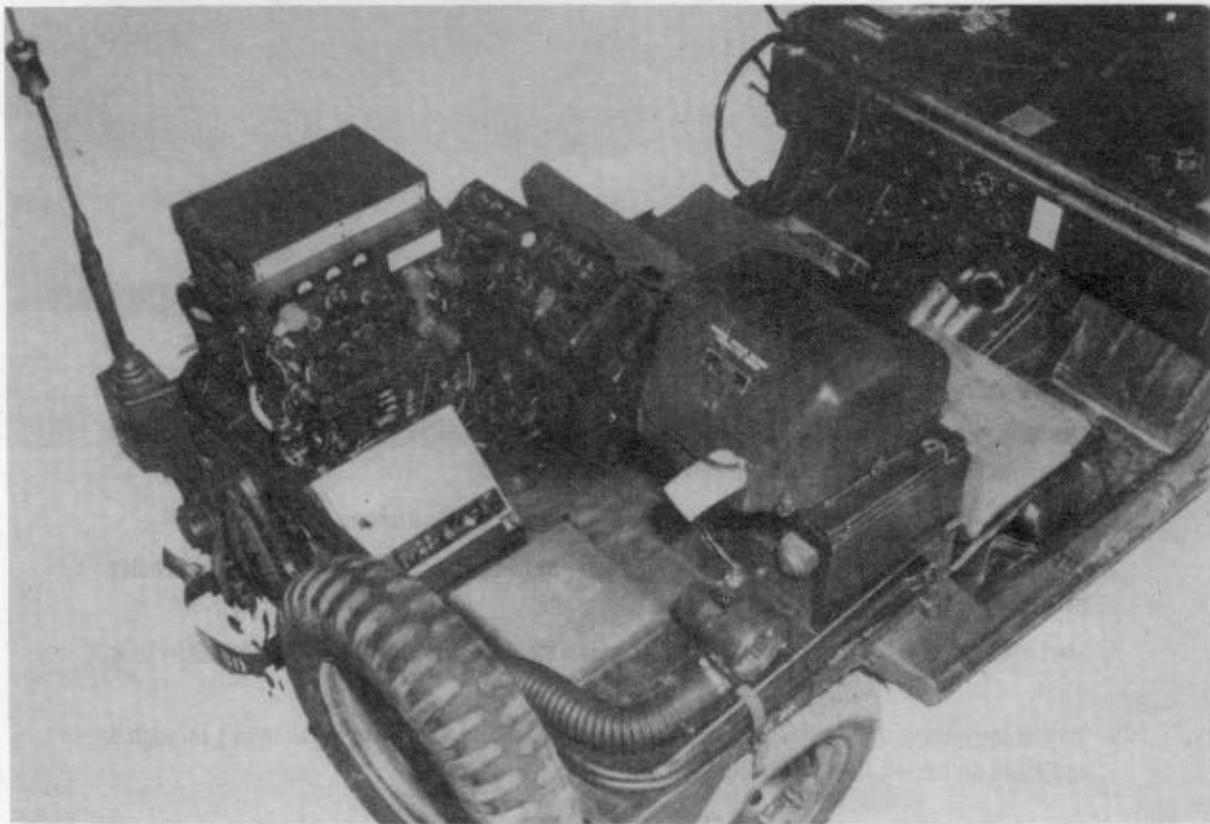


Figure 4-1. M151 truck with AN/VSC-2 radio set.

4-2. Preparing Platform

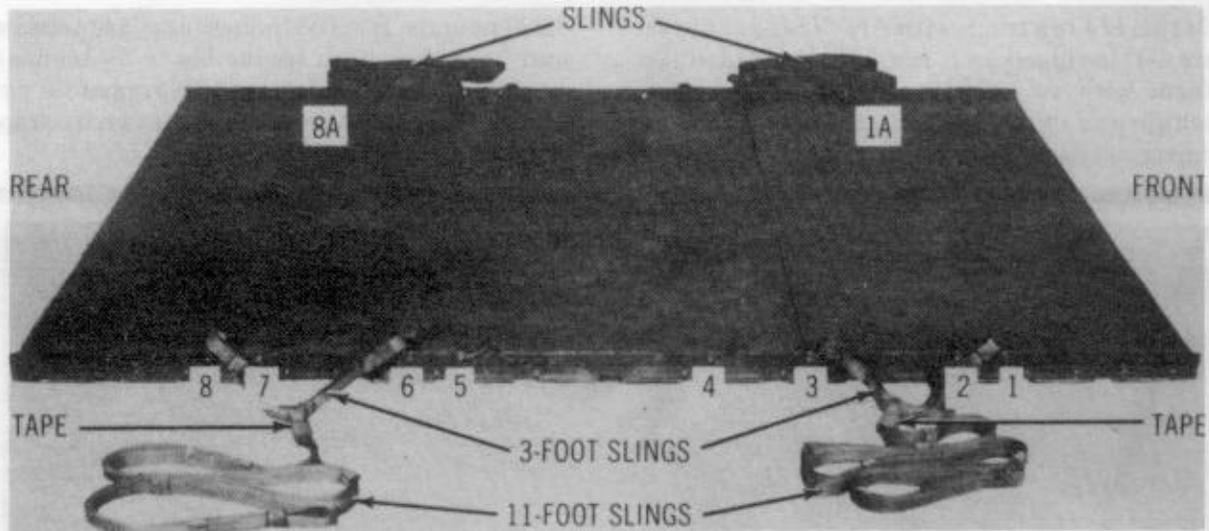
Prepare a 12-foot modular platform as follows:

a. Inspecting Platform. Inspect, or assemble and inspect, the platform according to procedures outlined in TM 10-1670-208-20&P/TO 13C3-4-12.

b. Attaching Suspension Slings. Attach four

3-foot and four 11-foot slings as shown in figure 4-2.

c. Attaching and Numbering Clevises. Attach and number the load tiedown clevises as shown in figure 4-2.



STEPS:

1. Use four 3-foot and four 11-foot slings, and pass each 3-foot sling through the loop of an 11-foot sling. Place a tiedown clevis on each end of the 3-foot slings.
2. Center the 11-foot slings on the 3-foot slings, and tape the slings in place.
3. Bolt the clevises to the 5th and 9th clevis holes for the front slings and the 17th and 21st clevis holes for the rear slings.
4. Start at the front of each rail, and bolt a load tiedown clevis to the 6th, 11th, 16th, and 20th clevis holes.
5. Start at the front of the platform, and number the clevises bolted to the right rail from 1 through 8 and those on the left rail from 1A through 8A.

Note: Type X (3-loop) or type XXVI (2-loop) nylon webbing slings may be used. However, all slings **MUST** be made from the same type of material.

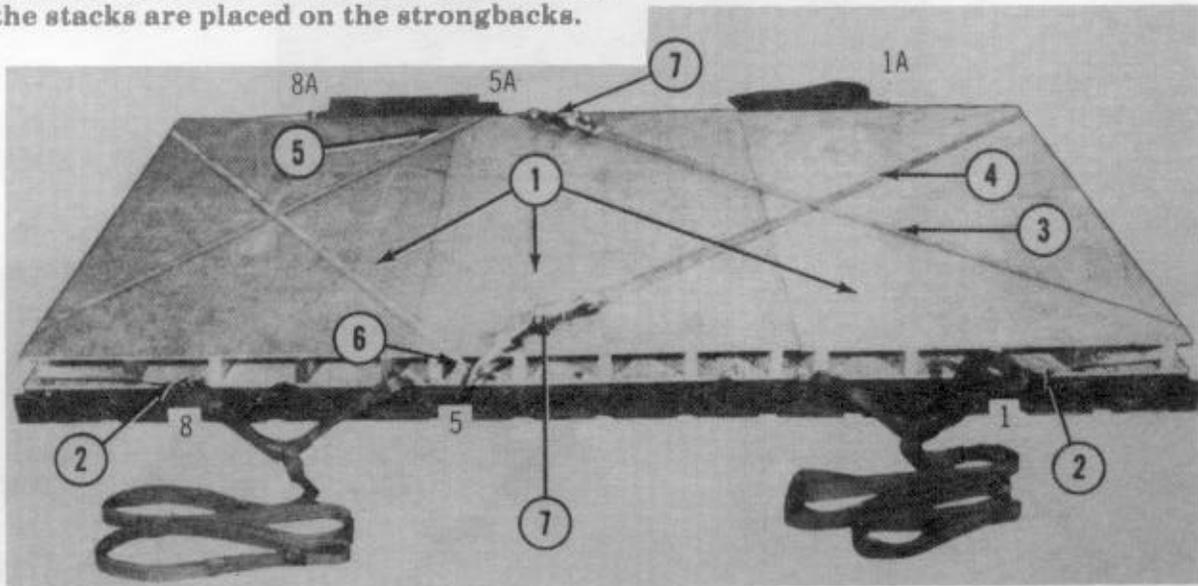
Figure 4-2. Platform prepared.

4-3. Building and Placing Strongbacks

Build three strongbacks, as outlined in TM 10-1670-208-20&P/TO 13C3-4-12 with two 1/2-by 48-by 96-inch pieces of plywood and five 2-by

4-by 96-inch pieces of lumber for each strongback. Place and secure the three strongbacks as shown in figure 4-3.

CAUTION: Position the load binders so they will not touch the honeycomb stacks when the stacks are placed on the strongbacks.



- ① Place one strongback on each of the three platform panels.
- ② Attach a 15-foot tiedown strap to clevises 1, 1A, 8, and 8A by passing the free end of the strap around the clevis and through its own D-ring. Pull the strap taut.
- ③ Pass the strap from clevis 1 over the front edge of the strongback and rearward across the top of the strongbacks. Run the strap toward clevis 5A.
- ④ Pass the strap from clevis 1A over the front edge of the strongback and rearward across the top of the strongbacks. Run the strap toward clevis 5.
- ⑤ Pass the strap from clevis 8 around the rear edge of the strongback and forward through clevis 5A.
- ⑥ Pass the strap from clevis 8A around the rear edge of the strongback and forward through clevis 5.
- ⑦ Secure the ends of the straps together with four D-rings and two load binders according to FM 10-500/TO 13C7-1-5.

Figure 4-3. Strongbacks positioned and secured.

4-4. Building and Placing Honeycomb Stacks

Build the honeycomb stacks, and place them on the platform as shown in figure 4-4.

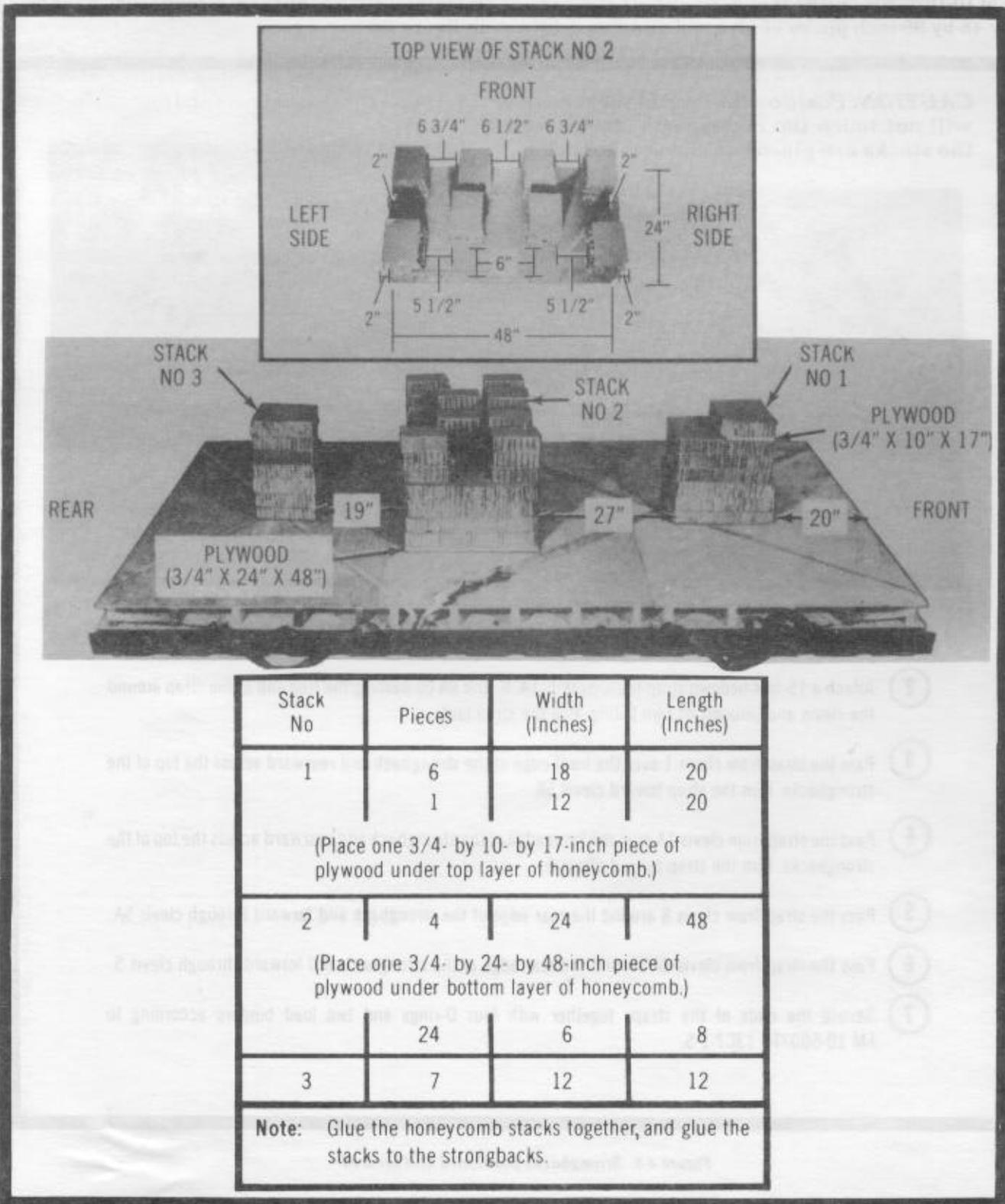


Figure 4-4. Honeycomb stacks positioned.

4-5. Preparing Truck

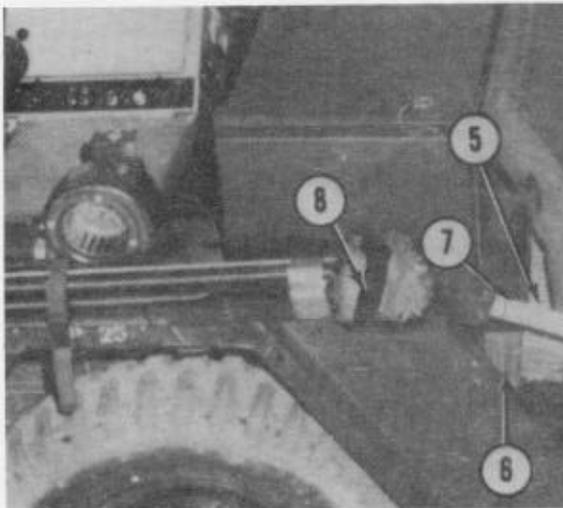
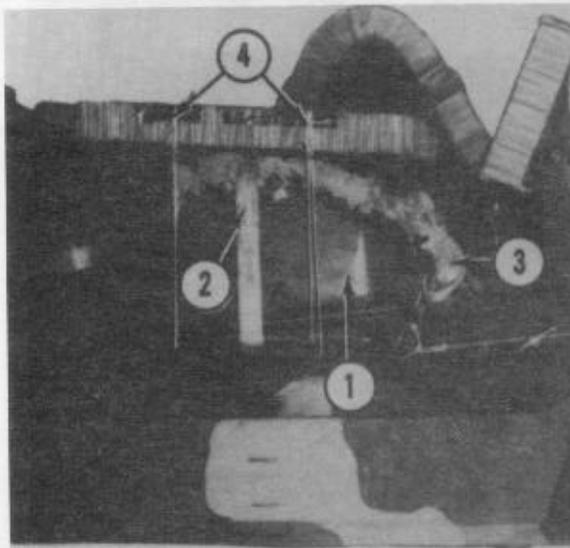
Prepare the truck as outlined in chapter 2 with the following exceptions:

- a. *Stowing Teletypewriter Set.* Stow the teletypewriter as shown in figure 4-5.
- b. *Stowing Accessory Kits.* Stow the accessory kits as shown in figure 4-5.
- c. *Stowing Water and Gasoline Cans.* Stow the water and gasoline cans as shown in figure 4-6.
- d. *Securing Blower.* Secure the blower as shown in figure 4-6.

e. *Securing the MODEM MD522 Radio Teletypewriter Set, Antenna, and AN/GRC-106.* Secure the MODEM MD522 radio teletypewriter set, antenna, and AN/GRC-106 as shown in figures 4-6 and 4-7.

f. *Stowing Components.* Stow the items removed from the truck (such as doors and top) as shown in figure 4-8.

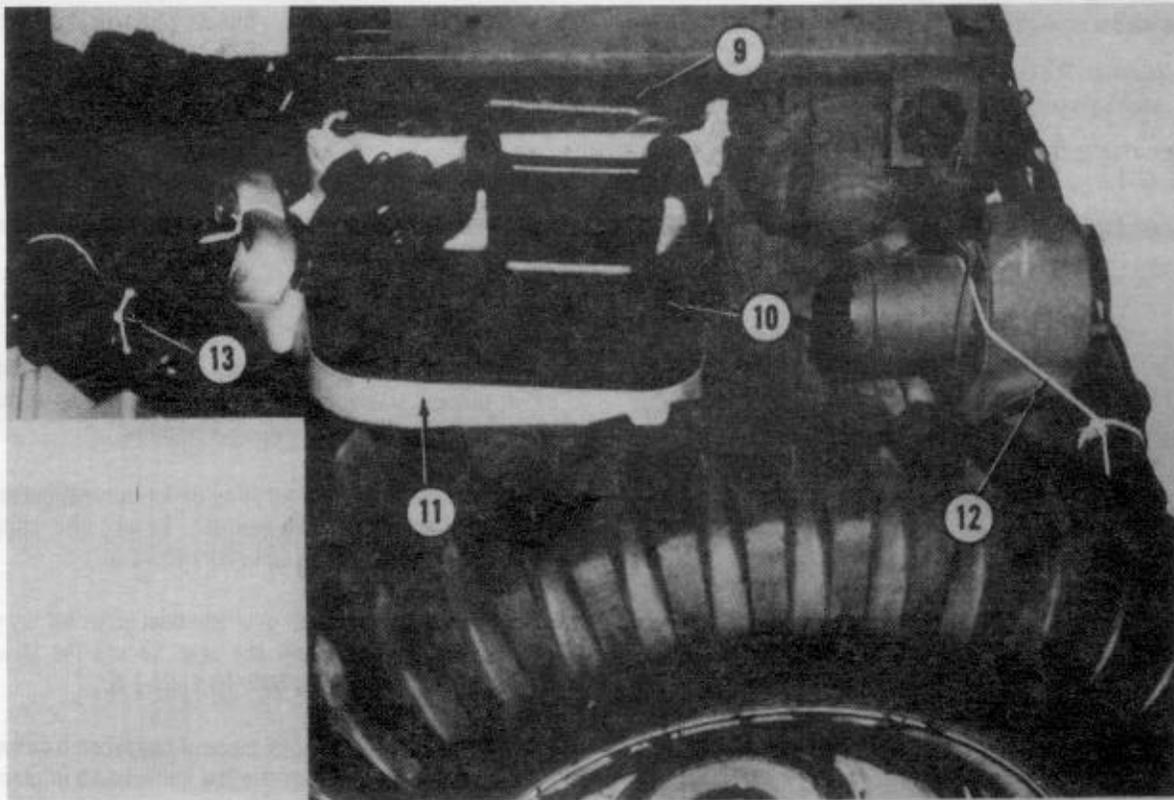
g. *Stowing Windshield and Placing and Securing Honeycomb.* Stow the windshield, and place and secure the honeycomb as shown in figure 4-8.



- 1 Remove the teletypewriter from its mount, and place it in the passenger seat. Cover the top of the teletypewriter with cellulose wadding.
- 2 Pass a 15-foot tiedown strap under the seat braces and over the teletypewriter. Secure the strap according to FM 10-500/TO 13C7-1-5.
- 3 Pass a second strap over the teletypewriter, over the back, and under the seat. Secure the strap according to FM 10-500/TO 13C7-1-5.
- 4 Place a 24- by 24-inch piece of honeycomb on top of the teletypewriter. Tie the honeycomb in place with type III nylon cord.
- 5 Place a 12- by 18-inch piece of honeycomb behind the passenger seat.
- 6 Place a 6- by 10-inch piece of honeycomb on the floor behind the passenger seat.
- 7 Place the two accessory kits, one on top of the other, on the 6- by 10-inch honeycomb.
- 8 Fold and secure the top frame as described in chapter 2. Pad the sharp edges with cellulose wadding, and tape it in place.

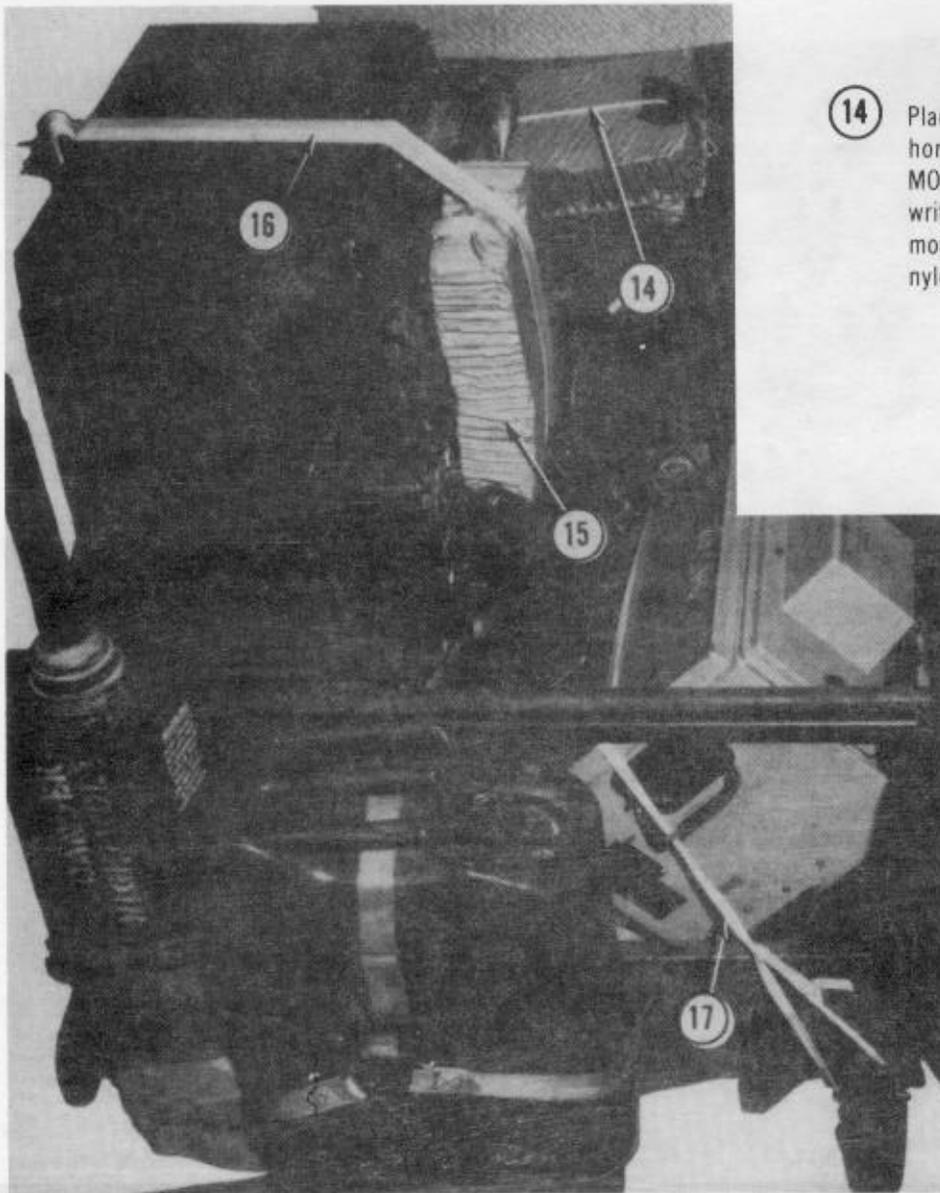
Figure 4-5. Teletypewriter stowed.

CAUTION: Package, mark, and label gasoline cans according to AFR 71-4/TM 38-250.



- 9 Fill a gasoline can according to FM 10-500/TO 13C7-1-5. Pad the can with cellulose wadding. Place the can in the truck against the accessory kits.
- 10 Fill the water can with water, and place it in the truck against the gasoline can.
- 11 Pass a 15-foot tiedown strap around the passenger seat and around the cans. Secure the strap according to FM 10-500/TO 13C7-1-5.
- 12 Tie the blower in place with type III nylon cord.
- 13 Stow the antenna in its carrying case, and place the carrying case between the seats. Tie the case in place with type III nylon cord.

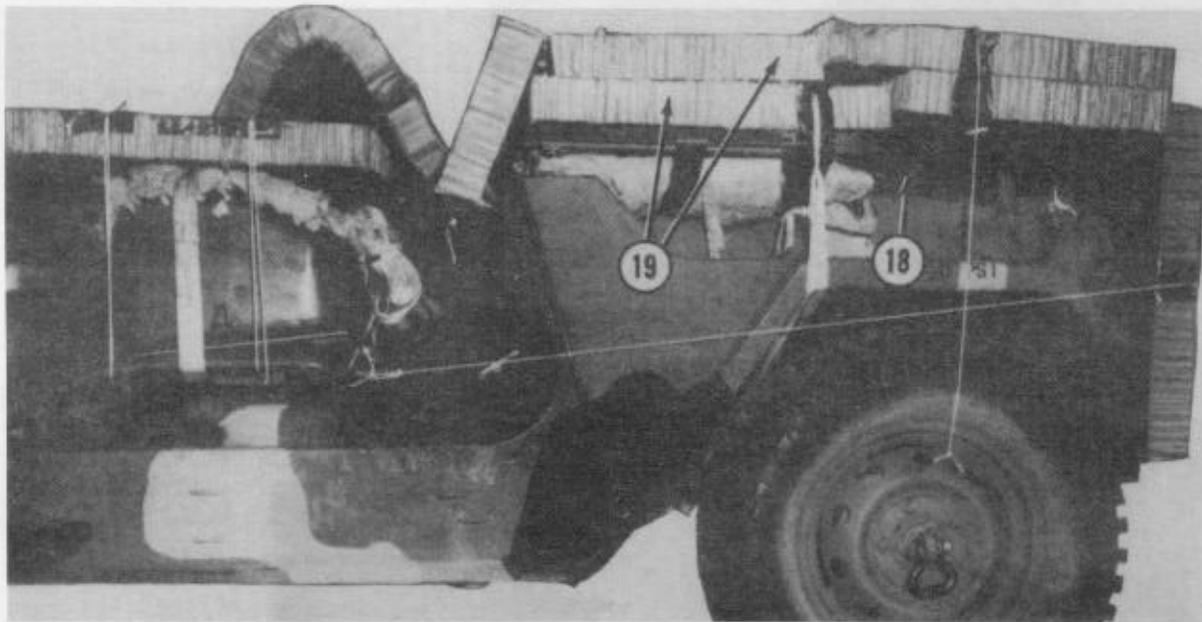
Figure 4-6. Gasoline can, water can, and antenna stowed.



- ①④ Place a 6- by 18-inch piece of honeycomb on top of the MODEM MD522 radio teletypewriter set. Tie the set to its mount with 1/2-inch tubular nylon webbing.

- ①⑤ Place an 8- by 12-inch piece of honeycomb on the front of the AN/GRC-106 radio set.
- ①⑥ Pass a 15-foot tiedown strap over the AN/GRC-106 radio set, under the radio mount, and over the honeycomb. Secure the strap according to FM 10-500/TO 13C7-1-5.
- ①⑦ Place the Confidential Crypto TSEC/KW-7 radio set in the back of the truck. Pass a length of 1/2-inch tubular nylon webbing over the set and through the carrying handles. Tie one end of the webbing to the passenger seat and the other end to the towing pintle.

Figure 4-7. Radio sets secured.



- 18 Fold the top cover into an 18- by 60-inch rectangle. Place the folded cover on the hood of the truck.
- 19 Place and secure the honeycomb on the hood of the truck according to chapter 2.

- Notes:**
- a. If the doors and side curtains are to be dropped with the truck, place these items on the hood before placing and securing the honeycomb.
 - b. If the windshield, top cover, doors, and side curtains are not rigged as part of this load, delete step 18 and refer back to chapter 2.

Figure 4-8. Front of vehicle prepared.

4-6. Positioning Truck

a. Fit four small suspension clevises on one end of four 9-foot (2-loop) type X or type XXVI nylon webbing suspension slings (lifting slings). Bolt one of the clevises to each wheel suspension point.

b. Lift the truck by the four 9-foot slings, and position the truck on the honeycomb stacks with the rear of the truck even with the front edge of the platform.

c. Crush the honeycomb where it is necessary to make sure that the truck rests evenly on the stacks.

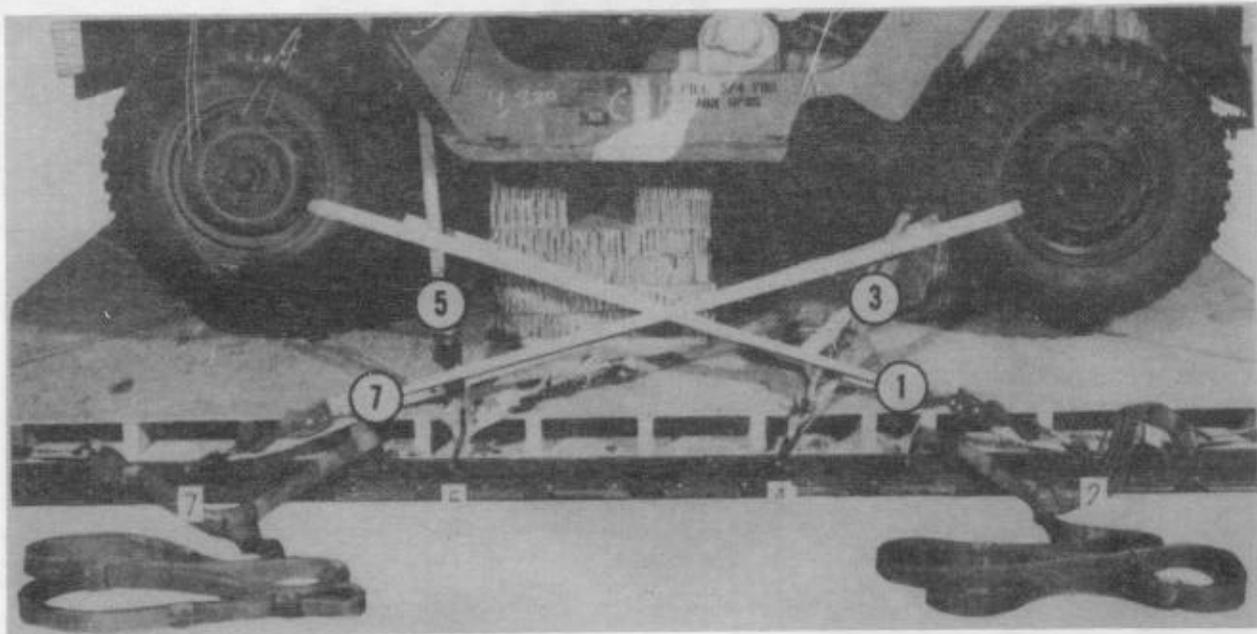
d. Place the gearshift lever in the neutral position, and release the brakes.

e. Remove the four lifting slings from the truck.

4-7. Installing Lashings

Use eight 15-foot tiedown straps, eight D-rings, and eight load binders, and lash the truck to the platform as shown in figure 4-9.

CAUTION: Make sure the lashings are not so tight that they cause the platform to bow.



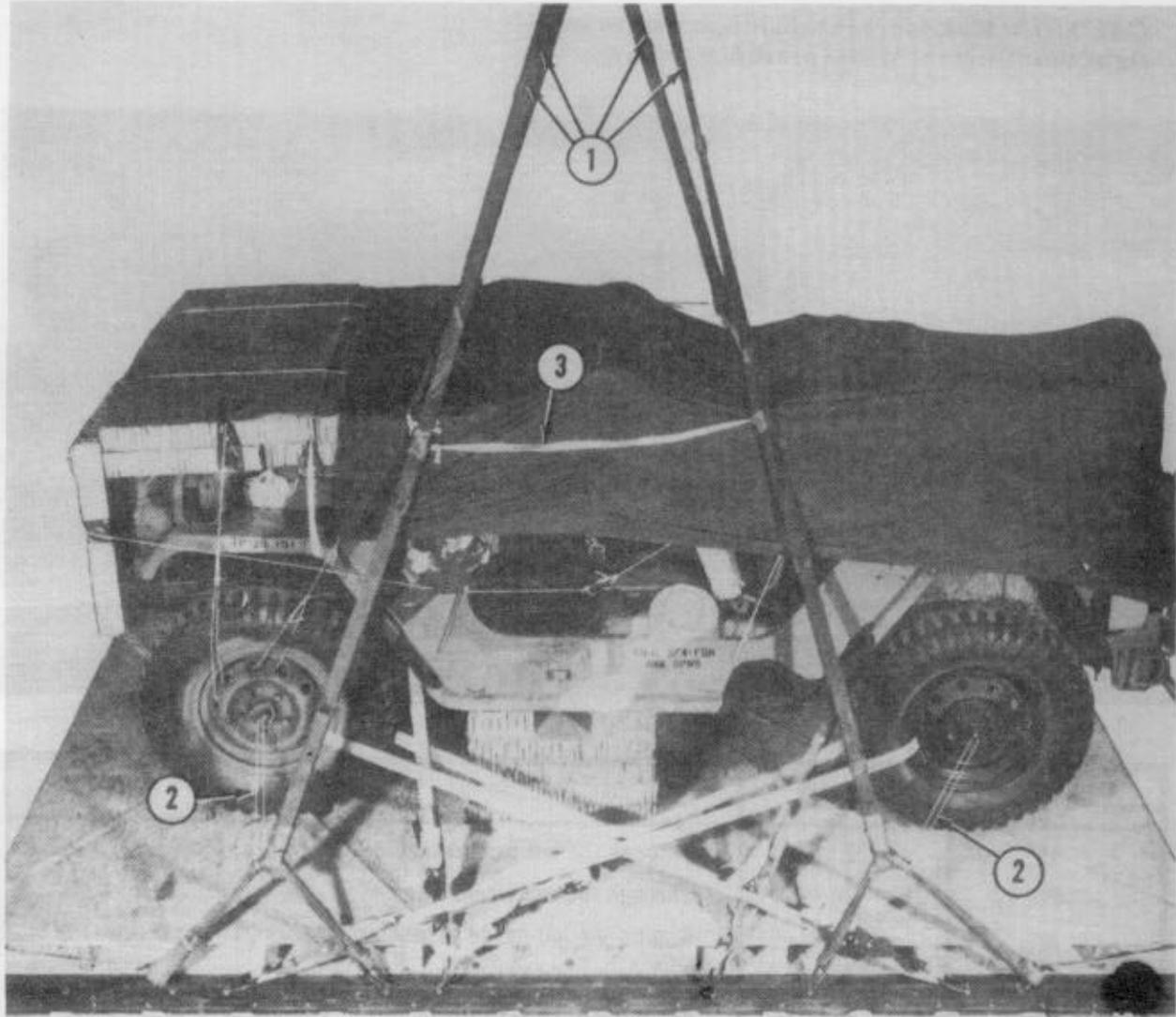
Lashing No	Clevis No	Instructions
1	2	Through the left front wheel
2	2A	Through the right front wheel
3	4	Around the left inside suspension arm
4	4A	Around the right inside suspension arm
5	5	Around the left mainframe
6	5A	Around the right mainframe
7	7	Through the left rear wheel
8	7A	Through the right rear wheel

Note: Pad all sharp edges that may come in contact with the lashings. Fold the excess tiedown strap, and tape the folds to its load binder or tie the folds with 80-pound cotton webbing.

Figure 4-9. Truck lashed to platform.

4-8. Safeying Suspension Slings

Safety the suspension slings as shown in figure 4-10.



- ① Extend the suspension slings above the truck.
- ② Tie each 3-foot sling to the nearest wheel with a length of type III nylon cord.
- ③ Make a deadman's tie according to FM 10-500/TO 13C7-1-5.

Figure 4-10. Suspension slings safetied.

4-9. Stowing Cargo Parachutes

Stow either the G-11A or the G-11B cargo parachutes as follows:

a. *Stowing G-11A Cargo Parachutes.* Stow two G-11A cargo parachutes as shown in figure 4-11.

b. *Stowing G-11B Cargo Parachute.* Stow one G-11B cargo parachute according to FM 10-500/TO 13C7-1-5.

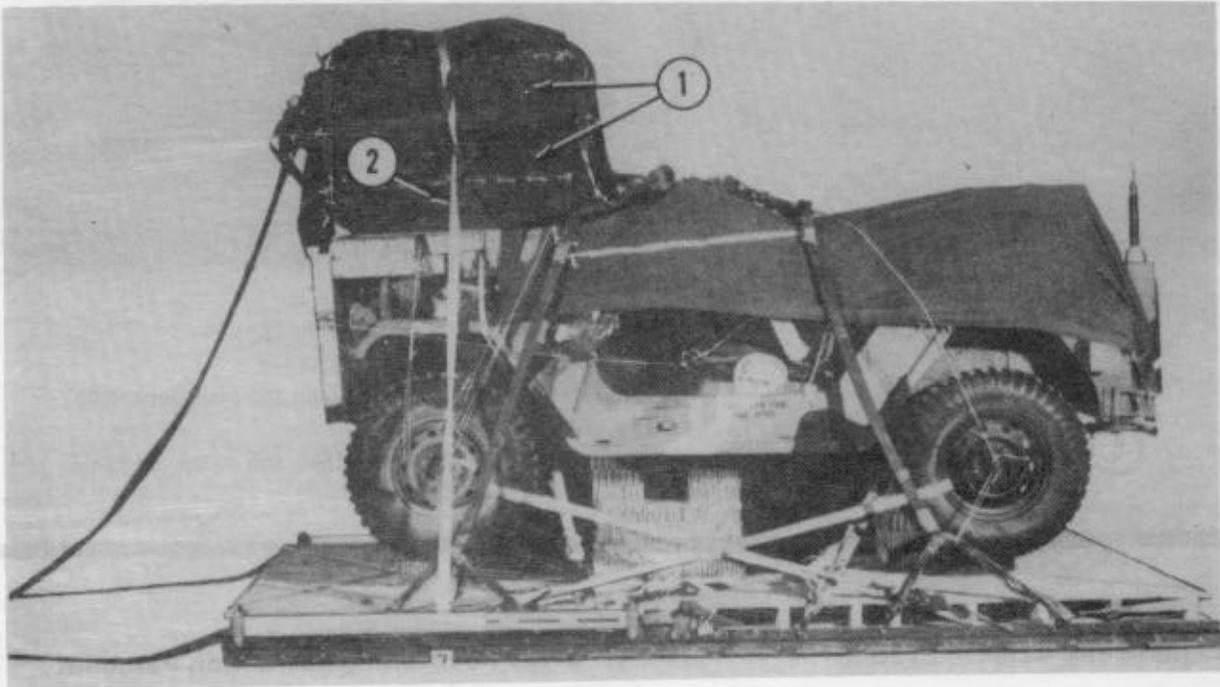
4-10. Installing Extraction System

Two extraction systems are now authorized for

use when this load is rigged. These systems are the extraction force transfer coupling (platform) (PEFTC) and the static line/connector strap extraction system (SL/CS). Install one extraction system as follows:

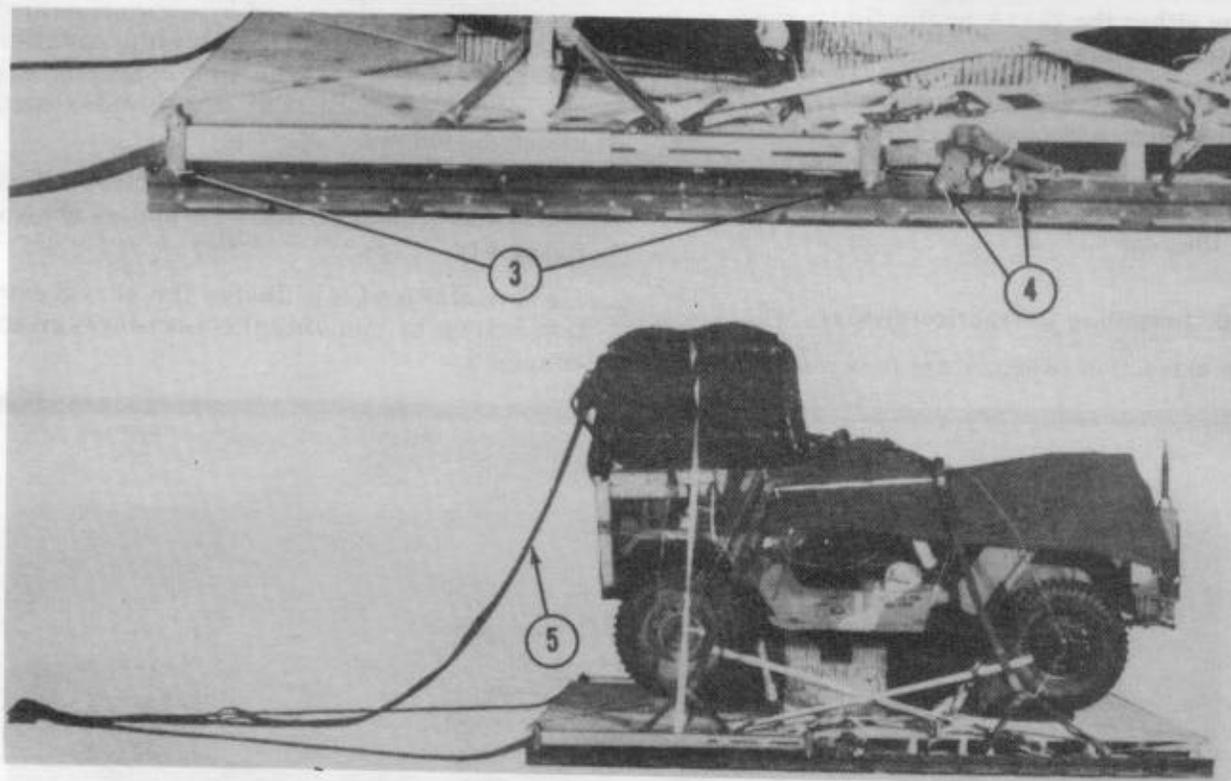
a. *Installing PEFTC.* Install the PEFTC according to FM 10-500/TO 13C7-1-5 and as shown in figure 4-12.

b. *Installing SL/CS.* Install the SL/CS extraction system by adapting the procedures given in chapter 2.



- ① Prepare and stow two G-11A cargo parachutes according to FM 10-500/TO 13C7-1-5.
- ② Install a 10-yard length of type VIII nylon webbing restraint strap to clevises 7 and 7A according to FM 10-500/TO 13C7-1-5.

Figure 4-11. Parachutes stowed.



- ③ Bolt the support brackets to the 15th and 25th clevis holes in each platform rail.
- ④ Use the B mounting holes in the actuators, and bolt the actuators to the 13th and 14th clevis holes.
- ⑤ Use a 16-foot (3-loop) sling as a deployment line. Use four guidance tubes, and install the PEFTC according to FM 10-500/TO 13C7-1-5.

Figure 4-12. PEFTC installed.

4-11. Installing Release System

Prepare and install an M-1 cargo parachute release assembly according to FM 10-500/TO 13C7-1-5. Place the release assembly on top of the load. Safety the release assembly according to FM 10-500/TO 13C7-1-5. Make one tie to the front wheels and the other tie to the rear wheels. If the M-1 cargo parachute release assembly is not available, prepare and install two 5,000-pound-capacity cargo parachute release assemblies according to FM 10-500/TO 13C7-1-5. Place the release assemblies on top of the load, and safety them according to FM 10-500/TO 13C7-1-5.

Note: The 5,000-pound-capacity release assemblies **MUST NOT** be used when a G-11B cargo parachute is rigged as part of this load.

4-12. Positioning Extraction Parachute

a. *C-130 Aircraft.* Place a reefed 15-foot cargo extraction parachute on the load for installation in the aircraft.

b. *C-141B Aircraft.* Place a reefed 15-foot cargo extraction parachute with an adapter web and a continuous 160-foot (1-loop) type XXVI nylon extraction line on the load for installation in the aircraft.

Note: The extraction line will be a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line. Shorter lines will not be used to form the 160-foot extraction line.

4-13. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5 and as shown in figure 4-13. If the load varies, the weight, height, center of balance, and parachute requirements must be computed.

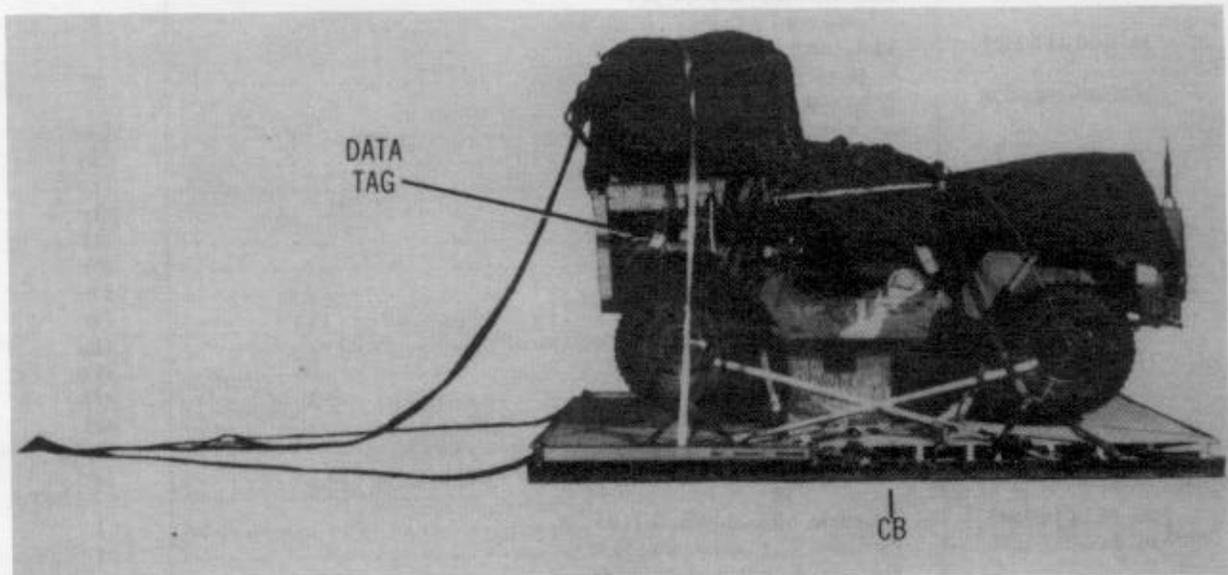
Note: When this load is rigged for airdrop on a drop zone with ground elevation of 6,000 to

10,000 feet, no additional honeycomb is needed.

4-14. Equipment Required

The equipment required for rigging this load is listed in table 4-1.

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



RIGGED LOAD DATA

Weight.....	4,820 pounds
Height.....	98 inches
Width.....	108 inches
Length.....	144 inches
Center of Balance (from front edge of platform)	77 inches
Extraction System (shown)	PEFTC

Figure 4-13. Truck with AN/VSC-2 radio set rigged for low-velocity airdrop.

Table 4-1. Equipment required for rigging 1/4-ton truck with AN/VSC-2 radio set for low-velocity airdrop.

National Stock No	Item	Quantity
1670-00-040-8215	Adapter Web, 36-in (for C-141B aircraft)	1
8040-00-273-8713	Adhesive, paste, 1-gal.	As required
1377-00-958-1048	*Cartridge, time-delay, 20-second (for use w/5,000-lb release)	1
1670-00-090-5354	Clevis Assembly, suspension, large	1
8305-00-242-3593	Cloth, cotton duck, 60-in	3 yd
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-168-6068	**Coupling, extraction force transfer (platform)	1
1670-00-360-0328	Cover, clevis, large	1
1670-00-360-0329	Cover, link (add one for C-141)	1
8135-00-664-6958	Cushioning Material, packaging, cellulose wadding	As required
8305-00-958-3685	Felt Sheet, 1/2-by 6-by 6-in	1
1670-00-856-0265	Line, extraction, 60-ft (1-loop)	1
1670-01-107-7652	Line, extraction, 160-ft (1-loop)	1
1670-00-783-5988	Link Assembly, single, type IV (add one for C-141)	1
1670-00-217-2421	Link, connector, L-bar type (for C-141)	2
1670-00-753-3928	Pad, energy-dissipating honeycomb, 3-by 36-by 96-in:	5 sheets
	6-by 8-in.	(24)
	6-by 10-in.	(1)
	6-by 18-in.	(1)
	8-by 12-in.	(1)
	12-by 12-in.	(6)
	12-by 18-in.	(2)
	12-by 20-in.	(1)
	12-by 61-in.	(1)
	18-by 20-in.	(5)
	18-by 61-in.	(3)
	24-by 61-in.	(2)
	36-by 47-in.	(1)
1670-00-269-1107	Parachute, cargo, 100-ft, G-11A. OR	2
1670-01-016-7841	Parachute, cargo, 100-ft, G-11B.	1
***1670-00-052-1548	Parachute, cargo extraction, 15-ft.	1
	Platform, airdrop, modular, 12-ft:	
1670-00-893-1631	Clevis, load tiedown	16
1670-00-893-1624	Panel	3
1670-00-893-1626	Rail, platform side, 12-ft.	2
5320-00-893-1632	Rivet, blind-drive type, 1/4-in diam.	48
5530-00-128-4981	Plywood, 3/4-by 48-by 96-in:	1 sheet
	3/4-by 10-by 17-in	(1)
	3/4-by 24-by 48-in	(1)
1670-00-168-6070	Release, cargo parachute, M-1 or	1
1670-00-799-8494	*Release, 5,000-lb cap cargo parachute	1 or 2
	Slings, cargo, airdrop: for 5,000-lb releases:	
1670-00-753-3788	3-ft (3-loop) type X or	1 or 2
1670-01-062-6301	3-ft (2-loop) type XXVI	1 or 2
1670-00-753-3790	Lifting:	
1670-00-753-3631	9-ft (2-loop) type X or	2
1670-01-062-6304	9-ft (2-loop) type XXVI	2

Table 4-1. Continued

National Stock No	Item	Quantity
	Platform Suspension:	
1670-00-753-3788	3-ft (3-loop) type X or	4
1670-01-062-6301	3-ft (2-loop) type XXVI	4
1670-00-823-5040	11-ft (3-loop) type X or	4
1670-01-063-7760	11-ft (2-loop) type XXVI	4
	Deployment Line:	
1670-00-823-5042	16-ft (3-loop) type X or	1
1670-01-063-7761	16-ft (2-loop) type XXVI	1
	Riser Extension:	
1670-00-753-3794	20-ft (2-loop) type X or	0 or 2
1670-00-823-5043	20-ft (3-loop) type X or	0 or 2
1670-01-062-6302	20-ft (2-loop) type XXVI	0 or 2
5510-00-197-5980	Strongback:	3
5510-00-220-6146	Lumber, 2- by 4- by 96-in	(15)
5315-00-010-4657	Nail, wire, steel, common 6d	As required
5530-00-262-8195	Plywood, 1/2- by 48- by 96-in.	(6)
7510-00-266-5016	Tape, adhesive, 2-in.	As required
1670-00-937-0271	Tiedown Assembly, 15-ft (Dacron).	15
8305-00-268-2411	Webbing, cotton, 80-lb.	As required
8305-00-082-5752	Webbing, nylon, tubular, 1/2-in.	As required

*This item will not be used with the G-11B cargo parachute.

**When this item is not available, the following items are required for the SL/CS:

1670-00-090-5354	Clevis Assembly, suspension, large	2
1670-00-783-5988	Link Assembly, single, type IV	1
	Sling, cargo, A/D, nylon webbing:	
1670-00-753-3788	3-ft (3-loop) type X or	1
1670-01-062-6301	3-ft (2-loop) type XXVI	1
1670-00-823-5041	12-ft (3-loop) type X or	1
1670-01-062-6303	12-ft (2-loop) type XXVI	1
1670-00-998-0117	Static Line, cargo parachute, breakaway type, w/release knife and clevis	2
1670-00-738-5878	Strap, connector, 60-in.	1

***Install the extraction parachute according to these types of aircraft:

1. C-130. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-130 aircraft.
2. C-141B. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-141B aircraft. In addition, the parachute needs a 36-in adapter web and a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line. Do NOT use shorter lines to form the 160-foot line.

CHAPTER 5

RIGGING M151 TRUCK WITH AN/URN-19 POSITION-FIXING NAVIGATION SYSTEM ON MODULAR PLATFORM

5-1. General

Procedures for rigging the AN/URN-19 position-fixing navigation system (PFN system) in the M151, ¼-ton truck for airdrop on a modular platform are outlined in this chapter. Procedures for rigging the utility truck on this platform will be the same as shown in chapter 2 with the exceptions noted.

5-2. Description of Load

The PFN system mounted in the M151, ¼-ton utility truck is rigged on an 8-foot modular platform with one G-11A parachute, or three G-12D cargo parachutes, and other items of airdrop equipment. The system consists of the computer display unit mounted on the dashboard of the utility truck, the receiver unit mounted on the right rear fender housing, the antenna and antenna mount mounted on the right rear side of the truck, and the preamplifier inside the truck on the side of the right rear fender housing. The complete system, including the control cable, power cable, and antenna cables, weighs 90 pounds.

Note. DO NOT rig this load with three G-12D cargo parachutes when the intended drop zone is at a ground elevation of 6,000 feet or higher.

5-3. Stowing Computer Display Unit and Receiver Unit

Secure the computer display unit to mount with type III nylon cord as shown in figure 5-1. Posi-

tion a 3- by 12- by 22-inch piece of honeycomb on the front seat. Remove the receiver unit and position it on the honeycomb with the instrument panel toward the center of the truck. Using two 15-foot tiedown straps, two D-rings, and two load binders, secure receiver unit to seat (fig 5-1). Position a 3- by 30- by 40-inch piece of honeycomb over the computer display unit and receiver unit and secure it in place with type III nylon cord (fig 5-1). Tape honeycomb to prevent ties from cutting through.

5-4. Stowing Antenna and Antenna Mount

Remove antenna sections, tape sections together and to seat frames (fig 5-1). Remove the antenna mount and secure it to the right front seat with type III nylon cord (fig 5-1).

5-5. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5. The weight and center of gravity must be computed.

Note. When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height.

5-6. Equipment Required

Equipment required for rigging the basic load will be the same as that shown in table 2-1. Equipment required for stowing the AN/URN-19 PFN system in the M151, ¼-ton utility truck is listed in table 5-1.

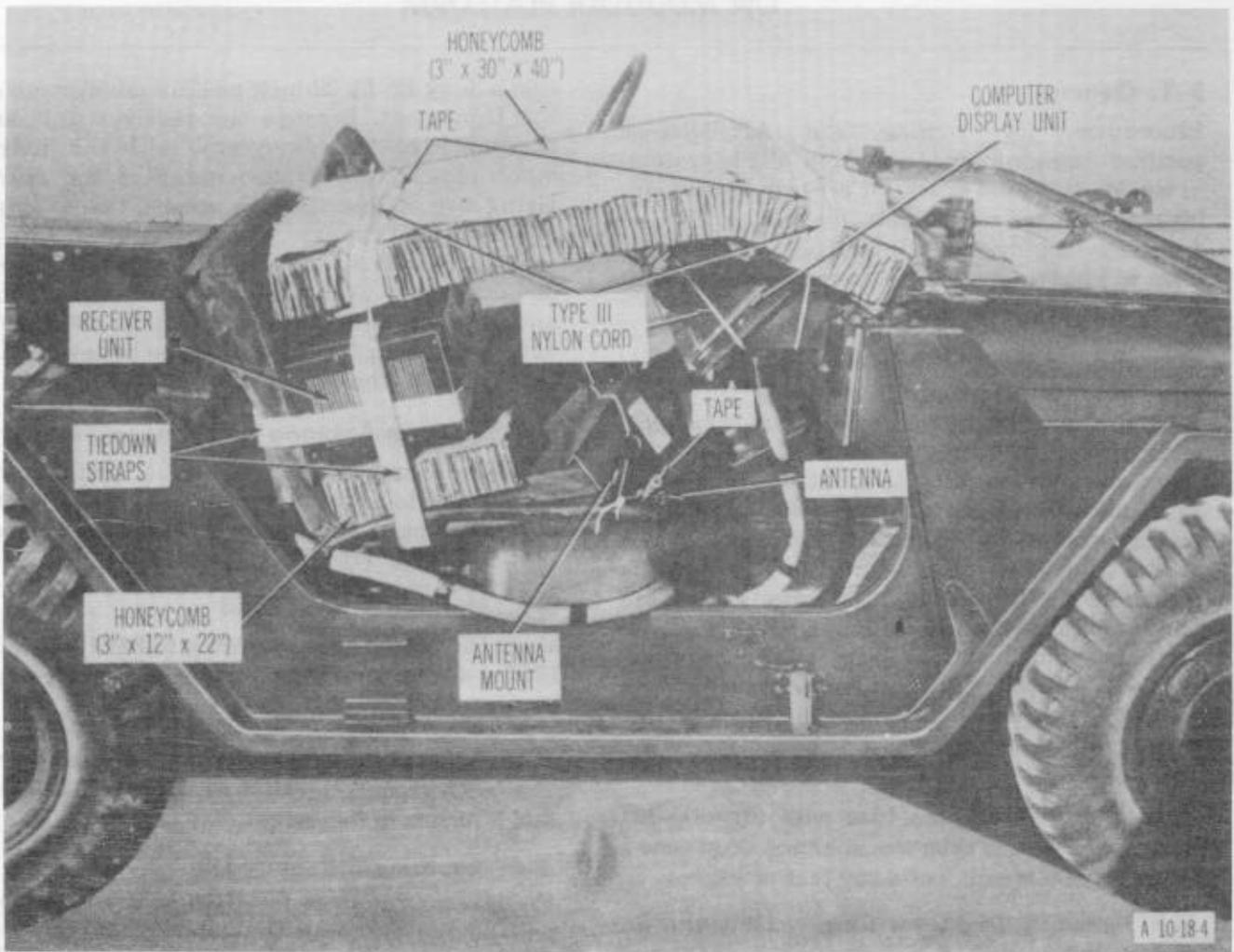


Figure 5-1. AN/URN-19 position-fixing navigation system stowed.

Table 5-1. Equipment Required

National Stock No.	Item	Quantity
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy dissipating, honeycomb, 3- by 36- by 96-in:	1 sheet
	3- by 12- by 22-in	(1)
	3- by 30- by 40-in	(1)
8135-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	*Tiedown assembly, 15-ft (Dacron)	2

*When this item is not available, the following replacement items are required:

3990-00-360-0248	Binder, load	2
1670-00-360-0340	Fastener, strap, cargo tiedown, quick-fit	2
1670-00-360-0540	Strap, tiedown, 15-ft	2

CHAPTER 6

RIGGING M151 TRUCK WITH M36 RADAR

CHRONOGRAPH SET

6-1. General

Procedures for rigging the M36 radar chronograph set in the M151, ¼-ton truck for airdrop on a modular platform are outlined in this chapter. Procedures for rigging the utility truck on this platform will be the same as shown in chapter 2 with the exceptions noted.

6-2. Description of Load

The M36 radar chronograph set (fig 6-1) mounted in the M151 truck is rigged on an 8-foot modular platform with one G-11A cargo parachute and other items of airdrop equipment. This set consists of radar chronograph (complete radar transmitter-receiver), radar chronograph mount, telescope M90F, tripod assembly, cable and reel assembly, microphone, radar test receiver, instrument light, installation bracket (jeep mounting), and repair parts kit. The unrigged truck with radar chronograph set weighs 2,792 pounds. It is 133 inches long, 64 inches wide, and 71 inches high, reducible to 52 inches.

6-3. Modifying Truck

Modify truck and install bracket (jeep mounting) in bed of truck as shown in figure 6-2.

6-4. Preparing Truck

Prepare truck according to procedures outlined in chapter 2 with the exception that the rear seat, assistant driver's seat, top cover, and side curtain will not be dropped.

6-5. Stowing Radar Chronograph Set

a. Stowing Auxiliary Feet. Position the three auxiliary feet in the bed of the truck (fig 6-2). Position a 3- by 36- by 36-inch piece of honeycomb on top of the auxiliary feet as shown in figure 6-3.

b. Positioning Honeycomb and Plywood in Truck. Position two ¾- by 12- by 18-inch layers of plywood and two ¾- by 7- by 21-inch layers of plywood around battery box as shown in figure 6-3. Position one 3- by 12- by 18-inch layer of

honeycomb and one 3- by 7- by 21-inch layer of honeycomb as shown in figure 6-4. Position one 3- by 24- by 29-inch piece of honeycomb on top of this plywood and honeycomb as shown in figure 6-5. Position one 3- by 14- by 18-inch piece of honeycomb and two 3- by 6- by 18-inch pieces of honeycomb on the floor of the passenger's side (fig 6-4 and 6-5). Place four ½- by 15- by 19-inch layers of felt on the honeycomb in bed of truck as shown in figure 6-5.

c. Stowing Components. Position radar test receiver, telescope, and chronograph automatic reliability rater on passenger's side (fig 6-6). Position the microphone, instrument light, and cable on top of these components (fig 6-7). Cover with a 3- by 18- by 24-inch piece of honeycomb as shown in figure 6-8.

d. Stowing Tripod. Position tripod in rear of vehicle with a 3- by 12- by 18-inch piece of honeycomb between bracket and tripod (fig 6-9). Secure tripod with type III nylon cord to rear frame of driver's seat and to footman loop on rear of vehicle.

e. Stowing Generator. Center generator in rear of vehicle over the four layers of felt, and secure it with a 15-foot tiedown strap around vehicle as shown in figure 6-10. Using type III nylon cord, make ties from corners of generator of footman loops on truck (fig 6-10).

f. Stowing Radar Chronograph. Position radar chronograph on honeycomb on passenger's side. Secure with a 15-foot tiedown strap around truck and radar chronograph as shown in figure 6-11. Using type III nylon cord, make ties from handles to footman loops and from footman loop over base of chronograph back to footman loop (fig 6-11).

6-6. Marking Rigged Load

Mark the rigged load in accordance with FM 10-500/TO 13C7-1-5. The rigged load weighs 3,480 pounds. It is 72 inches high, 108 inches wide, and 134 inches long with a 24-inch overhang at the front of the platform and a 14-inch overhang at the rear of the platform. The center



Figure 6-1. Components of M36 radar chronograph set.

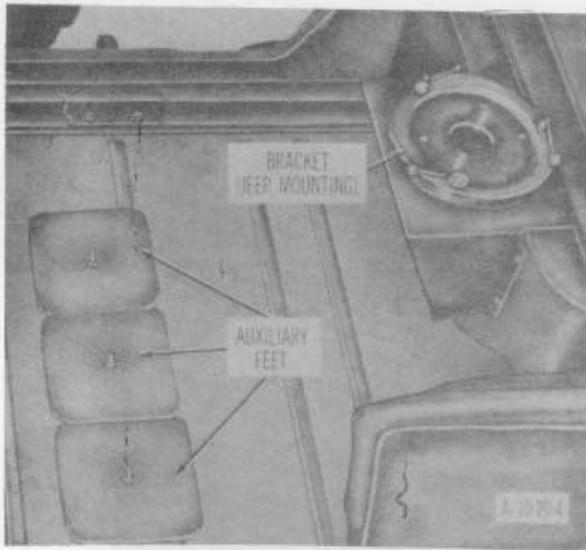


Figure 6-2. Radar chronograph installation bracket (jeep mounting) installed in truck.

of gravity is 56 inches from the front edge of platform. If the load varies, the height, weight, center of gravity, and parachute requirements must be computed.

Note. When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height.

6-7. Equipment Required

The equipment required for rigging the basic load will be the same as shown in table 2-1. The equipment required for stowing the M36 radar chronograph set in the M151, ¼-ton utility truck is listed in table 6-1.

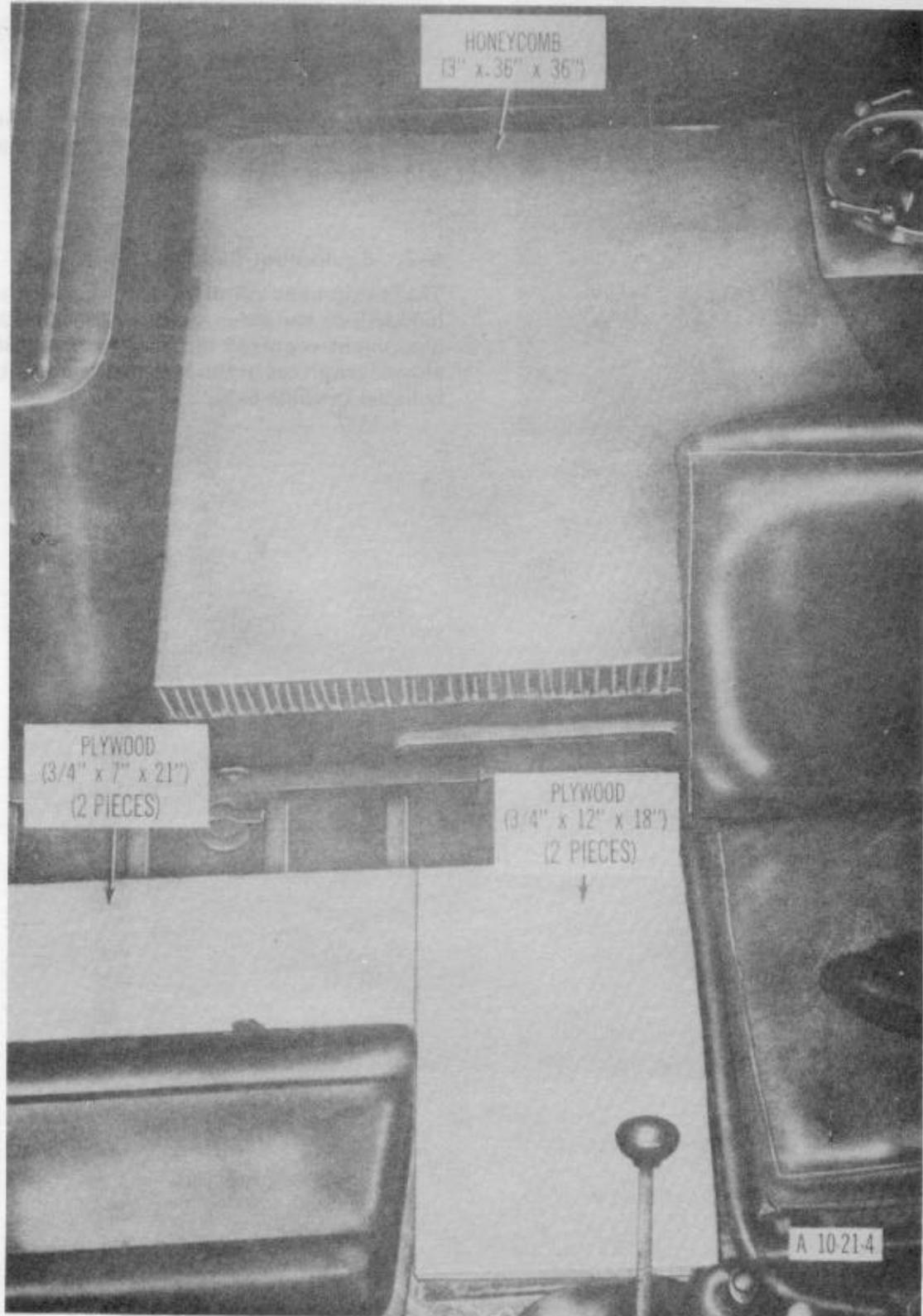


Figure 6-3. Honeycomb positioned over auxiliary feet in bed of truck and plywood positioned around battery box.

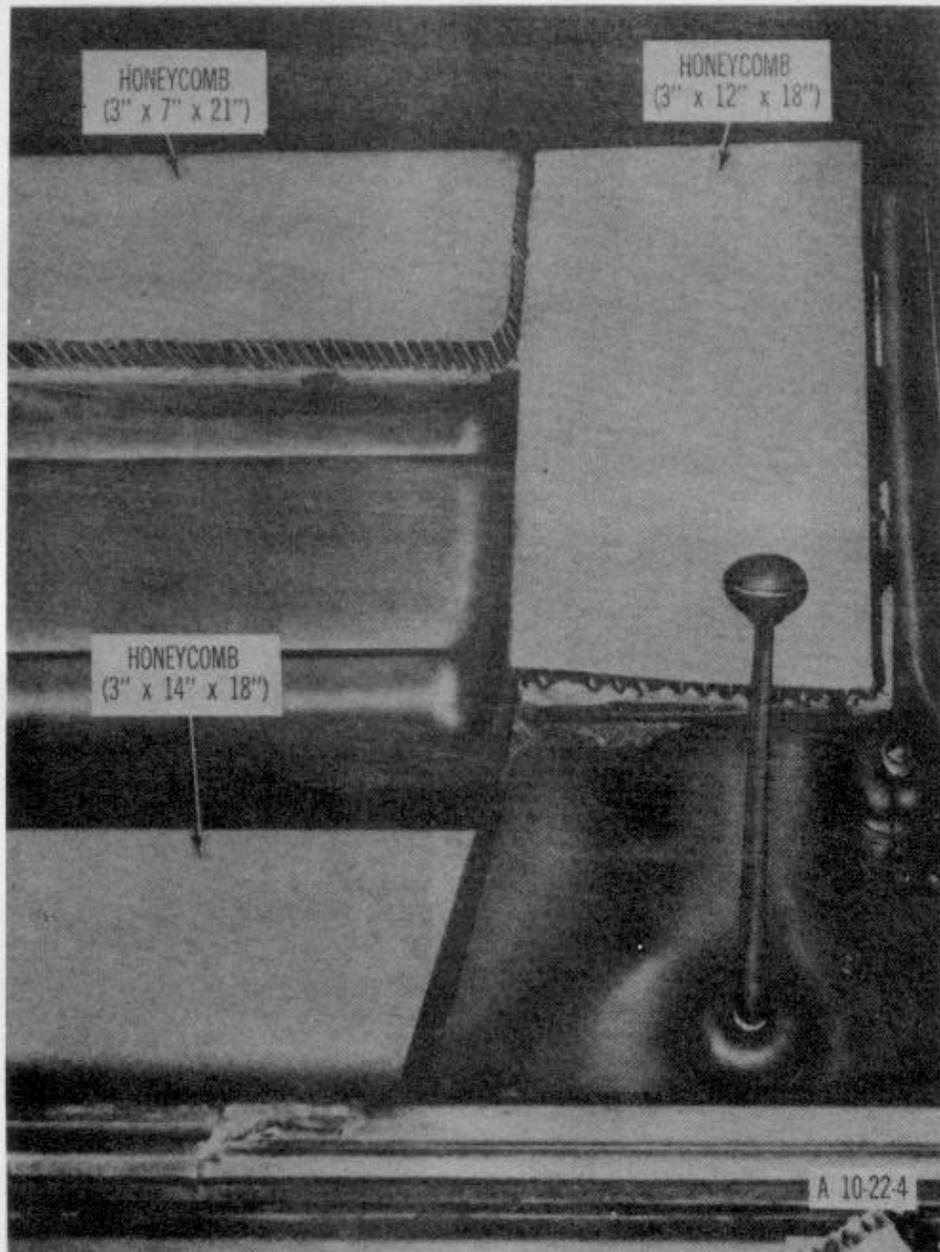


Figure 6-4. Honeycomb positioned on top of plywood and in floor on the passenger's side of truck.

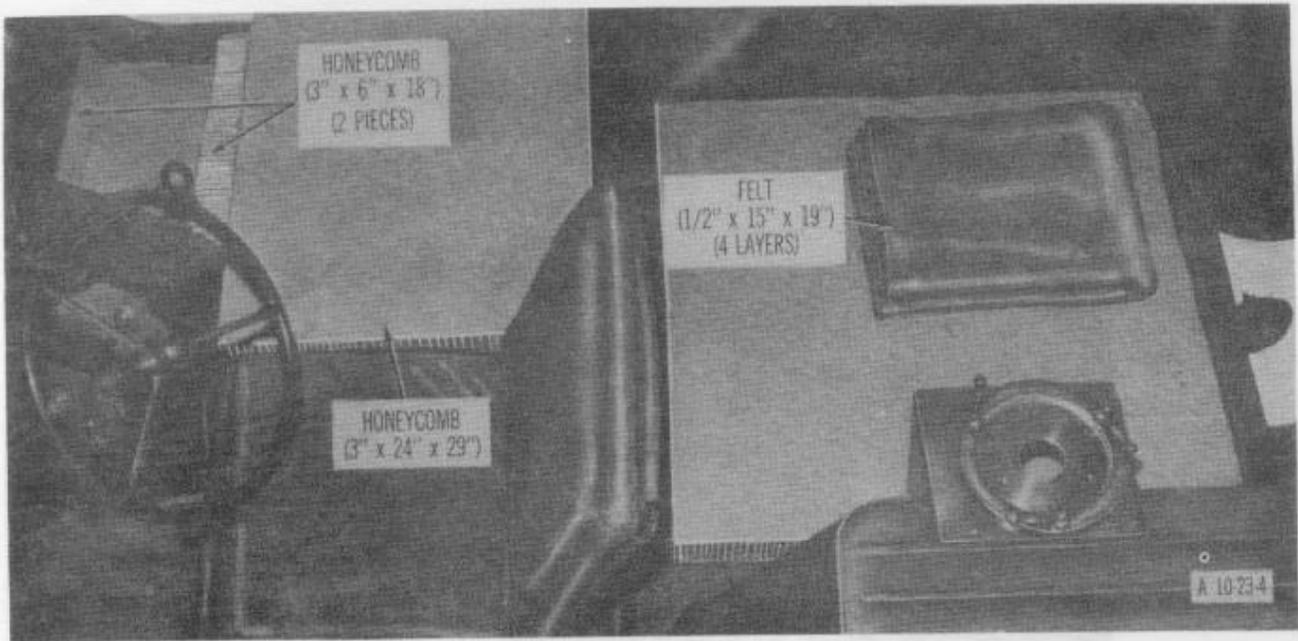


Figure 6-5. Honeycomb positioned on top of battery box and felt positioned on honeycomb in bed of truck.



Figure 6-6. Radar test receiver, telescope, and chronograph automatic reliability rater stowed.

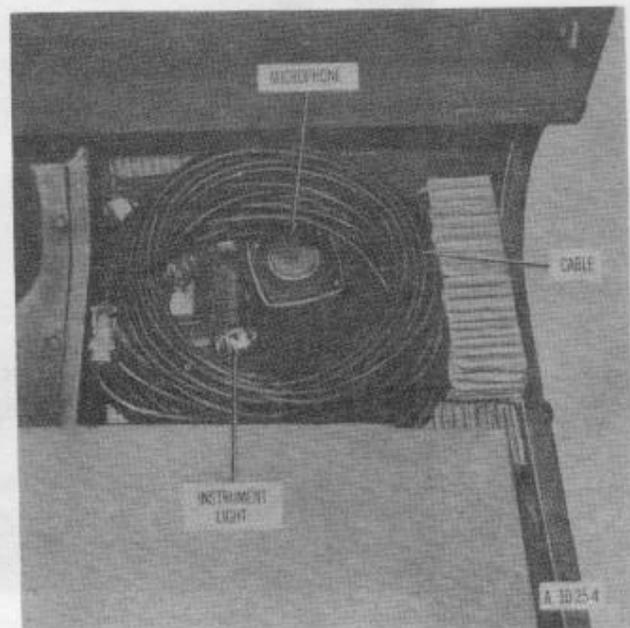


Figure 6-7. Microphone, instrument light, and cable stowed.

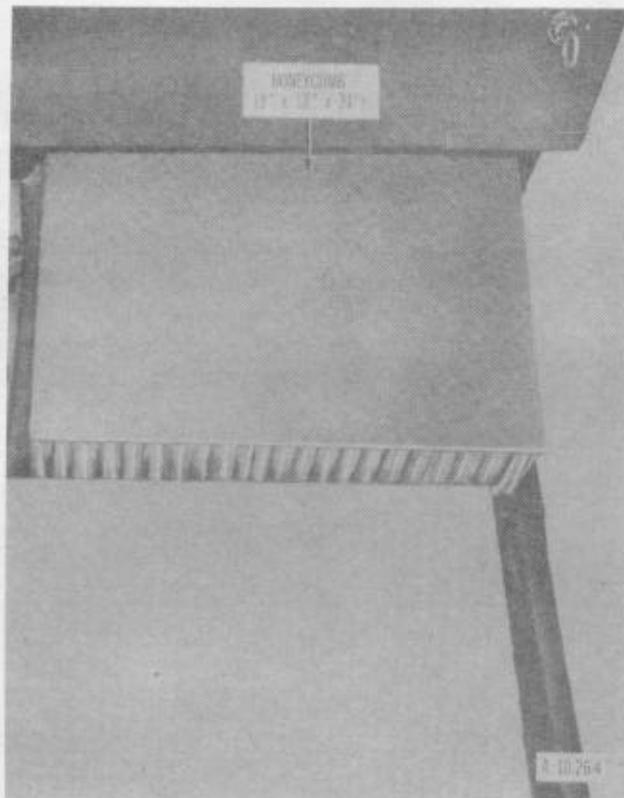


Figure 6-8. Honeycomb positioned over components.

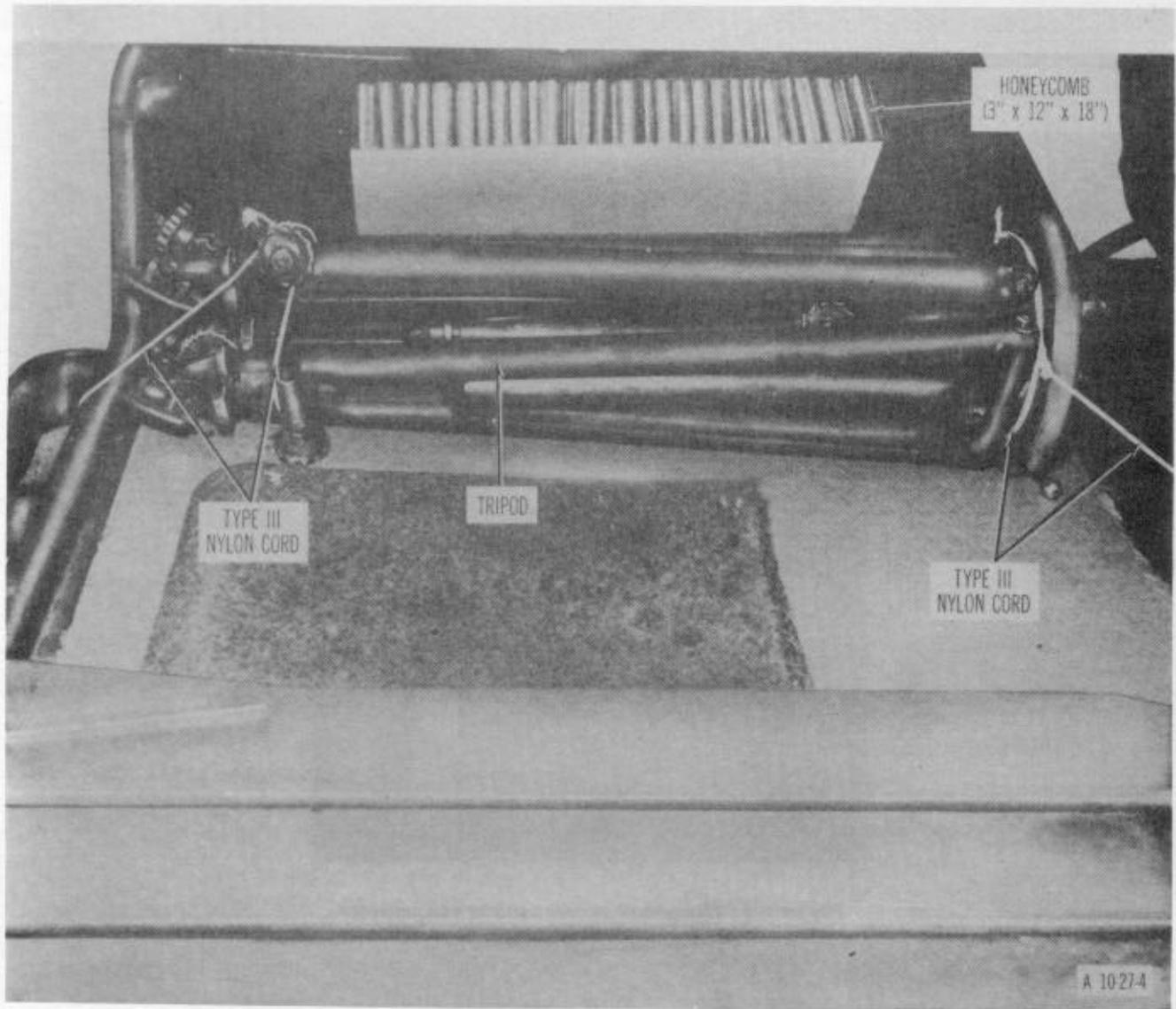


Figure 6-9. Tripod stowed.

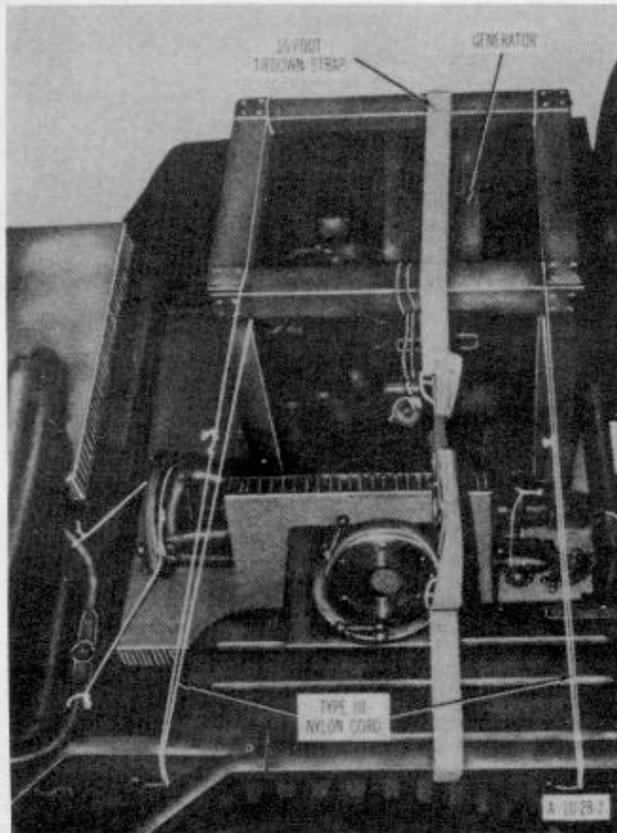


Figure 6-10. Generator stowed.

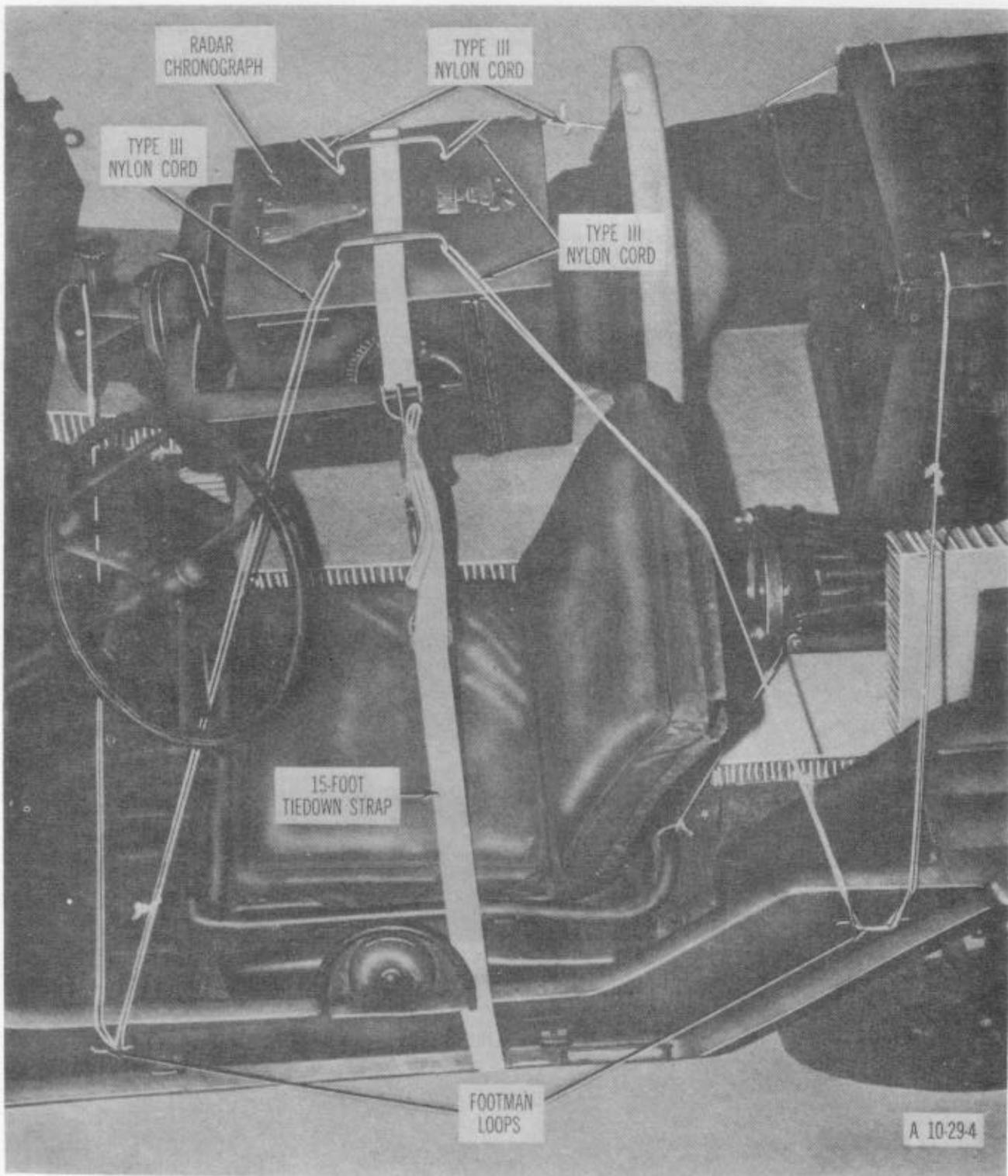


Figure 6-11. Radar chronograph stowed.

Table 6-1. Equipment Required.

National Stock No.	Item	Quantity
8305-00-958-3685	Felt Sheet, ½- by 15- by 19-in -----	4
1670-00-753-3928	Pad, energy dissipating, honeycomb, 3- by 36- by 96-inch: -----	2 sheets
	3- by 6- by 18-in -----	(2)
	3- by 7- by 21-in -----	(1)
	3- by 12- by 18-in -----	(2)
	3- by 14- by 18-in -----	(1)
	3- by 18- by 24-in -----	(1)
	3- by 24- by 29-in -----	(1)
	3- by 36- by 36-in -----	(1)
5530-00-128-4981	Plywood:	
	¾- by 7- by 21-in -----	2
	¾- by 12- by 18-in -----	2
1670-00-937-0271	*Tiedown Assembly, 15-ft (Dacron)-----	2
*When this item is not available, the following replacement items are required:		
3990-00-360-0248	Binder, load -----	2
1670-00-360-0340	Fastener, strap, cargo tiedown, quick-fit -----	2
1670-00-360-0540	Strap, tiedown, 15-ft -----	2

CHAPTER 7

RIGGING M151 TRUCK WITH DETECTOR UNIT

CHEMICAL AGENT AUTOMATIC ALARM VG

PORTABLE XM8

7-1. General

Procedures for rigging the detector unit chemical agent automatic alarm VG portable XM8 in the M151, ¼-ton truck for airdrop on a modular platform are outlined in this chapter. Procedures for rigging the utility truck on this platform will be the same as shown in chapter 2 with the exceptions noted.

7-2. Description of Load

The detector unit chemical agent automatic alarm VG portable XM8 stowed in the M151 truck is rigged on an 8-foot modular platform with one G-11A cargo parachute and other items of airdrop equipment. The detector unit chemical agent automatic alarm VG portable XM8 consists of two components, the detector and the alarm unit. The unrigged truck with detector unit chemical agent automatic alarm VG portable XM8 weighs 2,414 pounds. It is 133 inches long, 64 inches wide, and 71 inches high, reducible to 52 inches.

7-3. Preparing Truck

Prepare truck according to procedures outlined in chapter 2 with the following exceptions:

a. Securing Alarm Unit. Safety the alarm unit with one turn of type III nylon cord, making the tie around the alarm unit and the bracket (fig 7-1). Position two 3- by 10- by 16-inch pieces of honeycomb directly forward of the alarm unit as shown in figure 7-1. Make a cutout in a 3- by 8- by 16-inch piece of honeycomb and position over the alarm unit (fig 7-1). Secure honeycomb to alarm unit using type III nylon cord.

b. Securing Detector. Safety the detector using one turn of ½-inch tubular nylon as shown in figure 7-2.

7-4. Stowing Cargo Parachutes

a. Positioning Honeycomb on Hood. Position a 3- by 16- by 54-inch piece of honeycomb on hood

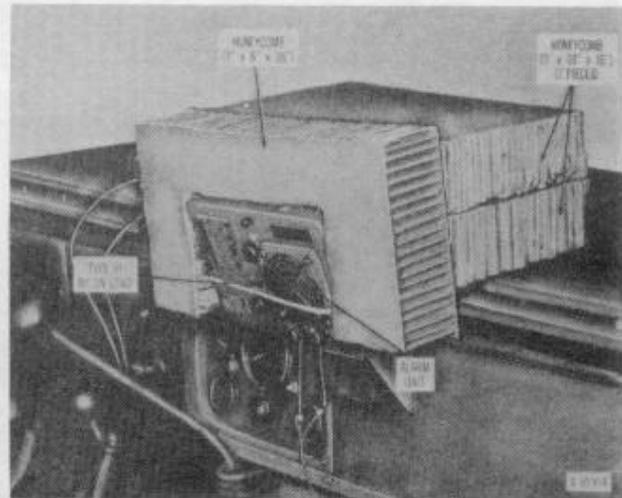


Figure 7-1. Alarm unit secured.

(fig 7-2). Position two 3- by 36- by 64-inch pieces of honeycomb on hood with a 10- by 10-inch cutout to fit around the detector as shown in figure 7-3. Position two ½- by 15- by 36-inch layers of felt or other suitable material on top of honeycomb (fig 7-3).

b. Constructing Stowage Platform. Construct stowage platform from ½- by 48- by 64-inch plywood. Make cutouts from the corners on the 64-inch side as shown in figure 7-4.

c. Positioning and Securing Stowage Platform. Position stowage platform on honeycomb as shown in figure 7-5. Using type III nylon cord and tape, secure stowage platform over alarm unit (A, fig 7-5). Using two 15-foot tiedown straps, two D-rings, and one load binder, secure the stowage platform to the main frame and to the outside of the seat frames, as shown in figure 7-5.

- A. Platform secured to seat frames
B. Platform secured to main frame

7-5. Marking Rigged Load

Mark the rigged load in accordance with FM

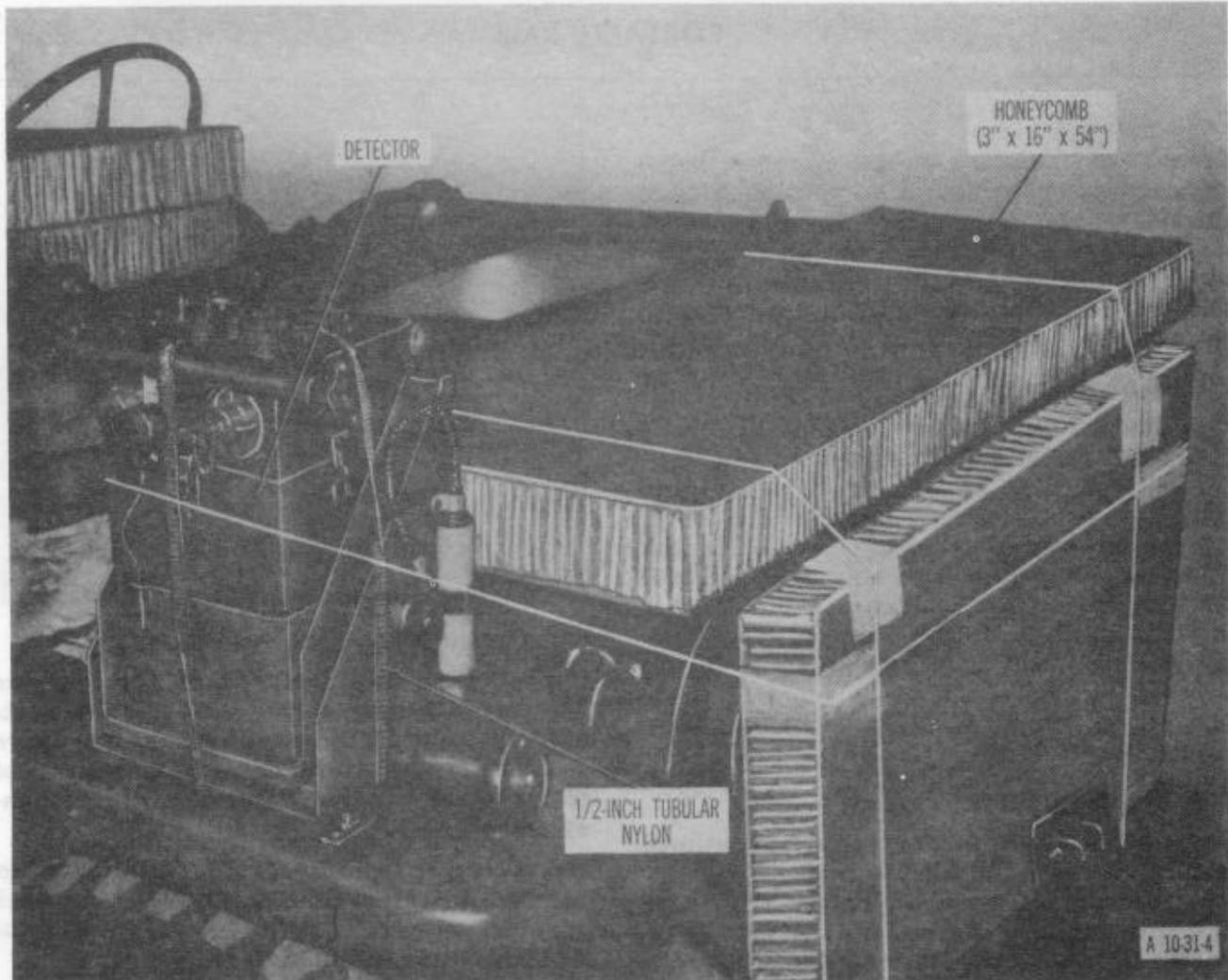


Figure 7-2. Detector secured.

10-500/TO 13C7-1-5. The rigged load weighs 3,102 pounds. It is 72 inches high, 108 inches wide, and 134 inches long with a 24-inch overhang at the front of the platform and a 14-inch overhang at the rear. The center of gravity is 53 inches from the front edge of the platform. If the load varies, the height, weight, center of gravity, and parachute requirements must be computed.

Note. When rigged for airdrop on a drop zone with

ground elevation of 6,000 to 10,000 feet, add 3 inches to the height.

7-6. Equipment Required

The equipment required for rigging the basic load will be the same as that shown in table 2-1. The equipment required for stowing the detector unit chemical agent automatic alarm VG portable XM8 in the M151, ¼-ton utility truck is listed in table 7-1.

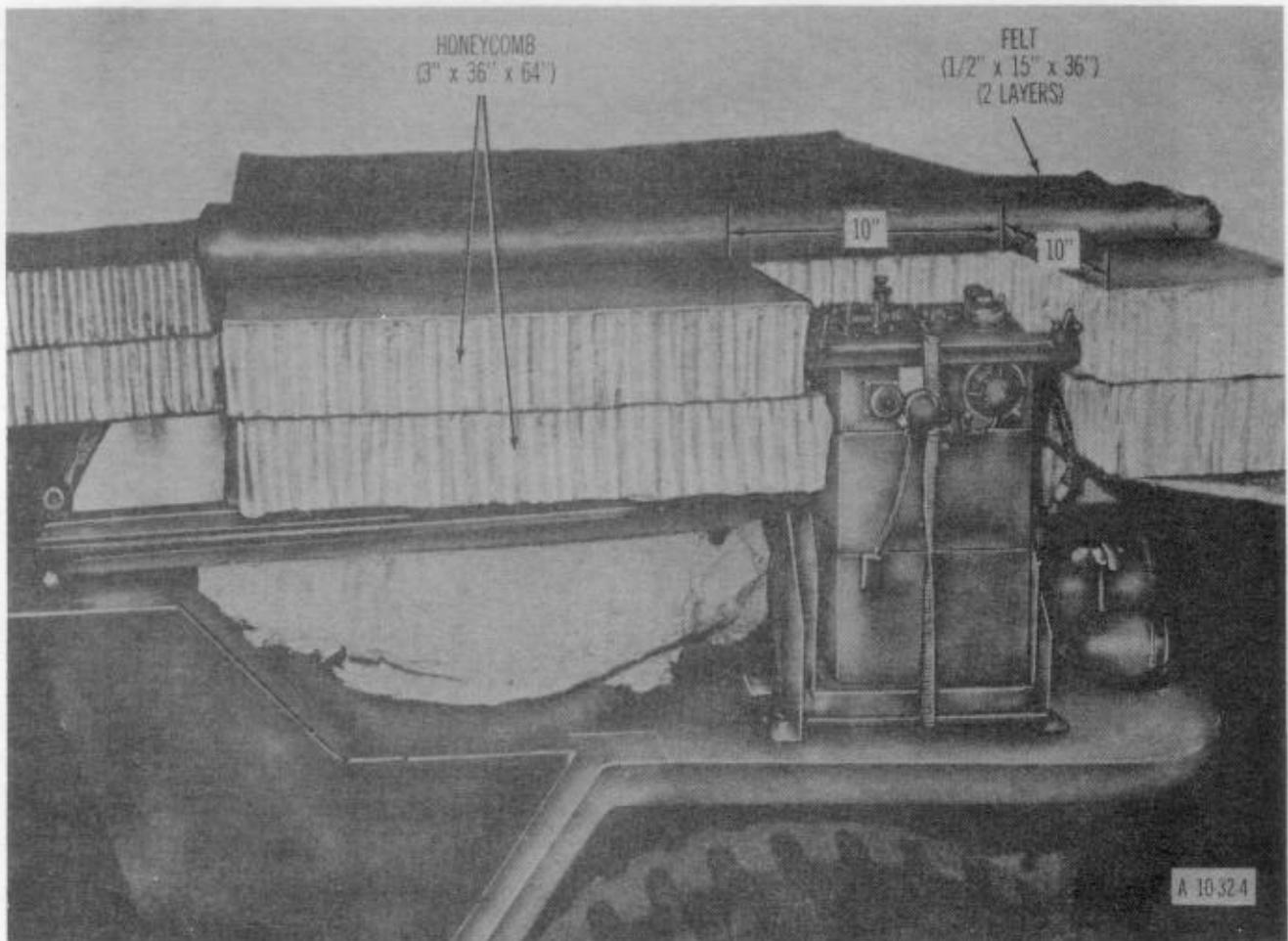


Figure 7-3. Honeycomb and felt positioned on hood.

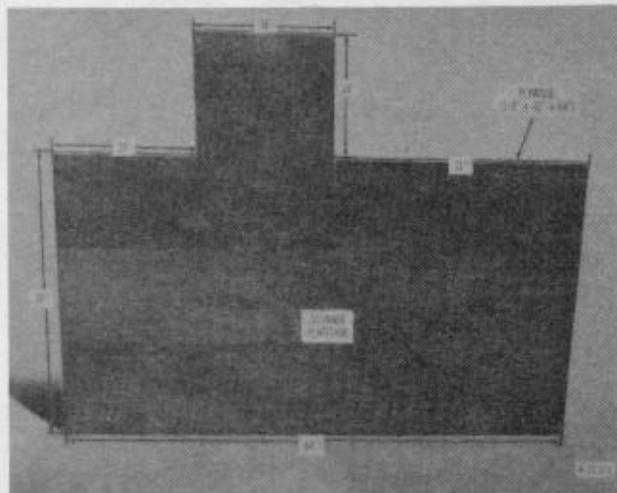


Figure 7-4. Construction details for storage platform.

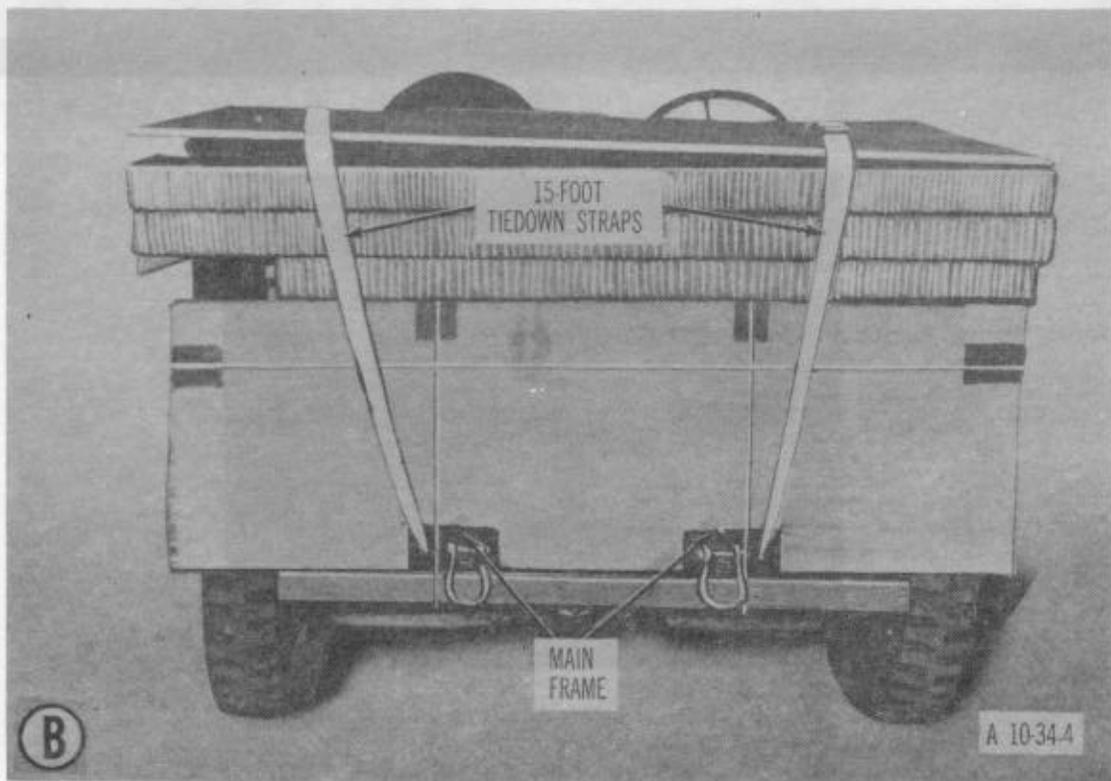
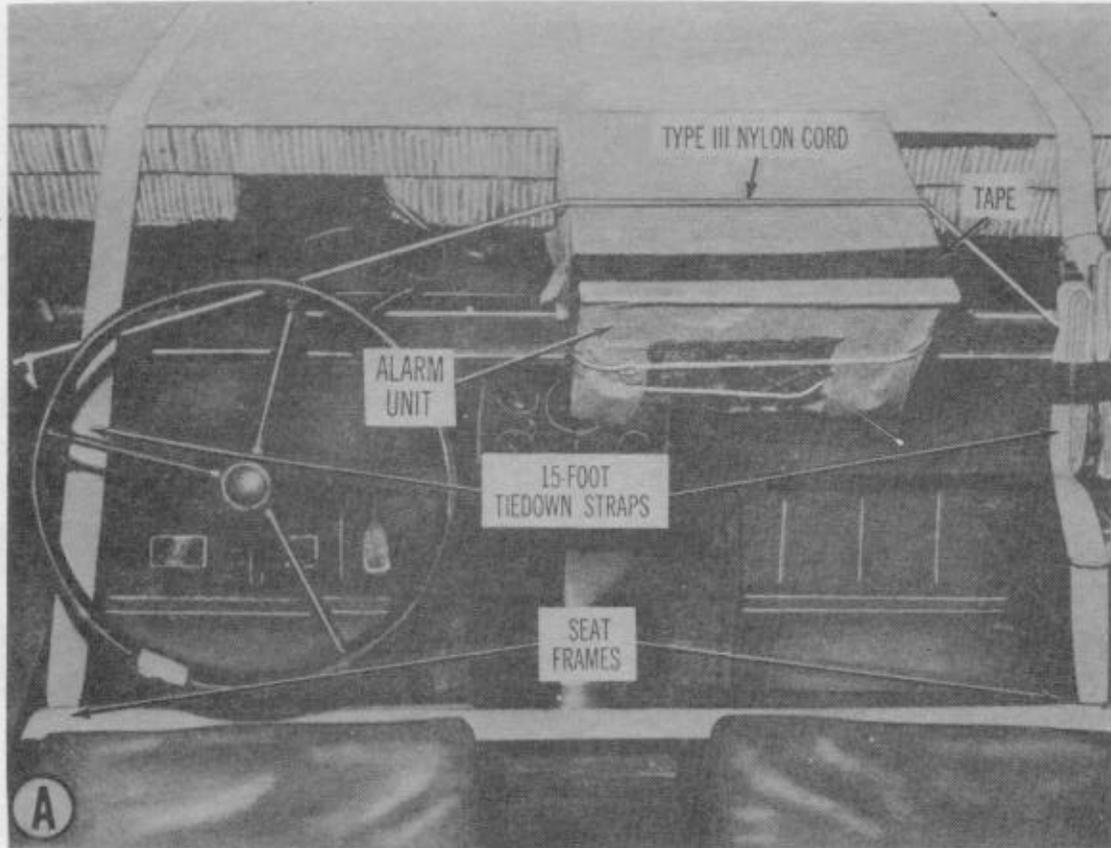


Figure 7-5. Stowage platform secured.

Table 7-1. Equipment Required.

National Stock No.	Item	Quantity
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
8305-00-958-3685	Felt Sheet, ½- by 15- by 36-in	2
1670-00-753-3928	Pad, energy dissipating honeycomb, 3- by 36- by 96-inch:	2 sheets
	3- by 8- by 16-in	(1)
	3- by 10- by 16-in	(2)
	3- by 16- by 54-in	(1)
	3- by 36- by 64-in	(2)
5530-00-128-4981	Plywood, ½- by 48- by 64-in (stowage platform)	1
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	*Tiedown Assembly, 15-ft (Dacron)	2

*When this item is not available, the following replacement items are required:

3990-00-360-0248	Binder, load	1
1670-00-360-0340	Fastener, strap, cargo tiedown, quick-fit	2
1670-00-360-0540	Strap, tiedown, 15-ft	2

CHAPTER 8

RIGGING M151 TRUCK WITH MACHINE GUN ON MODULAR PLATFORM

8-1. General

Procedures for rigging the M1917A6 or the M60 machinegun in the M151, ¼-ton truck for airdrop on a modular platform are outlined in this chapter. Procedures for rigging the truck on this platform will be the same as those given in chapter 2 with the exceptions noted.

8-2. Description of Load

The M1917A6 or the M60 machinegun, gun cradle, ammunition holder, and the M4 gun mount mounted in the M151, ¼-ton utility truck are rigged on an airdrop platform with one G-11A or three G-12D cargo parachutes and other items of airdrop equipment. The gun and components weight 148 pounds.

Note. DO NOT rig this load with three G-12D cargo parachutes when the intended drop zone is at a ground elevation of 6,000 feet or higher.

8-3. Stowing Machinegun

Remove the machinegun, ammunition holder, and gun cradle from the mount. Remove the top part of the run mount and tape it to the bottom part of the mount as shown in A, figure 8-1.

Wrap the gun cradle in cellulose wadding and tape. Secure gun cradle in place behind the driver's seat with type III nylon cord as shown in B, figure 8-1. Wrap the ammunition holder in cellulose wadding and tape. Secure it in place behind passenger's seat with type III nylon cord (B, fig 8-1). Pad the machinegun with cellulose wadding, wrap it in a 36- by 60-inch piece of cotton duck, and secure it to the front seats with type III nylon cord.

A. Gun mount secured

B. Gun cradle and ammunition holder stowed

8-4. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5. The weight and center of gravity must be computed by rigging personnel.

Note. When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height.

8-5. Equipment Required

The equipment required for rigging this load will be the same as that shown in table 2-1 and outlined in paragraph 2-17.

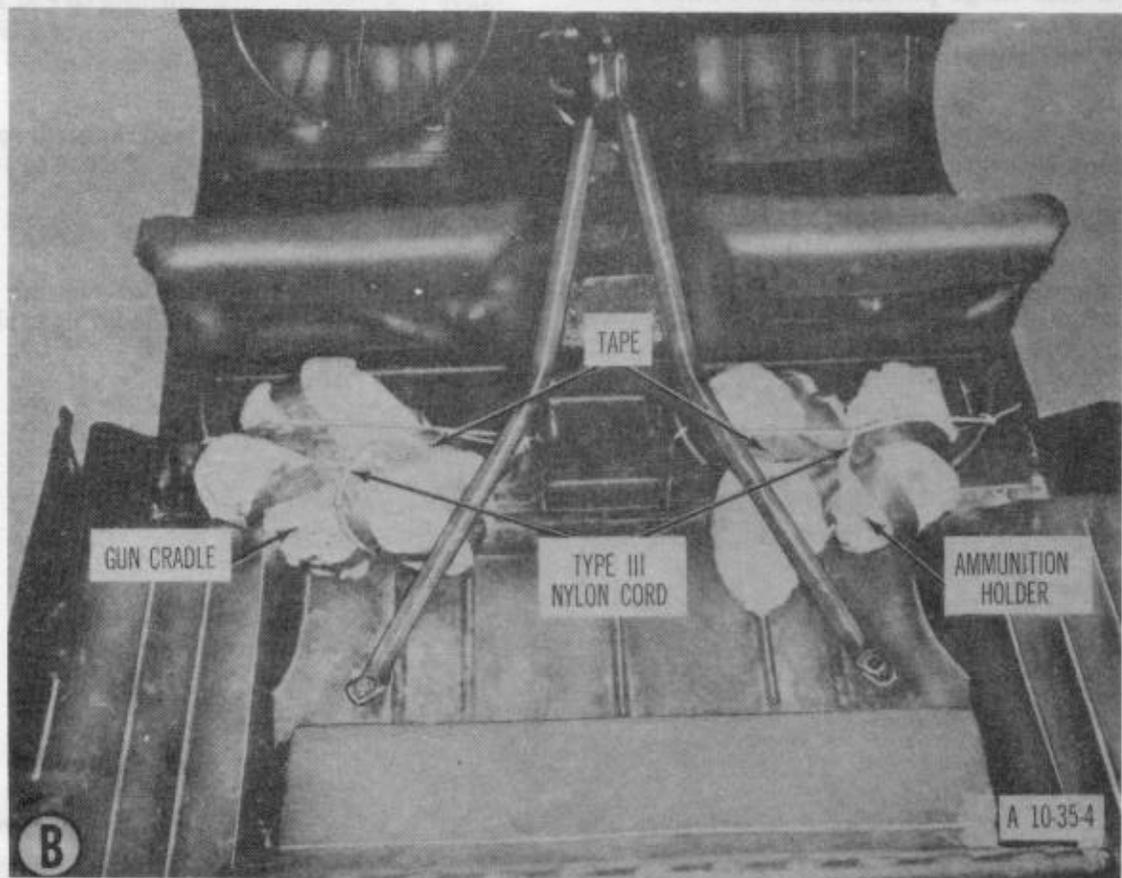
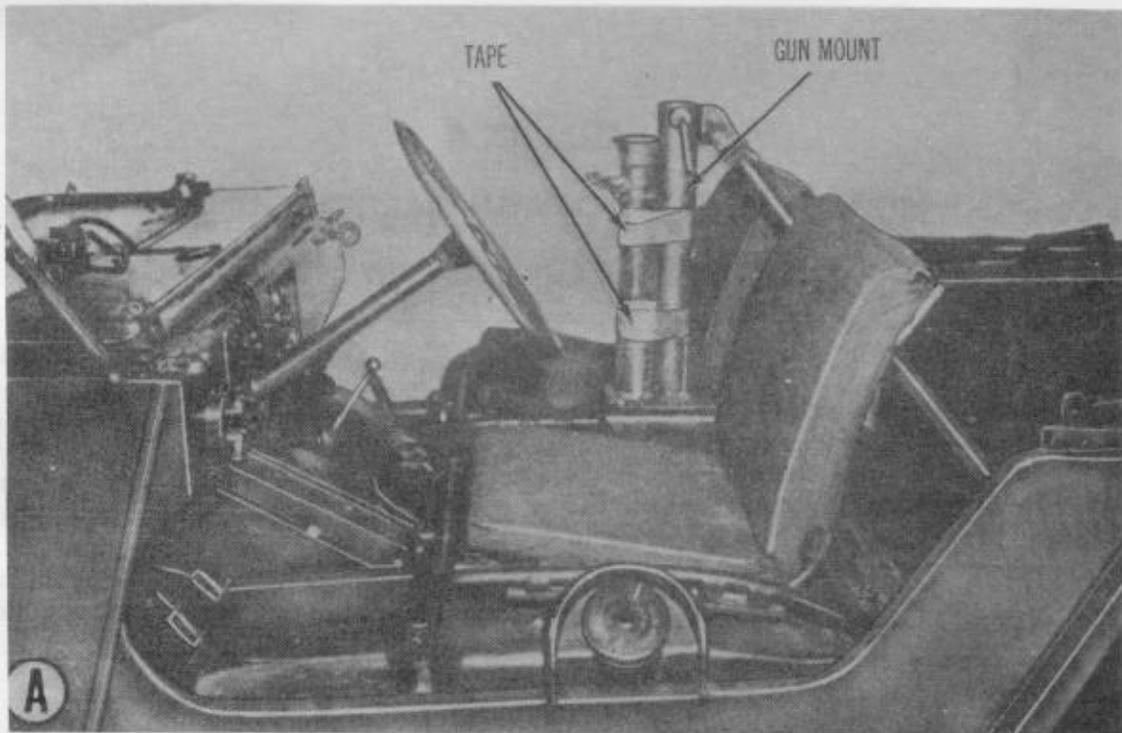


Figure 8-1. Gun mount, gun cradle, and ammunition holder stowed.

CHAPTER 9

RIGGING M151 TRUCK WITH GYRO AZIMUTH THEODOLITE AND ACCOMPANYING EQUIPMENT ON MODULAR PLATFORM

9-1. General

Procedures for rigging the Gyro Azimuth Theodolite with accompanying equipment in the M151, ¼-ton truck on a modular platform are outlined in this chapter. Procedures for rigging this truck will be the same as outlined in chapter 2 with the exceptions noted.

9-2. Description of Load

The Gyro Azimuth Theodolite and accompanying equipment are rigged in an M151, ¼-ton utility truck on a modular platform with one G-11A cargo parachute and other items of airdrop equipment. The unrigged theodolite and accompanying equipment weigh 636 pounds. The Gyro Azimuth Theodolite consists of the T-2 theodolite and alinement head, carrying containers, control box with power pack, short tripod, three long tripod legs, plywood shelter, unboxed generator, and cable. The Airborne Artillery Survey Section equipment consists of surveying set No. 17, plotting set No. 1, altimeter, one transit tripod, three range poles, and two range pole tripods.

9-3. Preparing Load

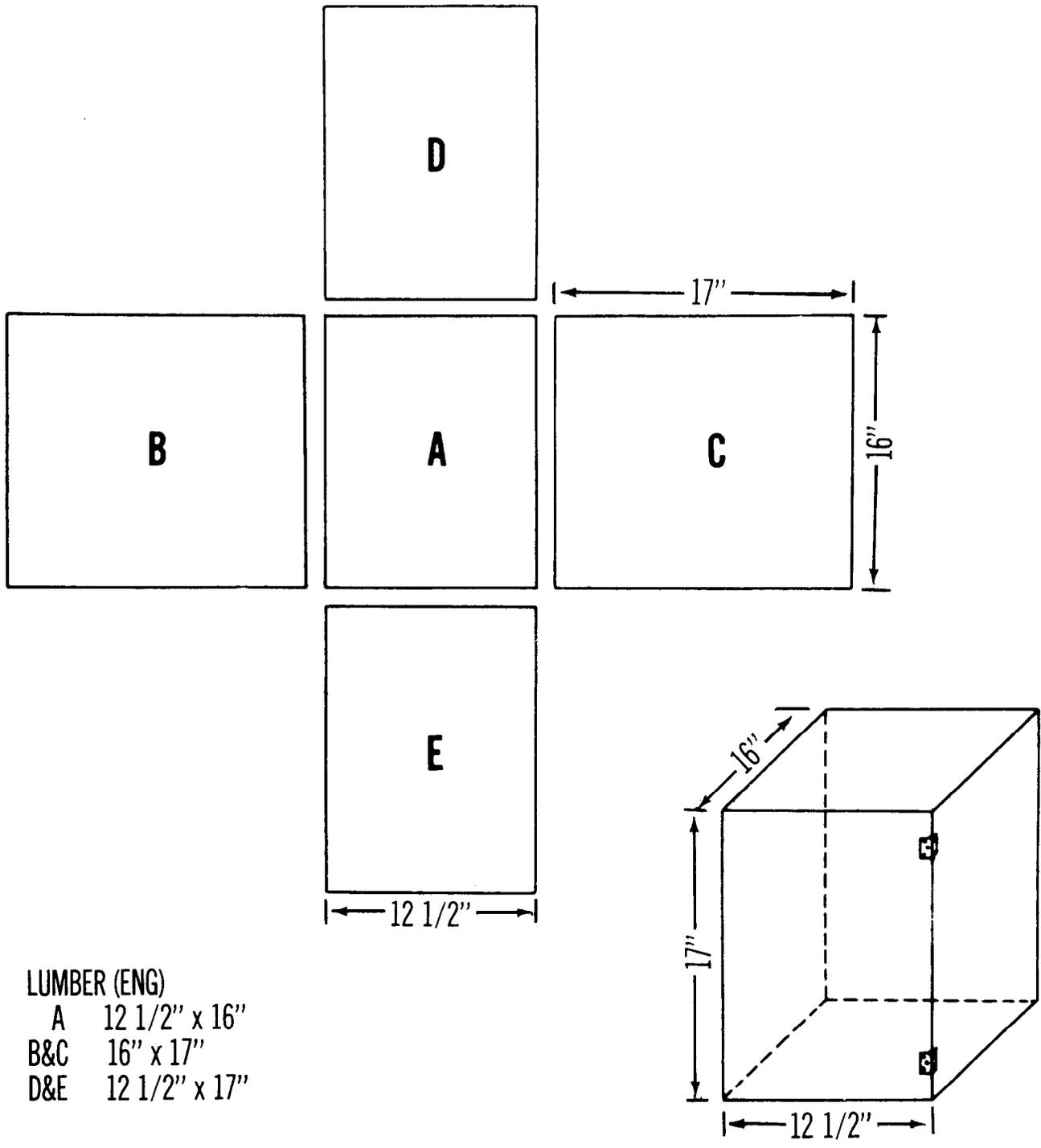
If a generator box is not available, construct one locally as shown in figure 9-1. Place generator in the wooden box. Stuff empty spaces with cellulose wadding. Remove theodolite and container base pad from container. Place cellulose wadding around T-2 theodolite and inside of container cover for protection as shown in figure 9-2. Invert base pad and center a ¾- by 9½ by 9½-inch piece of plywood on pad and repack T-2 theodolite in container. Wrap the long tripod legs in cellulose wadding and tape. Using four 3- by 4- by 18-inch pieces of honeycomb, construct a base for the theodolite container as shown in figure 9-3, and tape securely to container. Stuff cellulose wadding in empty areas of surveying set and plotting set carrying boxes. Wrap the transit tripod in cellulose wadding and

tape. Before wrapping and taping the altimeter, tie two 3-foot pieces of type III nylon cord to opposite sides of altimeter carrying strap, and leave the free ends extending outside of the wrapping. Tie range poles and range pole tripods with type III nylon cord.

9-4. Stowing Equipment

a. Stowing Theodolite Container and Surveying Set. Prior to stowing theodolite container and surveying set, remove spare wheel. Center theodolite container on top of the prefabricated honeycomb base (fig 9-3) and against back of front seats. Wrap two 15-foot tiedown straps around container lid and through D-rings and pull straps taut. Slip a D-ring along each strap, pass free end of each strap around rear of seat frames, attach another D-ring to free end, and hook load binders between D-rings. Pass another 15-foot tiedown strap around opposite sides of seat frames and base of container. Attach D-ring to free end and hook load binder between D-rings as shown in figure 9-4. Tape a ¾- by 14- by 14-inch piece of plywood to top of container. Place a 3- by 22- by 34-inch piece of honeycomb on floor of truck against the container base. Place surveying set on the honeycomb against the container, with cellulose wadding between set and container. Place two 3- by 12- by 12-inch pieces of honeycomb between set and right rear wheel housing, and one 3- by 12- by 12-inch piece of crushed honeycomb between set and left rear wheel housing. Secure set by passing 15-foot tiedown straps around each rear wheel front suspension arm, through D-rings, diagonally over set, attaching D-ring to free ends, and hooking load binders between D-rings and rear shackles as shown in figure 9-5.

Note. Excess webbing of strap on right must be taped to itself along upper portion of strap to permit replacement of spare wheel.



GENERATOR BOX

A 10-36-4

Figure 9-1. Construction details for generator box.

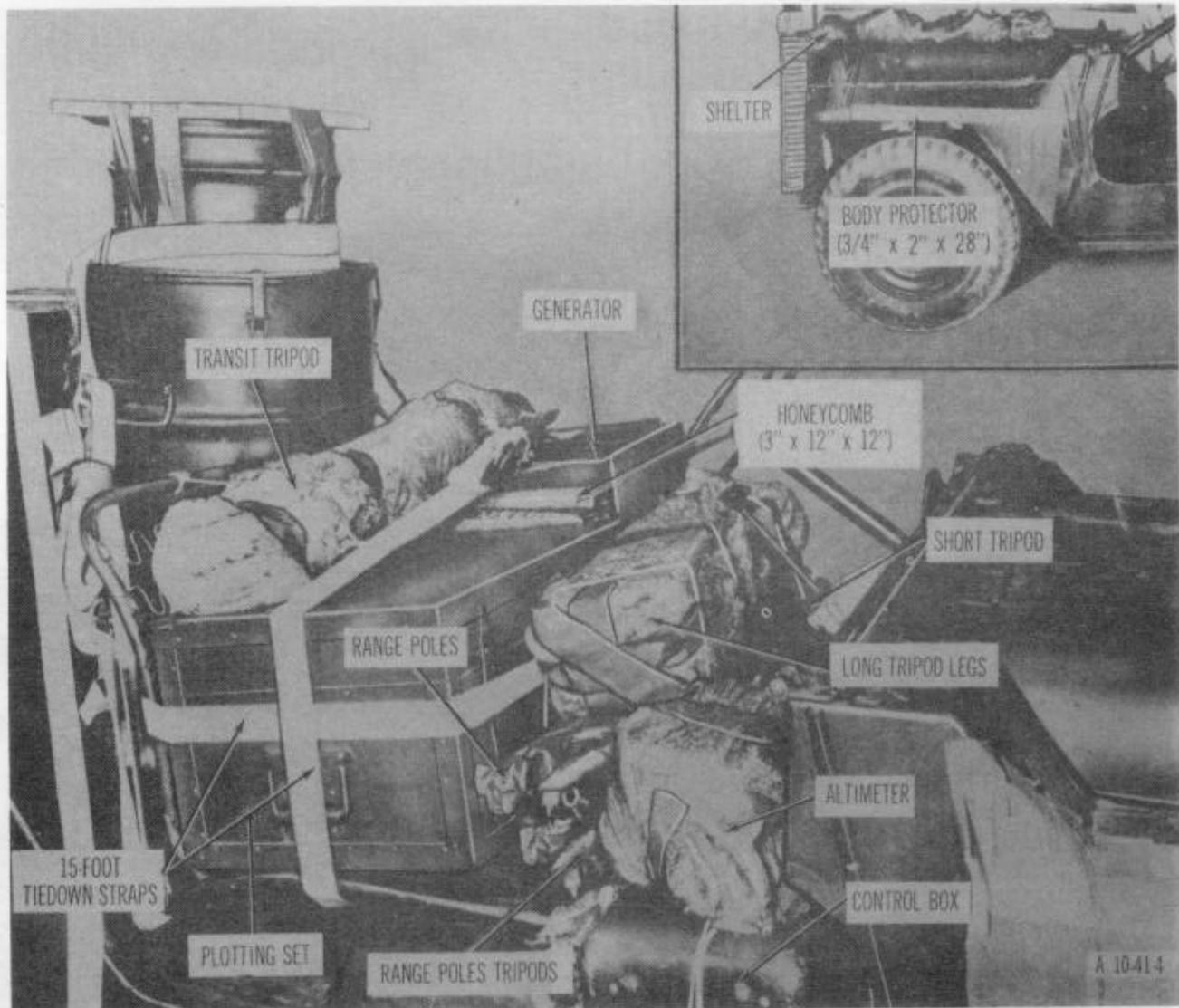


Figure 9-6. Equipment stowed.

holes in each corner, to front edge of wheel housings with type III nylon cord (fig 9-7).

9-6. Installing Load Cover

Cover as much equipment as possible with top cover and secure it at convenient points with type III nylon cord.

9-7. Stowing Cargo Parachute

Prepare and stow one G-11A cargo parachute according to FM 10-500/TO 13C7-1-5 and as shown in figure 9-8.

9-8. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-5. The rigged load weighs 3,931 pounds.

It is 78 inches high, 108 inches wide, and 144 inches long. The center of gravity is 74 inches from front edge of platform. If the load varies, the height, weight, center of gravity, and parachute requirements must be computed.

Note. When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height.

9-9. Equipment Required

The equipment required for rigging this load is listed in table 9-1.

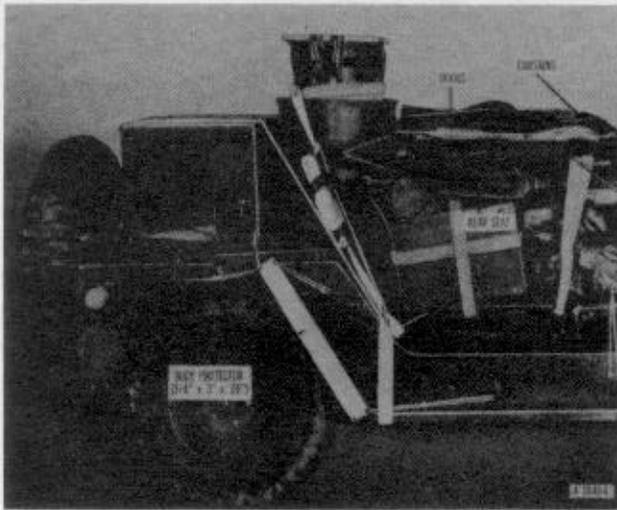


Figure 9-7. Components of truck stowed.



Figure 9-8. Cargo parachute stowed.

It is 78 inches high, 108 inches wide, and 144 inches long. The center of gravity is 24 inches from front edge of platform. If the load varies, the height, weight, center of gravity, and attachment requirements must be computed.

Note: When rigging this load for shipment on a drop zone with ground elevation of 8,000 to 10,000 feet, add 2 inches to the height.

9-9. Equipment Required

The equipment required for rigging this load is listed in table 9-1.

Attach each corner to front edge of wheel holder with type III nylon cord (fig 9-7).

9-6. Attaching Load Cover

Cover the inside equipment as possible with top cover and secure it at convenient points with type III nylon cord.

9-7. Stowing Cargo Parachute

Prepare and stow one C-11A cargo parachute according to FM 10-500/TO 13C7-1-6 and as shown in figure 9-8.

9-8. Marking Rigged Load

Mark the rigged load according to FM 10-500/TO 13C7-1-6. The rigged load weighs 7,001 pounds.

Table 9-1. Equipment Required.

National Stock No.	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1377-00-958-1048	Cartridge, time delay, 20-second (for use w/5,000-lb release)	1
	Clevis Assembly, suspension:	
1670-00-090-5354	Large	4
1670-00-360-0304	Small	4
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-168-6068	*Coupling, extraction force transfer (platform)	1
1670-00-360-0328	Cover, clevis, large	1
1670-00-360-0329	Cover, link (add one for C-141)	1
8135-00-664-6958	Cushioning Material, packaging, cellulose wadding	As required
	Generator Box:	
NSN	Lumber:	
	1- by 12 1/2- by 16-in	2
	1- by 12 1/2- by 17-in	2
	1- by 16- by 17-in	2
5315-00-010-4657	Nail, wire, steel, common, 6d	As required
1670-00-431-8486	Kit, vehicle, drive-off aid	1
1670-00-856-0265	Line, extraction, 60-ft (2-ply) (for C-141)	1
1670-00-783-5988	Link Assembly, single, type IV (add one for C-141)	1
1670-00-217-2421	Link, connector, L-bar type (for C-141)	2
5510-00-197-2980	Lumber, 2- by 4- by 96-in (body protector)	2
1670-00-753-3928	Pad, energy dissipating, honeycomb, 3- by 36- by 96-in:	4 sheets
	3- by 4- by 18-in	(4)
	3- by 6- by 8-in	(24)
	**3- by 12- by 12-in	(12)
	3- by 12- by 18-in	(1)
	3- by 12- by 20-in	(1)
	3- by 16- by 62-in	(1)
	**3- by 18- by 20-in	(5)
	3- by 18- by 61-in	(1)
	3- by 20- by 61-in	(1)
	3- by 22- by 34-in	(1)
	*3- by 24- by 48-in	(3)
	3- by 36-in by 50-in	(1)
1670-00-269-1107	Parachute, cargo, 100-ft, G-11A	1
1670-00-052-1548	Parachute, cargo extraction, 15-ft (reefed with 260-in reefing line) (C-141 requires an 85-in pendulum line and a 120-ft extraction line)	1
	Platform, airdrop, modular, 8-ft:	
1670-00-893-1631	Clevis, load tiedown	12
1670-00-893-1624	Panel	2
1670-00-893-1625	Rail, platform side, 8-ft	2
5320-00-893-1632	Rivet, blind-drive type, 1/4-in diam	32
5530-00-128-4981	Plywood:	
	3/4- by 2- by 28-in	2
	3/4- by 3- by 26-in	2
	3/4- by 9 1/2- by 9 1/2-in	1
	3/4- by 10- by 17-in	1
	3/4 by 14- by 14-in	1
	3/4 by 24- by 48-in	1

Table 9-1 - Continued.

National Stock No.	Item	Quantity
1670-00-168-6070	Release, cargo parachute, M-1 (If not available, use Release, cargo parachute, 5,000-lb, FSN 1670-799-8494, add 1 large clevis and 1 3-ft sling.) Sling, A/D (3-loop slings may be substituted for 2-loop slings in accordance with FM 10-500/TO 13C7-1-5)	1
1670-00-753-3788	3-ft	4
1670-00-753-3790	9-ft (2-loop)	4
1670-00-823-5041	12-ft (3-loop) (deployment line for SLCS)	1
1670-00-823-5042	16-ft (3-loop) (deployment line for 12K PEFTC)	1
7510-00-266-5016	Tape, adhesive, 2-in	As required
1670-00-937-0271	Tiedown Assembly, 15-ft (Dacron)	21
NSN	Web, adapter (required w/120-ft extraction line; see FM 10-500/TO 13C7-1-5)	1
8305-00-268-2411	Webbing, cotton, 80-lb	As required
8305-00-082-5752	Webbing, nylon, tubular, 1/2-in	As required

*When this item is not available, the following items are required for the SL/CS:

1670-00-090-5354	Clevis Assembly, suspension, large	2
1670-00-783-5988	Line Assembly, single, type IV	1
1670-00-753-3788	Sling, cargo, A/D, 3-ft	1
1670-00-998-0117	Static Line, cargo parachute, breakaway type, w/release knife and clevis	2
1670-00-738-5878	Strap, connector, 60-in	1

**When rigged for drop on a DZ with ground elevation between 6,000 and 10,000 feet, one additional piece of honeycomb is required.

CHAPTER 10

RIGGING M38A1 TRUCK ON 12-FOOT MODULAR PLATFORM

10-1. Description of Load

The M38A1, ¼-ton truck, with seven 5-gallon cans of gasoline, is rigged on a 12-foot modular platform with two G-11A cargo parachutes and other items of airdrop equipment. The unrigged truck weighs 2,665 pounds. It is 139 inches long, 61 inches wide, and 74 inches high, reducible to 54 inches.

10-2. Modifying Truck

The truck must be modified by qualified personnel. Install the rear suspension U-bolts as shown in figure 10-1; remove the front shackles and install aircraft bolts. Stow the front shackles in the glove compartment and tape it closed.

Note. The rear suspension U-bolts are not required when the load is platform suspended.

- A. Rear suspension U-bolts installed
- B. Front shackles removed

10-3. Preparing Truck

a. Fuel Tank. Make sure that the fuel tank is no more than three-fourths full.

b. Battery Box Support. Construct the battery box support as shown in figure 10-2, using ¾-inch plywood and 6d nails. Install the battery box support as shown in A, figure 10-3.

- A. Battery box support installed
- B. Windshield prepared and gasoline cans stowed on front bumper
- C. Seats secured, gasoline cans stowed, and safety web formed

c. Installing Engine Restraint. Install the engine restraint as shown in figure 10-4, using a 30-inch restraint strap, two 60-inch nylon webbing straps, two load binders, and two heavy-duty D-rings.

d. Removing Top Cover and Securing Bows. Remove the top cover and the top rails. Secure the top bows in stowed position as described in TM 9-8014. Place the top rails on the cover and fold the cover for stowing under the windshield.

e. Securing Rearview Mirror and Windshield. Fold the rearview mirror down against the side of the hood and tape. Tape the wiper blades to

the windshield frame. Place the folded top cover on the hood and place a 2- by 12- by 60-inch pad of cellulose wadding on top of the cover. Place a ¾- by 12- by 60-inch piece of plywood over the pad and turn the windshield down on the plywood as shown in B, figure 10-3. Place a 3- by 11- by 56-inch piece of honeycomb on top of the windshield. Pass one end of a 15-foot tiedown strap through the holes in the left front fender support, through its own D-ring, over the honeycomb, and tie the strap to the right frame rail. Fold and tape the excess strap.

f. Securing Glove Compartment. Tape the glove compartment door closed.

g. Stowing Seats. Remove the driver's seat and replace the four seat mounting screws in the threaded holes. Place the driver's seat upside down under the steering wheel. Fold the passenger seat forward as shown in C, figure 10-3. Attach the D-ring end of a 15-foot tiedown strap to the right side of the safety handle on the instrument panel. Pass the free end of the strap up and around the right rear mounting bracket on the driver's seat, across, and around the left rear bracket. Tie the strap to the center tiedown provision on the left frame rail.

Caution. Package, mark, and label gasoline as outlined in AFM 71-4/TM 38-250.

h. Stowing Gasoline cans. Fill gasoline cans to a level 1 inch below the filler neck threads when the can is in a level position. Place cellulose wadding between all the cans to prevent metal-to-metal contact.

(1) *Stowing gasoline cans on front bumper.* Stow three cans on the front bumper as shown in B, figure 10-3, with two 15-foot tiedown straps, one heavy-duty D-ring, and a load binder.

(2) *Stowing gasoline cans in truck.* Stow three cans to the rear of the passenger seat in the truck as shown in C, figure 10-3, with one 15-foot tiedown strap, one heavy-duty D-ring, and one load binder.

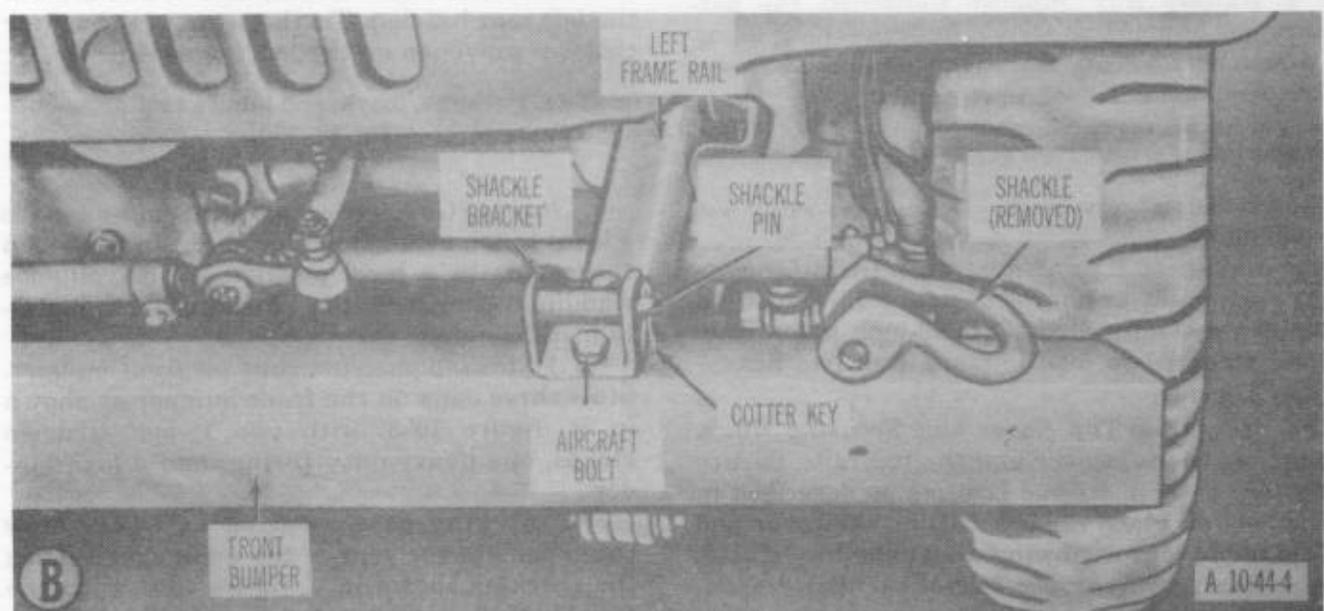
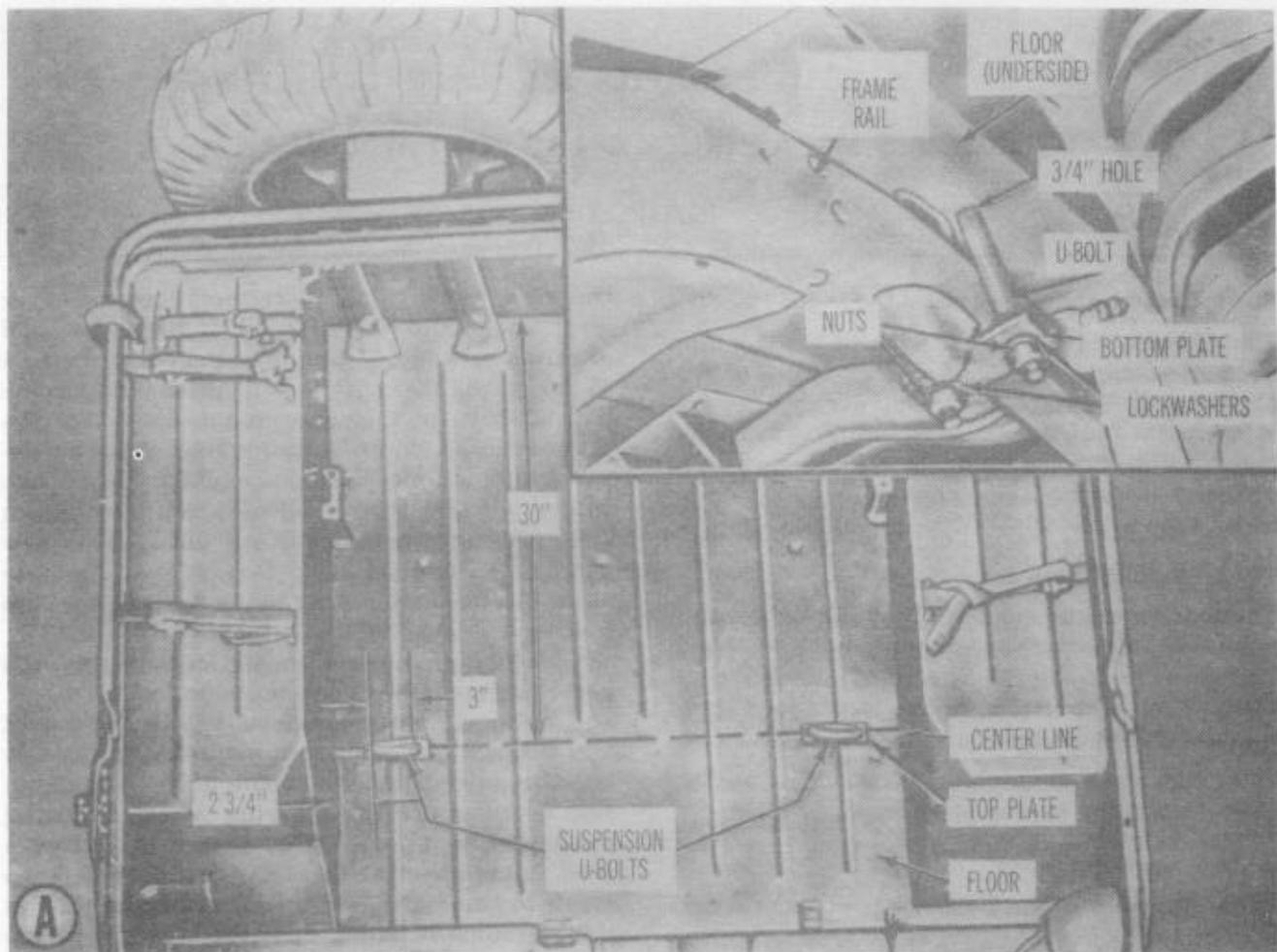
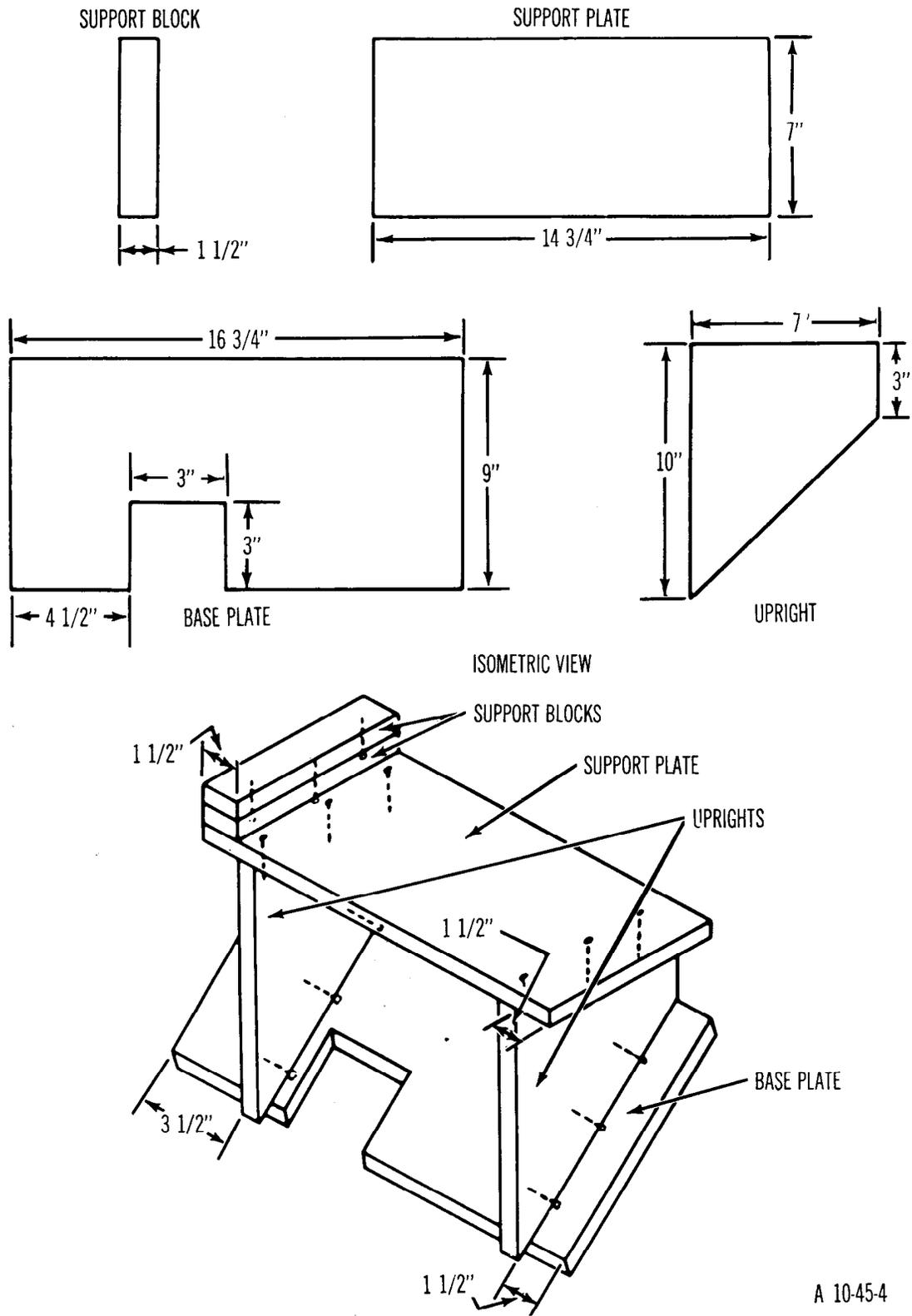


Figure 10-1. Truck modified.



A 10-45-4

Figure 10-2. Construction details for battery box support.

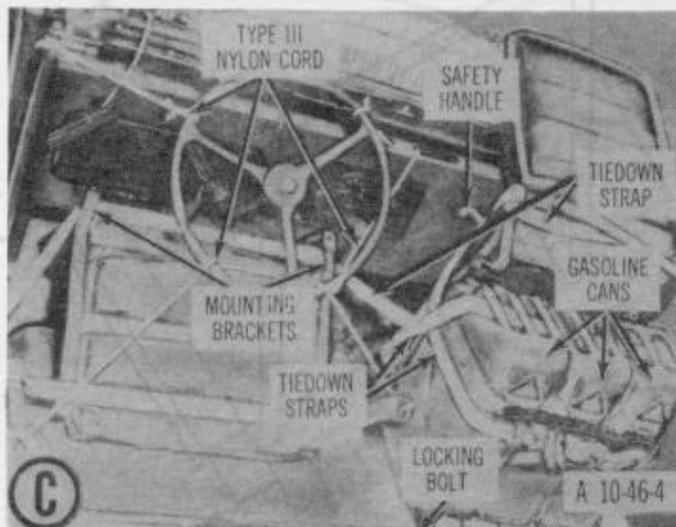
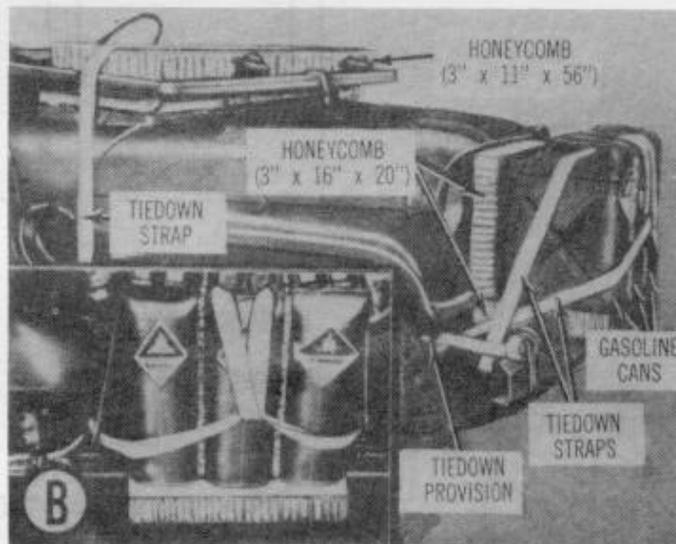
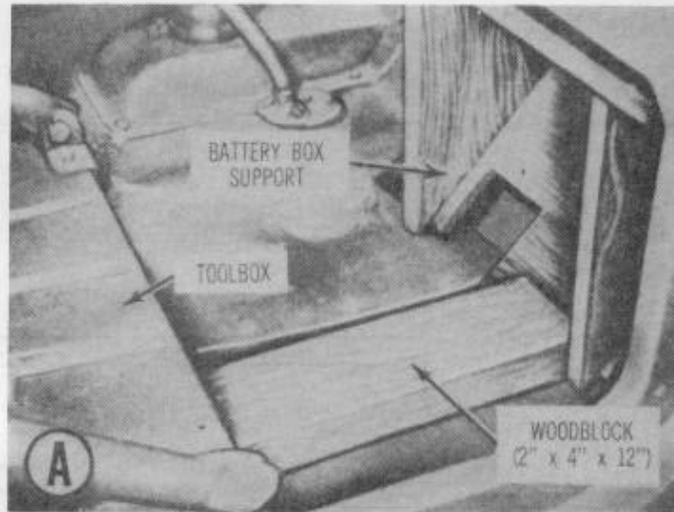


Figure 10-3. Truck prepared.

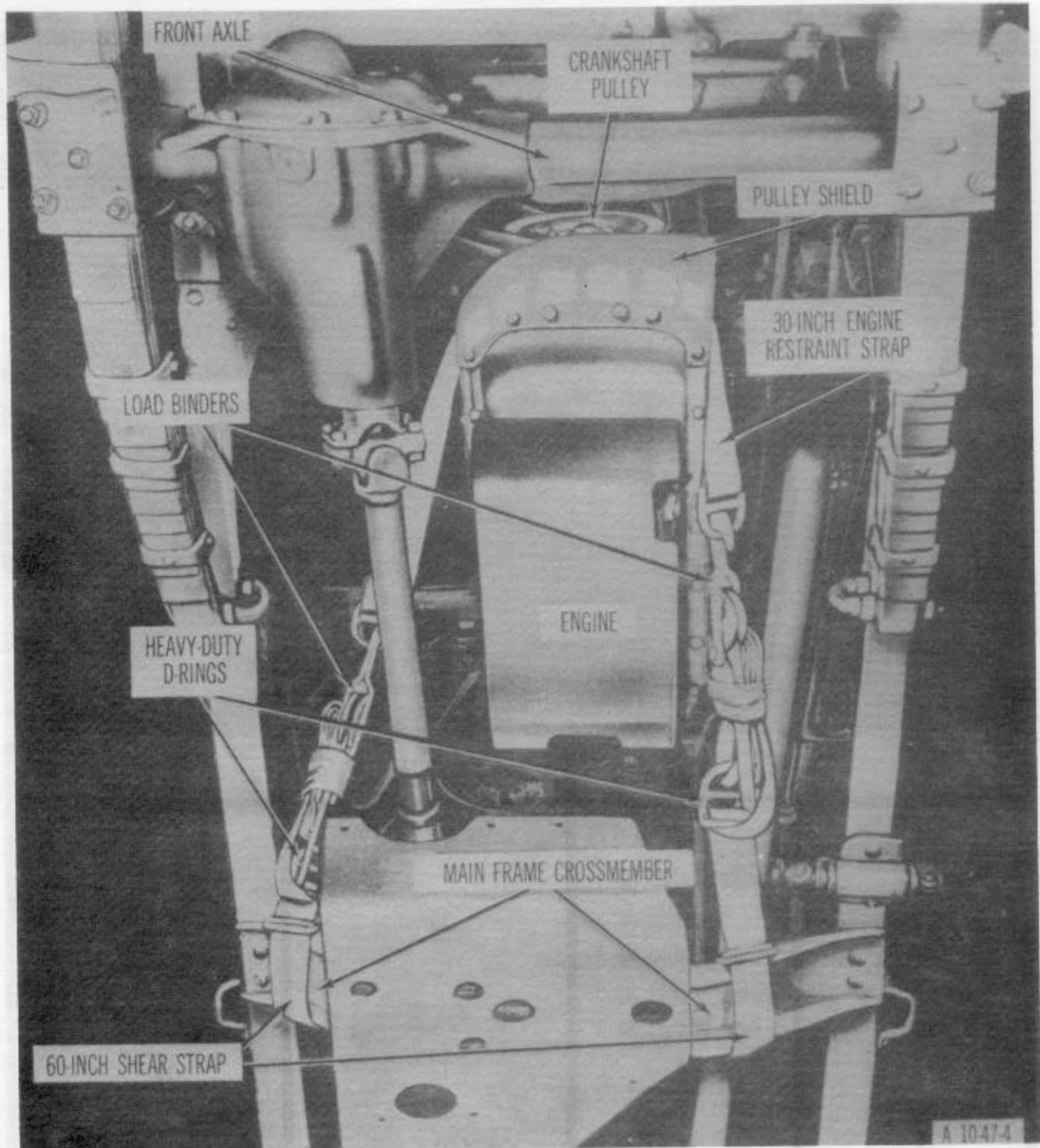


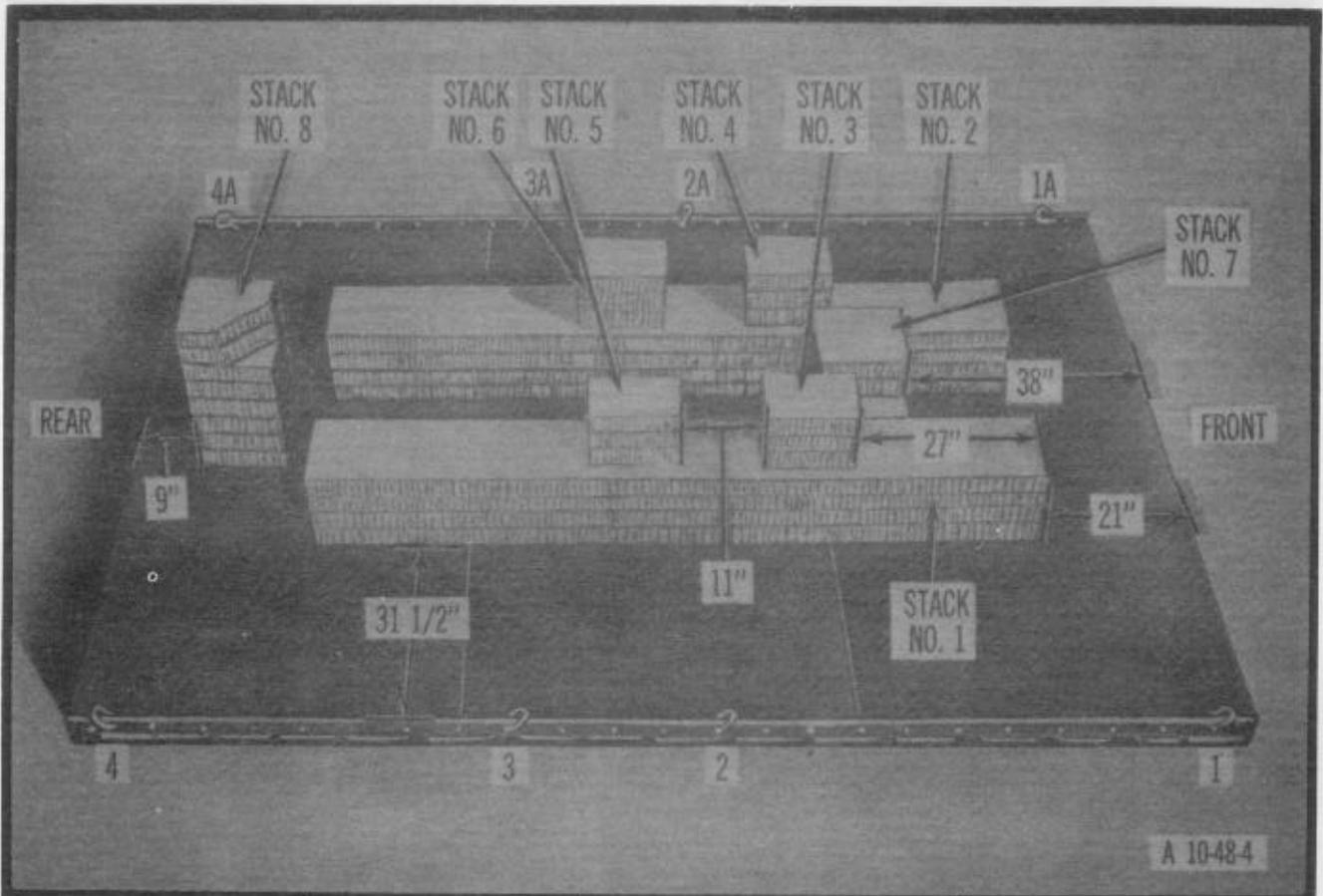
Figure 10-4. Engine restraint installed.

(3) *Stowing gasoline can on rear of truck.* Make sure that the strap which is attached to the bracket is secured.

i. Forming Suspension Sling Safety Web. Form a web over the steering wheel as shown in C, figure 10-3, with type III nylon cord, to keep the suspension slings from fouling.

10-4. Installing Suspension Slings

Attach an 8-foot (2-loop) sling to each rear suspension U-bolt with a small suspension clevis. Attach a 9-foot (2-loop) sling, through its own loop, to each shackle bracket on the front bumper.

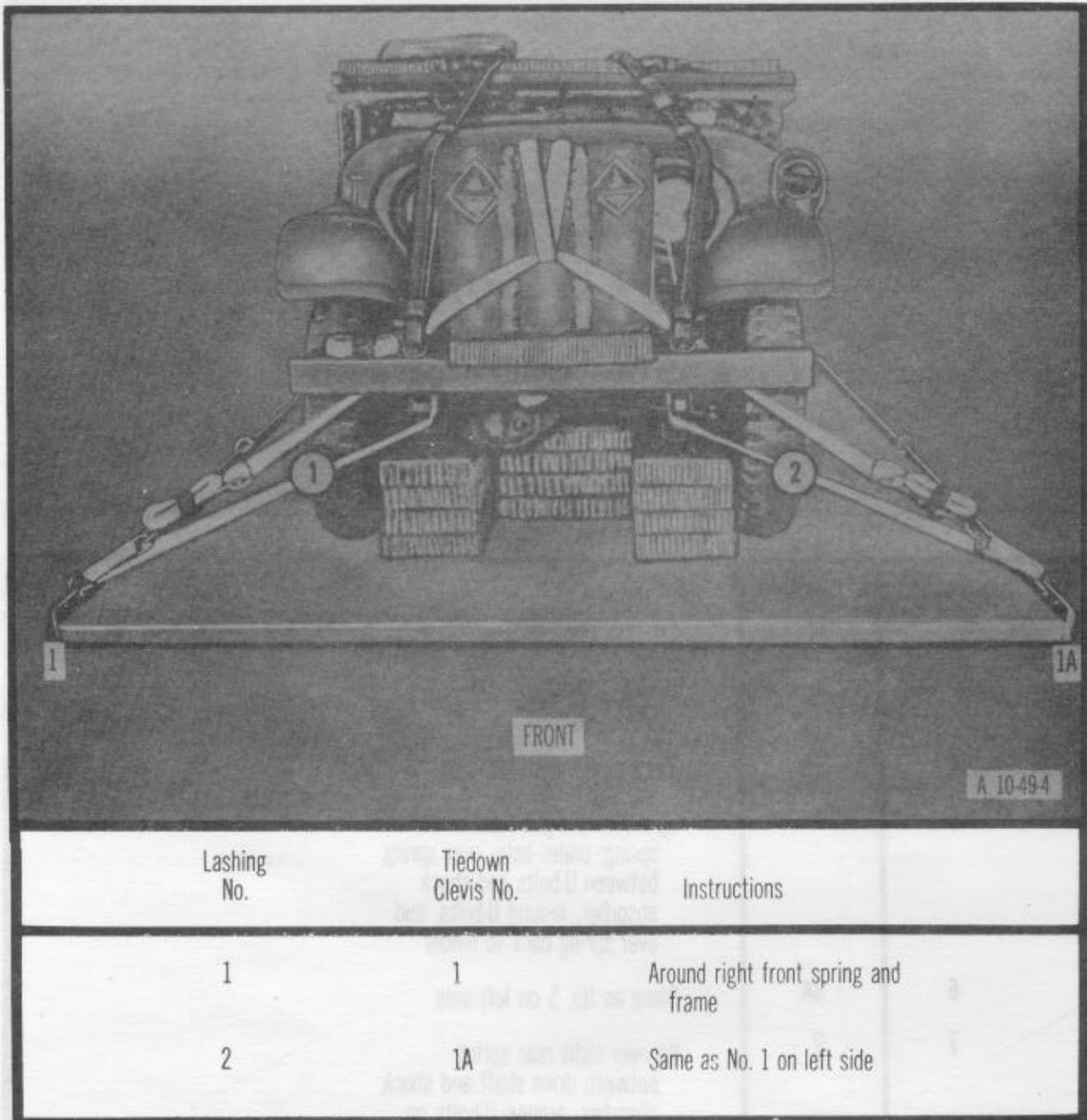


Stack No.	Pieces	Width (Inches)	Length (Inches)
1	*4	12	96
2	Same as stack No. 1		
3	3	10	12
4	Same as stack No. 3		
5	Same as stack No. 3		
6	Same as stack No. 3		
7	*4	12	18
	2	12	12
8	*8	12	12

(Cut top two layers as shown)

*Add one additional piece of honeycomb if the load is to be dropped on a drop zone with ground elevation of 6,000 to 10,000 feet.

Figure 10-5. Platform prepared and honeycomb stacks positioned.



Lashing No.	Tiedown Clevis No.	Instructions
1	1	Around right front spring and frame
2	1A	Same as No. 1 on left side

Figure 10-6. Lashings 1 and 2 installed.

10-5. Preparing Platform

Prepare a 12-foot modular platform as follows.

a. Inspecting Platform. Inspect, or assemble and inspect, the platform as outlined in TM 10-1670-208-23/TO 13C2-4-12.

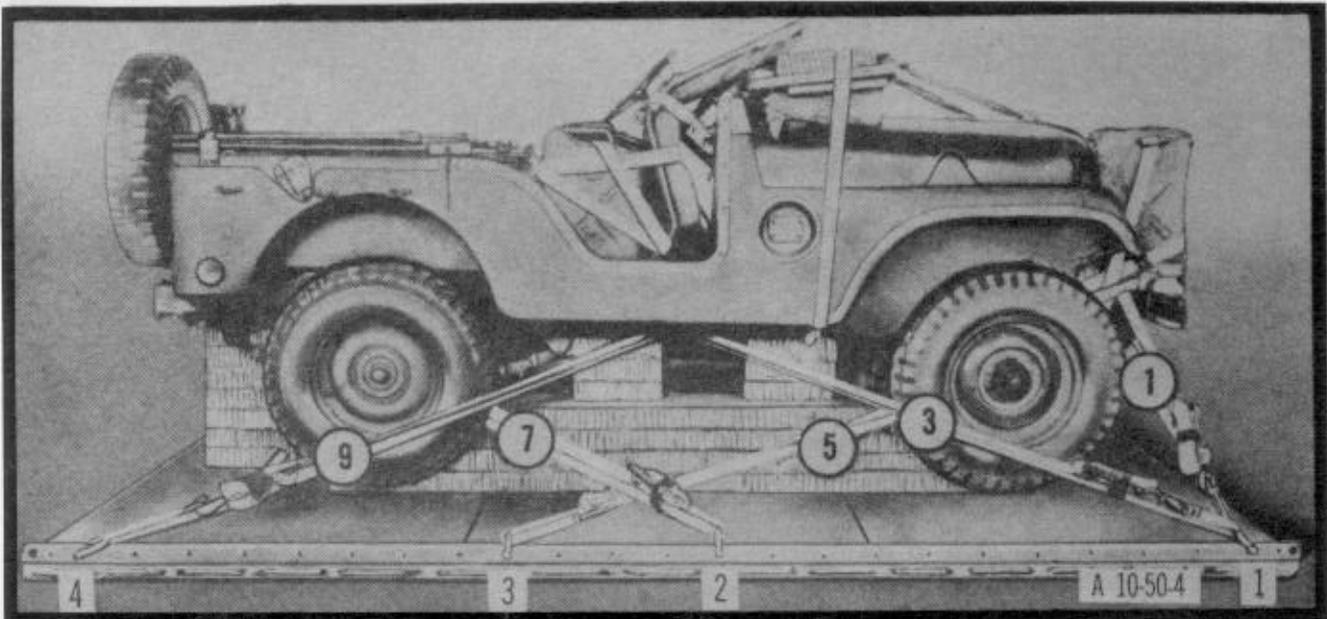
b. Attaching and Numbering Clevises. Starting at the front of each rail, attach a tiedown clevis to the 2d, 12th, 16th, and 24th clevis holes. Again starting at the front of the platform, number from 1 through 4 the clevises attached to the right rail; number from 1A through 4A those attached to the left rail (fig 10-5).

10-6. Preparing and Positioning Honeycomb

Prepare and place the honeycomb stacks as shown in figure 10-5. Past the honeycomb layers together except the second and third layers in stacks No. 1 and No. 2.

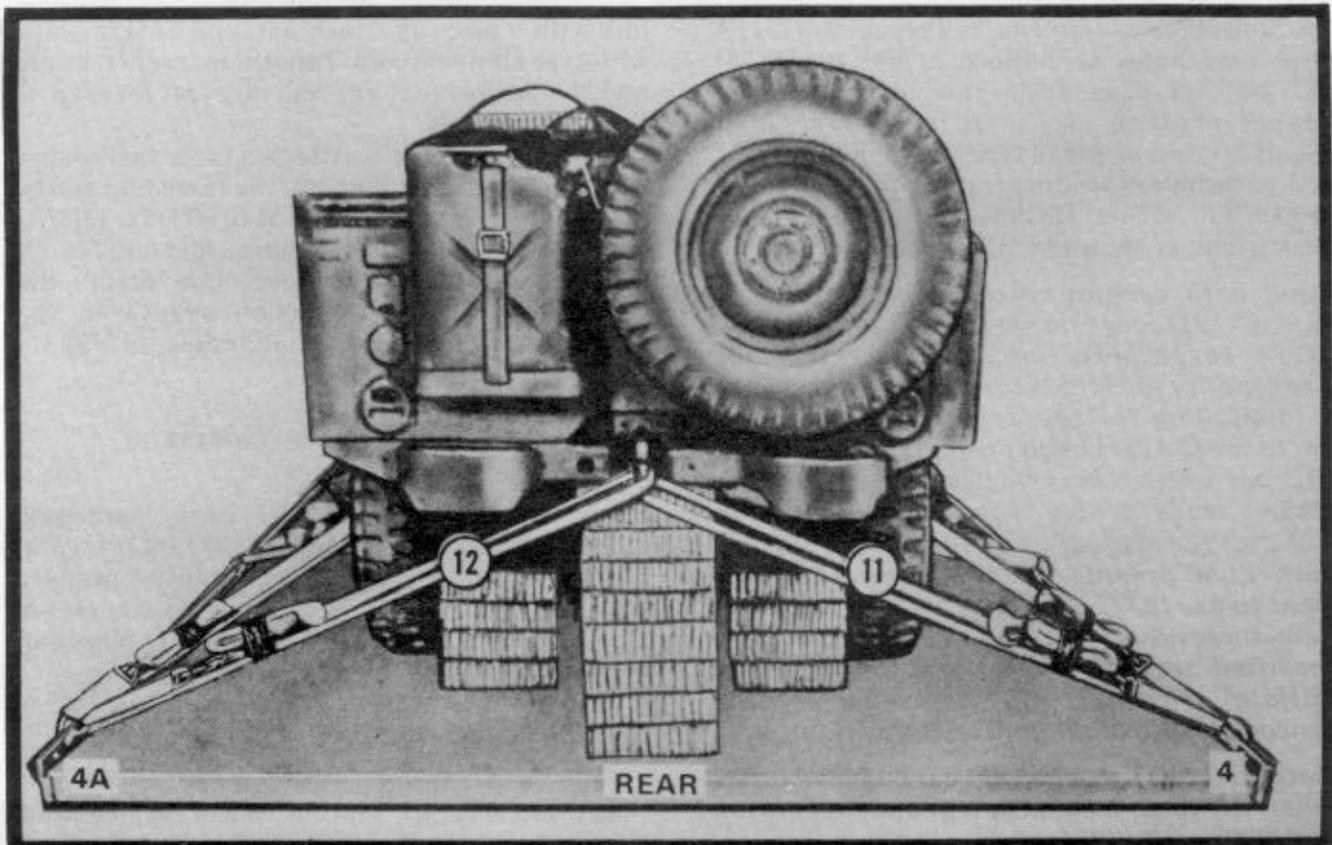
10-7. Positioning Truck

Note. If the load is to be rigged with a vehicle drive-off aid kit, adapt the procedures in paragraphs 2-1 and 2-2. Nail a $\frac{3}{4}$ -by 3-by 12-inch piece of plywood on top of the load spreader where each hook will be secured.



Lashing No.	Tiedown Clevis No.	Instructions
3	1	Through tiedown provision on right frame rail
4	1A	Same as No. 3 on left side
5	3	Up between right front wheel and spring, under axle, over spring between U-bolts and shock absorber, around U-bolts, and over spring back to binder
6	3A	Same as No. 5 on left side
7	2	Up over right rear spring between drive shaft and shock absorber, around U-bolts on top of spring, and down between shock absorber and wheel to binder
8	2A	Same as No. 7 on left side
9	4	Through tiedown provision on right frame rail
10	4A	Same as No. 9 on left side

Figure 10-7. Lashings 1, 3, 5, 7, and 9 installed.



Lashing No.	Tiedown Clevis No.	Instructions
11	4	Through pintle
12	4A	Through pintle

Figure 10-8. Lashings 11 and 12 installed.

Position the truck on the honeycomb stacks with the front bumper 5 inches from the front edge of the platform.

10-8. Installing Lashings

Caution. Make sure that the lashings are not so tight that they cause the platform to bow.

Lash the truck with single Dacron lashings as shown in figures 10-6, 10-7, and 10-8. Pad all sharp edges that may come in contact with the lashings.

10-9. Stowing Cargo Parachutes

a. Positioning Stowage Platform. Center a stack of five 3- by 12- by 18-inch pieces of honeycomb on each rear wheel housing. Place a stowage platform (NSN 1670-00-360-0444) on the honeycomb and lash it as shown in A, figure 10-9. If the stowage platform is not available, use a piece of $\frac{3}{4}$ - by 48- by 60- inch plywood. Drill a 1-inch hole 3 inches in diagonally from each corner, and a 1-inch hole two inches in from each side, centered in the 48-inch sides.

b. *Stowing cargo parachutes.* Prepare two G-11A cargo parachutes as outlined in FM 10-500/TO 13C7-1-5 and place them side by side on the stowage platform as shown in B, figure 10-9. Install a 6-yard length of type VIII nylon webbing as a parachute restraint strap as outlined in FM 10-500/TO 13C7-1-5. Tie the ends of the strap to the truck frame as shown in B, figure 10-9.

Note. *With certain restrictions, the use of three G-12D cargo parachutes in place of two G-11A cargo parachutes is authorized for airdropping the M38A1 trucks. Use an 8-foot (2-loop) sling for the deployment line with the three G-12D cargo parachutes. Three G-12D parachutes may be used only when the M38A1 truck is rigged for item suspension and the rigged weight of the load is not more than 4,055 pounds. If units have a requirement to use the G-12D parachutes to airdrop item-suspended M38A1 loads that exceed specified weight limitations, they should initiate a request for approved rigging procedures through appropriate channels.*

Note. *DO NOT use G-12D cargo parachutes when the drop zone is at a ground elevation of 6,000 to 10,000 feet.*

10-10. Installing Extraction System

Currently, two extraction systems are authorized for use when this load is rigged. These systems are the 12K extraction force transfer coupling (platform) (hereafter referred to as 12K PEFTC) and the static line/connector strap extraction system (hereafter referred to as SL/CS). Only the SL/CS is illustrated in this manual. Procedures for installation are provided for both systems as follows:

a. *Installing the 12K PEFTC.* Using a 36-foot extraction bridle, a 16-foot (3-loop) sling as a deployment line, four support brackets, and four guidance tubes, install the components of the 12K PEFTC as outlined in FM 10-500/TO 13C7-1-5. Attach the support brackets to the 15th and 25th clevis holes in each platform rail. Use the "B" mounting holes in the actuators when attaching them to the rails in the 13th and 14th clevis holes. Attach one end of the deployment line to the top bolt of the coupling link assembly and the remaining end to the type IV link attached to the parachute bridle. Pad the bottom of the coupling

link with a piece of ½-inch felt, and tie it in place with type III nylon cord. Tape the extraction bridle and the deployment line together just forward of the coupling link.

b. *Installing SL/CS.* Attach a large suspension clevis to the towing pintle of the truck and safety pintle closed as outlined in FM 10-500/TO 13C7-1-5. Using a 60-inch connector strap and a 12-foot (3-loop) sling as the deployment line, install the components of the extraction system to the extraction attaching point according to FM 10-500/TO 13C7-1-5.

10-11. Installing Release System

Prepare and attach an M-1 cargo parachute release as outlined in FM 10-500/TO 13C7-1-5 and place on top of the load. Tie the release in place with 80-pound cotton webbing. Fold the excess slings and secure the folds with tape or 80-pound cotton webbing.

10-12. Positioning Extraction Parachute

a. *C-130 Aircraft.* Place a 15-foot cargo extraction parachute (reefed with a 260-inch reefing line) on the load for installation in the aircraft.

b. *C-141 Aircraft.* Place a 15-foot cargo extraction parachute (reefed with a 260-inch reefing line) on the load for installation in the aircraft. The extraction parachute must be equipped with a 120-foot (2-ply) type X nylon extraction line. Form the extraction line as outlined in FM 10-500/TO 13C7-1-5.

10-13. Marking Rigged Load

Mark the rigged load as outlined in FM 10-500/TO 13C7-1-5 and as shown in figure 10-10. The rigged weight shown includes seven 5-gallon cans of gasoline. When less than seven cans of gasoline are dropped with the truck, the weight and center of gravity must be computed.

Note. *When rigging load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height shown in figure 10-10.*

10-14. Equipment Required

The equipment required for rigging this load is listed in table 10-1.

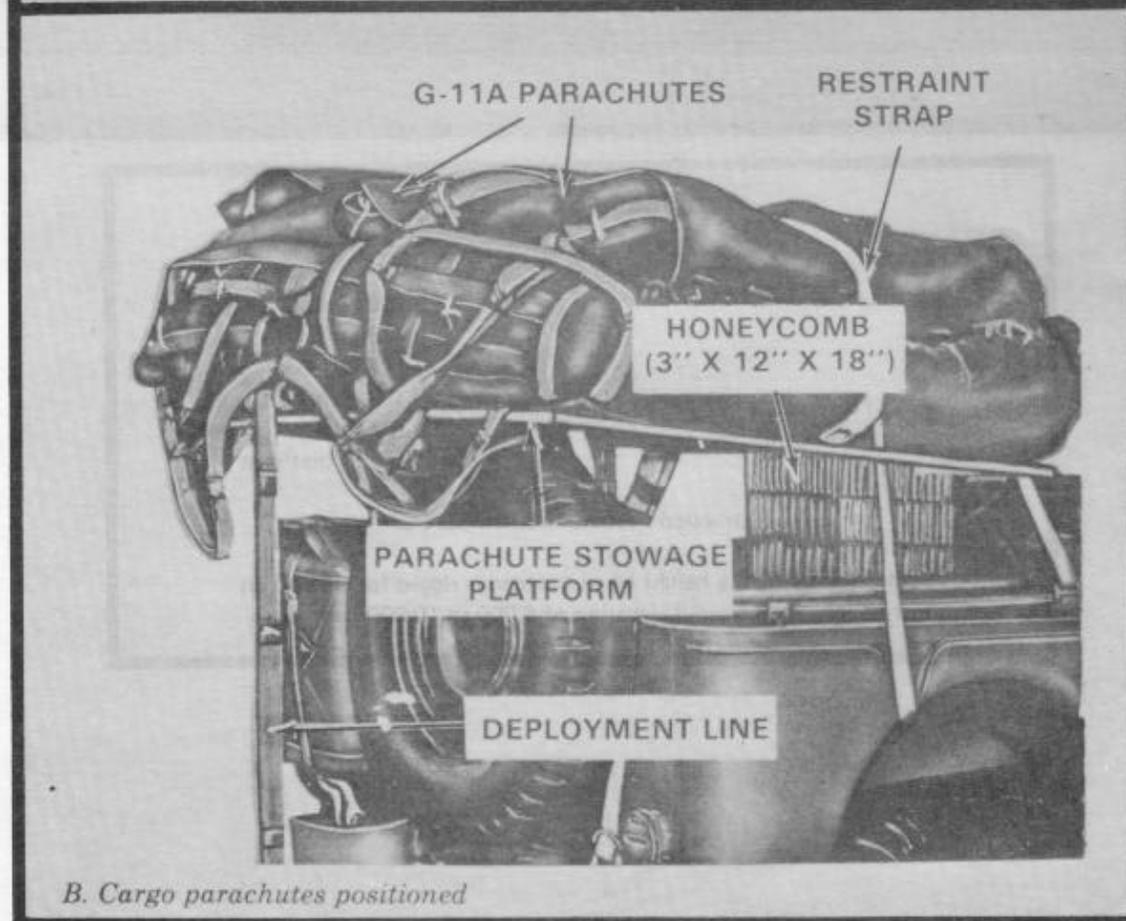
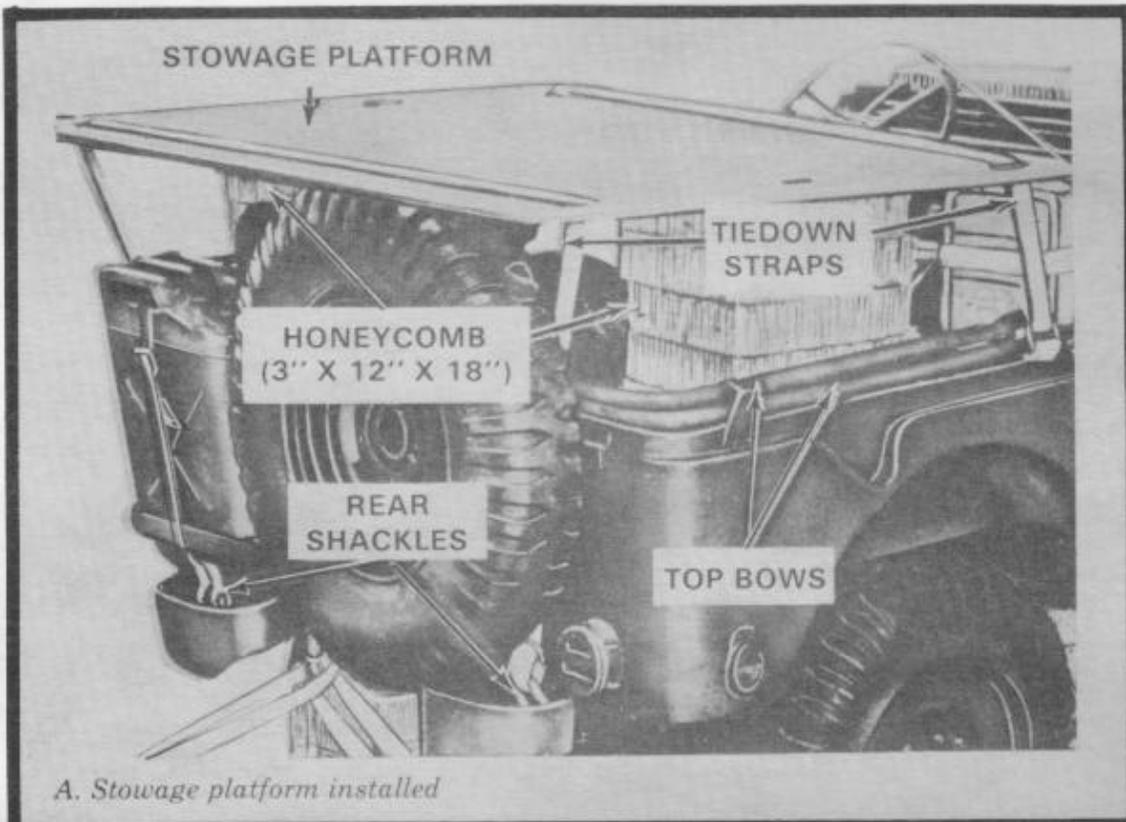
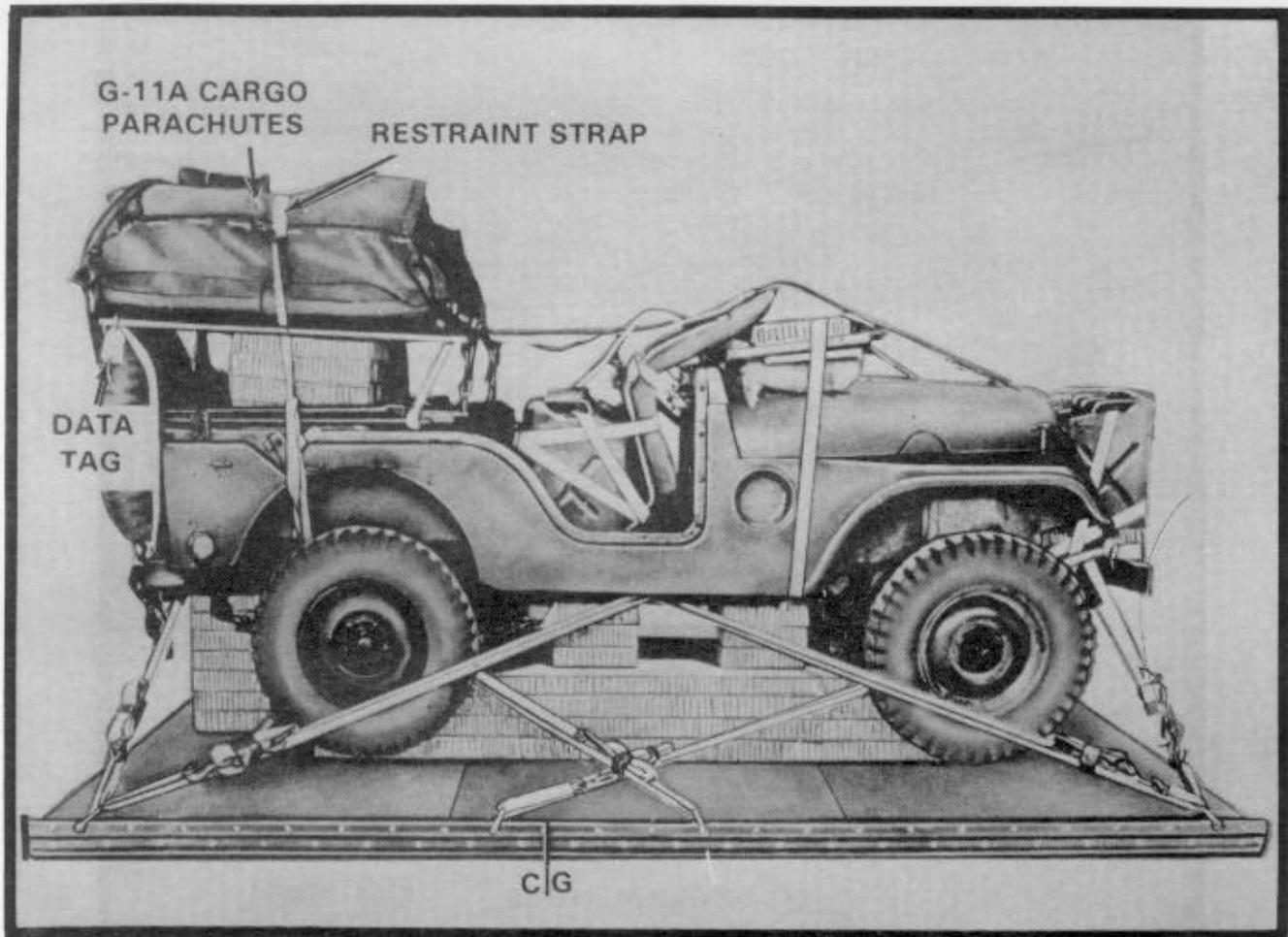


Figure 10-9. Cargo parachutes stowed.



RIGGED LOAD DATA

Weight	4,180 pounds
*Height	78 inches
Length	144 inches
Width	108 inches
Center of Gravity	84 inches from front of platform

Extraction System: 60-in. SL/CS

*Add 3 inches to the height when the load is rigged for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet.

Figure 10-10. Completely rigged load.

Table 10-1. Equipment Required.

National Stock No.	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
	Battery Box Support Assembly:	
5315-00-010-4657	Nail, steel wire, common, 6d	As required
5530-00-128-4981	Plywood:	
	3/4- by 1 1/2- by 7-in	2
	3/4- by 7- by 10-in	2
	3/4- by 7- by 14 3/4-in	1
	3/4- by 9- by 16 3/4-in	1
	Bolt Assembly:	
5306-00-208-3646	Aircraft	2
1670-00-360-0272	U-frame suspension	2
1377-00-958-1048	Cartridge, time-delay, 20-second (for use w/5,000-lb release)	2
	Clevis Assembly, suspension:	
1670-00-090-5354	Large	2
1670-00-360-0304	Small	2
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-168-6068	*Coupling, extraction force transfer (platform)	1
1670-00-360-0328	Cover, clevis, large	2
1670-00-360-0329	Cover, link (for C-141 aircraft)	1
8135-00-664-6958	Cushioning Material, packaging, cellulose wadding	As required
1670-00-431-8486	Kit, vehicle, drive-off aid	1
1670-00-856-0265	Line, extraction, 60-ft (2-ply) (for C-141)	1
1670-00-783-5988	Link Assembly, single, type IV (for C-141)	1
1670-00-217-2421	Link, connector, L-bar type (for C-141)	2
5510-00-197-2980	Lumber, 2- by 4- by 12-in (brace)	1
1670-00-753-3928	Pad, energy dissipating, honeycomb, 3- by 36- by 96-in:	5 sheets
	3- by 10- by 12-in	(12)
	3- by 11- by 56-in	(1)
	**3- by 12- by 12-in	(10)
	**3- by 12- by 18-in	(14)
	**3- by 12- by 96-in	(8)
	3- by 16- by 20-in	(2)
1670-00-269-1107	Parachute, cargo, 100-ft, G-11A	2
1670-00-052-1548	Parachute, cargo extraction, 15-ft (reefed) (C-141 requires a 120-ft extraction line and an 85-in pendulum line.)	1
	Platform, airdrop, modular, 12-ft:	1
1670-00-893-1631	Clevis, load tiedown	8
1670-00-893-1624	Panel	3
1670-00-893-1626	Rail, platform side, 12-ft	2
5320-00-893-1632	Rivet, blind drive type, 1/4-in diam	48
1670-00-360-0444	Platform, stowage, parachute, 3/4- by 45- by 60-in (When stocks are exhausted, use a 3/4- by 48- by 60-in piece of plywood, NSN 5530-00-128-4981.)	1
5530-00-128-4981	Plywood, 3/4- by 12- by 60-in (windshield protector)	1
1670-00-168-6070	Release, cargo parachute, M-1 (If not available, use Release, cargo parachute, 5,000-lb, NSN 1670-00-799-8494, and add one load coupler, 8-spool, NSN 1670-00-799-8596, and two 3-ft slings, NSN 1670-00-753-3788.)	1
	Sling, cargo, A/D:	
1670-00-753-3789	8-ft (2-loop)	2
1670-00-753-3790	9-ft (2-loop)	2

Table 10-1 - Continued.

National Stock No.	Item	Quantity
1670-00-823-5041	12-ft (3-loop) (deployment line)	1
1670-00-753-3794	20-ft (2-loop) (riser extension)	2
1670-00-823-5042	16-ft (3-loop) (deployment line for 12K PEFTC)	1
1670-00-998-0116	Strap, parachute release, w/fastener and release knife	1
1670-00-301-5698	Strap, restraint, engine, 1/4-ton, M38A1	1
7510-00-266-5016	Tape adhesive, 2-in	As required
1670-00-937-0271	Tiedown assembly, 15-ft	28
NSN	Web, adapter (required w/120-ft extraction line, see FM 10-500/TO 13C7-1-5)	1
8305-00-268-2411	Webbing, cotton, 80-lb	As required
8305-00-263-3591	Webbing, nylon, type VIII (parachute restraint strap)	6 yd
8305-00-082-5752	Webbing, nylon, tubular, 1/2-in	As required

*When this item is not available, the following items are required for the SL/CS:

1670-00-090-5354	Clevis Assembly, suspension, large	2
1670-00-783-5988	Link Assembly, single, type IV	1
1670-00-998-0117	Static Line, cargo parachute, breakaway type, w/release and clevis	2
1670-00-738-5878	Strap, connector, 60-in	1

**When rigged for drop on a DZ with ground elevation between 6,000 and 10,000 feet, one additional piece of honeycomb is required.

REFERENCES

- | | |
|--------------------------------------|--|
| AFR 71-4/TM 38-250 | Packaging and Materials Handling: Preparation of Hazardous Materials for Military Air Shipment |
| FM 10-500/TO 13C7-1-5 | Airdrop of Supplies and Equipment: General Information for Rigging Airdrop Platforms |
| FM 10-553/TO 13C7-18-41 | Airdrop of Supplies and Equipment: Rigging Ammunition |
| TM 9-2320-218-10 | Operator's Manual for 1/4-Ton, 4x4, M151 series vehicles; Truck, Utility: 1/4-Ton, 4x4, M151, M151A1, M151A2, Truck Utility, 106-mm Recoilless Rifle, M151A1C, 1/4 Ton, 4x4, M825 and Truck, Ambulance, Frontline: 1/4 Ton, 4x4, M718 and M718A1 |
| TM 9-2320-218-20 | Organizational Maintenance Manual for 1/4-Ton, 4x4: Truck, Utility: M151, M151A1, M151A2; Truck, Utility: M151A1C, M825, with 106-mm Recoilless Rifle; Truck, Ambulance, Front Line: M718, M718A1 |
| TM 9-2320-218-20P | Organizational Maintenance Repair Parts and Special Tools List for Truck, Utility: 1/4-Ton, 4x4, M151, M151A1, M151A2, M151A1C, M825, 106-mm Recoilless Rifle; Truck, Ambulance, Frontline: 1/4-Ton, 4x4, M718 and M718A1 |
| 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 |

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