8-13. Roller, Towed, Vibrating

a. Applicability. The following item in Table 8-12 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-12. Roller, Towed, Vibrating

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Roller, Towed, Vibrating	4,830	10K	3/3	120

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

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

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

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

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

c. Personnel. Two persons can prepare and rig each load in 10 minutes.

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

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

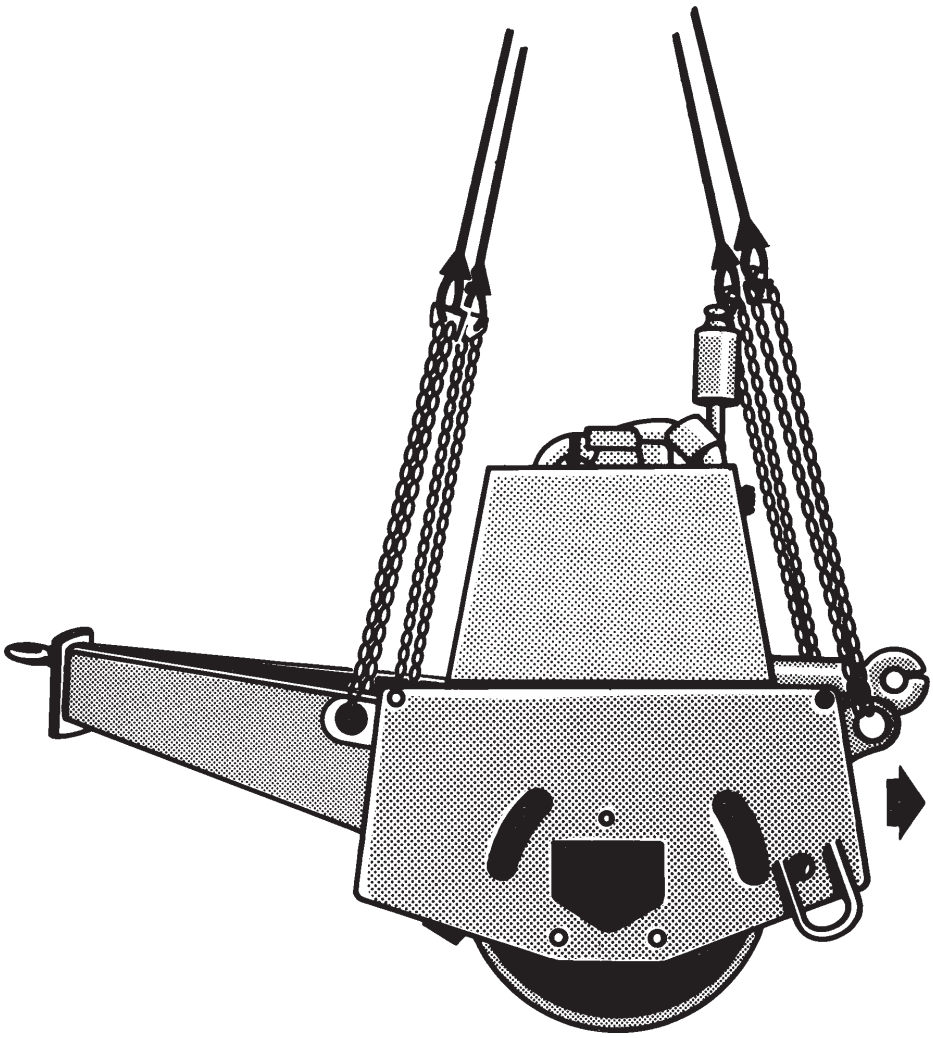
(a) Lift the tongue and position the support leg in its stowed or travel position and secure it with Type III nylon cord.

(b) Ensure the battery box cover, fuel cap, hoses, and all loose items are secured. Tape or tie any loose items as required.

(2) Rigging. Rig the load according to the steps in Figure 8-12.

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

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



RIGGING STEPS

1. Position the apex fitting on top of the roller. Route outer sling legs 1and 2 to the front of the load (tongue end). Route inner sling legs 3 and 4 to the rear of the load. Sling legs 1 and 3 must be on the left side of the load.

2. Route the chain end of each sling leg through its respective lift provision. Place the correct link from Table 8-12 in the grab hook.

3. Cluster and tie or tape (breakaway technique) the sling legs together on top of the roller to prevent entanglement during hookup and lift-off.

Figure 8-12. Roller, Towed, Vibrating

8-14. Mk155 Launcher, Mine Clearing

a. Applicability. The following item in Table 8-13 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-13. Mk155 Launcher, Mine Clearing

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Mk155 Launcher, Mine Clearing	860	10K	3/3	80

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

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

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

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

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

c. Personnel. Two persons can prepare and rig each load in 10 minutes.

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

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

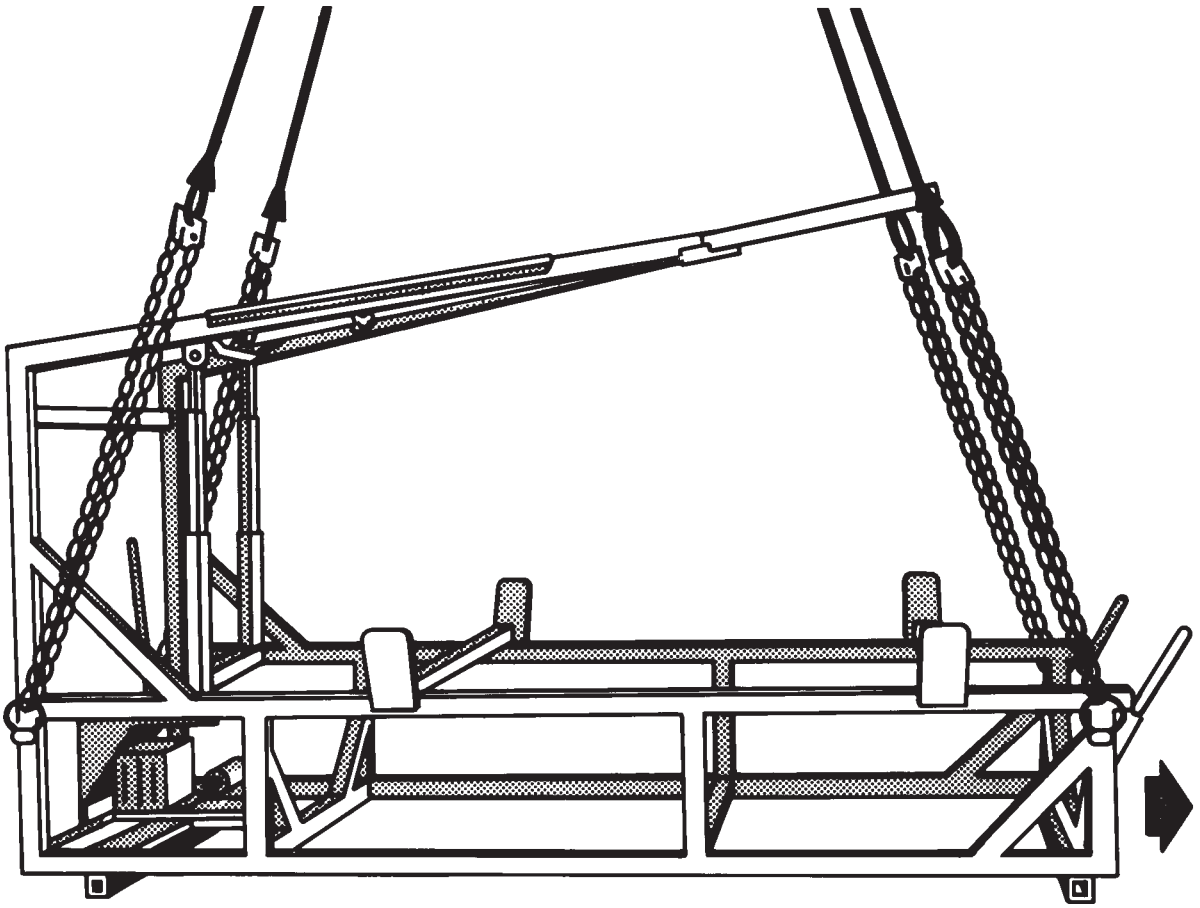
(a) Ensure the launch rail is in the collapsed or storage mode and not in its vertical position.

(b) Ensure the storage box lid is closed and secured with Type III nylon cord or tape.

(2) Rigging. Rig the load according to the steps in Figure 8-13.

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

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



RIGGING STEPS

1. Position the apex fitting on top of the launch rail. Route outer sling legs 1 and 2 to the front of the load . Route inner sling legs 3 and 4 to the rear of the load. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift ring located behind the left rear corner of the storage box. Place the correct link from Table 8-13 in the grab hook. Repeat with sling leg 2 and the right front lift ring on the other side of the storage box.

3. Loop the chain end of sling leg 3 through the left rear lift ring. Place the correct link from Table 8-13 in the grab hook. Repeat with sling leg 4 and the right rear lift ring.

4. Cluster and tie or tape (breakaway technique) the sling legs together on top of the launch rail to prevent entanglement during hookup and lift-off.

Figure 8-13. Mk155 Launcher, Mine Clearing

8-15. M68A2 Line Charge, Demolition with or without Mk22 Rocket Motor

a. Applicability. The following items in Table 8-14 are certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-14. M68A2 Line Charge, Demolition

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
M68A2 Line Charge, Demolition, Inert	2,486	10K	3/3	70
M68A2 Line Charge, Demolition with Mk22 Rocket Motor	2,672	10K	3/3	70

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Ensure the end of the load opposite the electrical connectors and fuse storage area is designated as the front of the load.

(b) Ensure the storage box lid is closed and secured with Type III nylon cord or tape.

(c) Ensure the rocket motor box is secured with metal strapping.

(d) Center the rocket motor box on top of the line charge container.

(e) Connect two CGU-1/B tie-down straps together to form one long strap. Route the strap around the line charge and rocket motor box lengthwise. Tighten the strap securely.

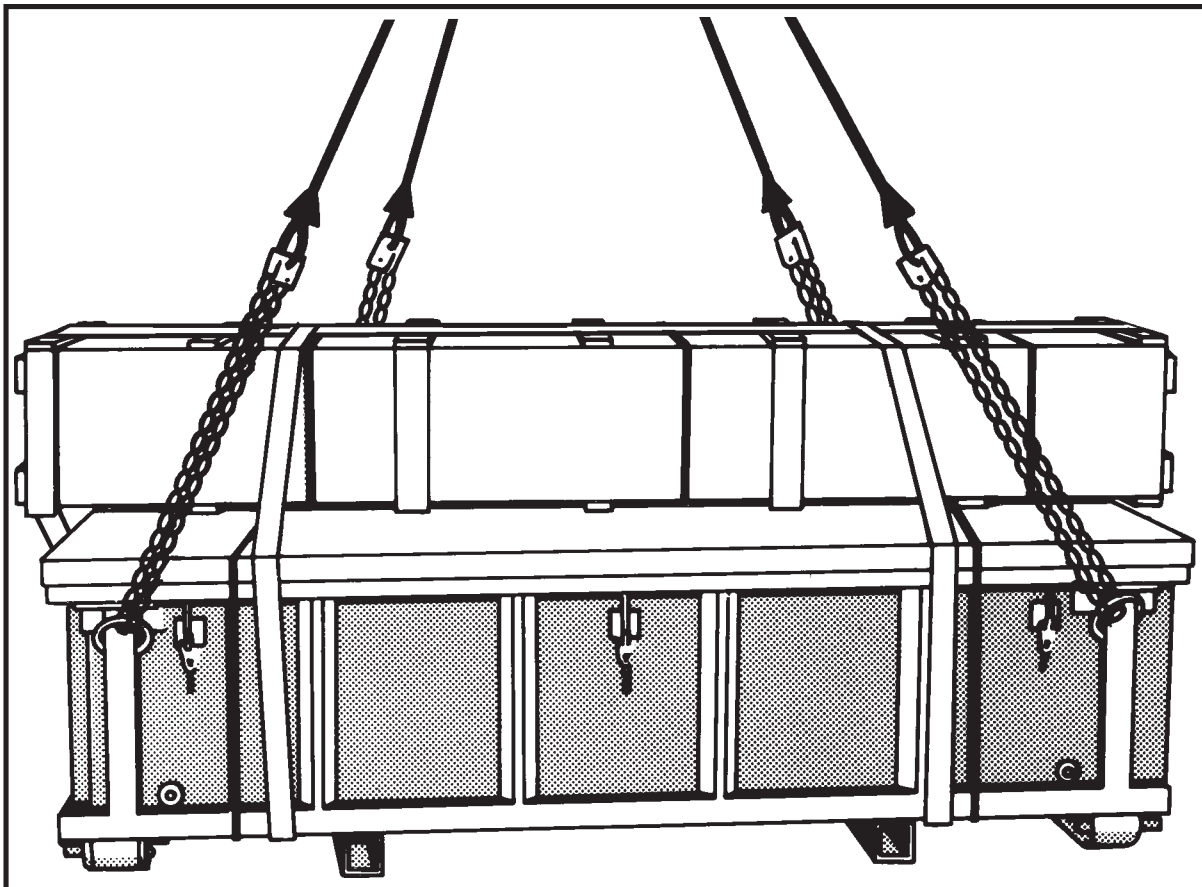
(f) Route two CGU-1/B tie-down straps across the rocket motor box and underneath the line charge container. Position the strap at each end of the containers approximately equal distance from the center. Tighten the strap securely. Secure the excess tie-down strap with tape or Type III nylon cord.

NOTE: When rigging the line charge without the rocket motor omit steps d (1) (c) through (f).

(2) Rigging. Rig the load according to the steps in Figure 8-14.

(3) Hookup. The hookup team stands alongside the line charge. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

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



RIGGING STEPS

1. Position the apex fitting on top of the container. Route outer sling legs 1 and 2 to the front of the load . Route inner sling legs 3 and 4 to the rear of the load. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift ring. Place the correct link from Table 8-14 in the grab hook. Repeat with sling leg 2 and the right front lift ring.

3. Loop the chain end of sling leg 3 through the left rear lift ring. Place the correct link from Table 8-14 in the grab hook. Repeat with sling leg 4 and the right rear lift ring.

4. Cluster and tie or tape (breakaway technique) the sling legs together on top of the launch rail to prevent entanglement during hookup and lift-off.

Figure 8-14. M68A2 Line Charge, Demolition

8-16. Mk155 Launcher with or without M68A2 Demolition Line Charge and Mk22 Rocket Motor on M353 Trailer

a. Applicability. The following items in Table 8-15 are certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-15. Mk155 Launcher on M353 Trailer

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Mk155 Launcher	3,700	10K	3/3	90
Mk155 Launcher with M68A2 Demolition Charge and Mk22 Rocket Motor	6,312	10K	3/3	100

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Ensure the launcher is securely attached to the trailer chassis. Ensure the launch rail is in the collapsed or storage mode and not in its vertical position.

(b) Ensure the storage box lid is closed and secured with Type III nylon cord or tape (if installed).

(c) Tie off hoses and safety chains and secure any loose items with nylon cord or tape.

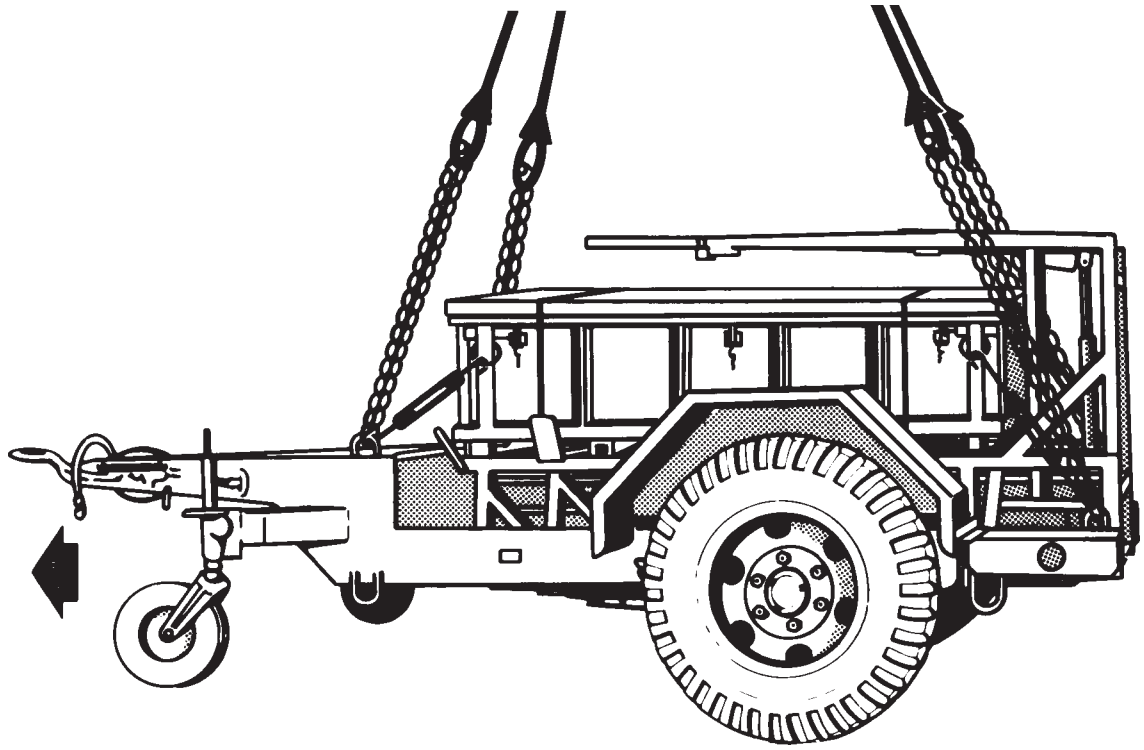
(d) Set the parking brake.

(e) Place and secure the Mk22 rocket motor box inside the aircraft using the CGU-1/B tie-down straps (if required).

(2) Rigging. Rig the load according to the steps in Figure 8-15.

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

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



RIGGING STEPS

1. Position apex fitting on top of the launcher. Route outer sling legs 1 and 2 to the front of the trailer and the inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 should be to the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision on the trailer chassis located aft of the left leveling wheel assembly. Place the correct link from Table 8-15 in the grab hook. Repeat with sling leg 2 and the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision on the trailer chassis located aft of the trailer left wheel. Place the correct link from Table 8-15 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Raise the apex fitting above the launcher and tie or tape sling legs to the launch rail to prevent entanglement during hookup.

5. Cluster and tie or tape (breakaway technique) all sling legs above the launch rail to prevent entanglement during hookup and lift-off.

Figure 8-15. Mk155 Launcher on M353 Trailer

8-17. Mk155 Launcher with or without M68A2 Demolition Line Charge and Mk22 Rocket Motor on M200A1 or Mobile-Trac System (MTS) Trailer

a. Applicability. The following items in Table 8-16 are certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-16. Mk155 Launcher on M200A1 or MTS Trailer

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Mk155 Launcher on M200A1 Trailer	3,330	10K	3/3	90
Mk155 Launcher, M68A2 Demolition Charge, and Mk22 Rocker Motor on M200A1 Trailer	5,620	10K	10/3	110
Mk155 Launcher, M68A2 Demolition Charge, and Mk22 Rocker Motor on the Mobile-Trac System Trailer (MTS)	7,172	10K	10/3	110

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Ensure the launcher is securely attached to the trailer chassis. Ensure the launch rail is in the collapsed or storage mode and not in its vertical position.

(b) Ensure the storage box lid is closed and secured with Type III nylon cord or tape (if installed).

(c) Tie off hoses and safety chains and secure any loose items with nylon cord or tape.

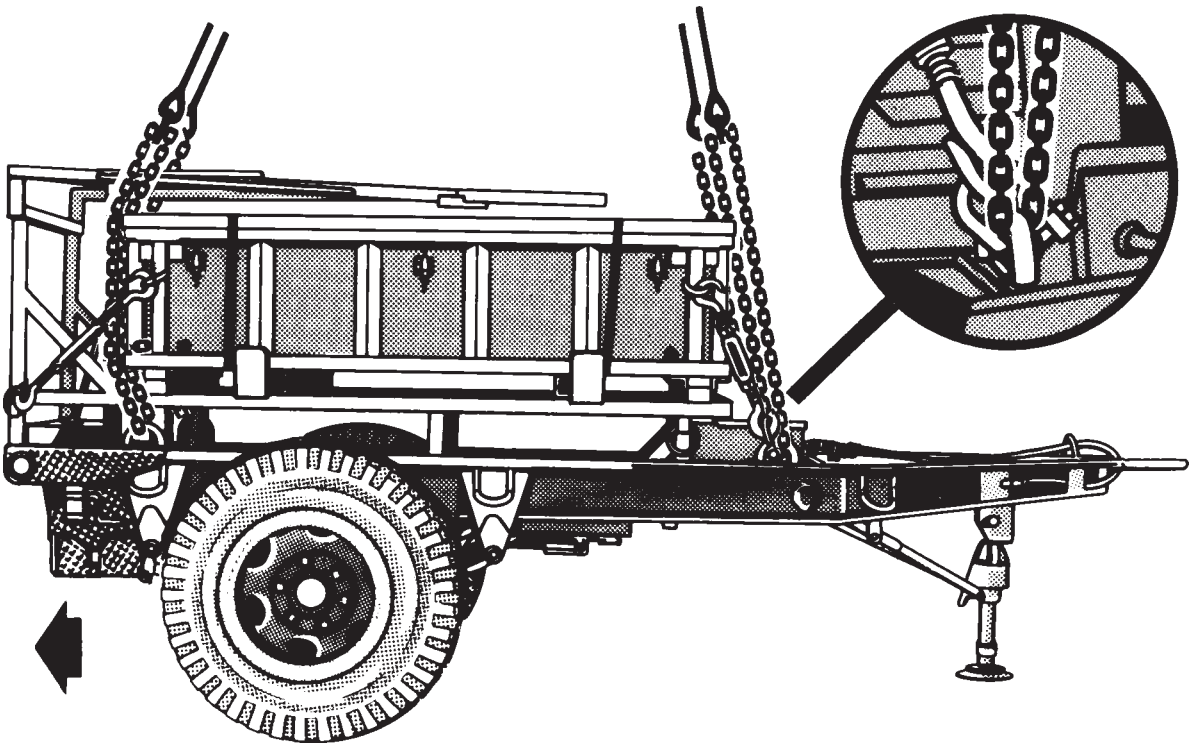
(d) Set the parking brake.

(e) Place and secure the Mk22 rocket motor box inside the aircraft using the CGU-1/B tie-down straps (if required).

(2) Rigging. Rig the load according to the steps in Figure 8-16.

(3) Hookup. The hookup team stands on the trailer chassis or on the charge. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

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



RIGGING STEPS

1. Position apex fitting on top of the launcher. Route outer sling legs 1 and 2 to the front of the trailer and the inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 should be to the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision on the trailer chassis located aft of the lunette. Place the correct link from Table 8-16 in the grab hook. Repeat with sling leg 2 and the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision on the trailer chassis located aft of the demolition charge container. Place the correct link from Table 8-16 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Raise the apex fitting above the launcher and tie or tape sling legs to the launch rail to prevent entanglement during hookup.

5. Cluster and tie or tape (breakaway technique) all sling legs above the launch rail to prevent entanglement during hookup and lift-off.

Figure 8-16. Mk155 Launcher on M200A1 or MTS Trailer

8-18. LRT-110, 7 1/2-Ton Crane

a. Applicability. The following item in Table 8-17 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-17. LRT-110, 7 1/2-Ton Crane

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
LRT-110 Crane	24,230	25K	3/3	120

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

(6) Webbing, tubular, nylon, 1/2-inch.

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

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Fold side mirrors in toward cab and tie or tape, as necessary. Tape or secure windshield wipers to windshield.

(b) Ensure the wheels are pointing straight ahead. Secure the steering wheel with nylon cord or tape.

(c) Secure doors, tool box covers, and all loose equipment with nylon cord or tape. Secure hook-block assembly to the end of the boom mast with CGU-l/B cargo tiedown or equivalent.

(d) Secure boom light power cable with nylon cord or tape.

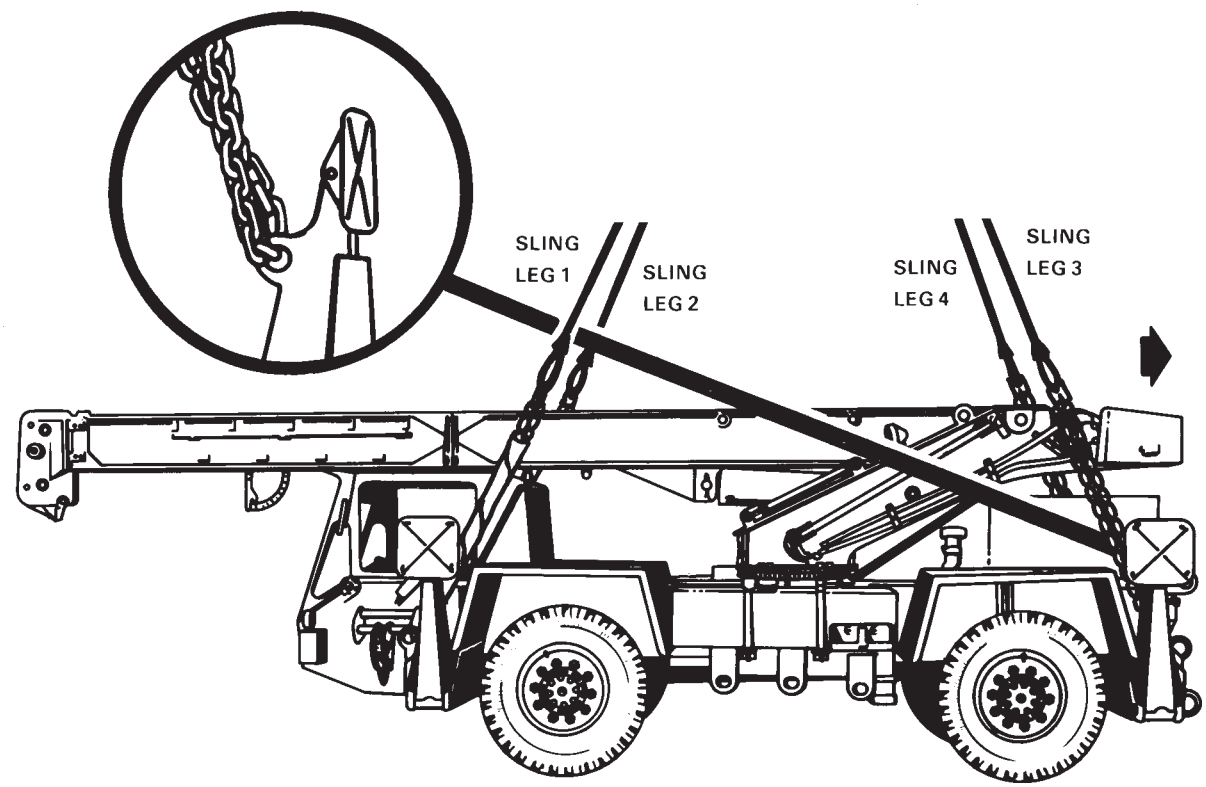
(e) Insert wooden cable wedges at the drum to prevent the cable from unspooling if the cable becomes slack. Secure wedges with 1/2-inch tubular nylon.

(f) Set the parking brake.

(2) Rigging. Rig the load according to the steps in Figure 8-17.

(3) Hookup. The hookup team stands beside the left and right side of the boom base. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

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



RIGGING STEPS

1. Position apex fitting on top of the boom directly above the boom base. Route outer sling legs 1 and 2 to the front (cab end) of the crane and the inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left (driver's) side of the load.

2. Loop the chain end of sling leg 1 through the lift provision located on the inboard side of the front left outrigger. Place the correct link from Table 8-17 in the grab hook. Repeat with sling leg 2 on the right front outrigger.

3. Loop the chain end of sling leg 3 through the lift provision located on the inboard side of the left rear outrigger. Place the correct link from Table 8-17 in the grab hook. Repeat with sling leg 4 on the right rear outrigger.

4. Pad the sling legs where they contact the crane cab.

5. Cluster and tie or tape (breakaway technique) all sling legs together to prevent entanglement during hookup and lift-off.

Figure 8-17. LRT-110, 7 1/2-Ton Crane

8-19. LRT-110, 7 1/2-Ton Crane (Boom)

a. Applicability. The following item in Table 8-18 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-18. LRT-110, 7 1/2-Ton Crane (Boom)

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
LRT-110 Crane (Boom)	8,600	10K	3/3	140

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

(6) Webbing, tubular, nylon, 1/2-inch.

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Sectionalize the crane according to instructions in the operator's manual.

(b) Secure hook-block assembly to the end of the boom mast with CGU-l/B cargo tie-down or equivalent.

(c) Secure boom light power cable with nylon cord or tape.

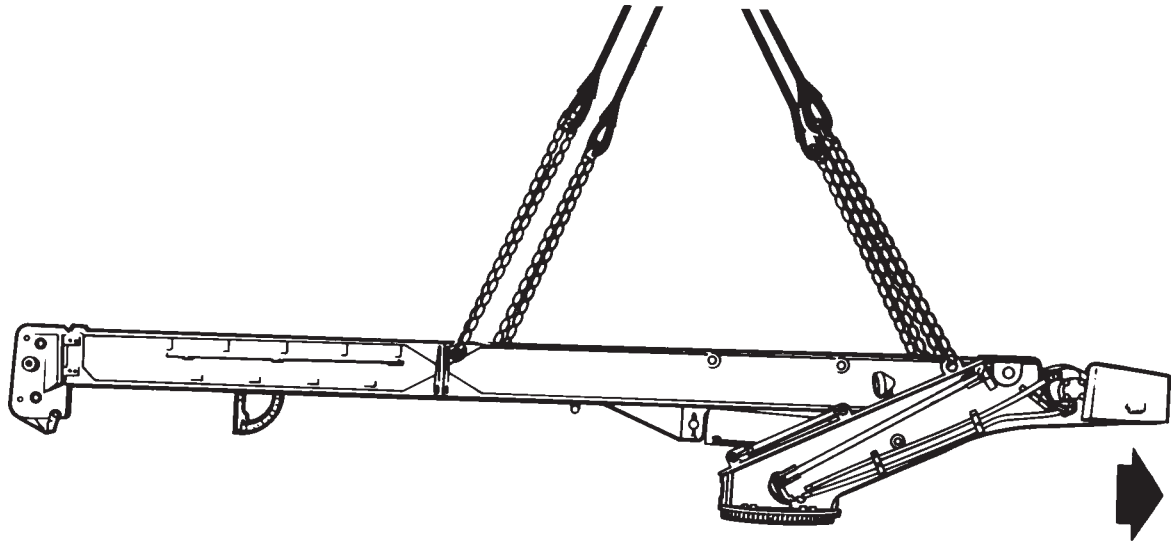
(d) Insert wooden cable wedges at the drum to prevent the cable from unspooling if the cable becomes slack. Secure wedges with 1/2-inch tubular nylon.

(e) Secure the boom hydraulic hoses with tape or nylon cord. Make sure the hoses are clear of the boom base.

(2) Rigging. Rig the load according to the steps in Figure 8-18.

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

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



RIGGING STEPS

1. Position apex fitting on top of the boom directly above the boom base. Route outer sling legs 1 and 2 to the front (counterweight) end and inner sling legs 3 and 4 to the rear (hook) end. Sling legs 1 and 3 must be on the left side of the boom.

2. Loop the chain end of sling leg 1 through the lift provision located on top of the boom left support arm near the counterweight end. Place the correct link from Table 8-18 in the grab hook. Repeat with sling leg 2 on the right side support arm.

3. Loop the chain end of sling leg 3 through the lift provision located on the left side near the middle of the boom. Place the correct link from Table 8-18 in the grab hook. Repeat with sling leg 4 on the right side.

4. Cluster and tie or tape (breakaway technique) all sling legs together to prevent entanglement during hookup and lift-off.

Figure 8-18. LRT-110, 7 1/2-Ton Crane (Boom)

8-20. LRT-110, 7 1/2-Ton Crane (Power Unit)

a. Applicability. The following item in Table 8-19 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-19. LRT-110, 7 1/2-Ton Crane (Power Unit)

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
LRT-110 Crane (Power Unit)	15,600	25K	3/3	140

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

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

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

(6) Webbing, tubular, nylon, 1/2-inch.

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

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Sectionalize the crane according to instructions in the operator's manual.

(b) Fold side mirrors in toward cab and tie or tape, as necessary. Tape or secure windshield wipers to windshield.

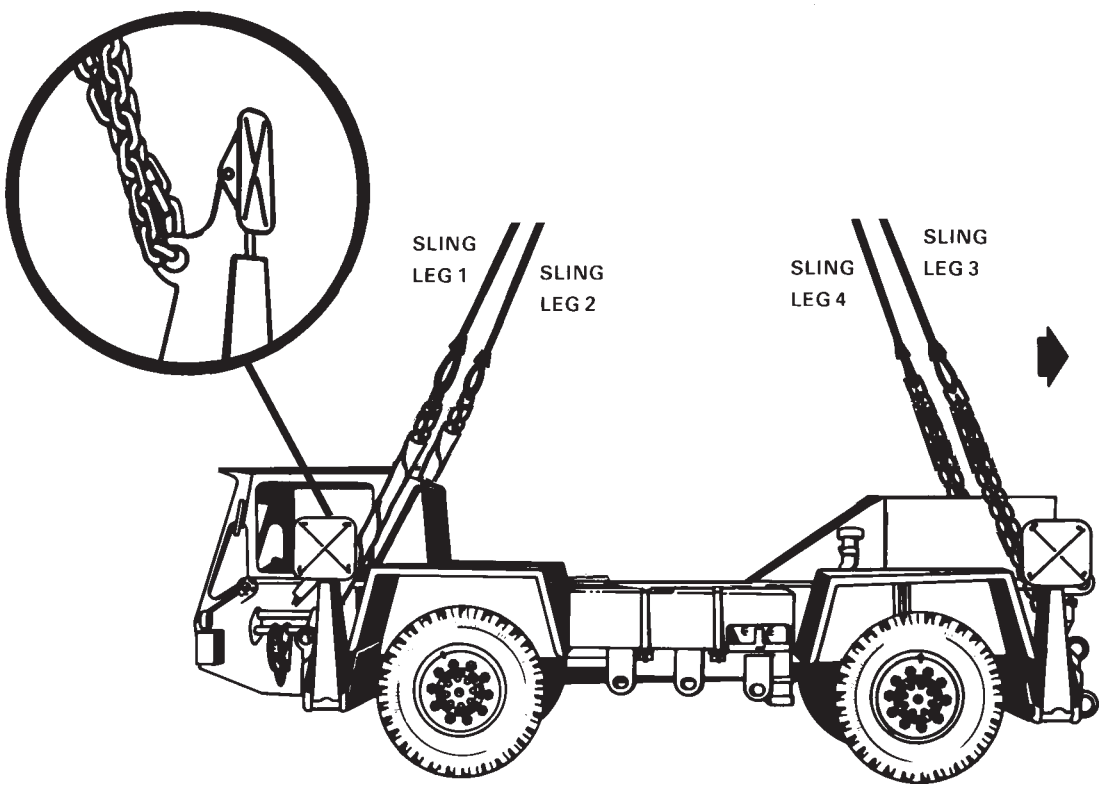
(c) Ensure the wheels are pointing straight ahead. Secure the steering wheel with nylon cord or tape. Engage the parking brake.

(d) Secure doors, tool box covers, and all loose equipment with nylon cord or tape.

(2) Rigging. Rig the load according to the steps in Figure 8-19.

(3) Hookup. The hookup team stands beside the left and right side of the boom base. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

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



RIGGING STEPS

1. Position apex fitting on top of the boom base attaching point. Route outer sling legs 1 and 2 to the front (cab end) of the crane and the inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left (driver's) side of the load.

2. Loop the chain end of sling leg 1 through the lift provision located on the inboard side of the front left outrigger. Place the correct link from Table 8-19 in the grab hook. Repeat with sling leg 2 on the right front outrigger.

3. Loop the chain end of sling leg 3 through the lift provision located on the inboard side of the left rear outrigger. Place the correct link from Table 8-19 in the grab hook. Repeat with sling leg 4 on the right rear outrigger.

4. Pad the sling legs where they contact the crane cab.

5. Cluster and tie or tape (breakaway technique) all sling legs together to prevent entanglement during hookup and lift-off.

Figure 8-19. LRT-110, 7 1/2-Ton Crane (Power Unit)

8-21. Truck, Forklift, MC-4000

a. Applicability. The following item in Table 8-20 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-20. Truck, Forklift, MC-4000

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Truck, Forklift, Rough Terrain, MC-4000, TAMCN B2565	8,600	15K	4/10	90

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

(1) Sling set (15,000-pound capacity).

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

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

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

c. Personnel. Two persons can prepare and rig each load in 20 minutes.

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

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

(a) Insert the articulating lock pin to keep the front and rear sections from twisting while in flight.

(b) Secure the seat cushion and steering wheel with Type III nylon cord. Engage the hand brake and place the transmission in neutral.

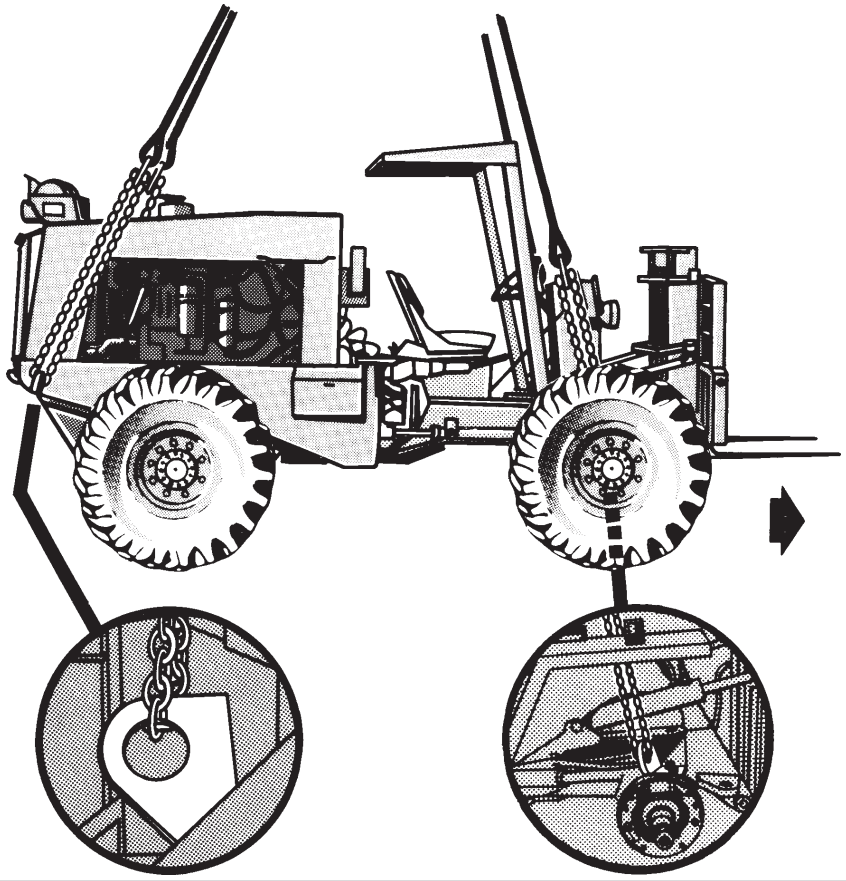
(c) Ensure the fuel tank is less than 3/4 full.

(d) Raise the fork tines 1 foot above the ground.

(2) Rigging. Rig the load according to the steps in Figure 8-20.

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

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



RIGGING STEPS

1. Position apex fitting/web ring on top of the engine hood or ROPS. Route outer sling legs 1 and 2 to the front of the forklift and inner sling legs 3 and 4 to the rear of the engine area. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision (not the tie-down provision) that is located directly above the forward axle housing between the left front tire and the hydraulic cylinder. Place the correct link from Table 8-20 in the grab hook. Repeat with sling leg 2 on the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision. Place the correct link from Table 8-20 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Pull the front sling legs up and tape or tie (breakaway technique) the grab links to the front side of the upper light brackets to ensure the sling legs do not become entangled.

5. Pull the aft sling legs together on top of the engine compartment and tie or tape (breakaway technique) the two grab links together.

6. Cluster and tie or tape (breakaway technique) all sling legs together on top of the forklift to prevent entanglement during hookup and lift-off.

Figure 8-20. Truck, Forklift, MC-4000

8-22. Truck, Forklift, RT4000

a. Applicability. The following item in Table 8-21 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-21. Truck, Forklift, RT4000

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Truck, Forklift, Rough Terrain, 4000-pound capacity, TAMCN B2566	10,860	15K	3/10	120

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

(1) Sling set (15,000-pound capacity).

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

c. Personnel. Two persons can prepare and rig each load in 10 minutes.

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

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

(a) Secure the seat cushion and steering wheel with Type III nylon cord. Engage the hand brake and place the transmission in neutral.

(b) Ensure the fuel tank is less than 3/4 full.

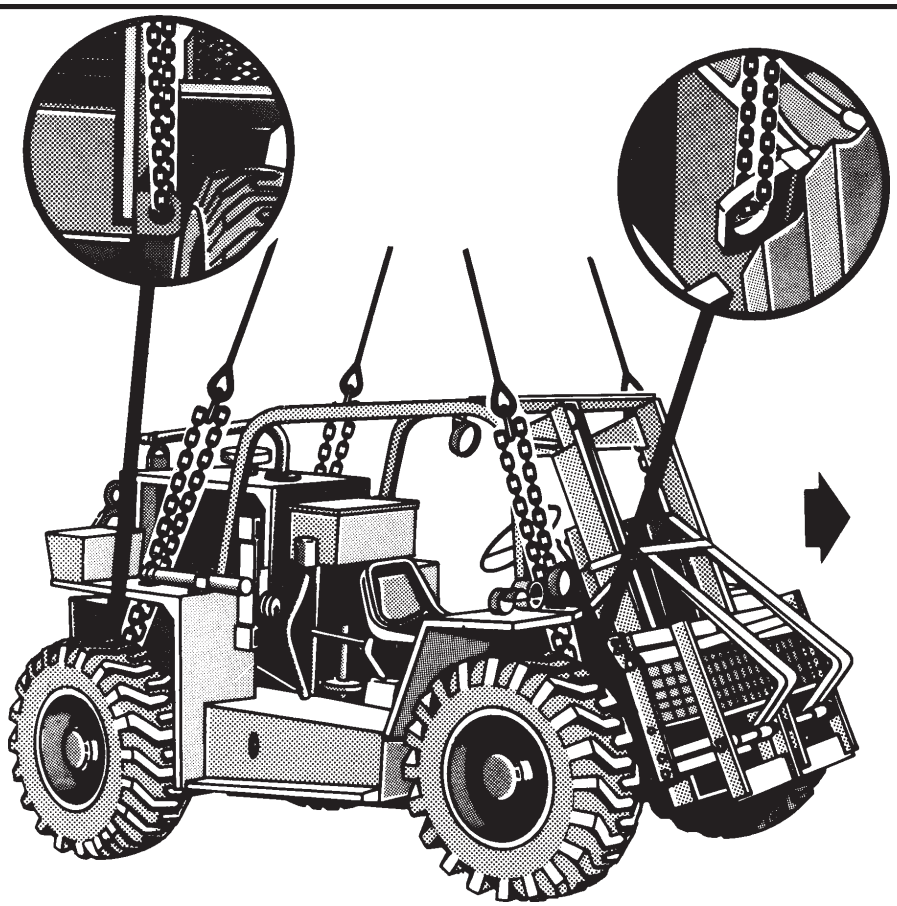
(c) Raise the fork tines 1 foot above the ground. Lift the fork ends upward and secure to the lift cylinder frame using the CGU-1B straps.

(d) Tape the end of the exhaust pipe.

(2) Rigging. Rig the load according to the steps in Figure 8-21.

(3) Hookup. The hookup team stands on top of the falling objects protection system (FOPS). The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

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



RIGGING STEPS

1. Position apex fitting on top of the falling object protection system (FOPS). Route outer sling legs 1 and 2 to the front of the forklift and inner sling legs 3 and 4 to the rear of the engine area. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision (not the tie-down provision) that is located directly above the forward axle housing between the left front tire and the hydraulic cylinder. Place the correct link from Table 8-21 in the grab hook. Repeat with sling leg 2 on the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision. Place the correct link from Table 8-21 in the grab hook. Repeat with sling leg 4 and the right rear lift provision. Secure excess chain with tape or nylon cord.

4. Pull the front sling legs up and tape or tie (breakaway technique) the grab links to the front side of the upper light brackets to ensure the sling legs do not become entangled.

5. Pull the aft sling legs together on top of the engine compartment and tie or tape (breakaway technique) the two grab links together.

6. Cluster and tie or tape (breakaway technique) all sling legs together on top of the FOPS to prevent entanglement during hookup and lift-off.

Figure 8-21. Truck, Forklift, RT4000

8-23. MHE-270/MHE-271 Truck, Forklift, RT4000

a. Applicability. The following items in Table 8-22 are certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-22. MHE-270/MHE-271 Truck, Forklift, RT4000

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
MHE-270 without cab, NSN 3930-01-330-8907	11,700	25K	40/3	125
MHE-271 with cab, NSN 3930-01-330-8906	11,920	25K	40/3	125

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

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

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

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

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

c. Personnel. Two persons can prepare and rig each load in 15 minutes.

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

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

(a) Tilt the mast back as far as it will go.

(b) Ensure the fuel tank is less than 3/4 full.

(c) Tilt the tow bar up as far as it will go. Ensure both pins which hold the tow bar in an upright position are disengaged. The tow bar must be free to rotate.

(d) Place the transmission in neutral and straighten the front wheels.

(e) Engage the parking brake.

(f) Secure the doors, chains, fire extinguisher, and all loose equipment with tape or Type III nylon cord.

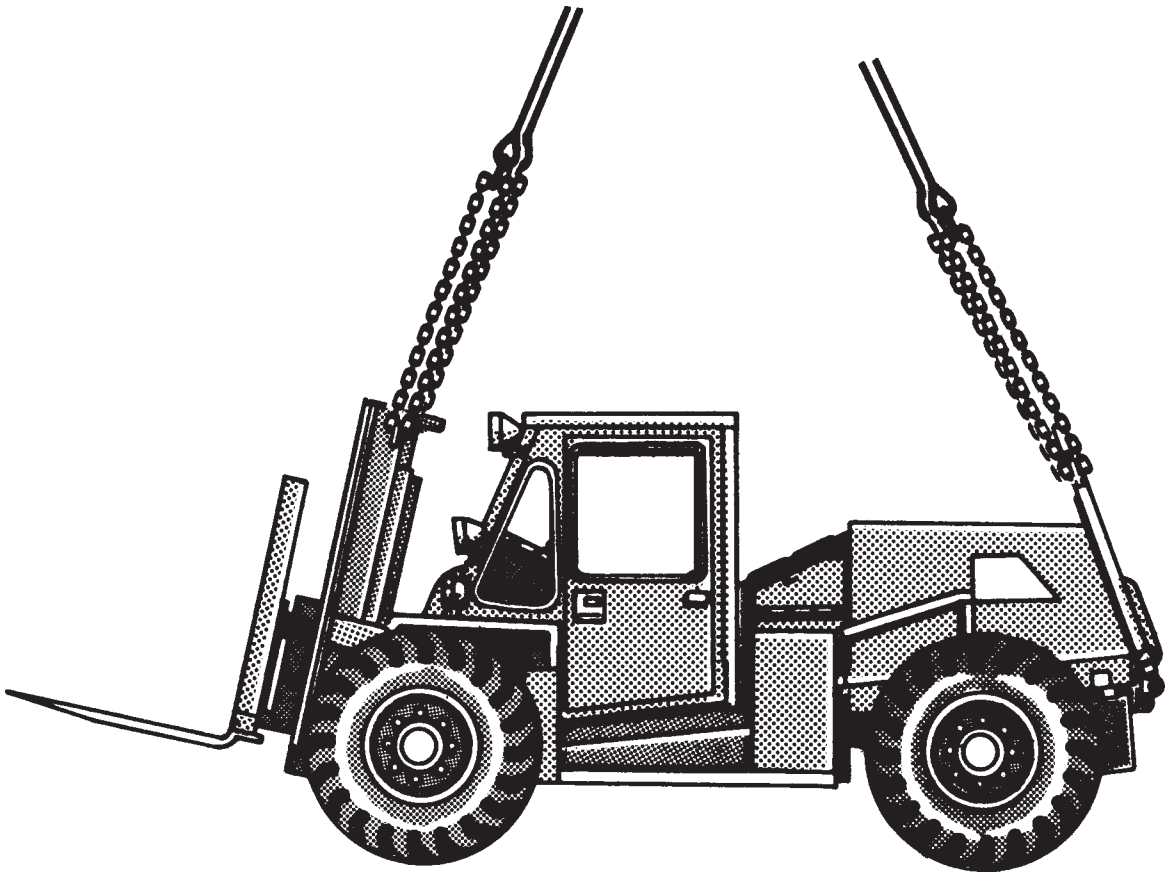
(g) Tape all lights, windows and glass fixtures.

(h) Tape the windshield wipers to the windshield.

(2) Rigging. Rig the load according to the steps in Figure 8-22.

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

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



RIGGING STEPS

1. Position the apex fitting on top of the rear of the forklift. Route outer sling legs 1and 2 to the mast and inner sling legs 3 and 4 to the tow bar. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision located at the top of the left mast. Place the correct link from Table 8-22 in the grab hook. Repeat with sling leg 2 and the right front lift provision.

3. Loop the chain end of sling leg 3 down through the left rear lift provision located on the left side of the tow bar. Place the correct link from Table 8-22 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Pull the front sling legs up and tape or tie (breakaway technique) to the top of the mast to ensure the sling legs do not become entangled.

5. Cluster and tie or tape (breakaway technique) all sling legs together on top of the forklift to prevent entanglement during hookup and lift-off.

Figure 8-21. Truck, Forklift, RT4000

8-24. Truck, Forklift, MC-6000

a. Applicability. The following item in Table 8-23 is certified for all helicopters with suitable lift capacity by the US Army Natick Research, Development, and Engineering Center:

Table 8-23. Truck, Forklift, MC-6000

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
MC-6000 Forklift	19,800	40K	3/16	85

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

(1) Sling set (40,000-pound capacity).

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

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

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

(5) Tie-down strap, CGU-1B (4 each).

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

c. Personnel. Two persons can prepare and rig each load in 10 minutes.

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

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

(a) Position the forks so they are sitting on the travel blocks and are tilted all the way aft.

(b) Ensure the fuel tank is less than 3/4 full. Place the transmission in neutral and engage the parking brake.

(c) Route two CGU-1/B cargo tie-down straps around the rear access doors.

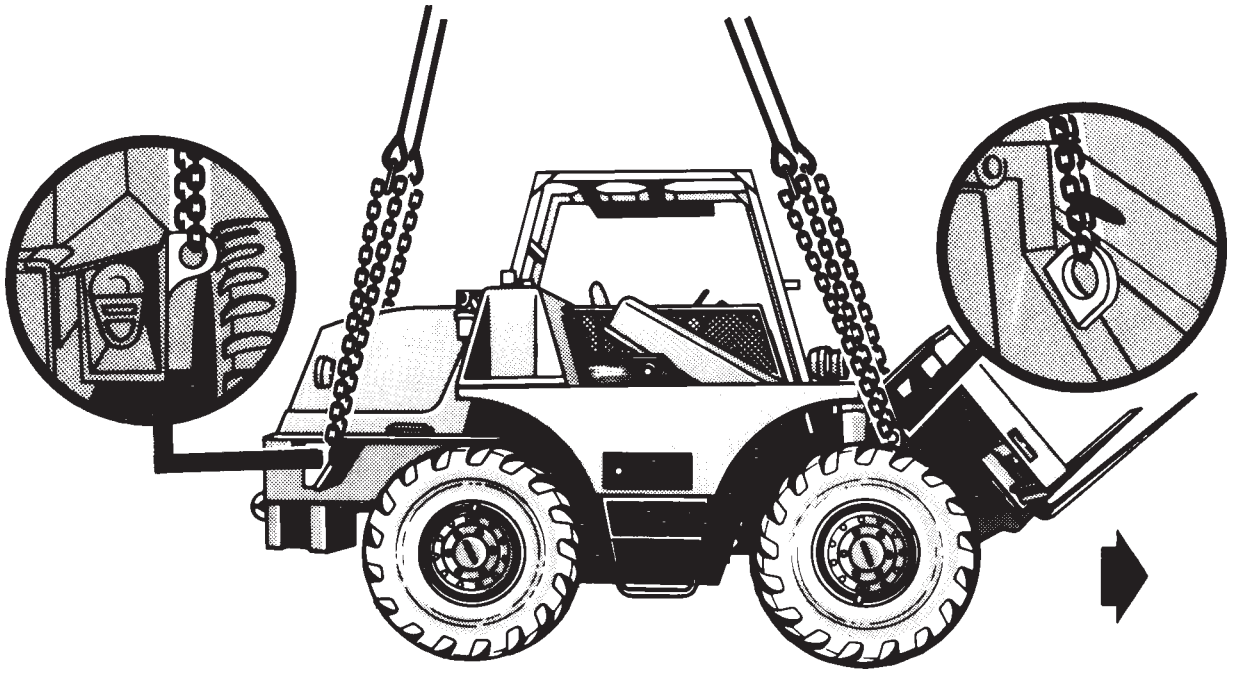
(d) Route two CGU-1/B cargo tie-down straps around the engine access doors.

(e) Secure the tool box lid with tape or Type III nylon cord.

(2) Rigging. Rig the load according to the steps in Figure 8-23.

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

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



RIGGING STEPS

1. Position apex fitting on top of the roll over protection system (ROPS). Route outer sling legs 1 and 2 to the front of the forklift and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision mounted on the frame inboard of the left front tire. Place the correct link from Table 8-23 in the grab hook. Repeat with sling leg 2 and the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision located on the frame aft of the left rear tire. Place the correct link from Table 8-23 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Lift the sling leg and tie or tape (breakaway technique) the grab hooks to the ROPS. Cluster and tie or tape (breakaway technique) all sling legs together on top of the forklift to prevent entanglement during hookup and lift-off.

Figure 8-23. Truck, Forklift, MC-6000