CHAPTER 3

CERTIFIED SINGLE-POINT RIGGING PROCEDURES FOR TRAILERS

3-1. INTRODUCTION

This chapter contains rigging procedures for single-point trailer loads that have been certified for sling load. Each rigging procedure is found in a paragraph that includes a description of the load, materials required for rigging, and steps to complete the procedure. An applicability paragraph is also a part of each paragraph and identifies the certified loads. The certified single-point rigging procedures for trailers are in this section. Paragraphs 3-2 through 3-31 give detailed instructions for rigging loads.

NOTE: Reach Pendants may be used on all single point loads. A static discharge person is not required when using a Reach Pendant.

3-2. M416 1/4 Ton Trailer

a. Applicability. The following item in Table 3-1 is certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

Table 3-1. M416 1/4-Ton Trailer

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
M416 1/4-Ton Trailer	1,080	10K	3/3	90

WARNING

THE M416 1/4-TON TRAILER MUST HAVE A GROSS WEIGHT OF 800 POUNDS OR MORE. ADD ADDITIONAL WEIGHT OR CARGO TO ANY TRAILER WHICH WEIGHS LESS THAN 800 POUNDS.

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, CGU-1B or Dacron lashing and load binder.

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

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

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

(a) Lower and lock the trailer support leg in the down position.

(b) Tape or tie the light cable firmly to the top of the drawbar.

(c) Load and lash the cargo in the bed of the trailer.

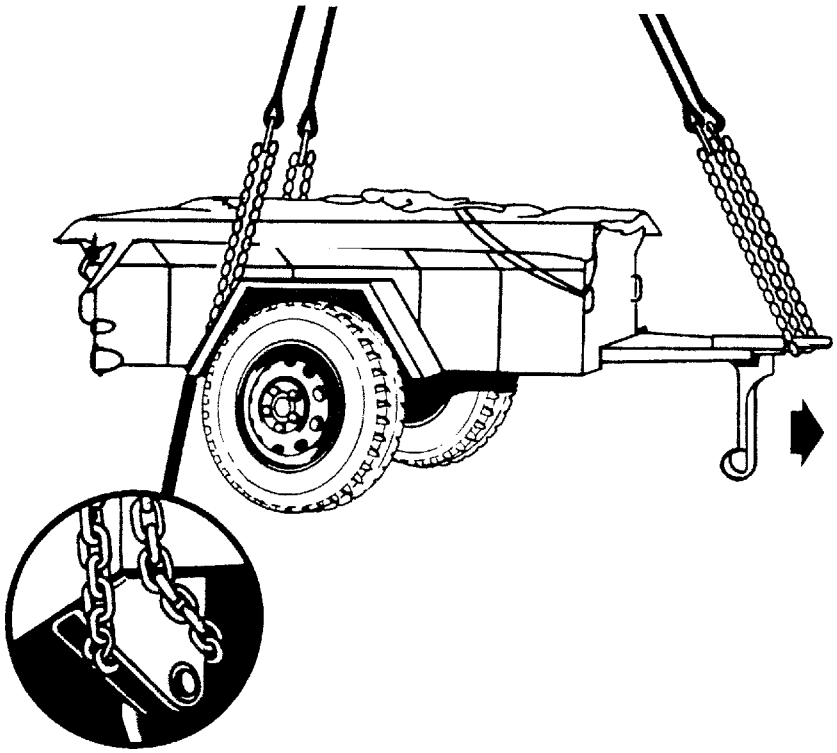
(d) Ensure the parking brake is set.

(2) Rigging. Rig the load according to the steps in Figure 3-1.

(3) Hookup. The hookup team stands in the bed of

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

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



RIGGING STEPS

1. Position apex fitting in the trailer bed. Route outer sling legs 1and 2 to the front of the trailer 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 lunette. Place the correct link from Table 3-1 in the grab hook. Repeat with sling leg 2 through the lunette.

3. Route the chain end of sling leg 3 around the left rear spring shackle mounting bracket. Place the correct link from Table 3-1 in the grab hook. Repeat with sling leg 4 around the right rear spring shackle mounting bracket.

4. Tape or tie (breakaway technique) the chains of legs 3 and 4 to the next-to-last tarpaulin hold-down hook on each side.

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

Figure 3-1. M416 1/4 Ton Trailer