

### 3-19. High Mobility Trailers (HMT), M1101/M1102

**a. Applicability.** The following items in Table 3-18 are certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

**Table 3-18. High Mobility Trailers**

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
High Mobility Trailer (Light), M1101	3,400	10K	20/3	120
High Mobility Trailer (Light), M1102	4,200	10K	20/3	120
Tactical Messaging System (TMS) Cargo Carrier, M1102	4,200	10K	20/3	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.
- (5) Felt sheet, cattle hair, Type IV, 1/2-inch or suitable substitute.
- (6) Tie-down, cargo, CGU-1/B or suitable tie-down lashings.

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

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

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

(a) Remove the two rear stabilizer legs from their storage location on the front of the trailer. Place the lower support section in the fully retracted position. Install the stabilizer legs on the rear of the trailer.

(b) Install the front jack and lower the lunette as

close to the ground as possible.

(c) Remove the canvas cover and racks from the trailer. Place these items in the bed of the trailer. Place the accompanying load on top of the canvas cover and secure with the tie-down lashings.

(d) Secure the light cable to the top of the drawbar with Type III nylon cord.

(e) Engage the parking brake.

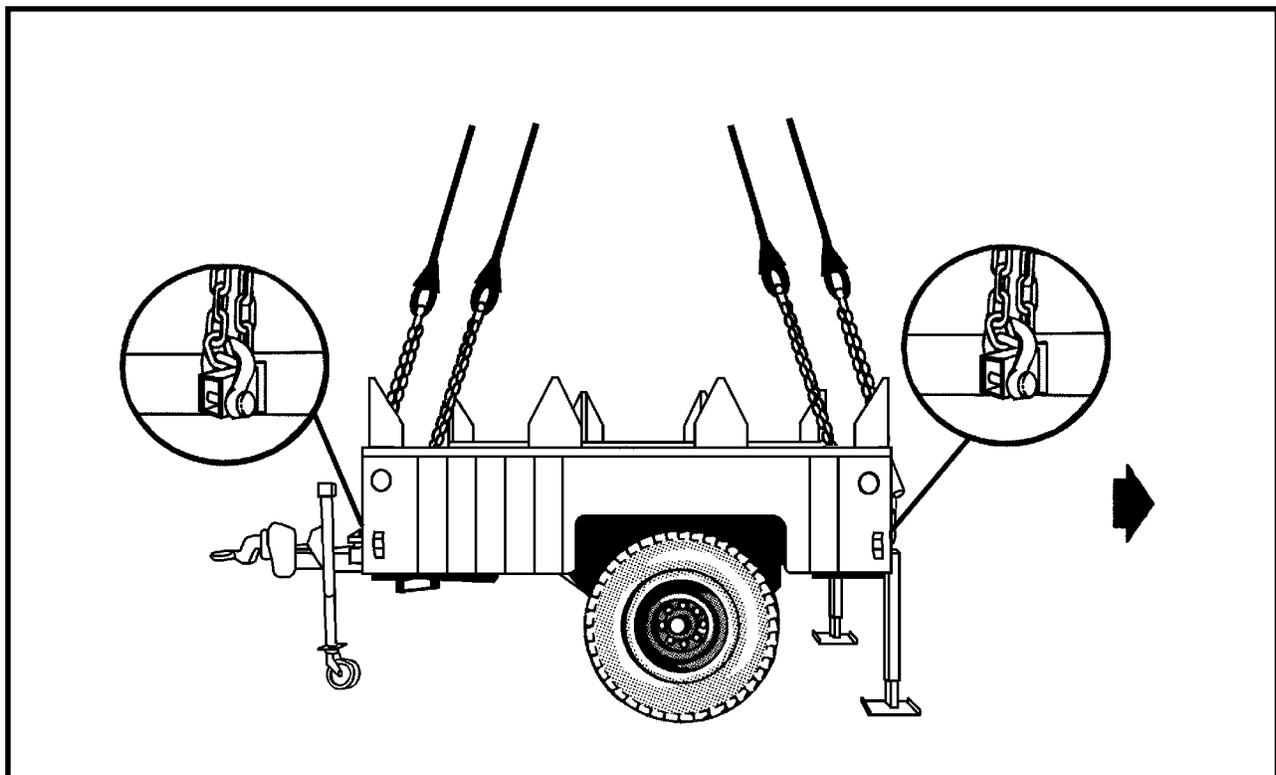
**(2) Rigging.** Rig the load according to the steps in Figure 3-18.

**(3) Hookup.** The hookup team stands on the drawbar or in the bed of the trailer (if possible). 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 trailer 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.

#### CAUTION

**The hookup team should dismount the trailer towards the lunette to keep the trailer from tipping towards the rear.**

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



#### RIGGING STEPS

**NOTE: This trailer will fly with the front end (trailer lunette) aft.**

1. Position apex fitting on top of the trailer. Route outer sling legs 1 and 2 to the front of the trailer (lunette end) 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 located on the front of the trailer. Place the correct link from Table 3-18 in the grab hook. Repeat with sling leg 2 through the right side front lift provision. Secure the excess chain with Type III nylon cord.

3. Route the chain end of sling leg 3 through the left rear lift provision located on the rear of the trailer. Place the correct link from Table 3-18 in the grab hook. Repeat with sling leg 4 through the right rear lift provision.

4. Pad the chain at and below where the chain contacts the trailer walls.

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

*Figure 3-18. High Mobility Trailers*