CHAPTER 2

CERTIFIED SINGLE-POINT RIGGING PROCEDURES FOR WHEELED VEHICLES

2-1. INTRODUCTION

This chapter contains rigging procedures for single-point wheeled vehicle 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 wheeled vehicles are in this section. Paragraphs 2-2 through 2-36 give detailed instructions for rigging loads.

NOTES:

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

2. Canvas tops and doors should be removed and stowed inside the vehicle if time allows. These items may be damaged if the airspeed exceeds 100 knots.

2-2. M996/M997/M997A2 Truck, Ambulance, (HMMWV)

a. Applicability. The following items in Table 2-1 are certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

Table 2-1. Truck, Ambulance, (HMMWV)

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Truck, Ambulance, M996, HMMWV	7,400	10K	80/30	UH-60 / 60 CH-47 / 110
Truck, Ambulance, M997, HMMWV	7,400	10K	80/30	UH-60 / 80 CH-47 / 75
Truck, Ambulance, M997A2, HMMWV	10,300	25K	65/24	CH-47 / 75

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

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

OR

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

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

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

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

(6) Spreader bar assembly (component of vehicle).

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

(b) Remove the spreader bar from under the right-hand seat inside the ambulance.

(c) Secure all equipment inside the rear compartment with tape, nylon cord, and/or lashings. Close and secure the door.

(d) Secure all other equipment inside the vehicle with tape, nylon cord, and/or lashings. Close and secure the doors.

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

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

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

(h) Secure the Red Cross insignia covers in the closed position.

(i) Remove the keeper from the spreader bar and extend the bar so the holes line up. Reinstall pin and engage keeper. Use the sighting hole in the tube to assist in aligning holes for the pin. See top view insert in Figure 2-1.

(j) Position the spreader bar across the rear end of the vehicle roof. Attach the spreader bar check cables to the eyebolts located on the aft exterior sidewall of the rear compartment. See rear view insert in Figure 2-1.

(k) Install lift provisions on the outer ends of the rear bumper by removing the tie-down provisions located inboard of the bumper ends and installing them on the outer ends of the rear bumper, if necessary.

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

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

(3) Hookup. The hookup team stands on the roof of the vehicle. 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).