

2-27. M1113 (HMMWV) With M56 Smoke Generating System

a. Applicability. The following item in Table 2-26 is certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

Table 2-26. M1113 (HMMWV) With M56 Smoke Generating System

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
M1113 (HMMWV) With M56 Smoke Generating System with Graphite in Tank	9,400	10K	50/3	120
M1113 (HMMWV) With M56 Smoke Generating System without Graphite in Tank	9,400	10K	50-Front 14-Right Rear 3-Left Rear	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 padding.
- (6) Spreader bar assembly (component of the M996/M997 HMMWV Ambulance).

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) Fold mirrors forward in front of the windshield for added protection and tie together with Type III nylon cord.

(b) Secure all equipment and cargo inside the vehicle with tape, nylon cord, or lashings. Remove and

secure the doors in the cab of the vehicle.

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

(d) Engage the vehicle parking brake and put the transmission in neutral.

(e) Ensure the front wheels are pointed straight ahead. Tie down the steering wheel, using the securing device attached under the dashboard.

(f) Ensure the turbine fuel and both fog oil tanks are not over 3/4 full.

(g) Set the three-way valve to the OFF position.

(h) Ensure the IR hopper latches are securely closed and the auxiliary hoses are attached to the mounting bracket at the forward end of the inboard fog oil tank.

(i) Secure all latches and doors with tape or Type III nylon cord.

(j) Extend the spreader bar until the holes line up. Install the pin and engage the keeper.

(k) Position the spreader bar across the rear of the vehicle, resting on the power module and the weapons case. Attach the two spreader bar check cables to the larger hole openings, footman's loop, on the vehicle fenders.

(2) **Rigging.** Rig the load according to the steps in Figure 2-25.

(3) **Hookup.** The hookup team stands on the IR hopper loading platform on the left side 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).

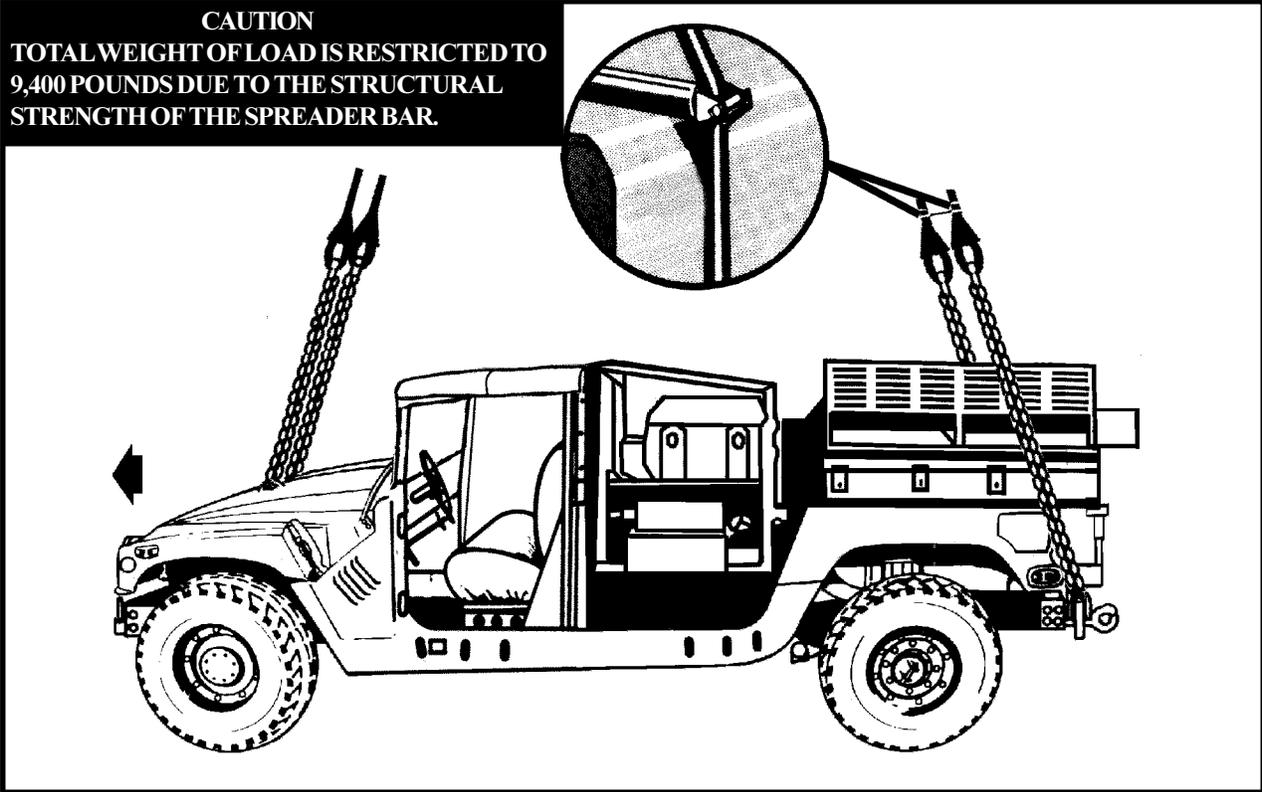
CAUTION TOTAL WEIGHT OF LOAD IS RESTRICTED TO 9,400 POUNDS DUE TO THE STRUCTURAL STRENGTH OF THE SPREADER BAR.	
	
RIGGING STEPS	
<p>1. Position the apex fitting on top of the IR hopper or on the forward end of the fog oil tanks. Route outer sling legs 1 and 2 to the front of the vehicle and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.</p> <p>2. Loop the chain end of sling leg 1 through the left front lift provision that protrudes through the hood from inboard to outboard. Place the correct link from Table 2-26 in the grab hook. Repeat with sling leg 2 and the right front lift provision. Secure excess chain with tape or Type III nylon cord.</p>	<p>3. Place the nylon rope of sling legs 3 and 4 in the guides on the ends of the spreader bar. Route the chain end of sling leg 3 through the lift provision located on the left end of the rear bumper from inboard to outboard. Place the correct link from Table 2-26 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.</p> <p>4. Pad the sling legs in the area where they make contact with the structure.</p> <p>5. Cluster and tie or tape (breakaway technique) all sling legs together on top of the shelter to prevent entanglement during hookup and lift-off.</p>

Figure 2-25. M1113 (HMMWV) With M56 Smoke Generating System