

2-31. M1037 (HMMWV) With Compressed Air-Foam System, Mobile (CAFSM)

a. Applicability. The following item in Table 2-30 is certified for all helicopters with suitable lift capacity by the US Army Soldier Systems Center:

Table 2-30. M1037 (HMMWV) With Compressed Air-Foam System, Mobile (CAFSM)

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT / REAR	RECOMMENDED AIRSPEED (KNOTS)
Compressed Air-Foam System, Mobile	6,400 (EMPTY)	15K	40/3	120

Note: The water tank in the CAFSM MUST BE EMPTY for sling loading.

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 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 mirrors forward in front of the windshield for added protection and tie together with Type III nylon cord. Remove the canvas cab top and the doors. Secure to the seats with Type III nylon cord.

(b) Ensure the CAFSM is secured to the truck. Secure all lids, doors, and vents on the CAFSM with tape or Type III nylon cord. Safety tie all chains and hoses with tape or Type III nylon cord.

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

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

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

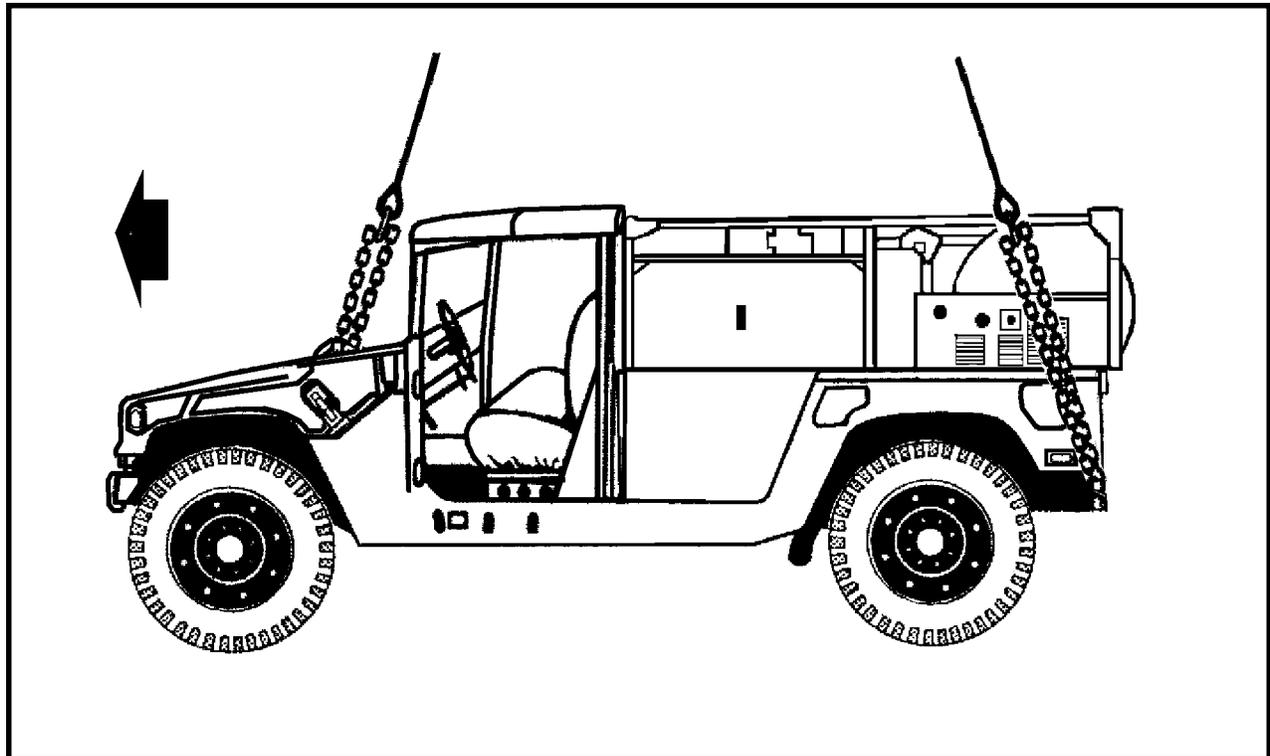
(f) Ensure the front wheels are pointed straight ahead. Tie down the steering wheel, using the securing device attached under the dashboard.

(g) Tape the windshield in an X formation from corner to corner.

(2) Rigging. Rig the load according to the steps in Figure 2-29.

(3) Hookup. The hookup team stands in the bed of the vehicle. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting on the 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 the apex fitting on top of the vehicle. 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.
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 2-30 in the grab hook. Repeat with sling leg 2 through the right front lift provision.
3. Loop the chain end of sling leg 3 through the left rear lift provision located on the outside end of the rear bumper. Place the correct link from Table 2-30 in the grab hook. Repeat with sling leg 4 through the right rear lift provision.
4. Secure all excess chain with tape or Type III nylon cord.
5. Cluster and tie or tape (breakaway technique) the sling legs in each sling set together to prevent entanglement during hookup and lift-off.

Figure 2-29. M1037 (HMMWV) With Compressed Air-Foam System, Mobile (CAFSM)

CAUTION

Do not use the lift shackles located near the center of the rear bumper for sling load lift provisions.