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**MHU-85/M TRAILER  
SPECIAL WEAPONS TIEDOWN TEST**

R. L. Posey

TECHNICAL REPORT NO. AFSWC-TR-67-18



**AIR FORCE SPECIAL WEAPONS CENTER**

**Air Force Systems Command**

**Kirtland Air Force Base**

**New Mexico**

**August 1967**

AIR FORCE SPECIAL WEAPONS CENTER  
Air Force Systems Command  
Kirtland Air Force Base  
New Mexico

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## FOREWORD

This testing was performed under Project 57089, Program Element 6.44.15.03.4. Inclusive dates of testing were 20 February 1967 through 19 May 1967. This report was submitted 7 June 1967 by the AFSWC Test Director, Mr. R. L. Posey (SWTEE).

This report has been reviewed and is approved.

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ABSTRACT

Four different types of special weapons, MK-28, MK-43, MK-57, and MK-61, were secured on the MHU-85/M Trailer in sixty-five different combinations. A maximum of six weapons can be secured on the MHU-85/M at any one time. A 15-mile road test, over paved and unpaved roads, was conducted for each different weapon in each tiedown position. There was no significant movement of the weapons during the road test.

(Distribution Limitation Statement No. 2)

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## SECTION I

## INTRODUCTION

The purpose of this test program was to establish tiedown procedures for storage and for ground transportation of special weapons on the MHU-85/M Trailer. The special weapons to be considered were: MK-28EX, MK-28IN, MK-28RE, MK-43, MK-57, and MK-61.

## SECTION II

## SUMMARY OF TEST AND RESULTS

1. Test Items

a. The following equipment items were furnished by the Air Force Weapons Laboratory (AFWL) for the test:

- (1) One MHU-85/M Trailer
- (2) Twelve tiedown cables

b. The dummy bombs furnished by AFWL were:

- (1) One MK-28EX
- (2) Five MK-28INs
- (3) One MK-28RE
- (4) Three MK-43s
- (5) Six MK-57s
- (6) One MK-61

c. One MK-61 Dummy Bomb was furnished by the Naval Weapons Evaluation Facility (NWEF) for the test.

2. Testing Requirements

a. The testing requirements requested by AFWL were:

- (1) Tiedown
  - (a) Establish tiedown configurations for the maximum number of MK-28s.
  - (b) Establish tiedown configurations for the maximum number of MK-43s.
  - (c) Establish tiedown configurations for the maximum number of MK-57s.
  - (d) Establish tiedown configurations for the maximum number of MK-61s.
  - (e) Determine if the established tiedown configurations can be used for combinations of weapons.

(f) Determine if the MK-28s and MK-43s can be considered the same size for tiedown purposes and therefore use the same tiedown points.

(g) Determine if the MK-57s and MK-61s can be considered the same size for tiedown purposes and therefore use the same tiedown points.

(h) Both X and + fin configurations shall be considered for all tiedown combinations.

(i) Chock adapters shall be used.

## (2) Ground Transportation

(a) Conduct the following road test for each tiedown configuration:

1 Tow the MHU-85/M Trailer on a 15-mile course which shall consist of 10 miles of paved roads and 5 miles of rough unpaved roads. The maximum speed on the paved roads shall be 20 mph and on the unpaved roads 15 mph.

2 Visually inspect the tiedown cables for looseness and the weapons for movement and rotation at 5-mile intervals and at the completion of the test. Any cable looseness or weapon shifting shall be considered a test failure for that tiedown configuration.

## 3. Test Procedure and Results

### a. Tiedown Test

All the tiedown requirements were attained with the 65 desirable weapon configurations (Fig. 1-65) being listed in Table I. Typical tiedowns are shown in Figures 66-70. Many other combinations can be arranged by interchanging two or more bombs, for example the MK-28 and MK-43 could be reversed in Configuration No. 19. These configuration variations do not affect the load-carrying capacity of the trailer and are not included.

The quantity and position of the weapons on the trailer was limited only by the number and location of the tiedown points. The X and + fin configurations had no bearing on the weapon configurations.

Fin clearance is a problem only when three MK-28EXs are to be secured on the trailer. These weapons must be arranged according to configuration No. 65. Clearance between the MK-61 fins and the MK-28s, configuration No. 3, is shown in Figure 71. Clearance between the MK-61 fins and the MK-43s, configuration No. 30, is shown in Figure 72.



Tolerances in the trailer tiedown locations and tiedown cable lengths made weapon positioning critical in several of the configurations. The approximate location of the suspension lugs can be seen in the photographs and in the top view sketches of the trailer.

It was determined that the MK-28 and the MK-43 could not be considered the same size for tiedown purposes. It was also determined that the MK-57 and the MK-61 could not be considered the same size for tiedown purposes.

The 30-inch suspension lugs were required to secure the MK-61 to the trailer when the weapon was located at the center or on the rear of the trailer. The 14-inch suspension lugs were required when securing the weapon on the front of the trailer.

The maximum number of weapons that can be secured to the trailer is five MK-28INs or three MK-28EXs or three MK-28REs or three MK-43s or six MK-57s or five MK-61s. A maximum of five different types of weapons can be secured to the trailer providing that at least two of the bombs are the smaller diameter weapons, MK-57 and MK-61, and providing that no more than two MK-28EXs are included. A maximum of six weapons can be secured to the trailer when combinations of MK-57s and MK-28INs are considered.

#### b. Ground Transportation Test

A 15-mile road test, over roads meeting the test requirements, was conducted for each type weapon in each tiedown position. Road tests were conducted for the following tiedown configurations: 3, 4, 13, 27, 28, 33, 35, 42, 44, 46, 48, and 57. Prior to each road test all of the tiedown cables were made as taut as possible and the turnbuckle lock nuts were securely tightened. There was no significant movement of the weapons and none of the tiedown cables became loose during the road tests.

No problems were encountered during the road test from weapon overhang. The maximum rear overhang of 55 inches was measured on a MK-28EX and also on a MK-61. The maximum front overhang was measured on a MK-28RE and on a MK-28EX when these weapons were located on the forward outboard positions. The clearance between the MK-28s and the towing truck was 31 inches when the truck was directly in front of the trailer. The clearance decreased to 9 inches when the truck was in the minimum turning radius while backing, Figure 73.

### SECTION III

#### CONCLUSIONS

1. Sixty-five different tiedown configurations are recommended using the following special weapons: MK-28EX, MK-28IN, MK-28RE, MK-43, MK-57, and MK-61.
2. The maximum number of weapons that can be secured on the MHU-85/M is three MK-28EXs or five MK-28INs or three MK-28REs or three MK-43s or six MK-57s or five MK-61s.
3. A maximum of six weapons can be secured on the trailer when only combinations of MK-57s and MK-28INs are considered.
4. A maximum of five different type weapons can be secured on the trailer, providing that at least two of the units are the smaller diameter weapons, MK-57 and MK-61, and providing that no more than two MK-28EXs are included.
5. There was no significant weapon movement and none of the tiedown cables became loose during the road tests conducted for each weapon in each tiedown position.

Table I

## MHU-85/M TRAILER SPECIAL WEAPON TIEDOWN CONFIGURATIONS

Configuration No.	Weapons				
	MK-28s	MK-28INs	MK-43s	MK-57s	MK-61s
1	3			2	
2	3			1	1
3	3				2
4	2		1		
5	2		1	2	
6	2		1	1	1
7	2		1		2
8	2			3	
9	2			2	1
10	2			1	2
11	2				3
12	1		2		
13	1		2		
14	1		2	2	
15	1		2	1	1
16	1		2		2
17	1		1	3	
18	1		1	2	1
19	1		1	1	2
20	1		1		3
21	1			4	
22	1			3	1
23	1			2	2
24	1			2	2
25	1			1	3
26	1				4
27			3		
28			3	2	
29			3	1	1

Table I (cont'd)

Configuration No.	Weapons				
	MK-28s	MK-28INs	MK-43s	MK-57s	MK-61s
30			3		2
31			2	3	
32			2	2	1
33			2	1	
34			2	1	2
35			2		1
36			2		3
37			1	4	
38			1	3	1
39			1	2	2
40			1	2	2
41			1	1	3
42			1		2
43			1		4
44				6	
45				5	
46				4	1
47				4	1
48				4	1
49				3	2
50				3	2
51				2	3
52				2	3
53				1	4
54				1	4
55					5
56					3
57		5			
58		5		1	
59		4	1		
60		4		2	
61		4			1
62		3		3	
63		2		4	
64		1		5	
65	3*				

\*MK-28EX

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right-3 Left	3	3
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

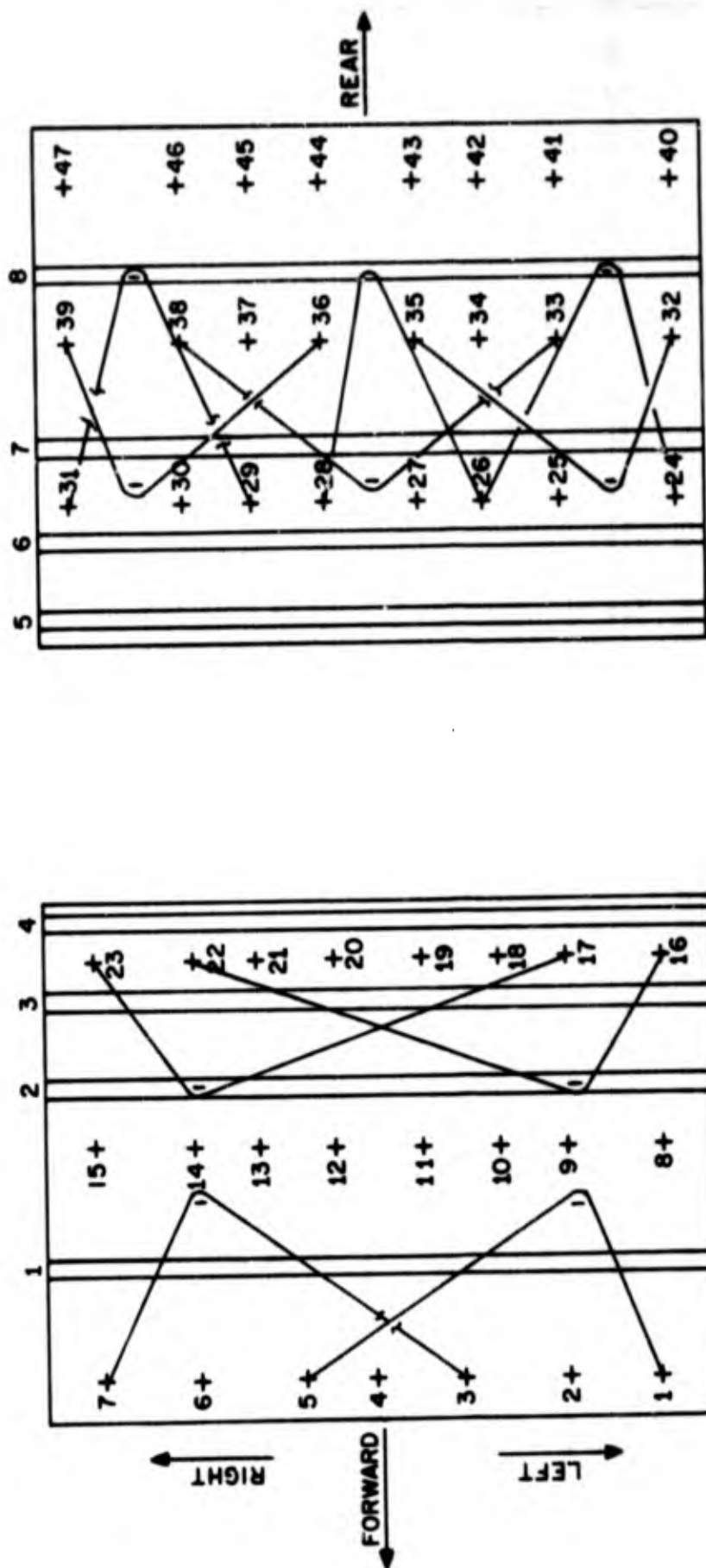


Figure 1. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-28s and 2 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right-3 Left	3	3
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

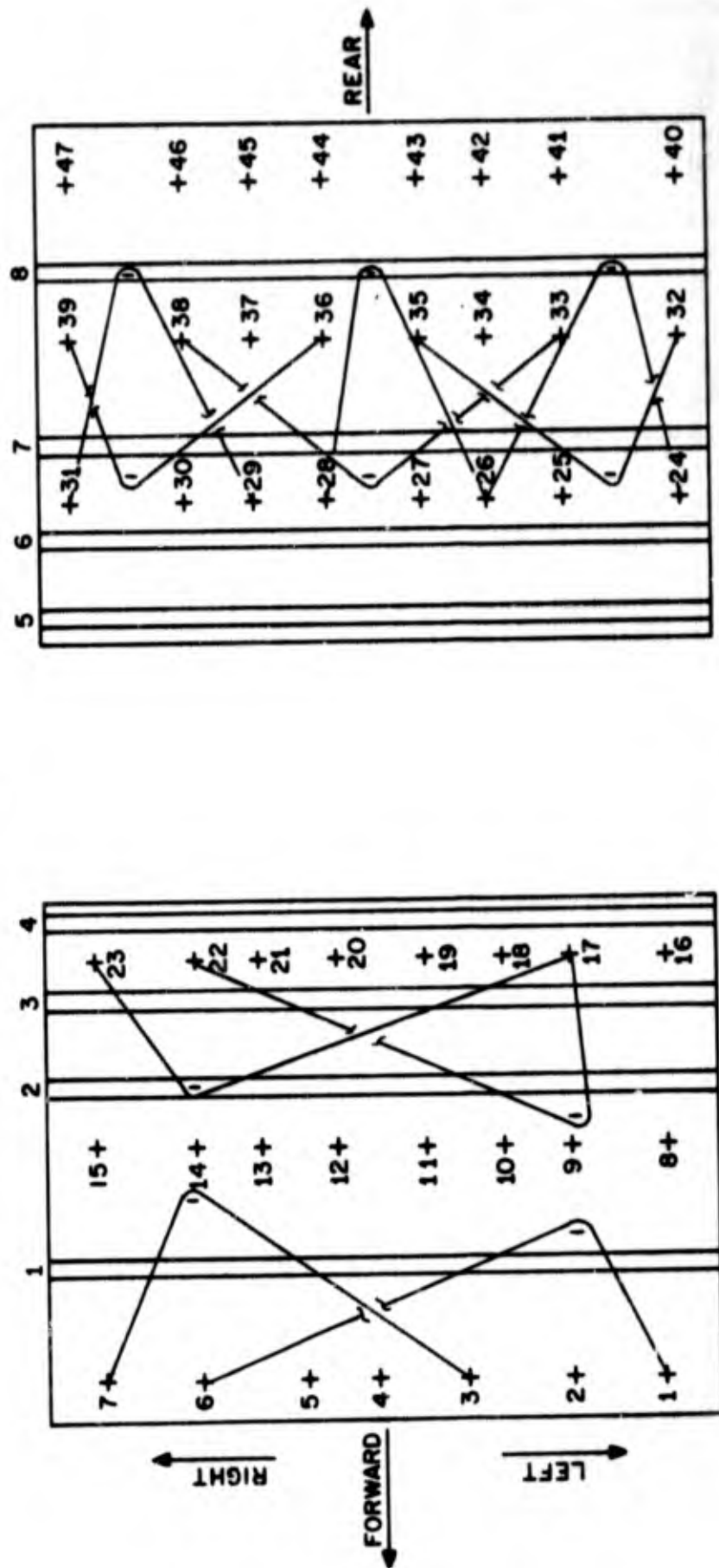


Figure 2. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-28s, 1 MK-57, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

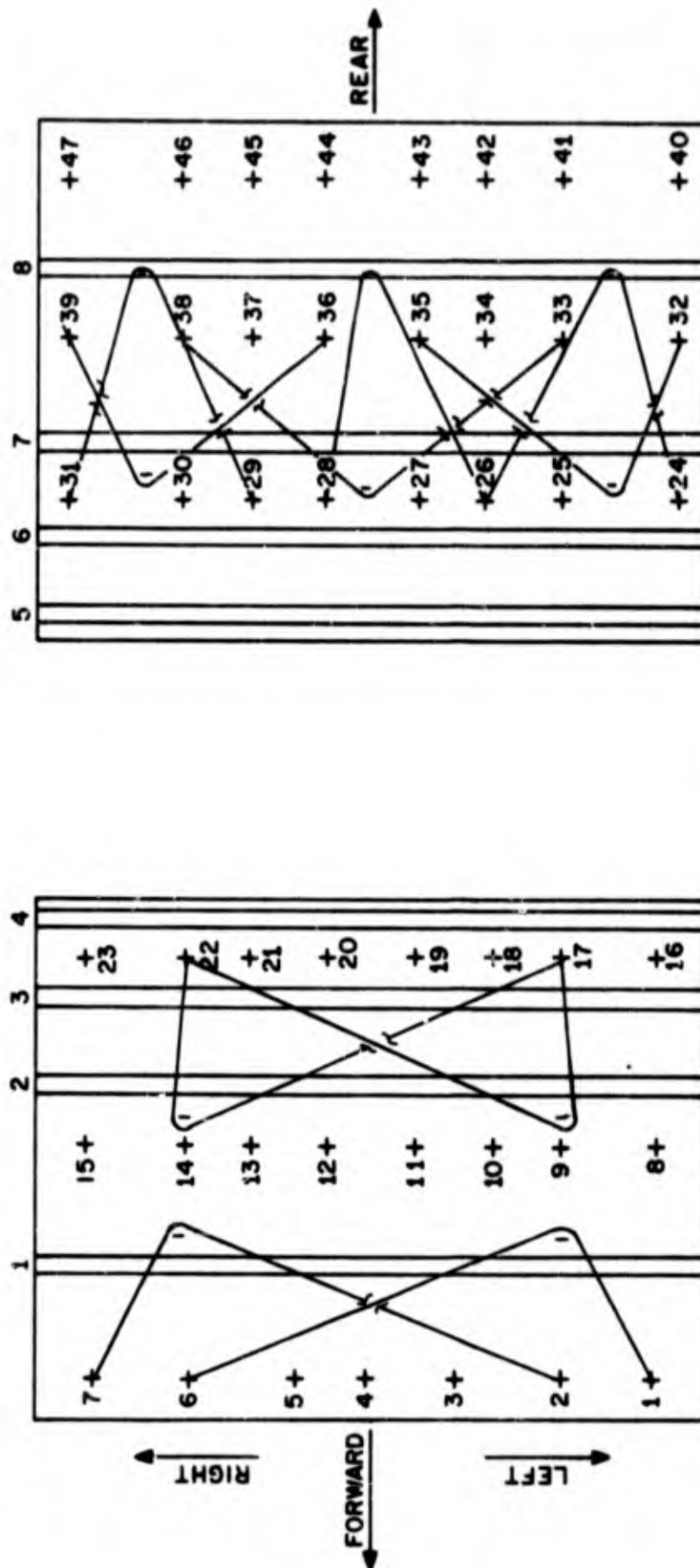


Figure 3. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-28s and 2 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Front	1-2	14-19	3	3
MK-28	Left Front	1-2	14-19	3	3
MK-43	Center	4-5	2 Right - 3 Left	3	2
* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER					
** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER					

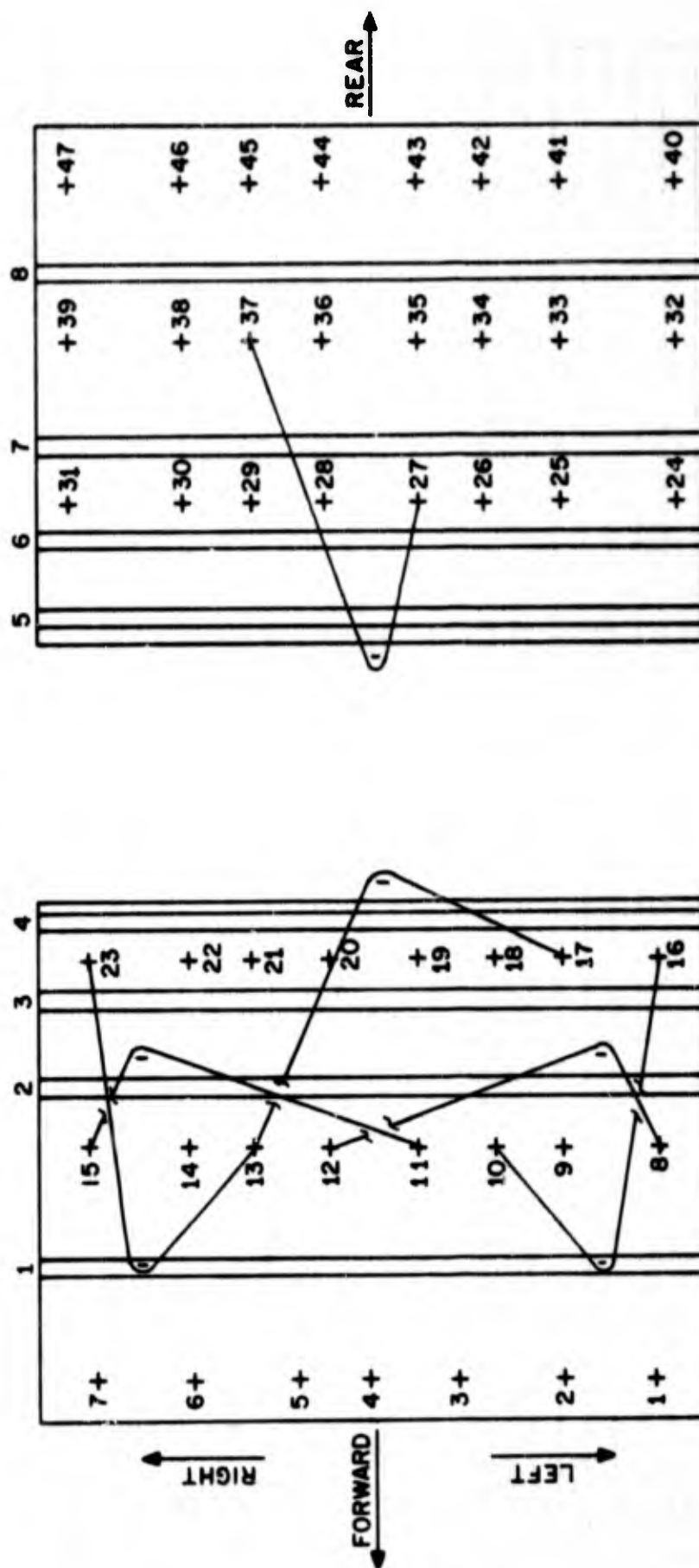


Figure 4. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s and 1 MK-43.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

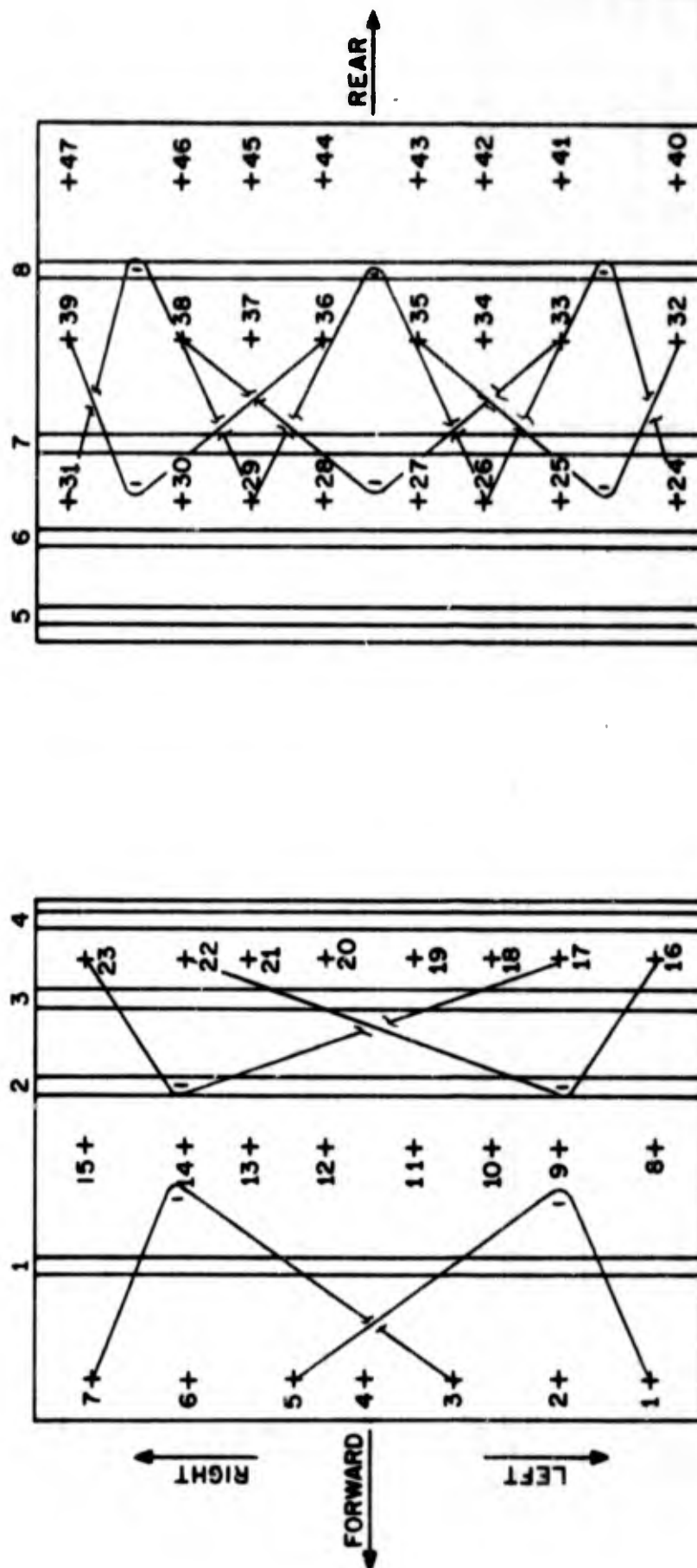


Figure 5. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s, 1 MK-43, and 2 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

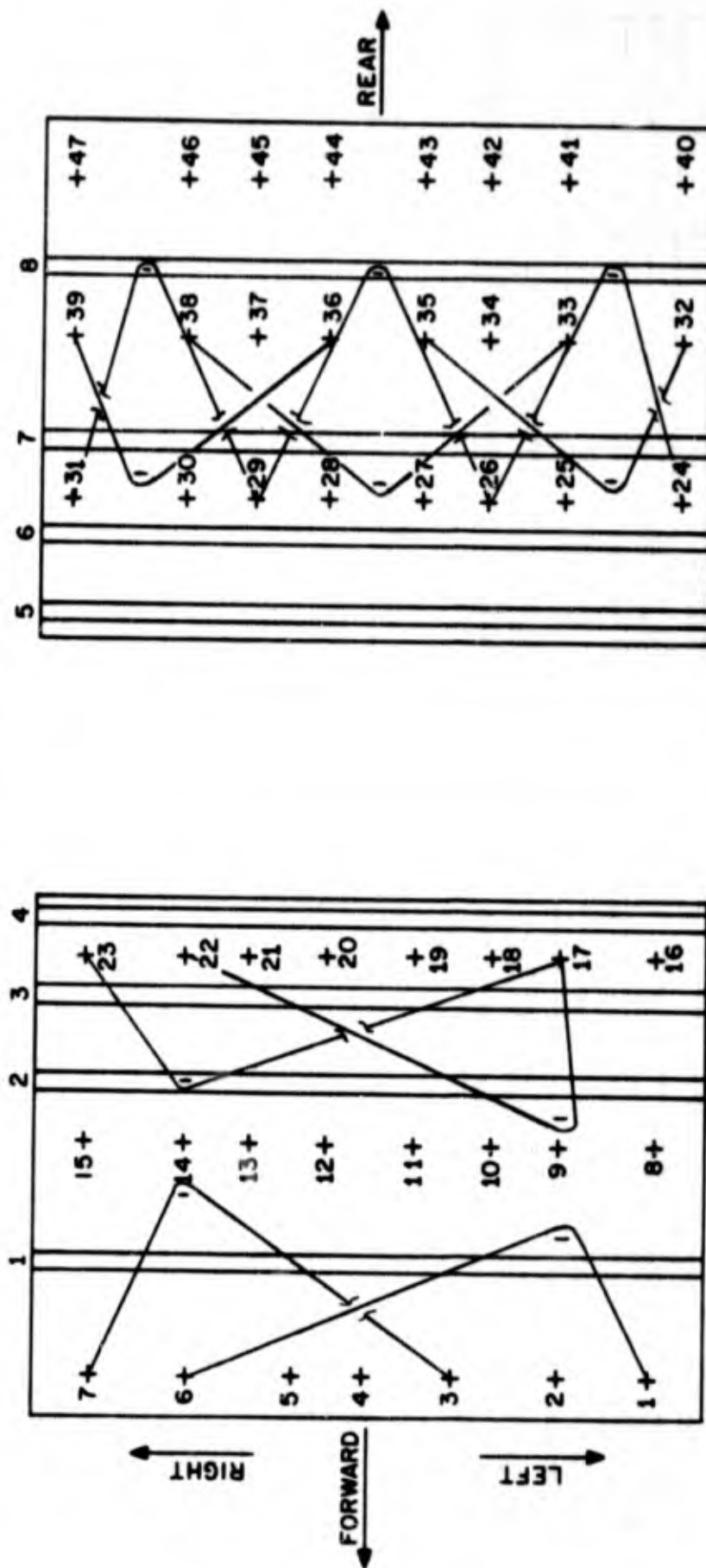


Figure 6. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s, 1 MK-43, 1 MK-57 and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

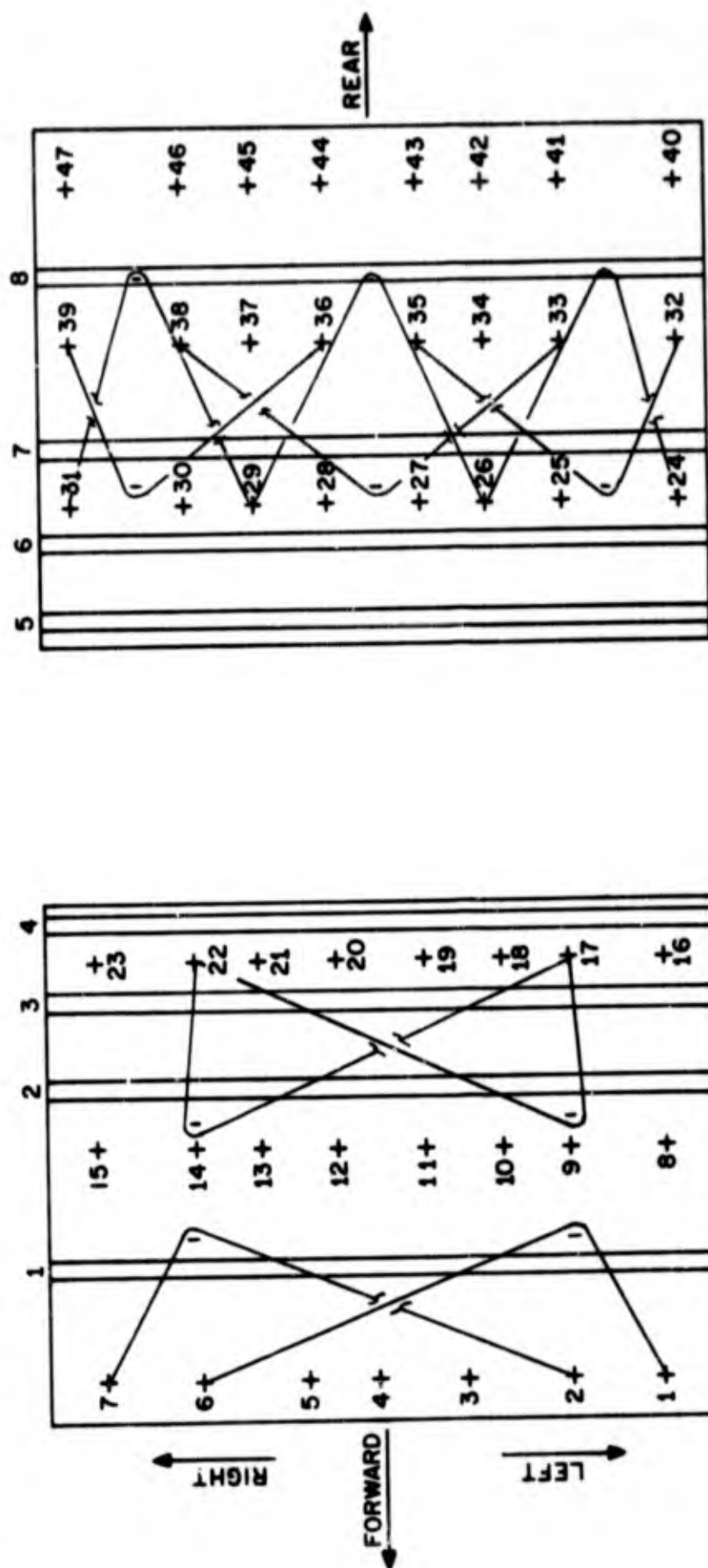


Figure 7. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s, 1 MK-43, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

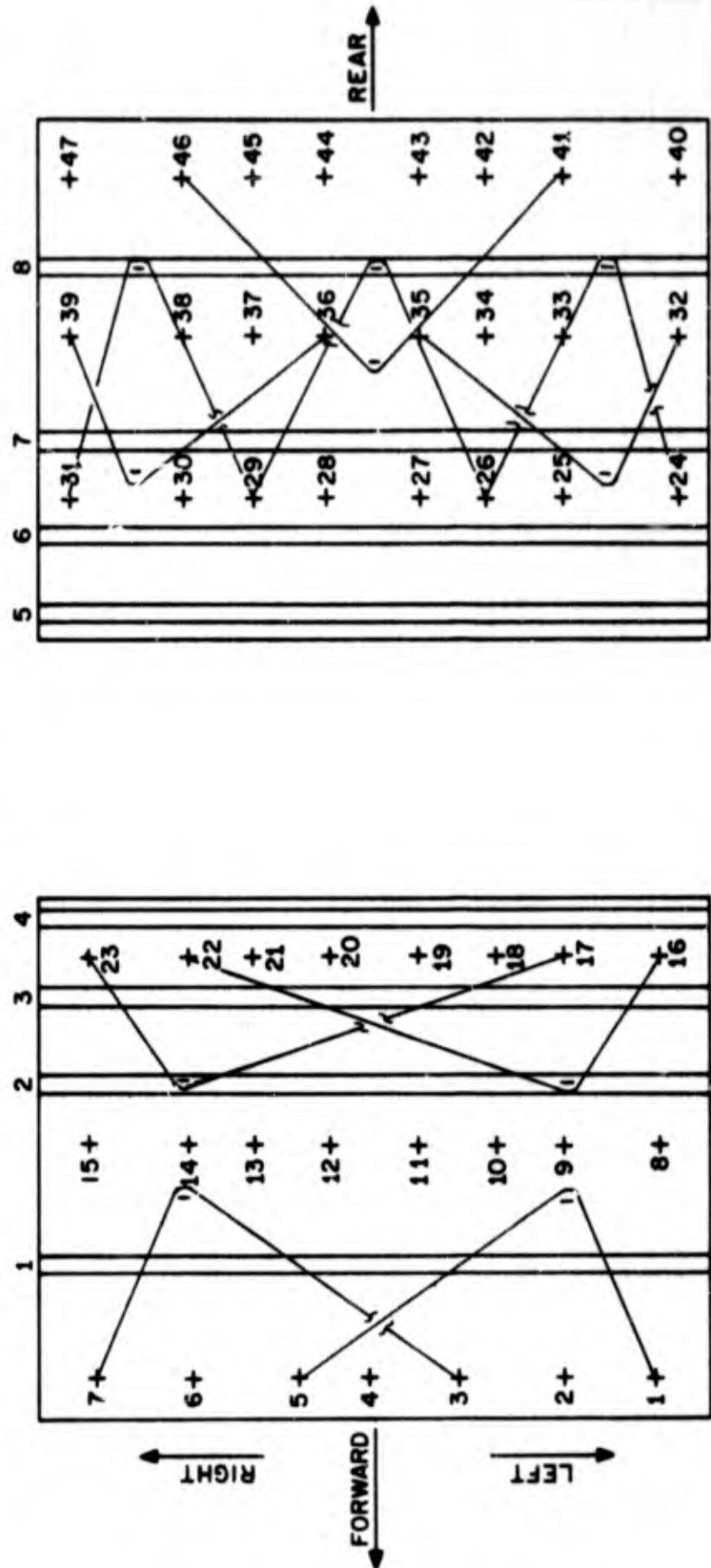


Figure 8. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s and 3 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

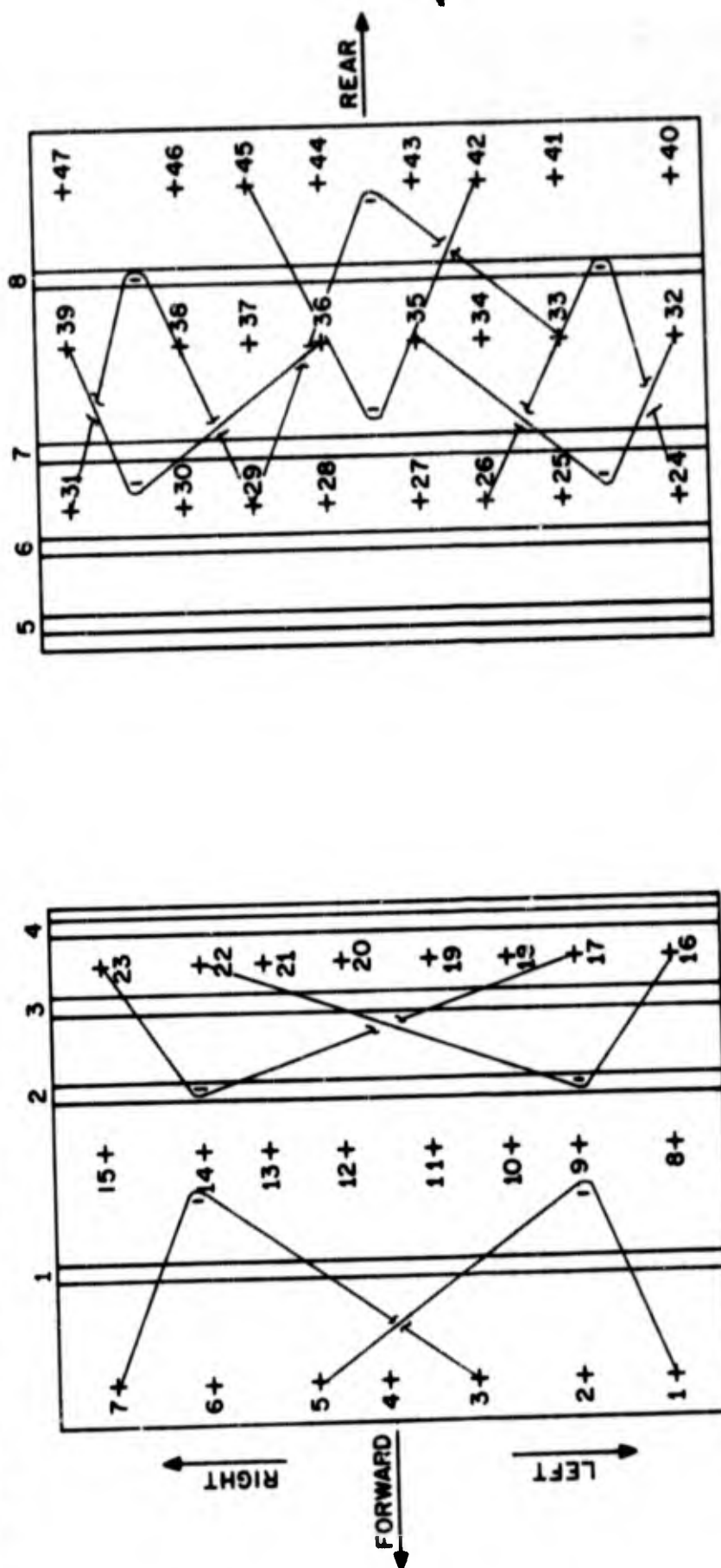


Figure 9. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s, 2 MK-57s, and 1 MK-61.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

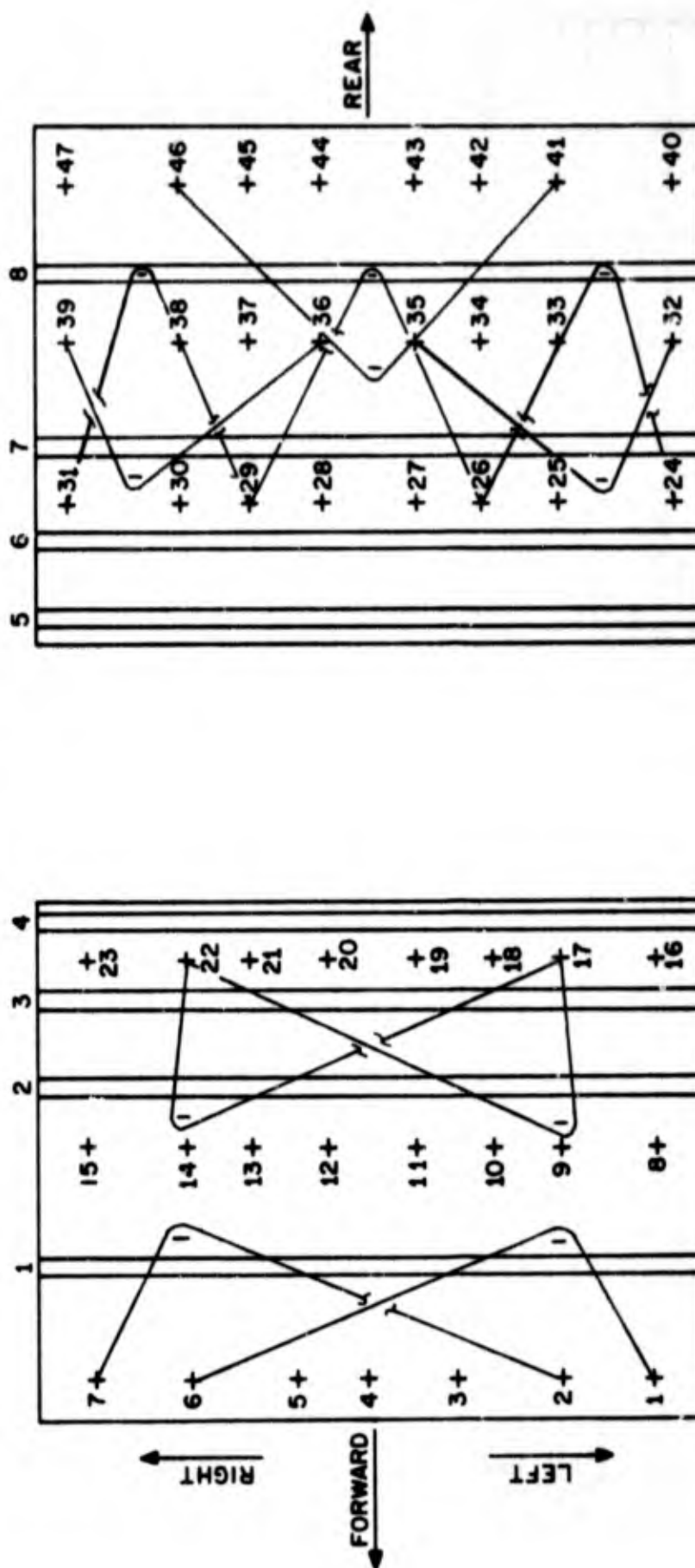


Figure 10. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s, 1 MK-57, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

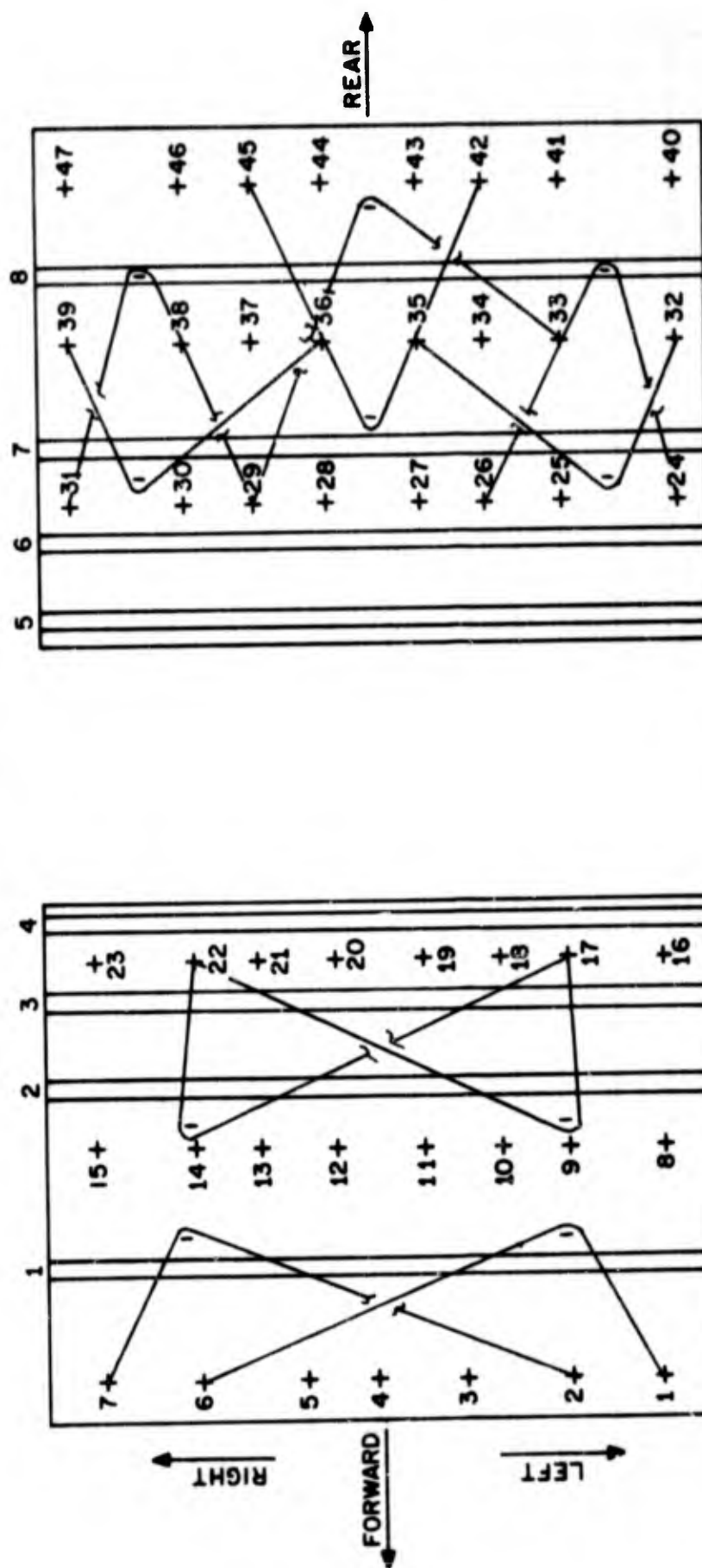


Figure 11. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28s and 3 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28	Right Front	1-2	14-19	3	3
MK-43	Center	4-5	2 Right - 3 Left	3	2
MK-43	Left Center	4-5	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

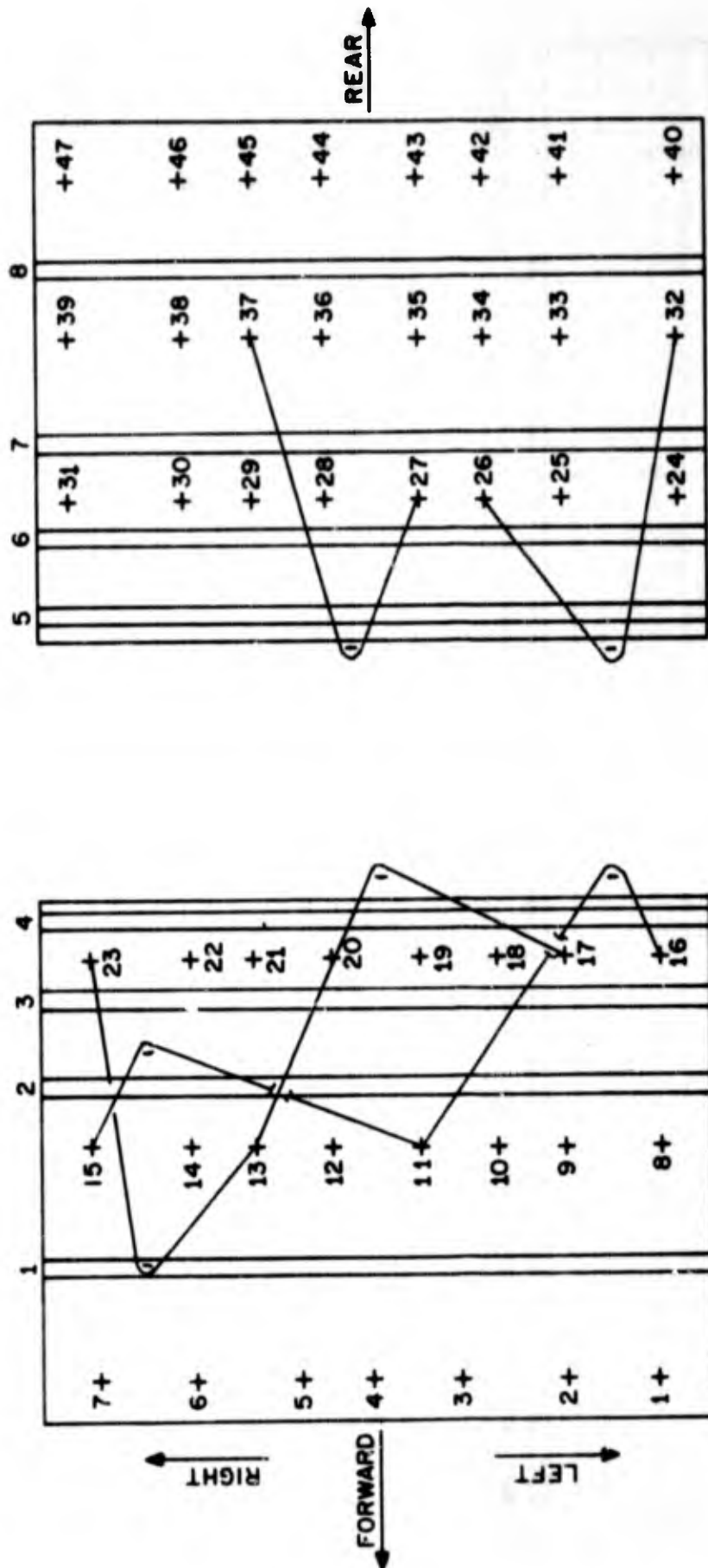


Figure 12. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28 and 2 MK-43s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Center	4-5	14-19	3	3
MK-28	Center Front	1-2	2 Right - 3 Left	3	3
MK-43	Left Center	4-5	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

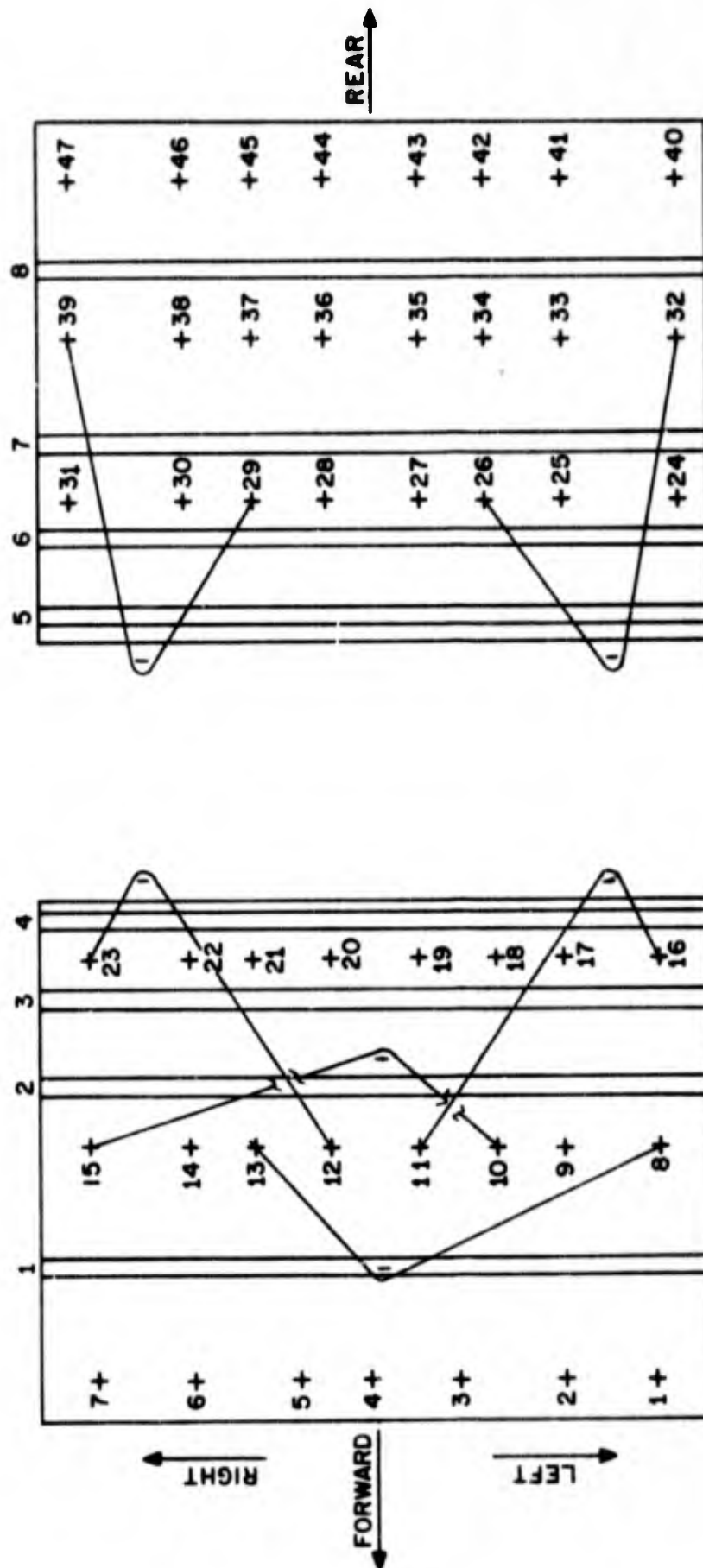


Figure 13. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28 and 2 MK-43s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER - RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

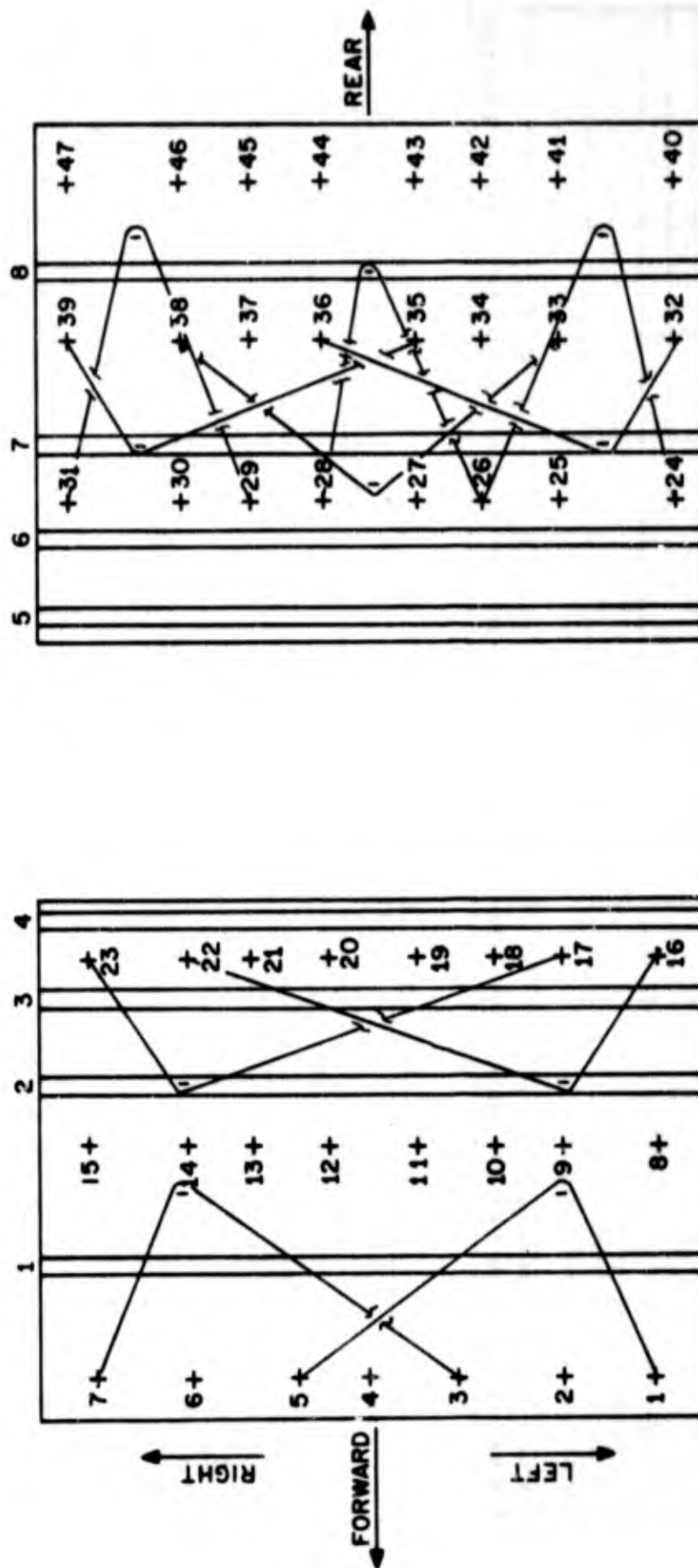


Figure 14. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 2 MK-43s, and 2 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

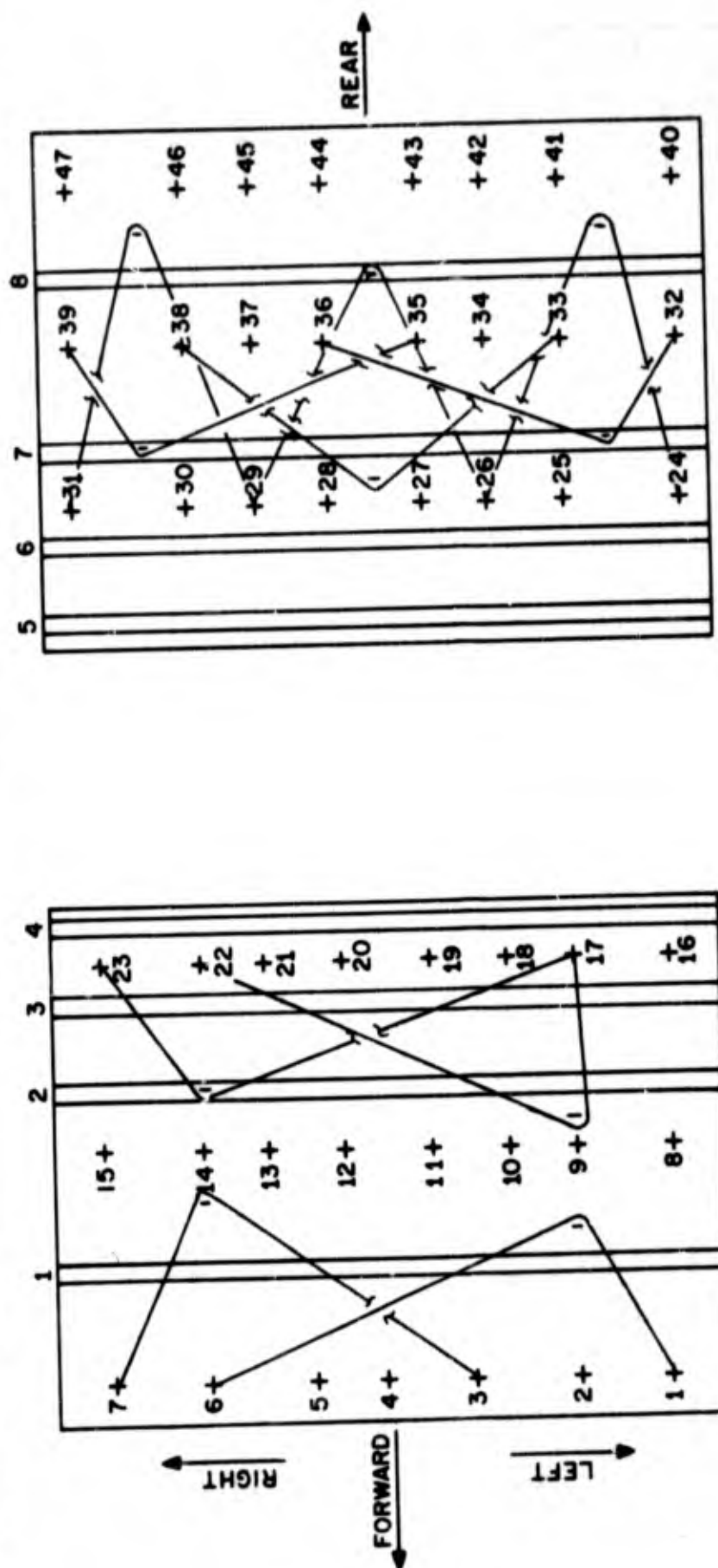


Figure 15. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 2 MK-43s, 1 MK-57, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-43	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

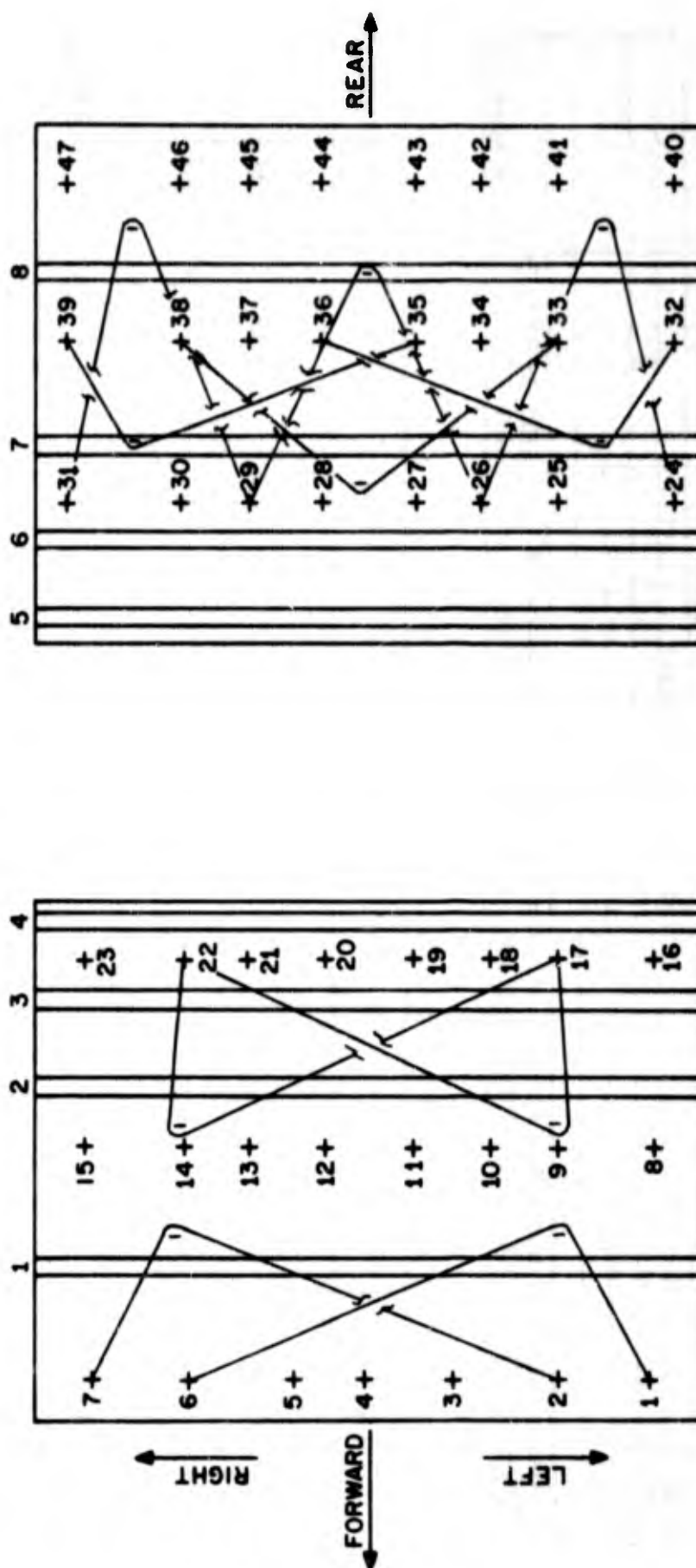


Figure 16. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 2 MK-43s, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

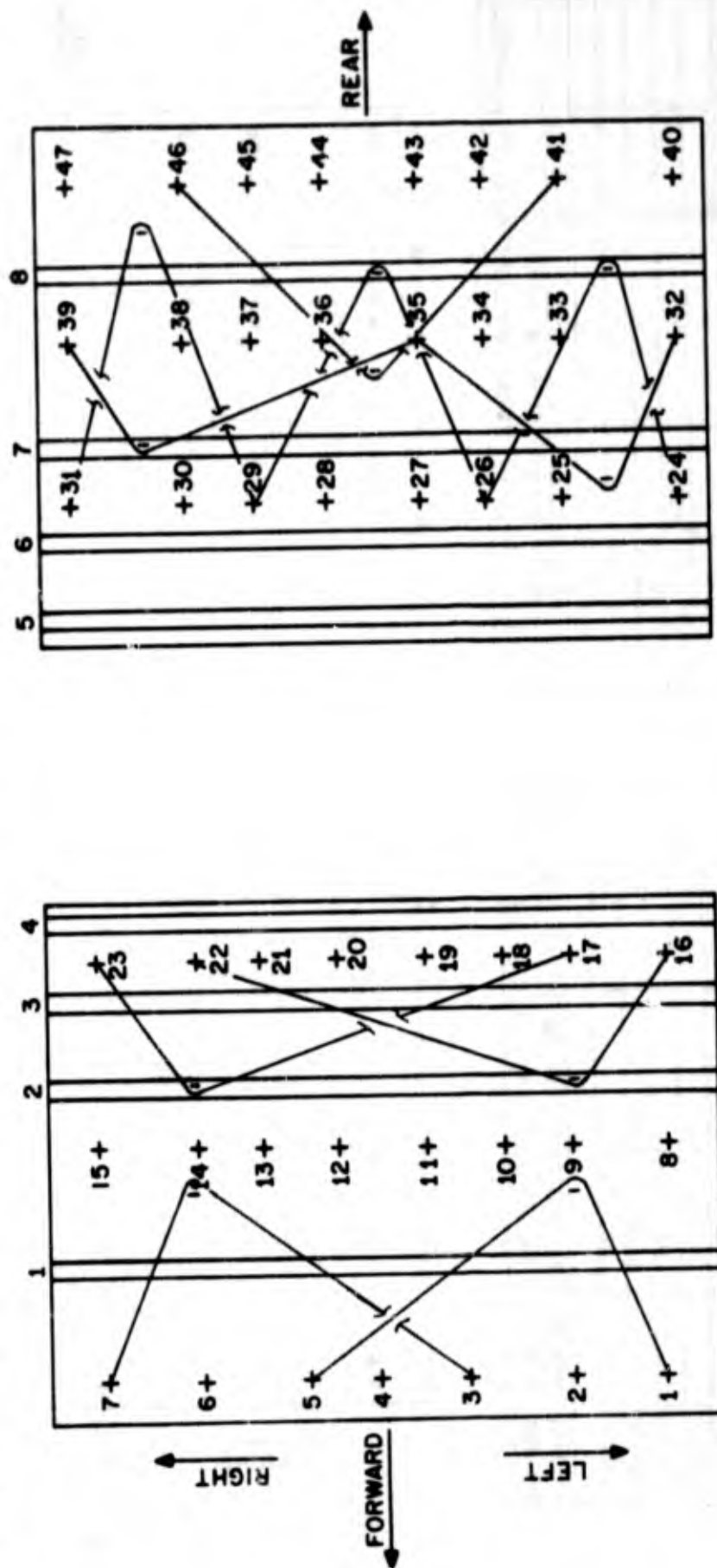


Figure 17. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 1 MK-43, and 3 MK-57s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

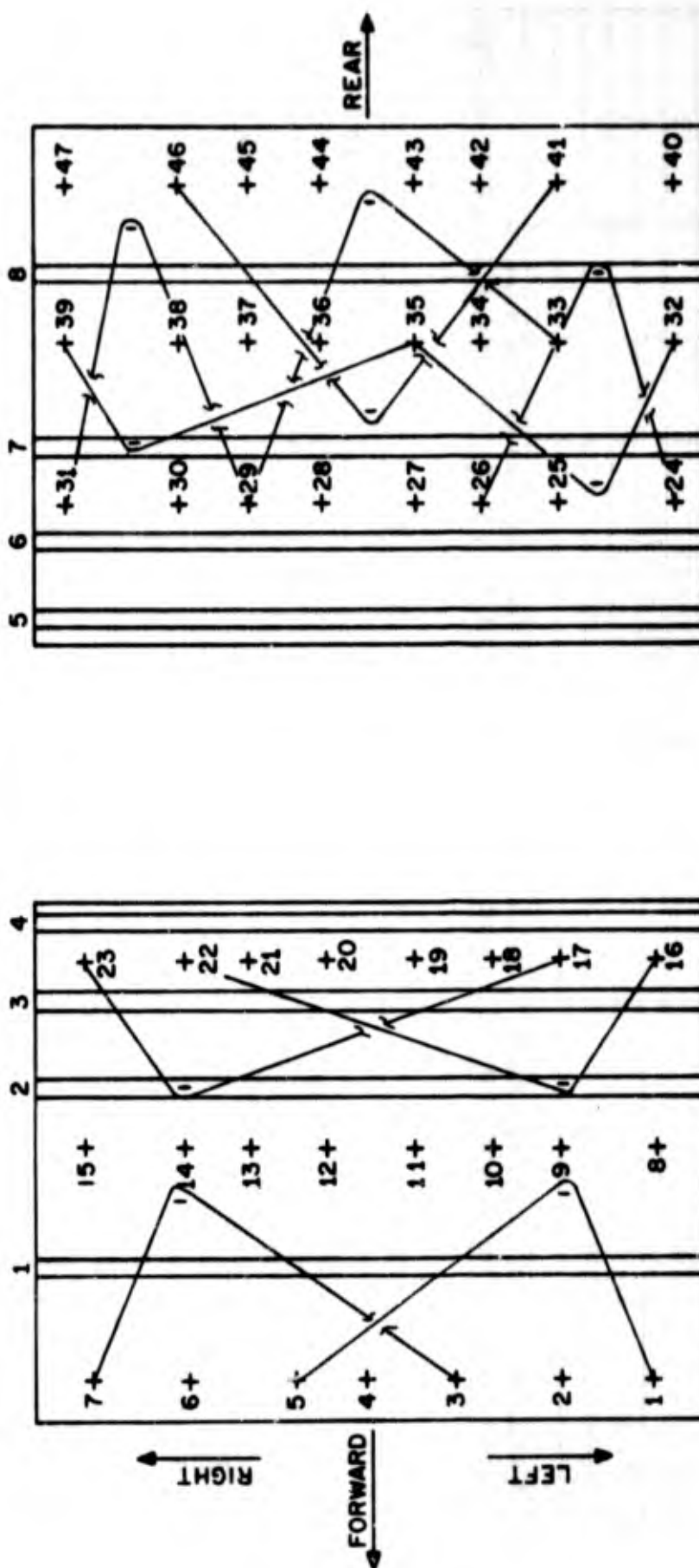


Figure 18. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 1 MK-43, 2 MK-57s, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-57	Rear Center	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

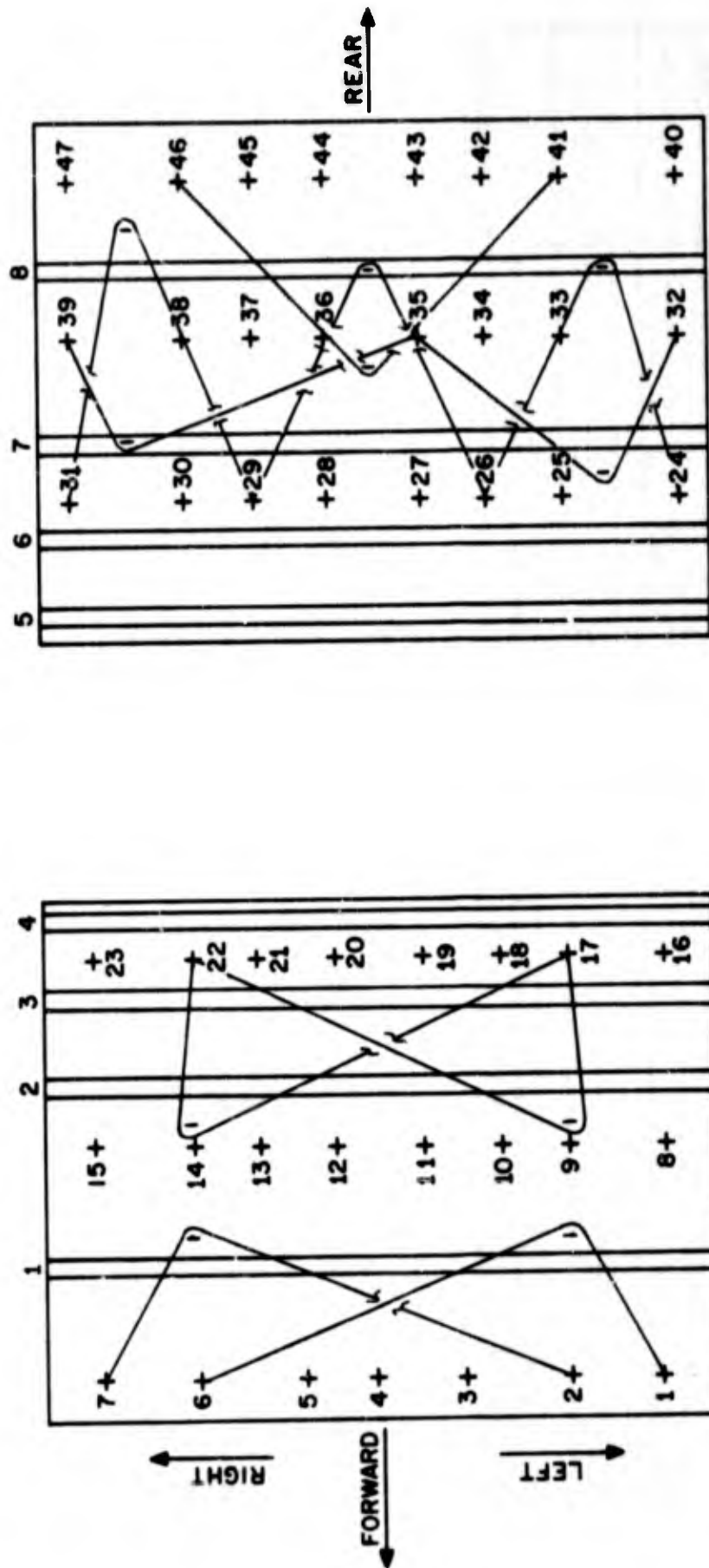


Figure 19. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 1 MK-43, 1 MK-57, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

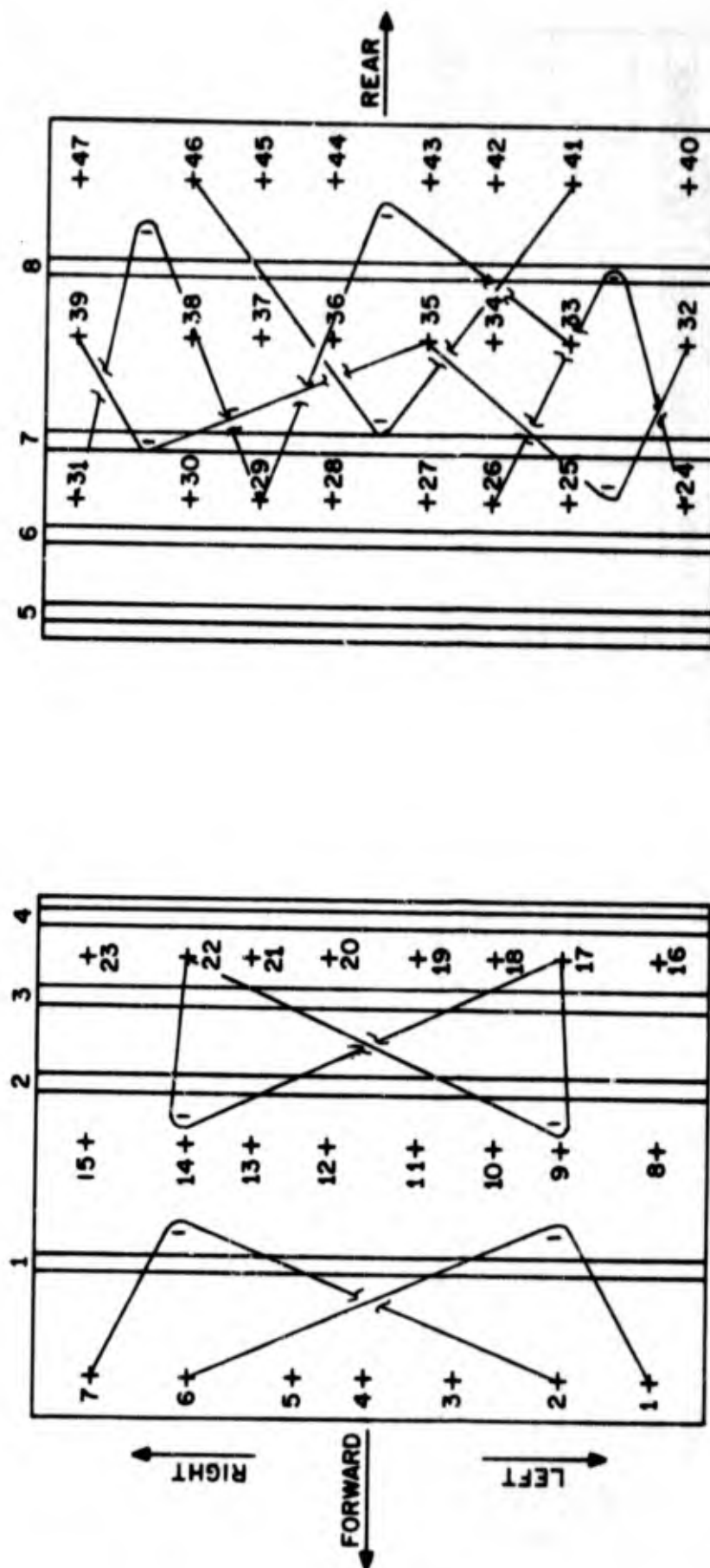


Figure 20. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 1 MK-43, and 3 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

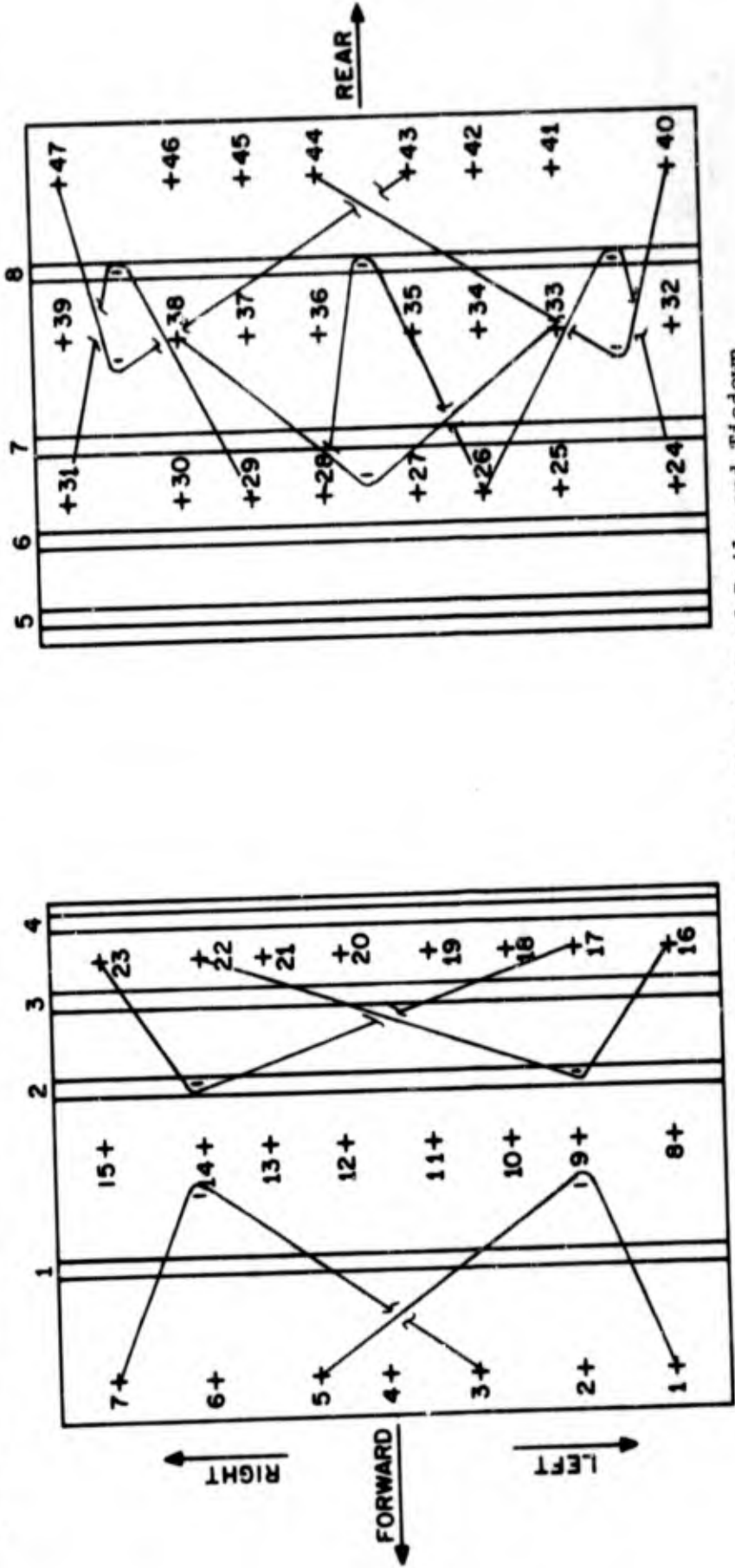


Figure 21. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28 and 4 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

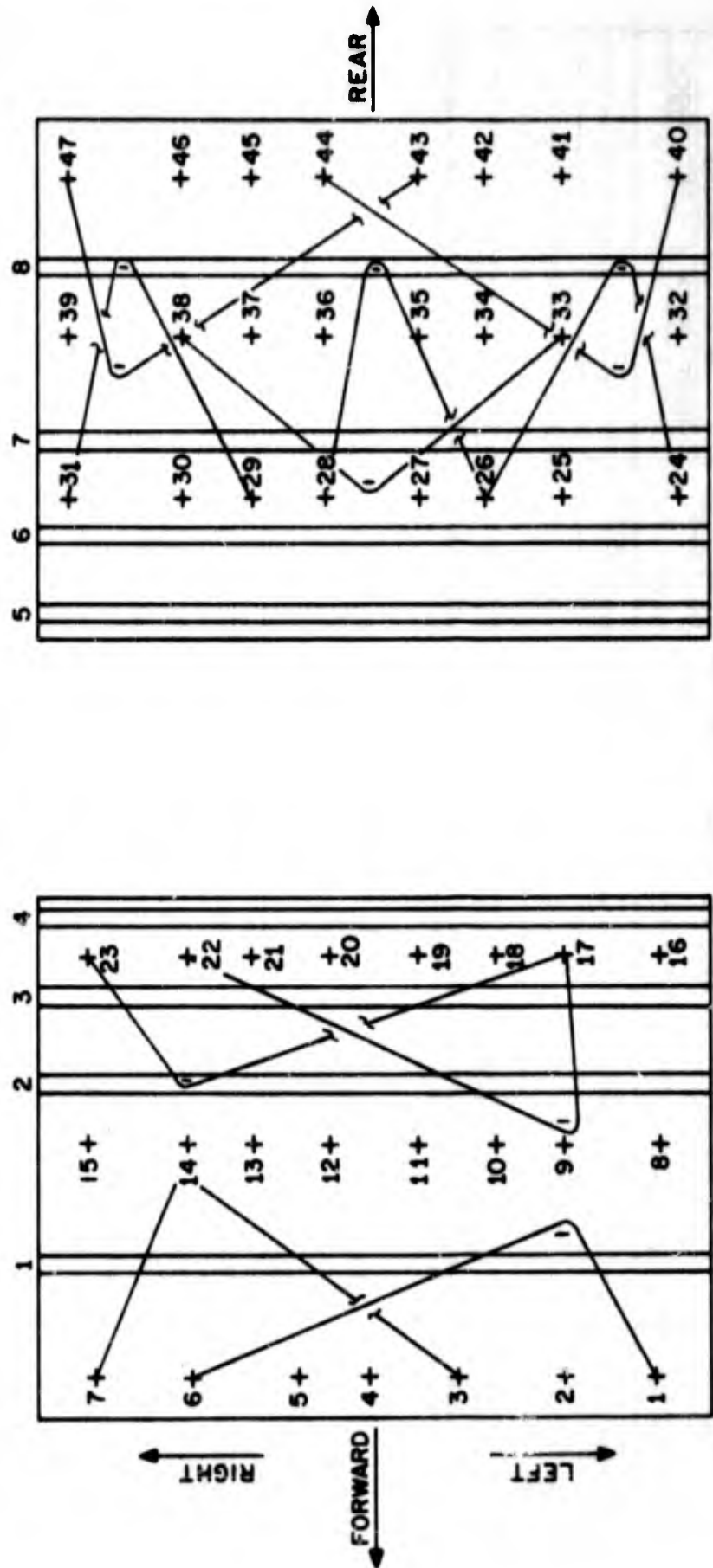


Figure 22. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 3 MK-57s, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-57	Left Rear	7-8	15-20	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

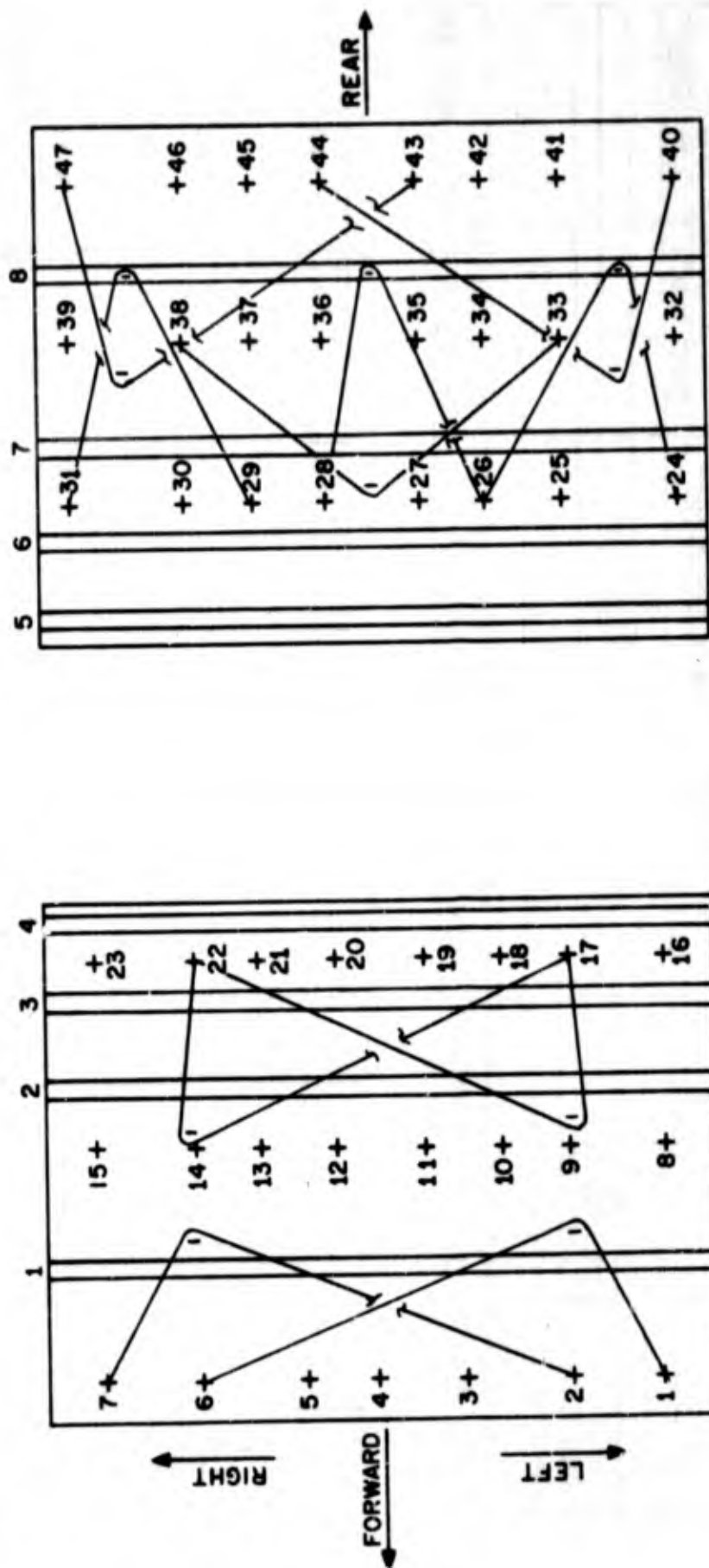


Figure 23. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 2 MK-57s, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

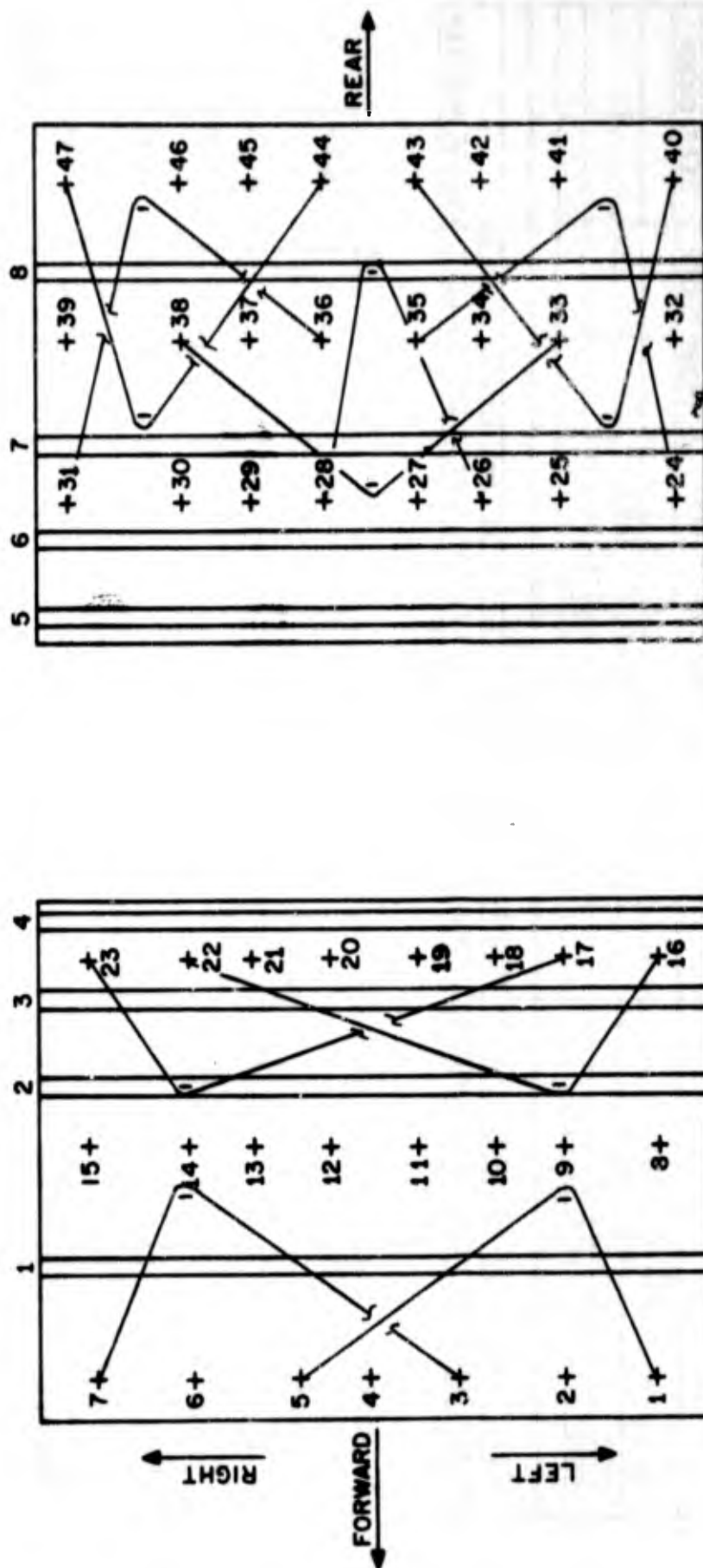


Figure 24. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 2 MK-57s, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

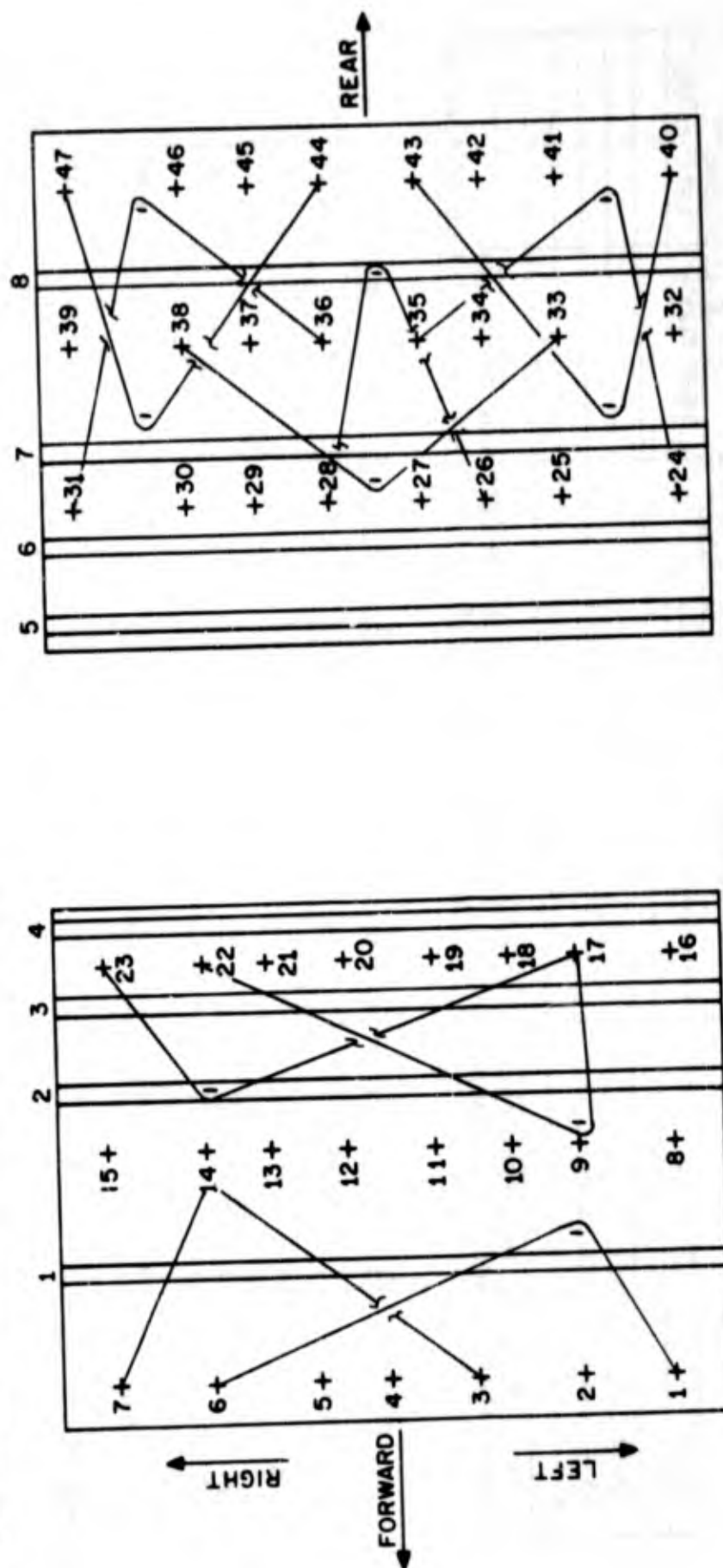


Figure 25. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28, 1 MK-57, and 3 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-28	Center Rear	7-8	2 Right - 3 Left	3	3
MK-61	Left Rear	7-8	14-19	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

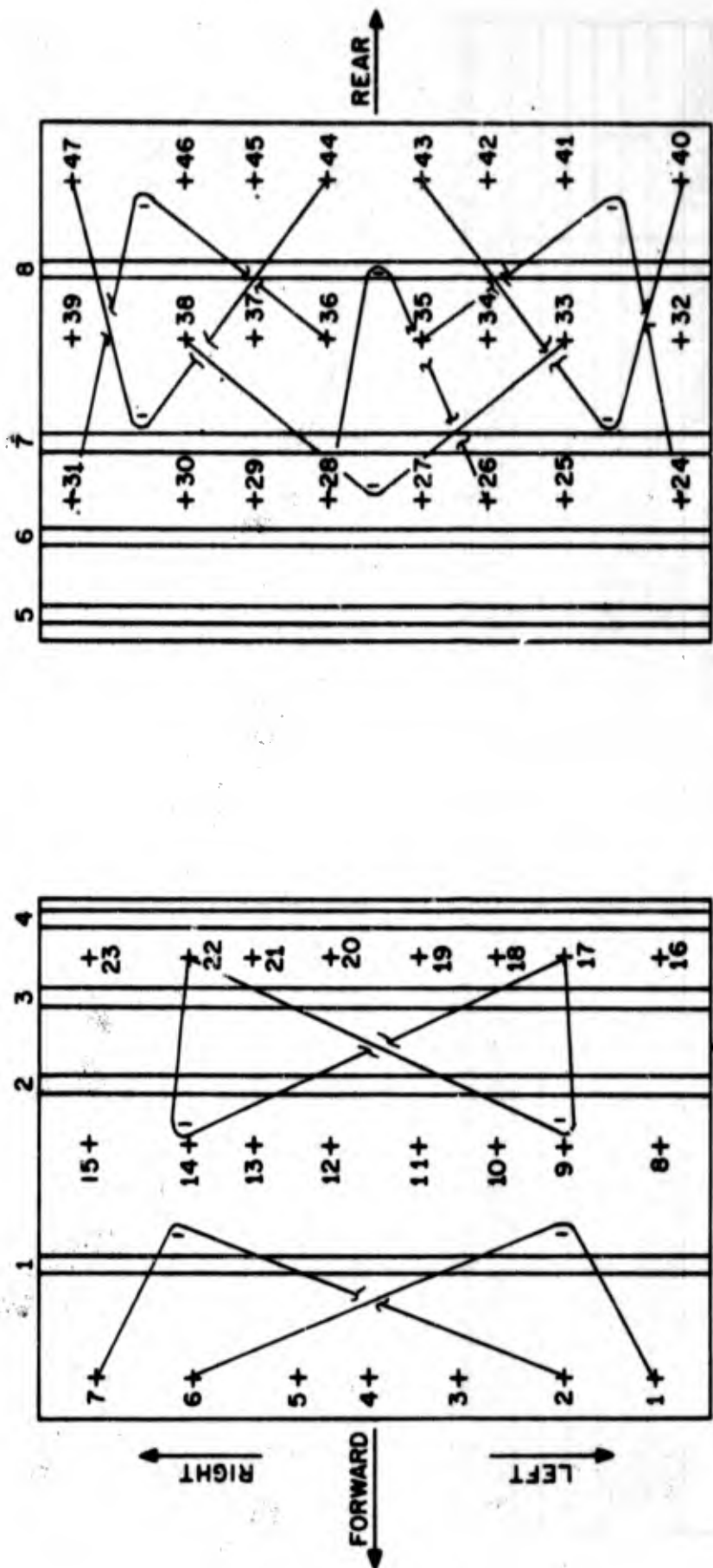


Figure 26. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28 and 4 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Center	4-5	14-19	3	3
MK-43	Center	4-5	2 Right - 3 Left	3	2
MK-43	Left Center	4-5	14-19	3	3
* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER					
** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER					

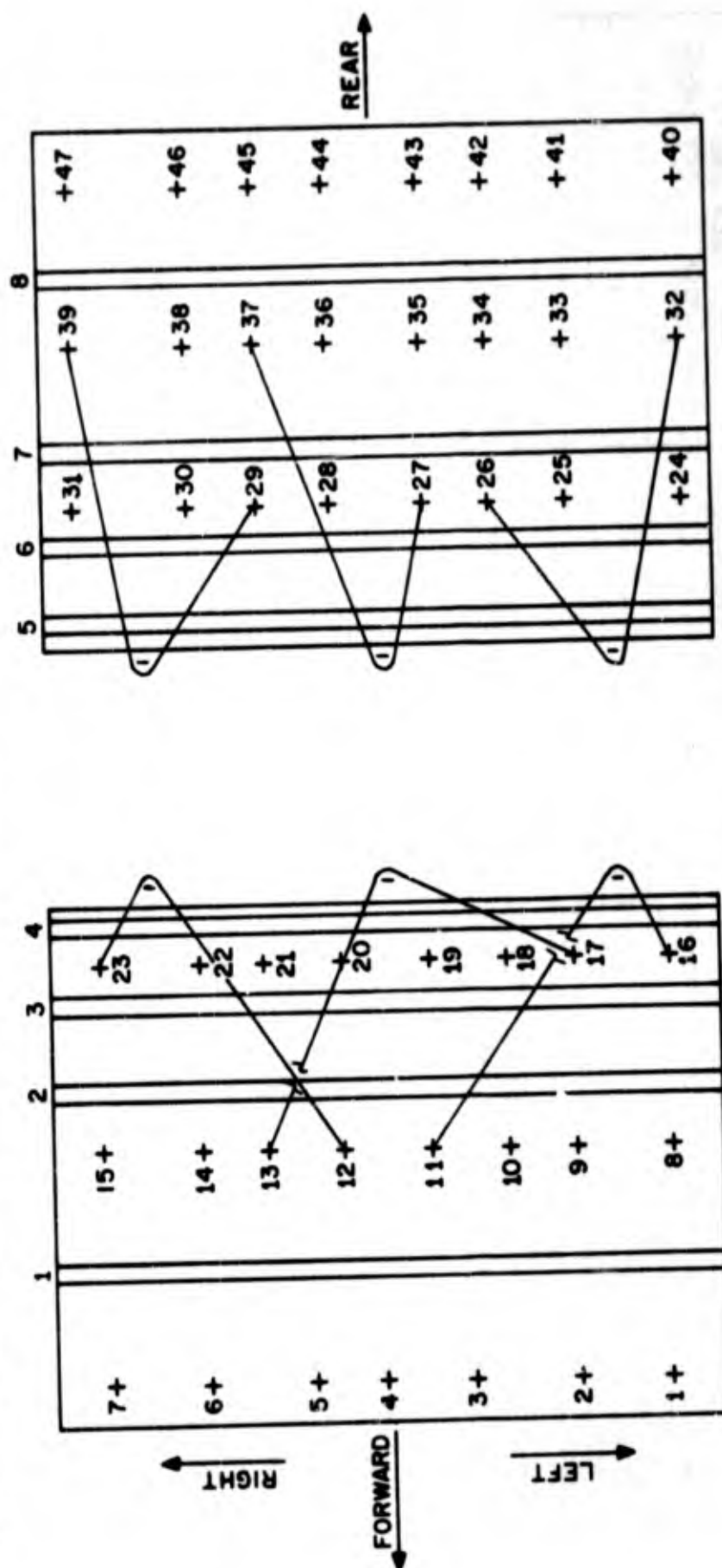


Figure 27. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-43s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

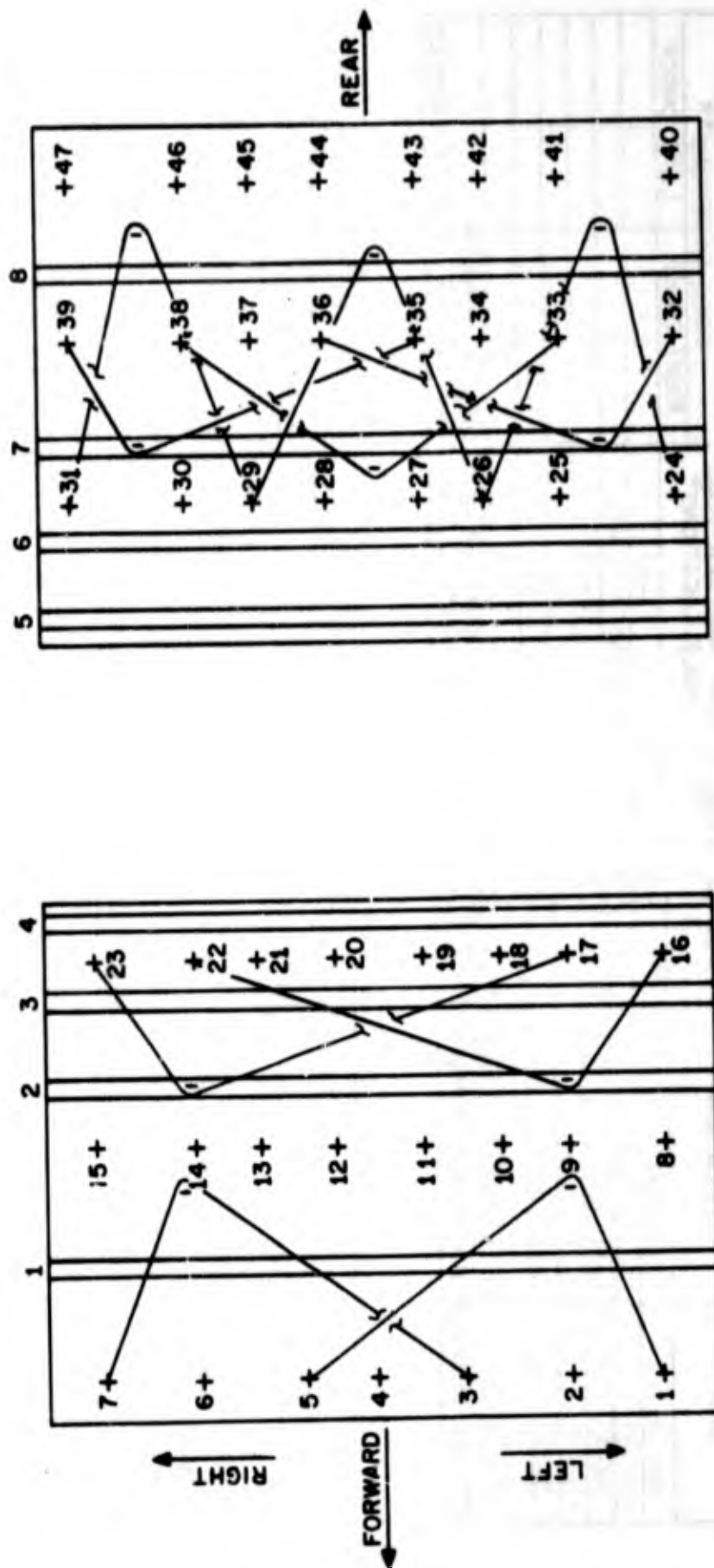


Figure 28. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-43s and 2 MK-57s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

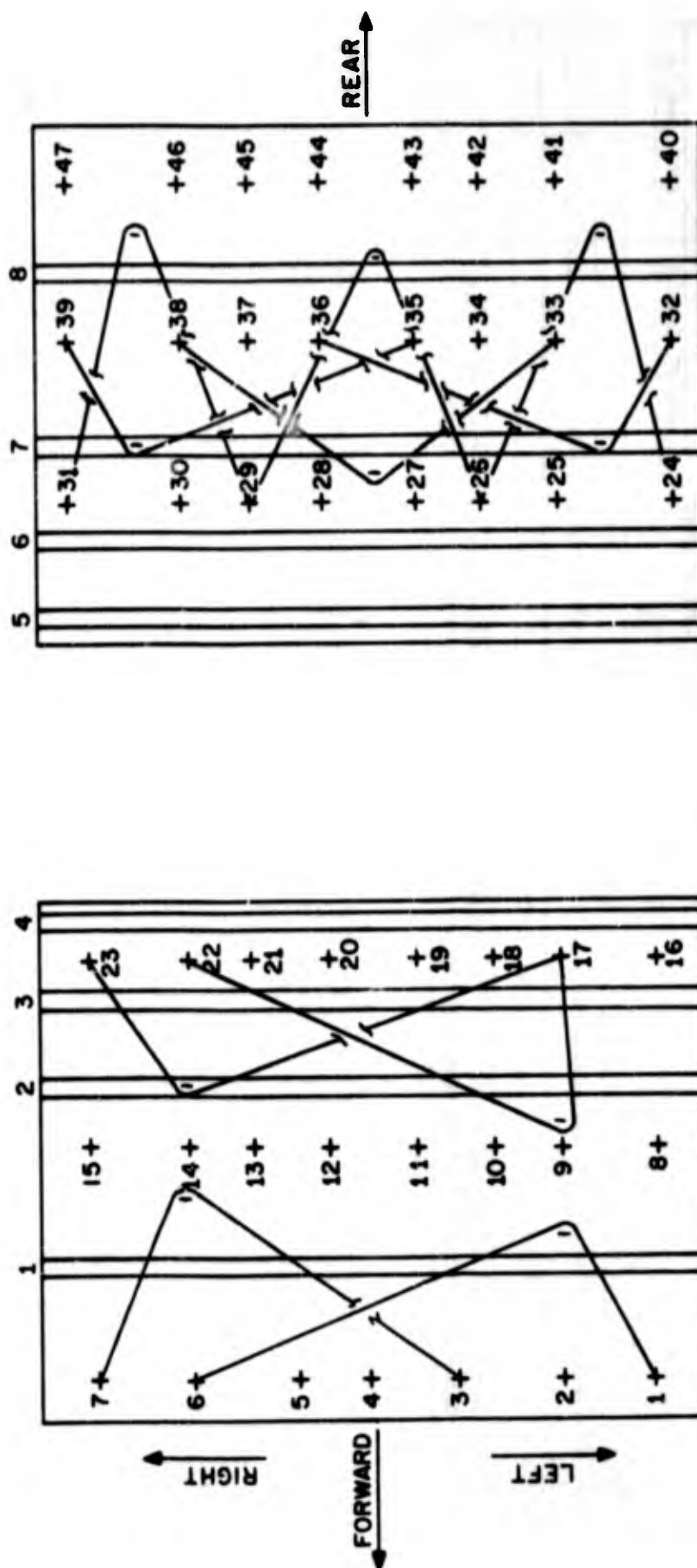


Figure 29. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-43s, 1 MK-57, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-43	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

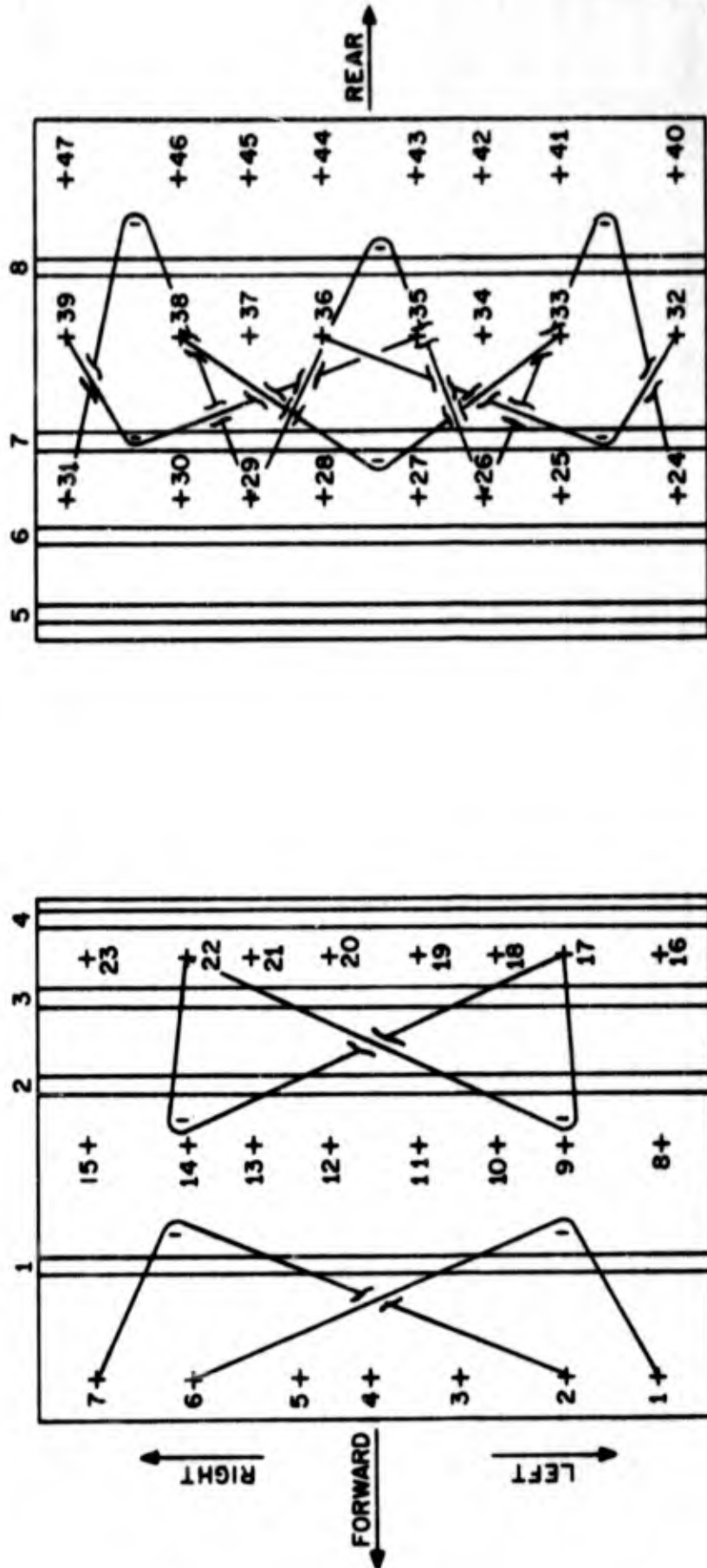


Figure 30. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-43s and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

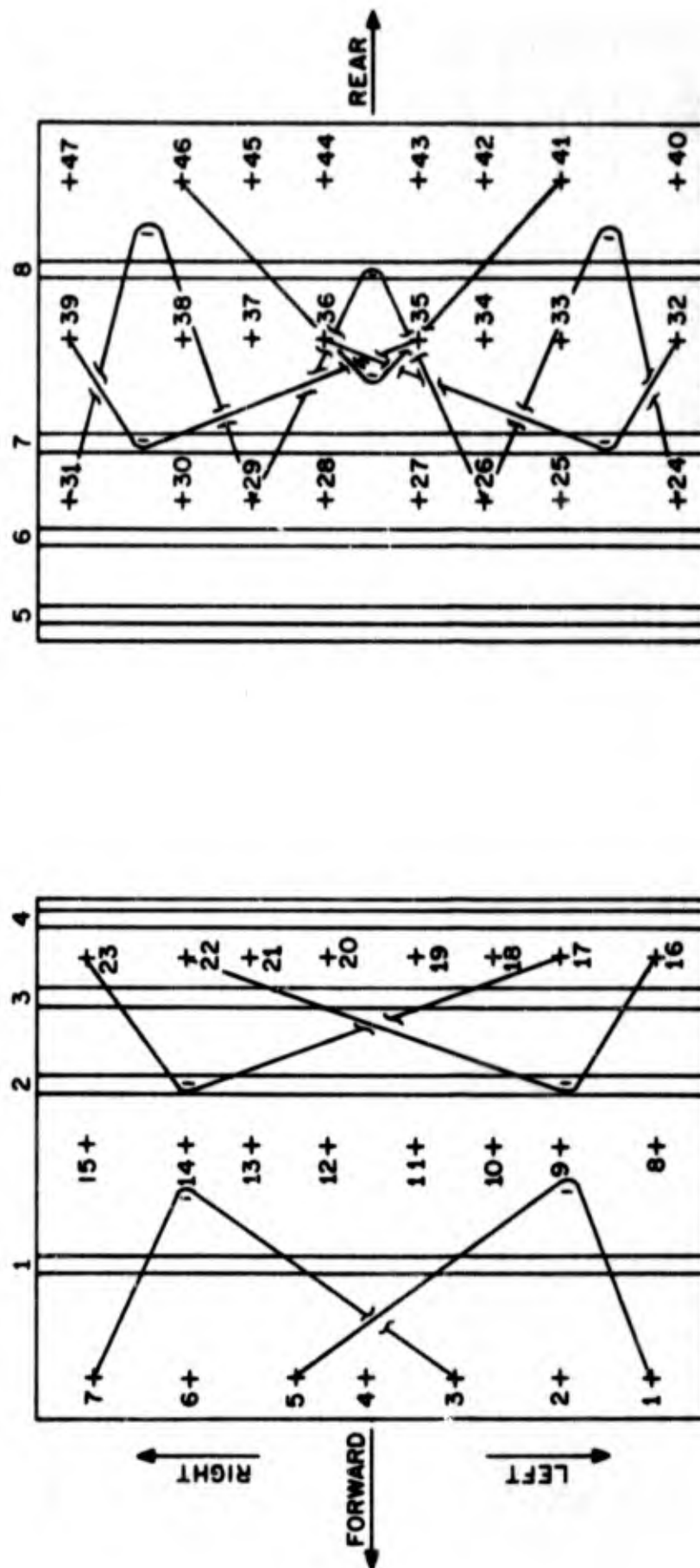


Figure 31. MHU-85/M Trailer Top View of Rails and Tiedown  
 Points--Trailer Loaded With 2 MK-43s and 3 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-43	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

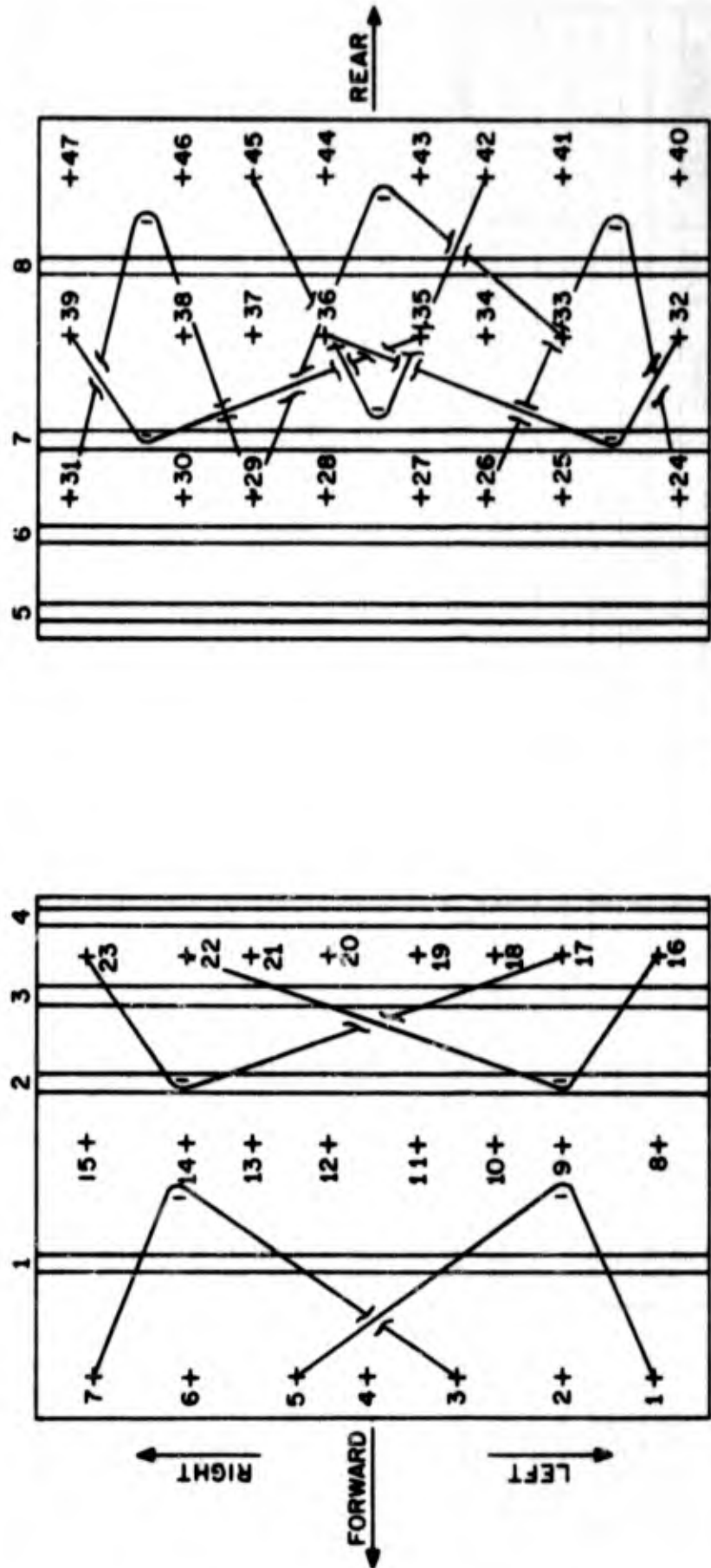


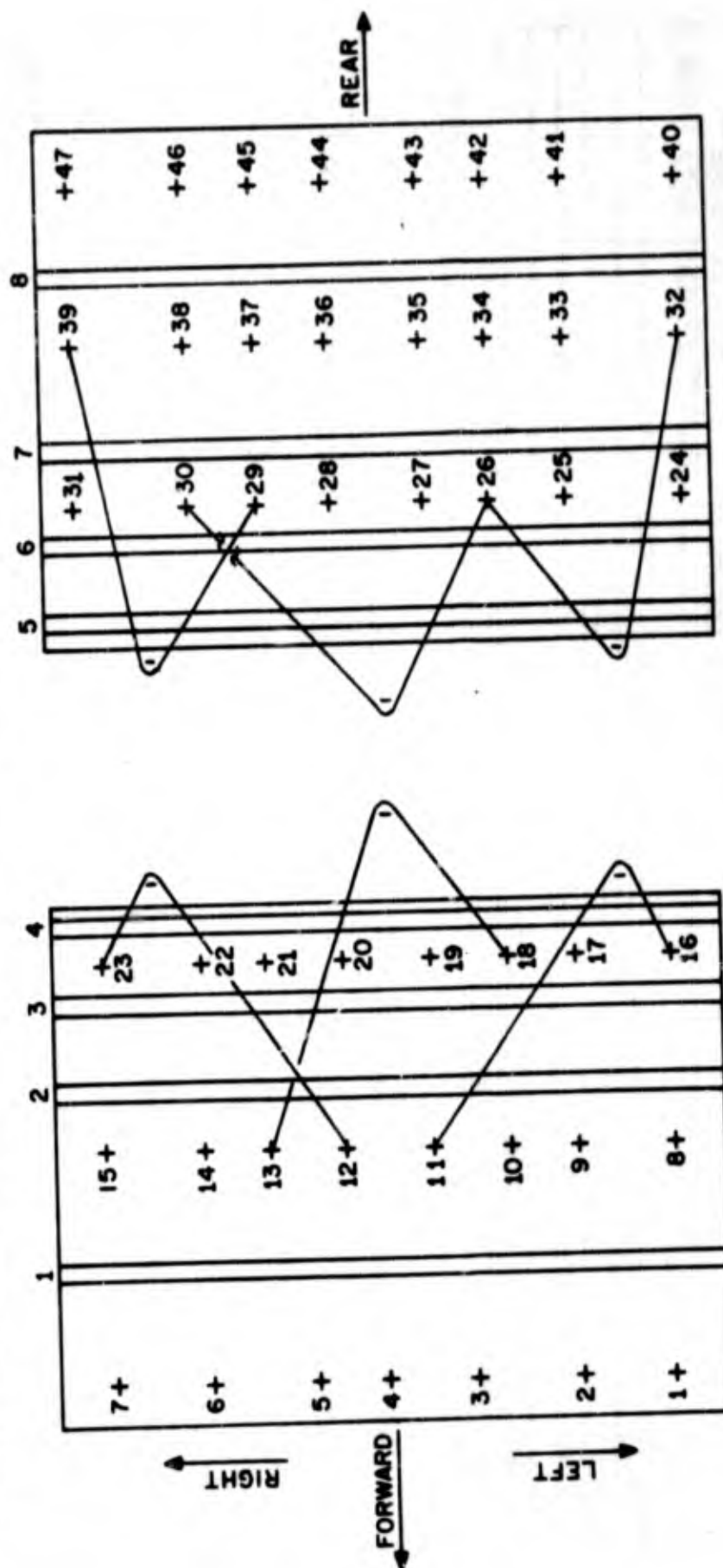
Figure 32. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-43s, 2 MK-57s, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Center	4-5	14-19	3	3
MK-57	Center	4-5	2 Right - 3 Left	1	1
MK-43	Left Center	4-5	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

Figure 33. MHU-85/M Trailer Top View of Rails and Tiedown Points---Trailer Loaded With 2 MK-43s and 1 MK-57.





UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-43	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

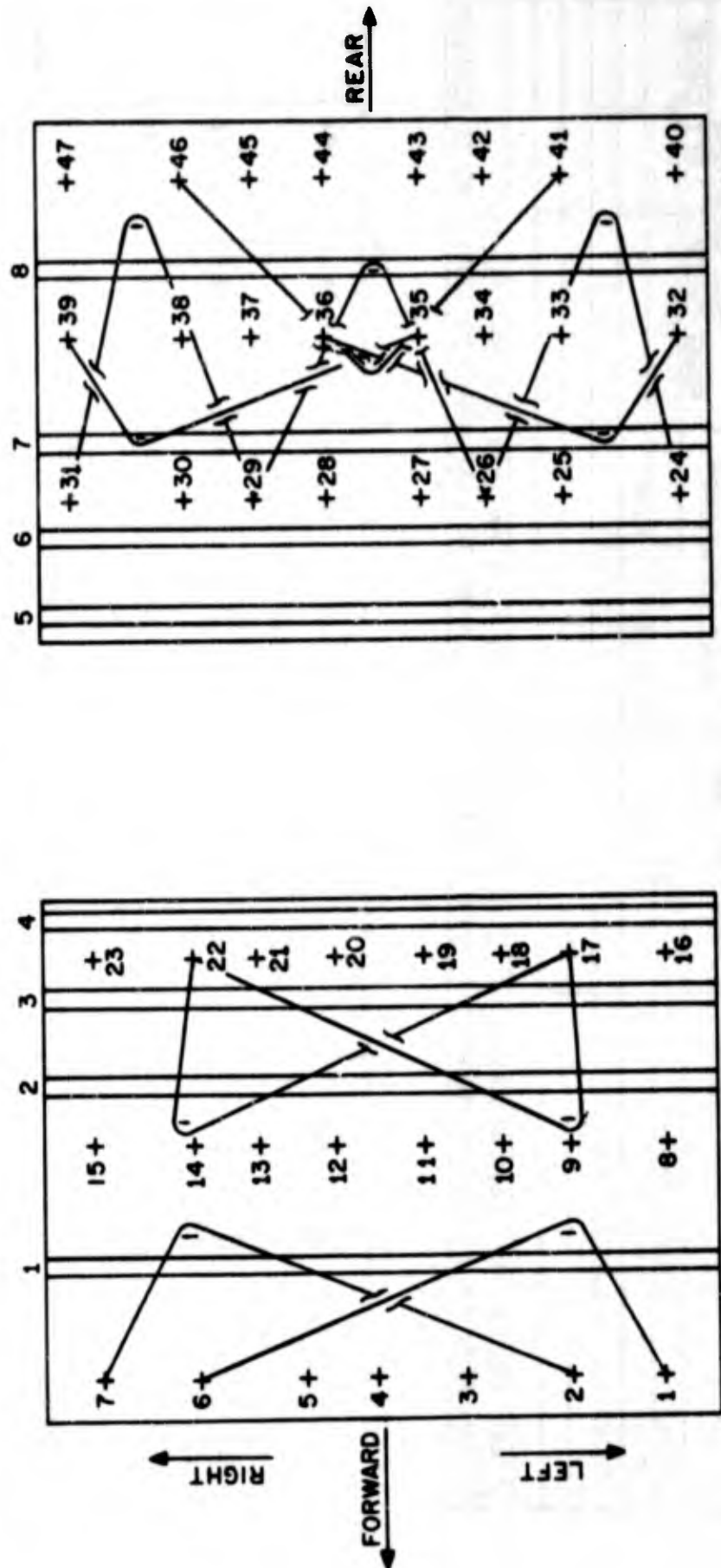


Figure 34. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-43s, 1 MK-57, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Center	4-5	14-19	3	3
MK-61	Center	4-5	2 Right - 3 Left	1	1
MK-43	Left Center	4-5	14-19	3	3
* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER					
** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER					

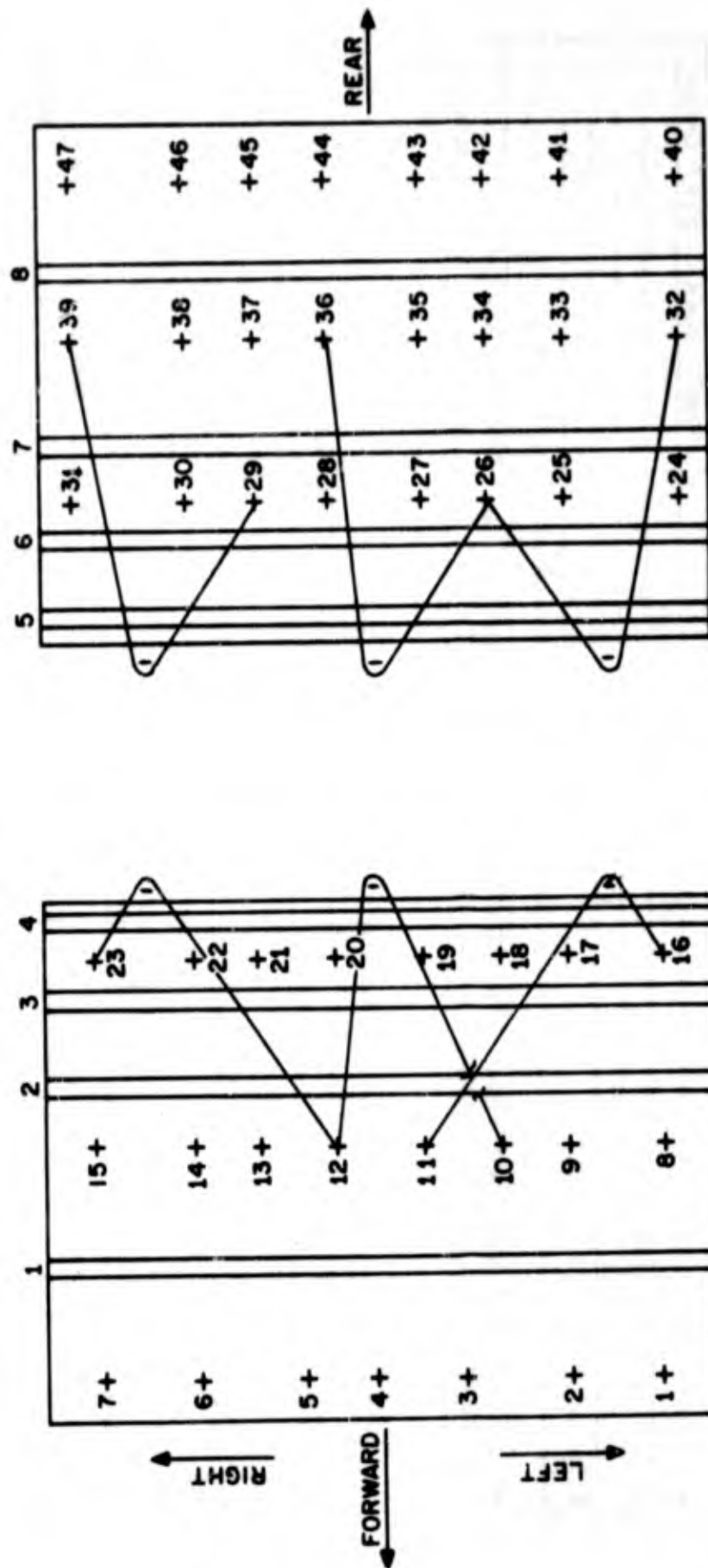


Figure 35. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-43s and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-43	Left Rear	7-8	14-19	2	3
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

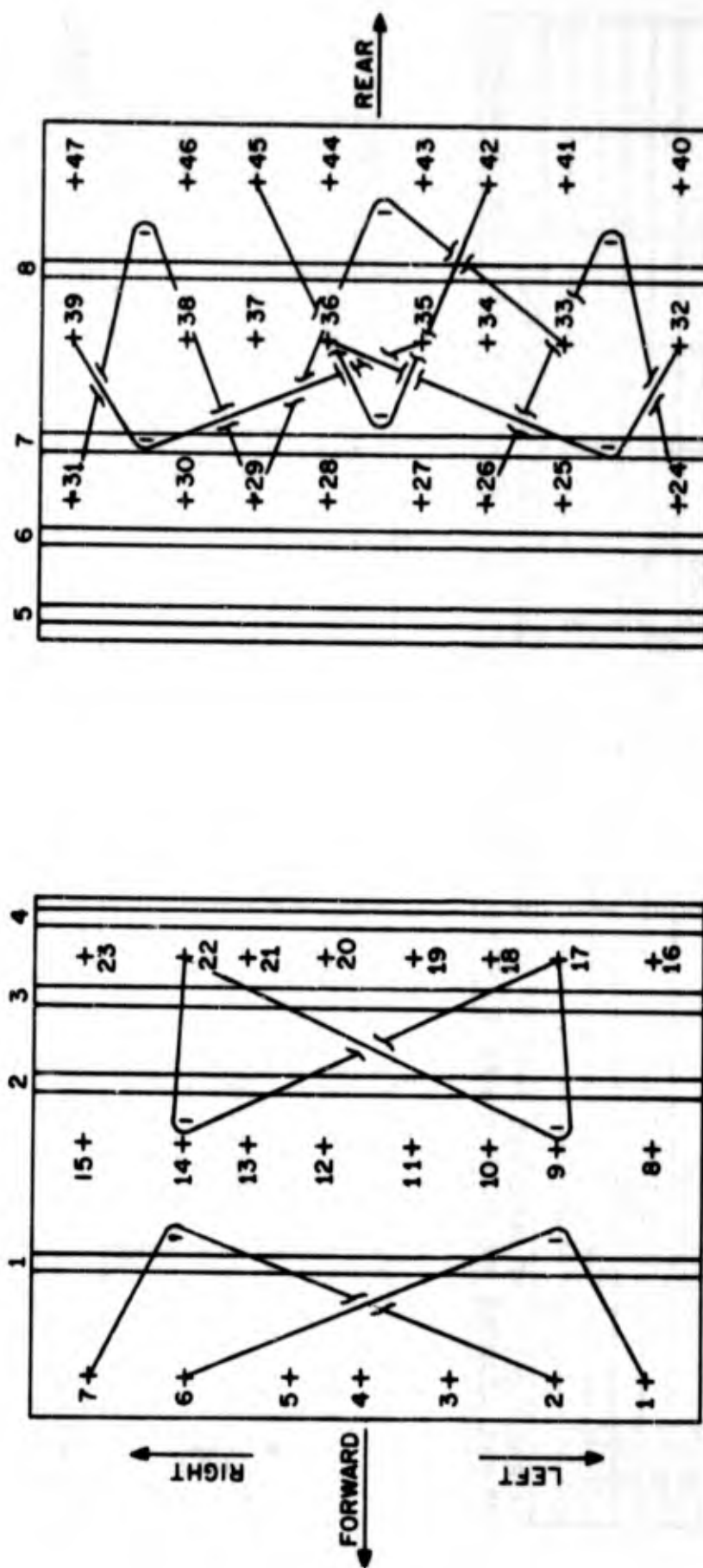


Figure 36. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-43s and 3 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

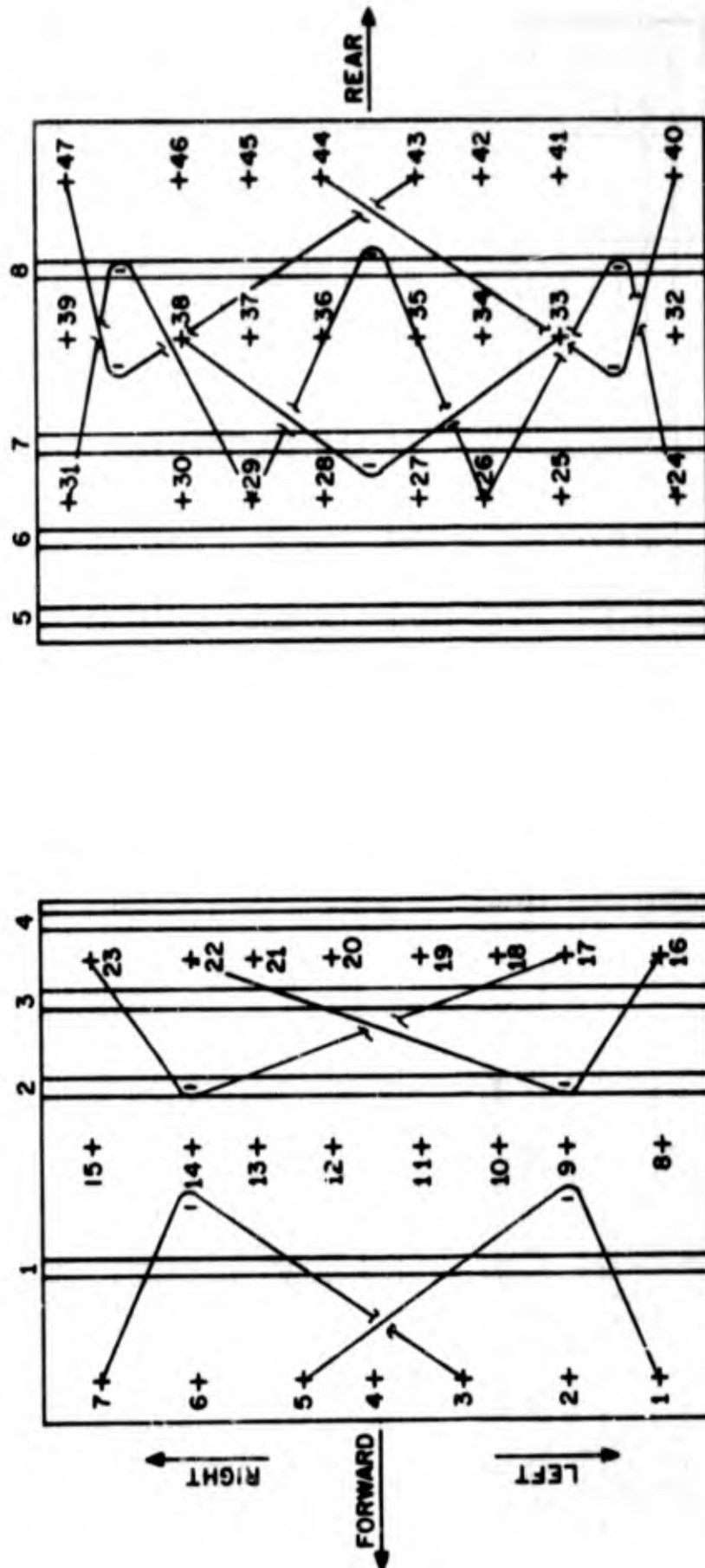


Figure 37. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-43 and 4 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

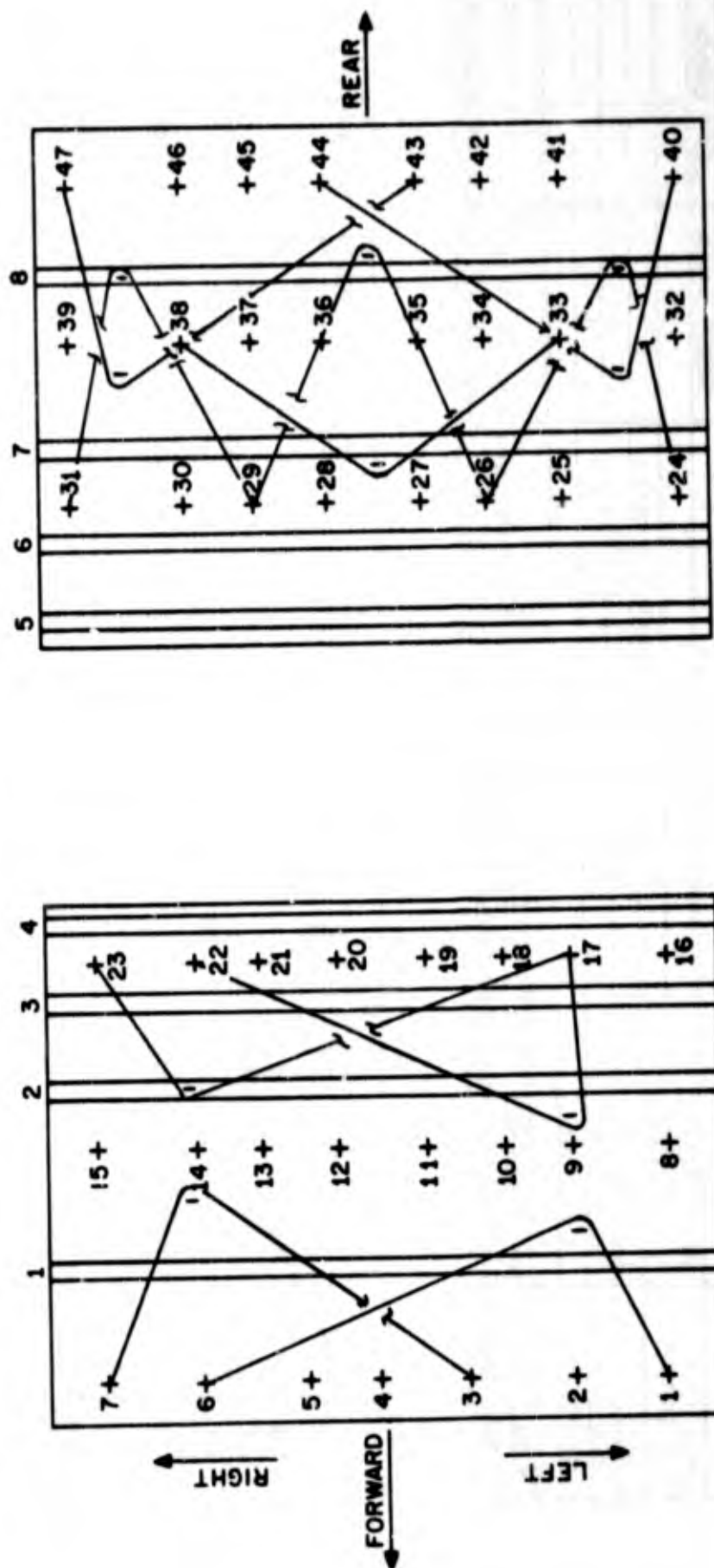


Figure 38. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-43, 3 MK-57s, and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-57	Left Rear	7-8	15-20	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

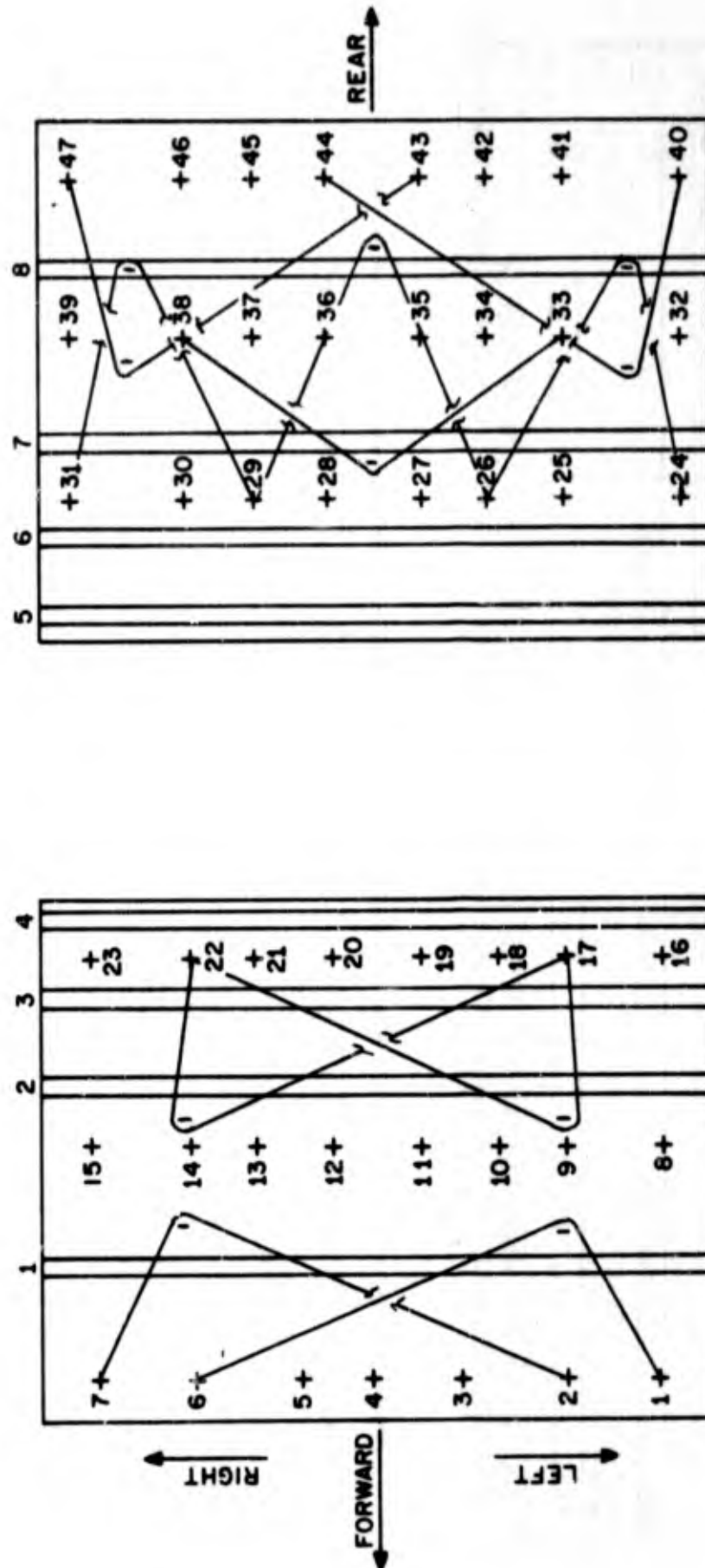


Figure 39. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-43, 2 MK-57s, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

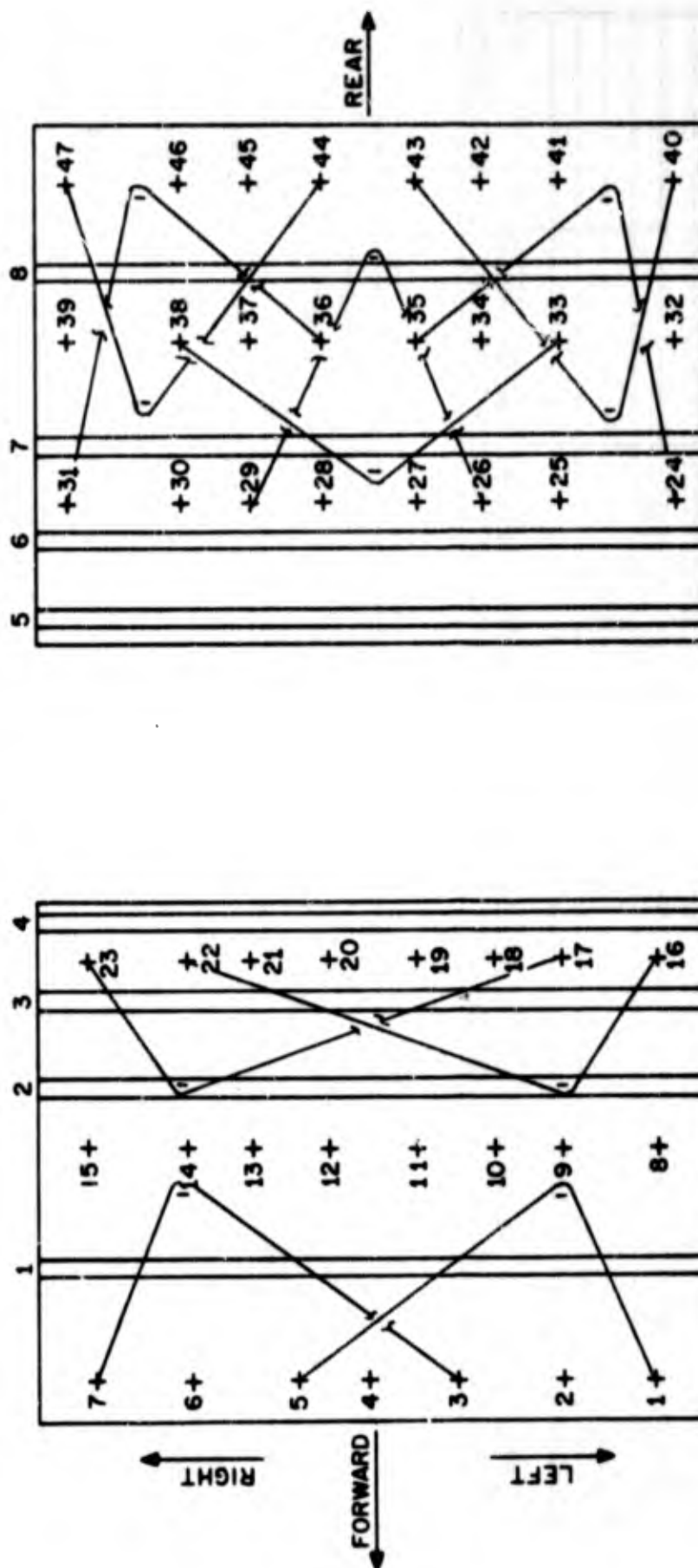


Figure 40. MHU-85/M Trailer Top View of Rails and Tiedown Points---Trailer Loaded With 1 MK-43, 2 MK-57s, and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

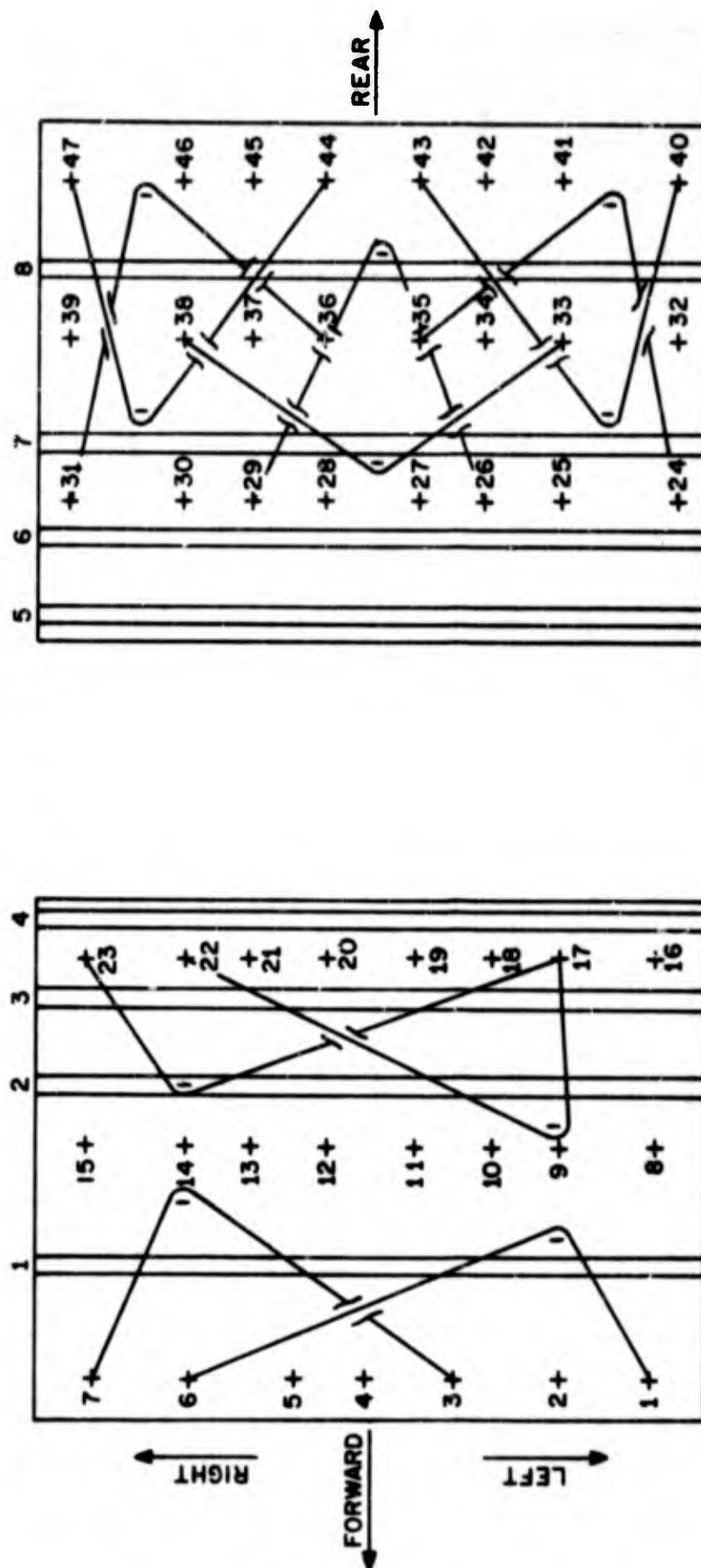


Figure 41. MHU-85/M Trailer Top View of Rails and Tiedown Points---Trailer Loaded With 1 MK-43, 1 MK-57, and 3 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Center	4-5	15-20	1	1
MK-43	Center	4-5	2 Right - 3 Left	3	2
MK-61	Left Center	4-5	15-20	1	1
* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER					
** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER					

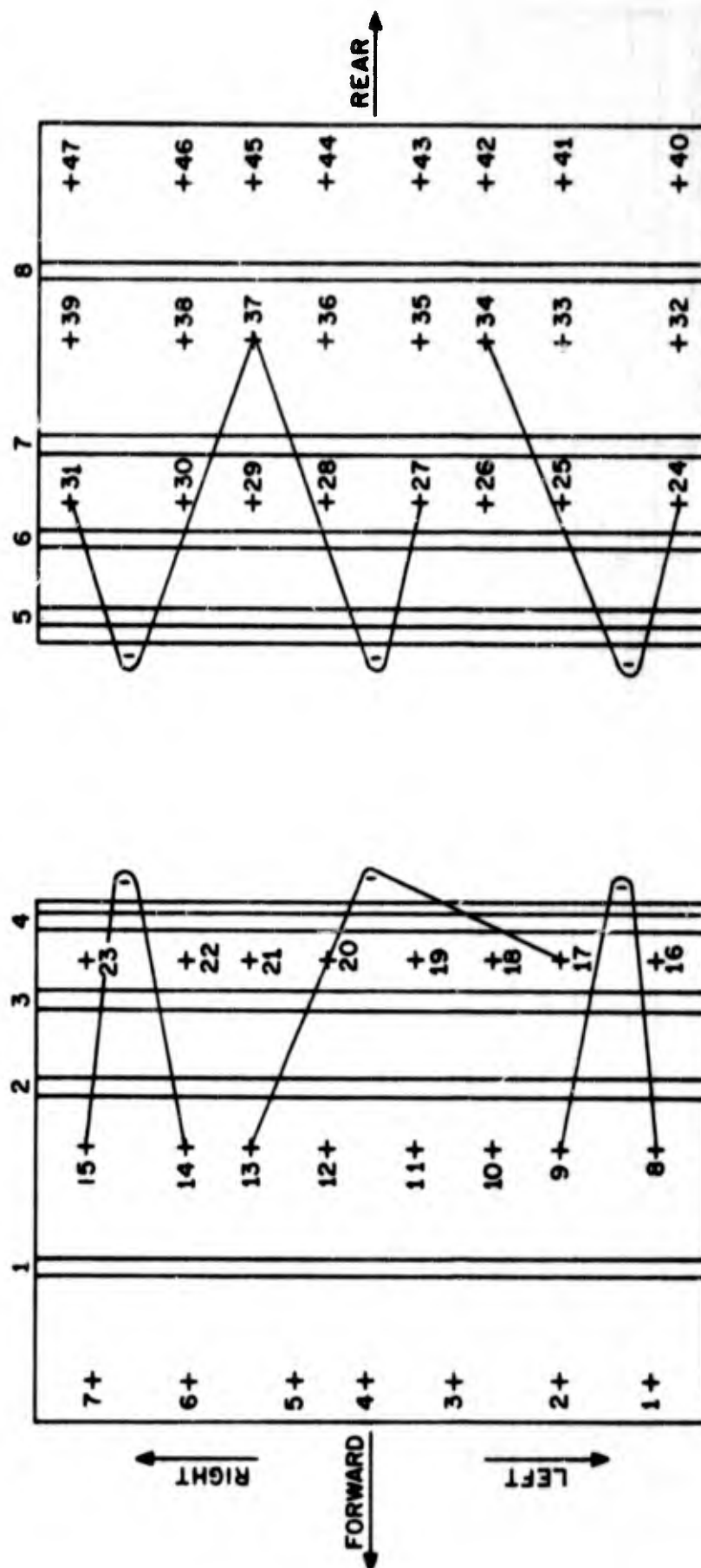


Figure 42. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-43 and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-61	Left Rear	7-8	14-19	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

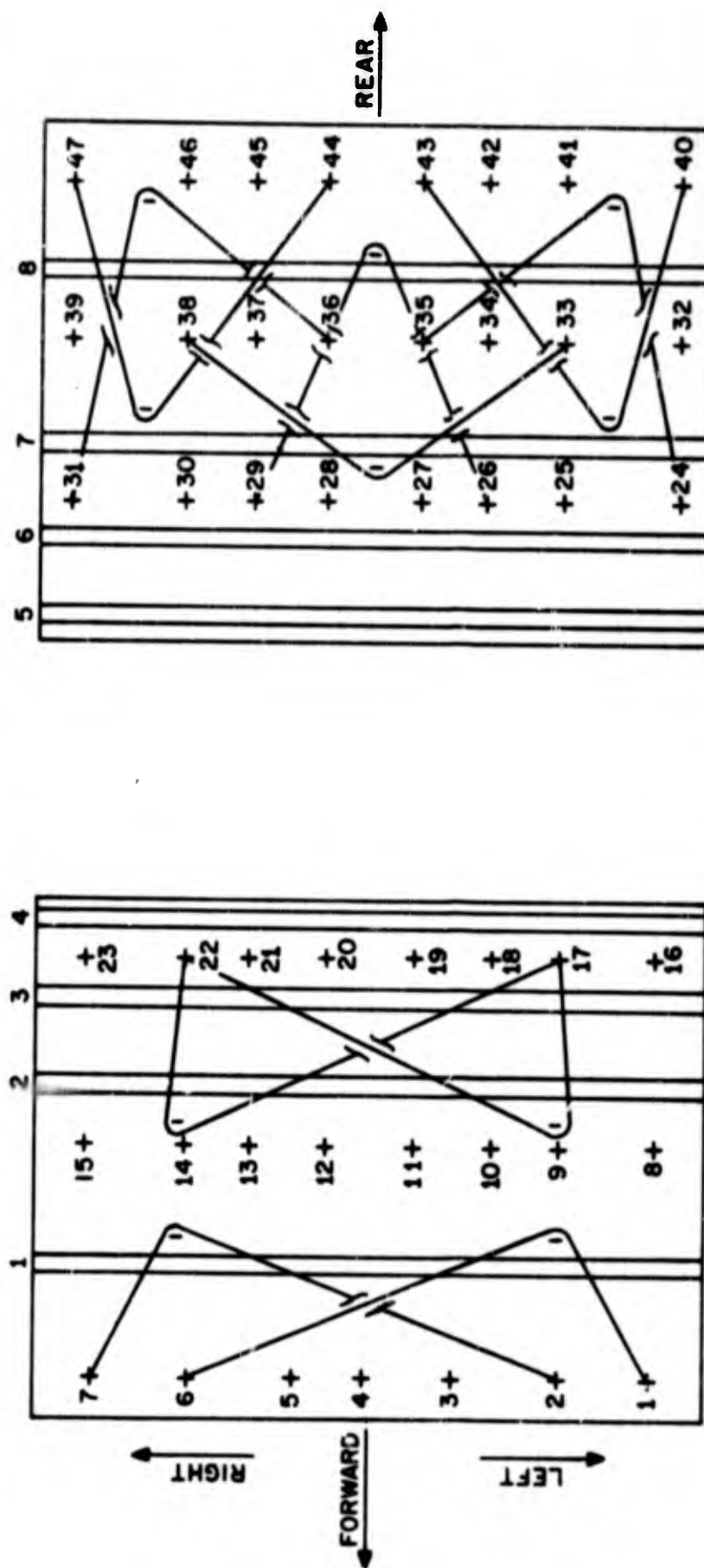


Figure 43. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-43 and 4 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	15-20	1	1
MK-57	Center Front	1-2	2 Right - 3 Left	1	1
MK-57	Left Front	1-2	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

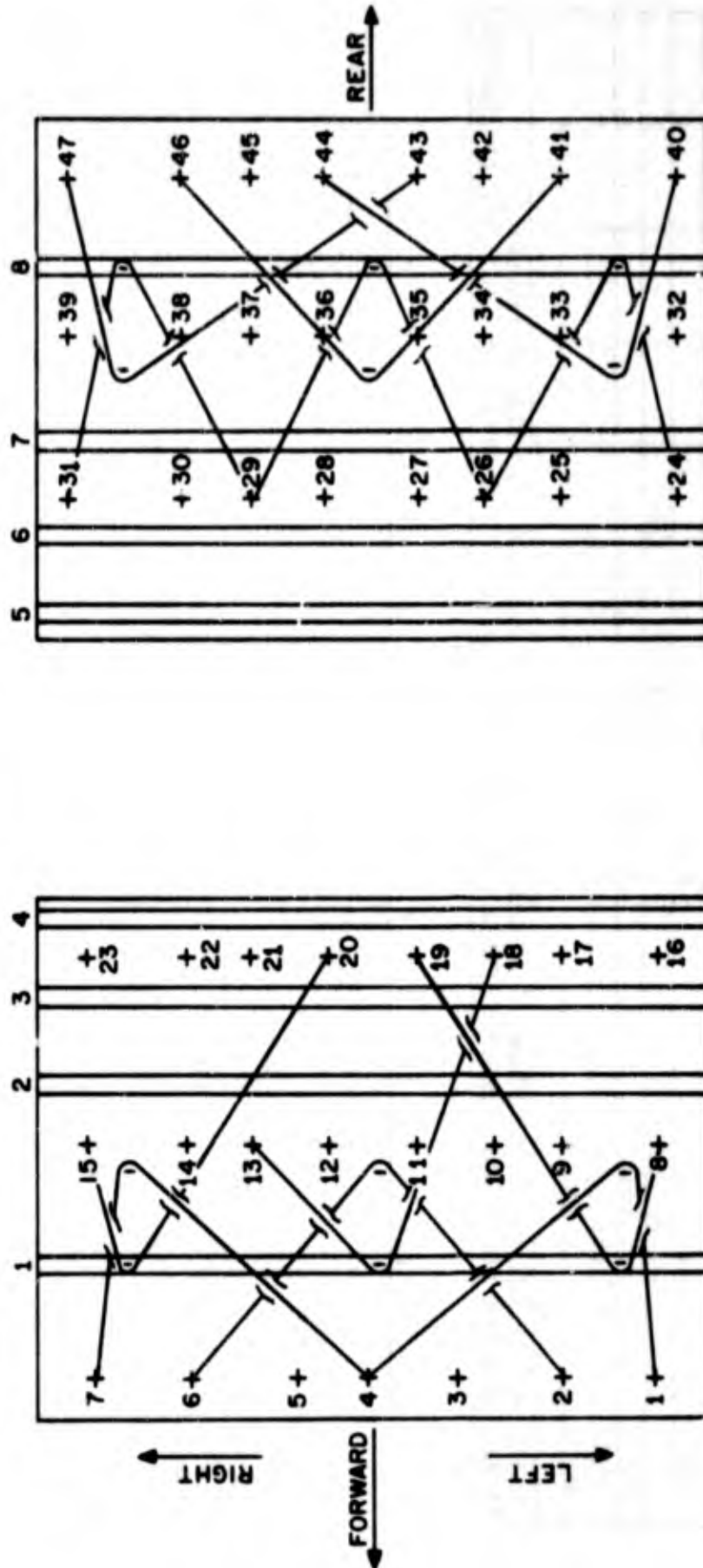


Figure 44. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 6 MK-57s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

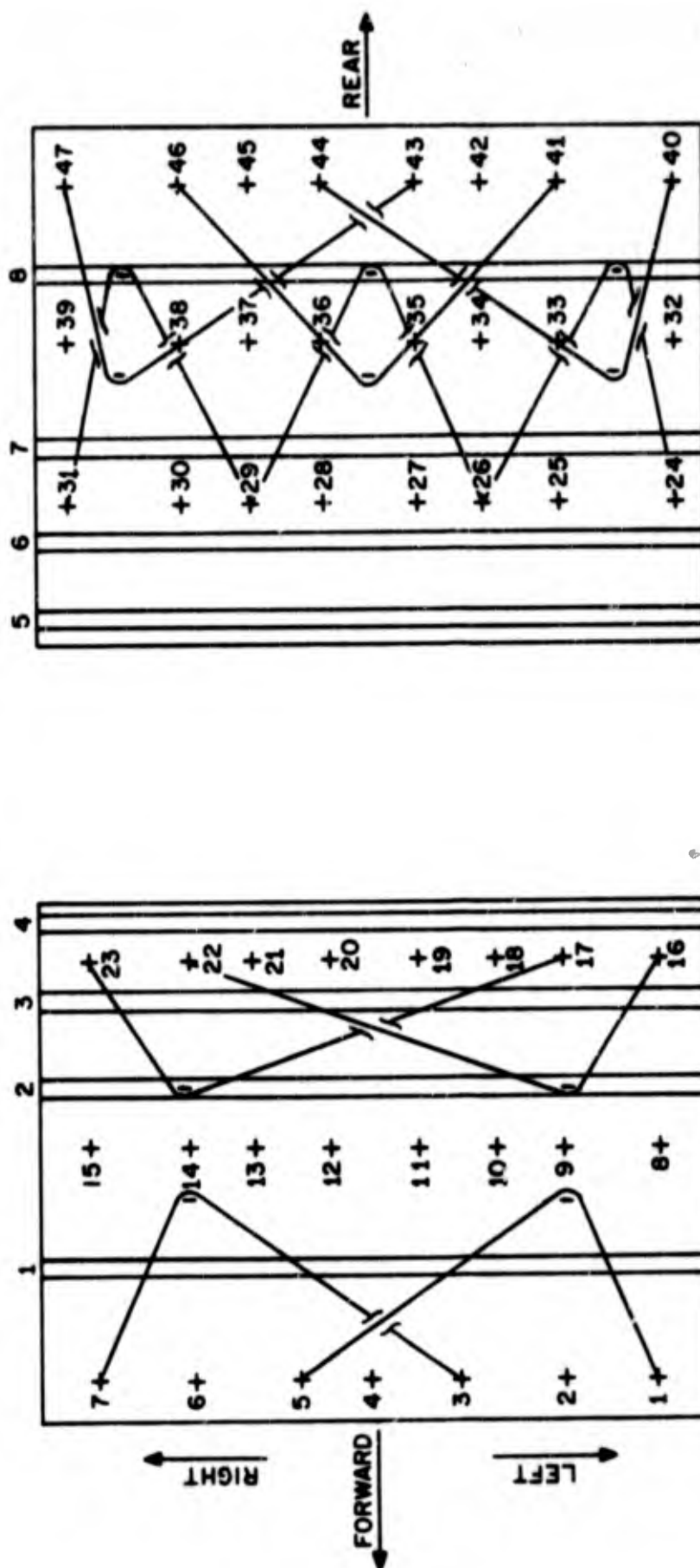


Figure 45. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 5 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

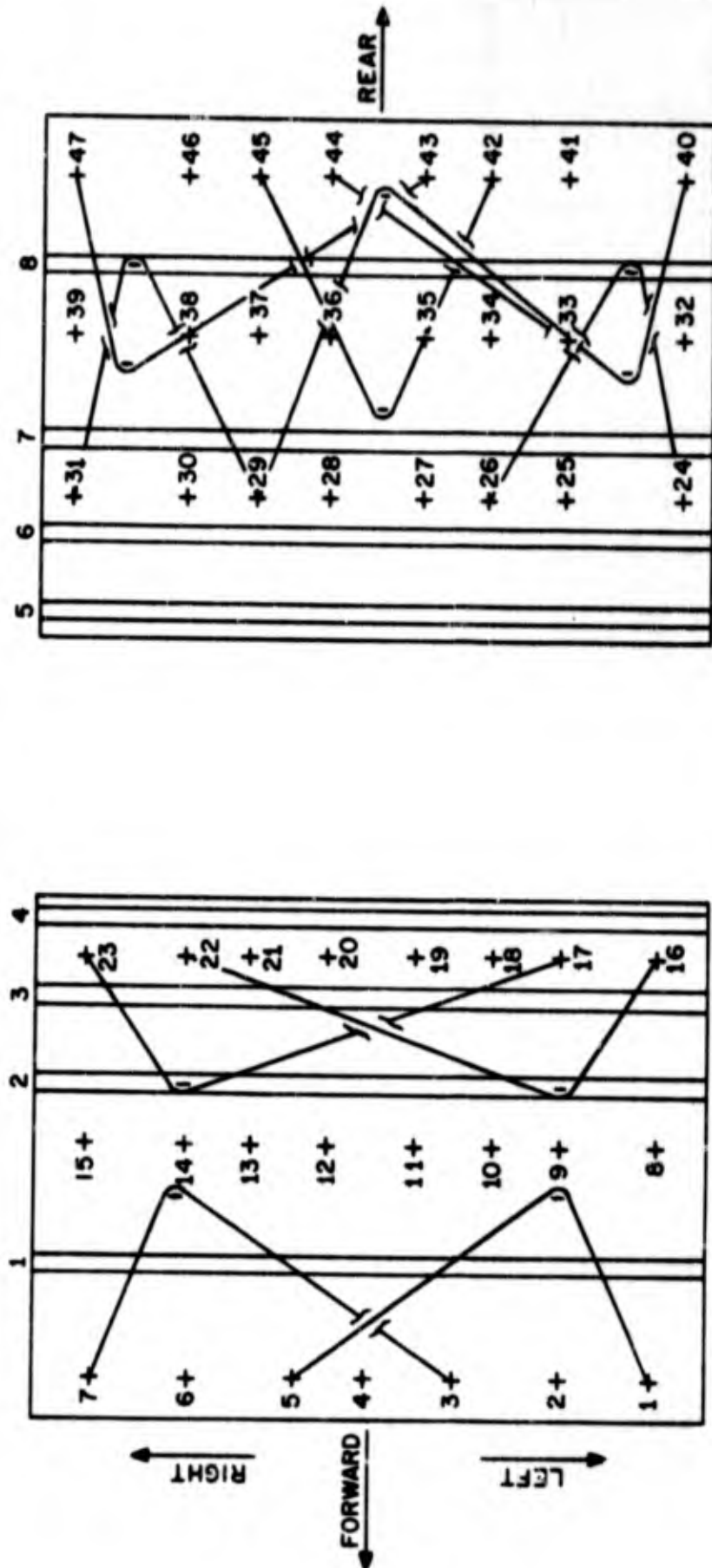


Figure 46. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 4 MK-57s and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

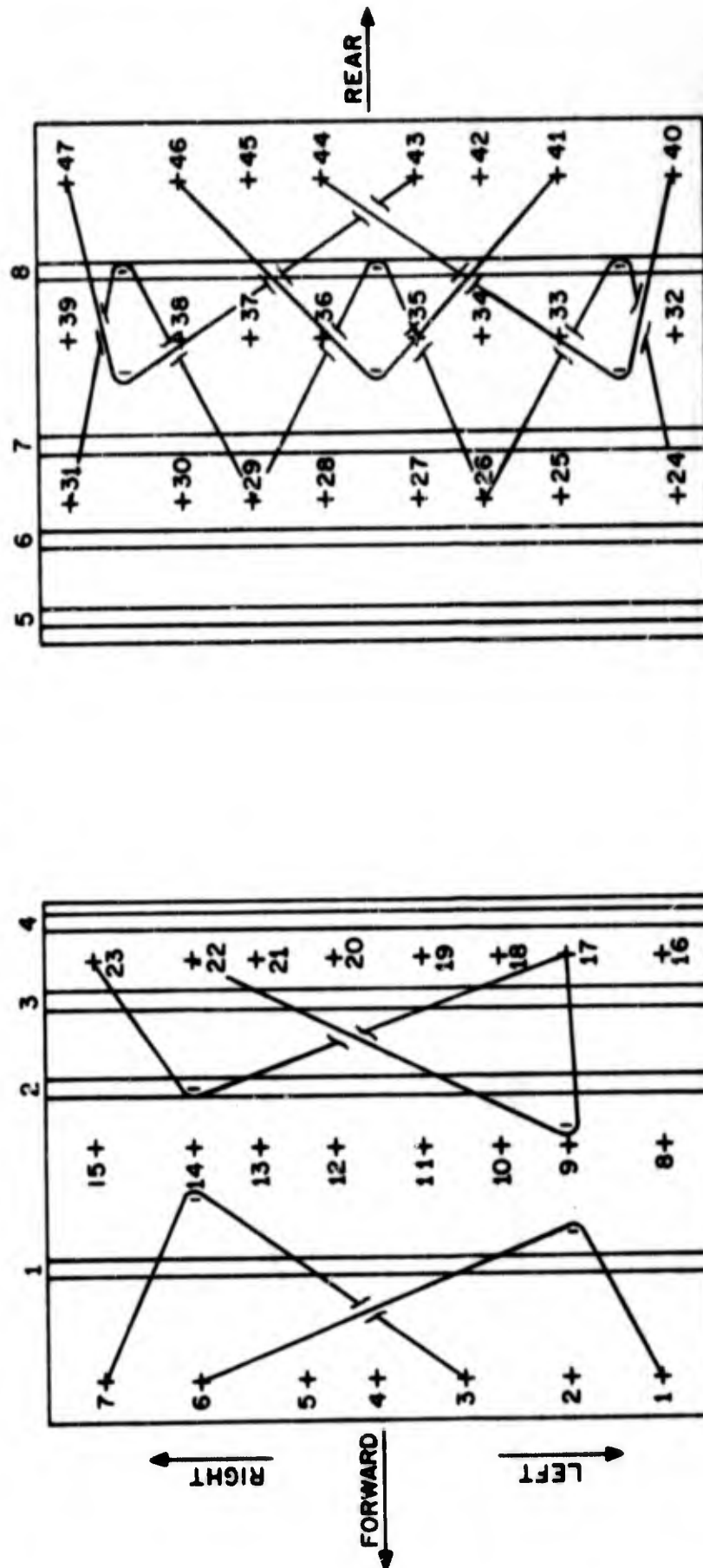


Figure 47. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 4 MK-57s and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Rear	1-2	6-11	1	1
MK-57	Left Rear	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

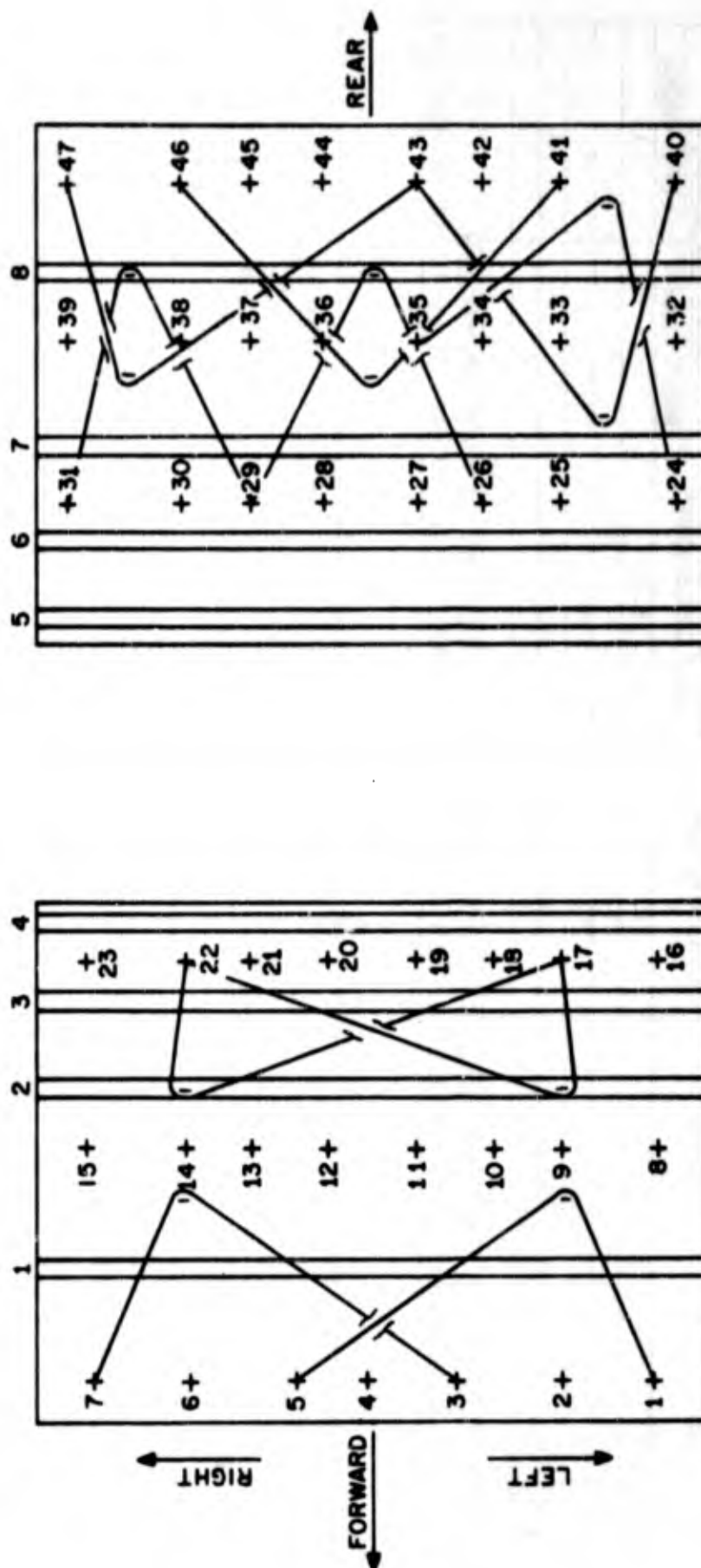


Figure 48. MHU-85/M Trailer Top View of Rails and Tiedown Points---Trailer Loaded With 4 MK-57s and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

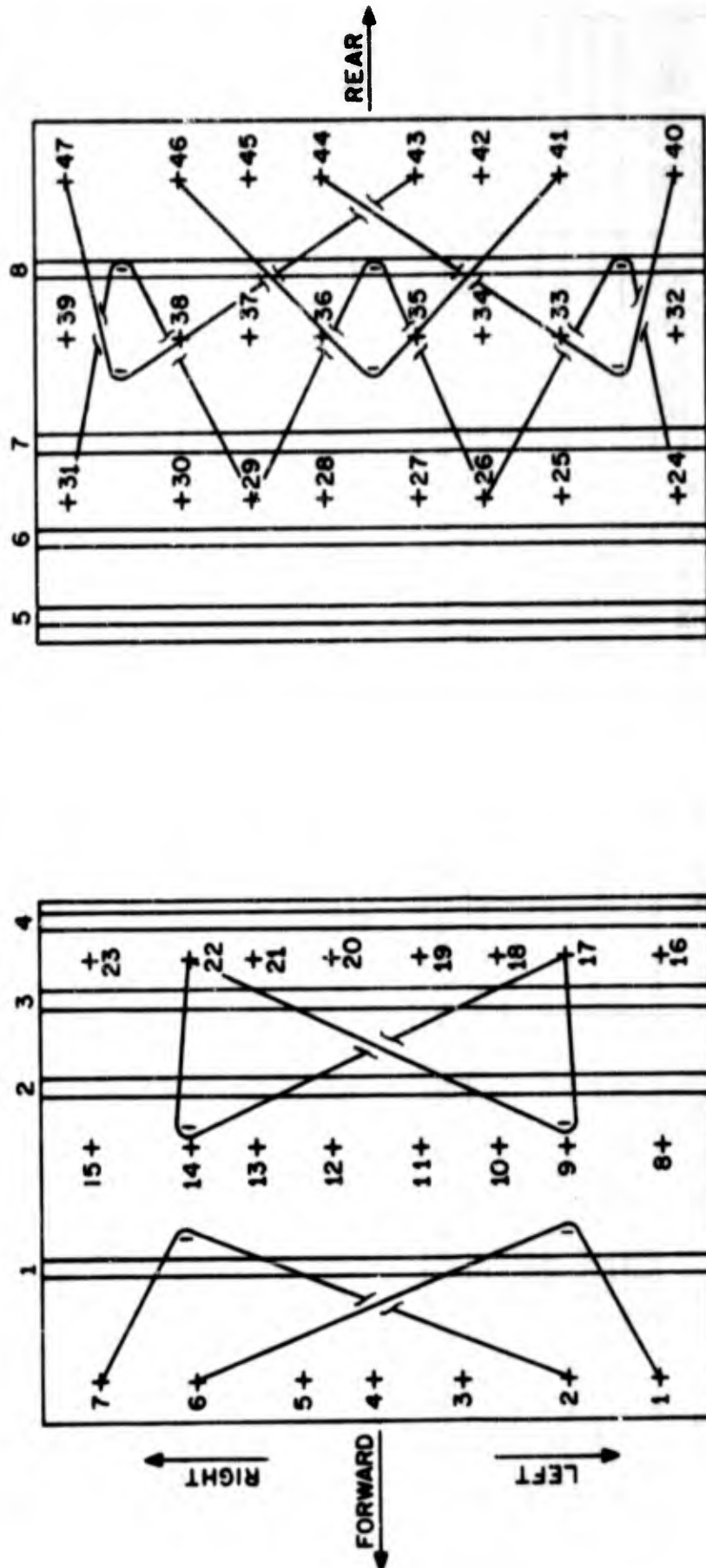


Figure 49. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-57s and 2 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

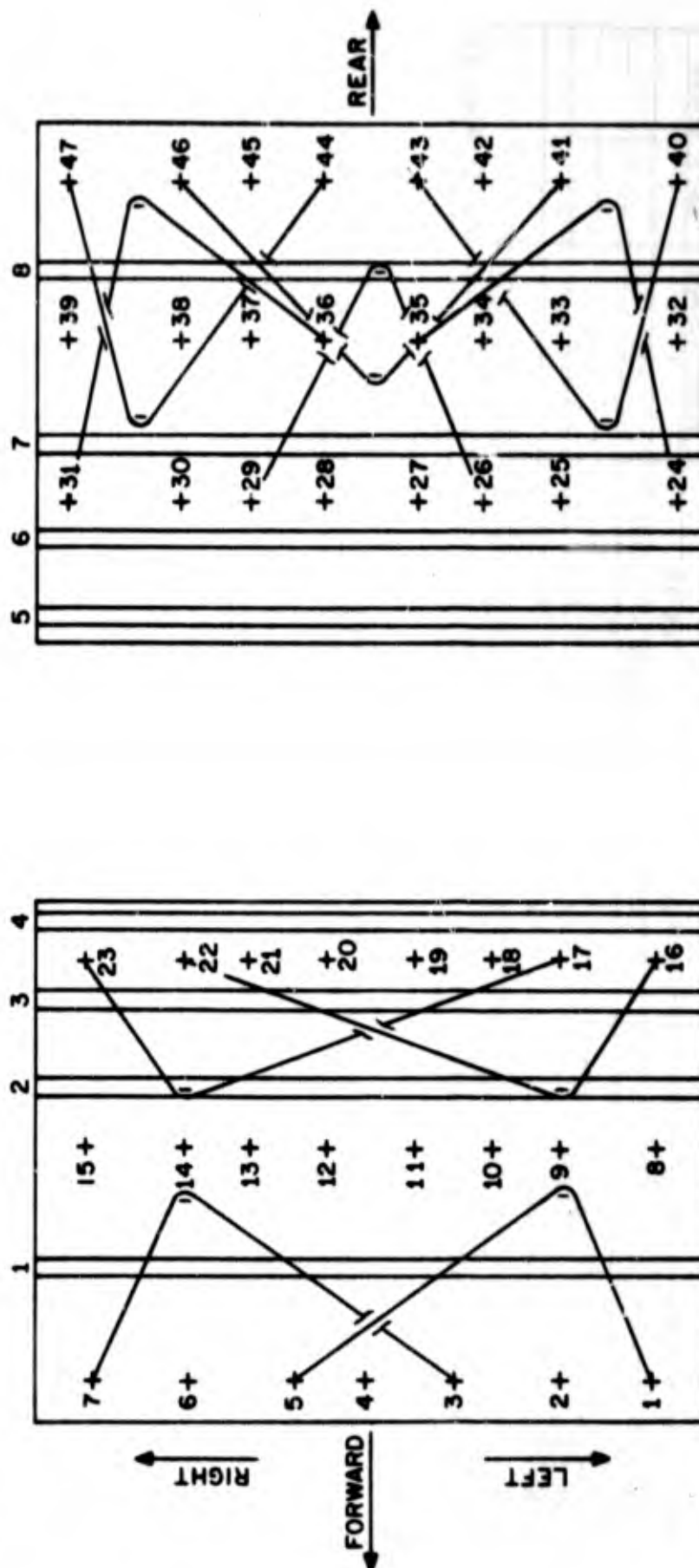


Figure 50. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-57s and 2 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

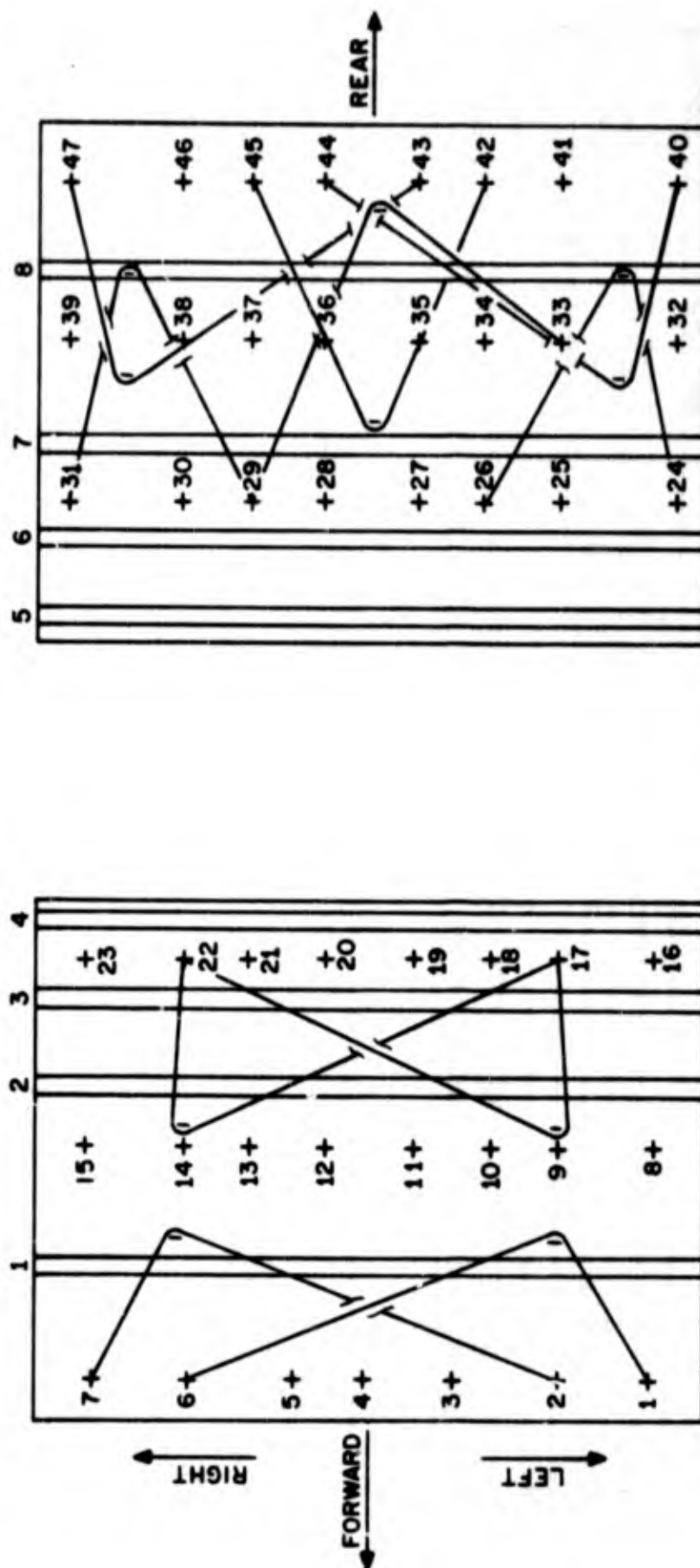


Figure 51. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-57s and 3 MK-61s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-57	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

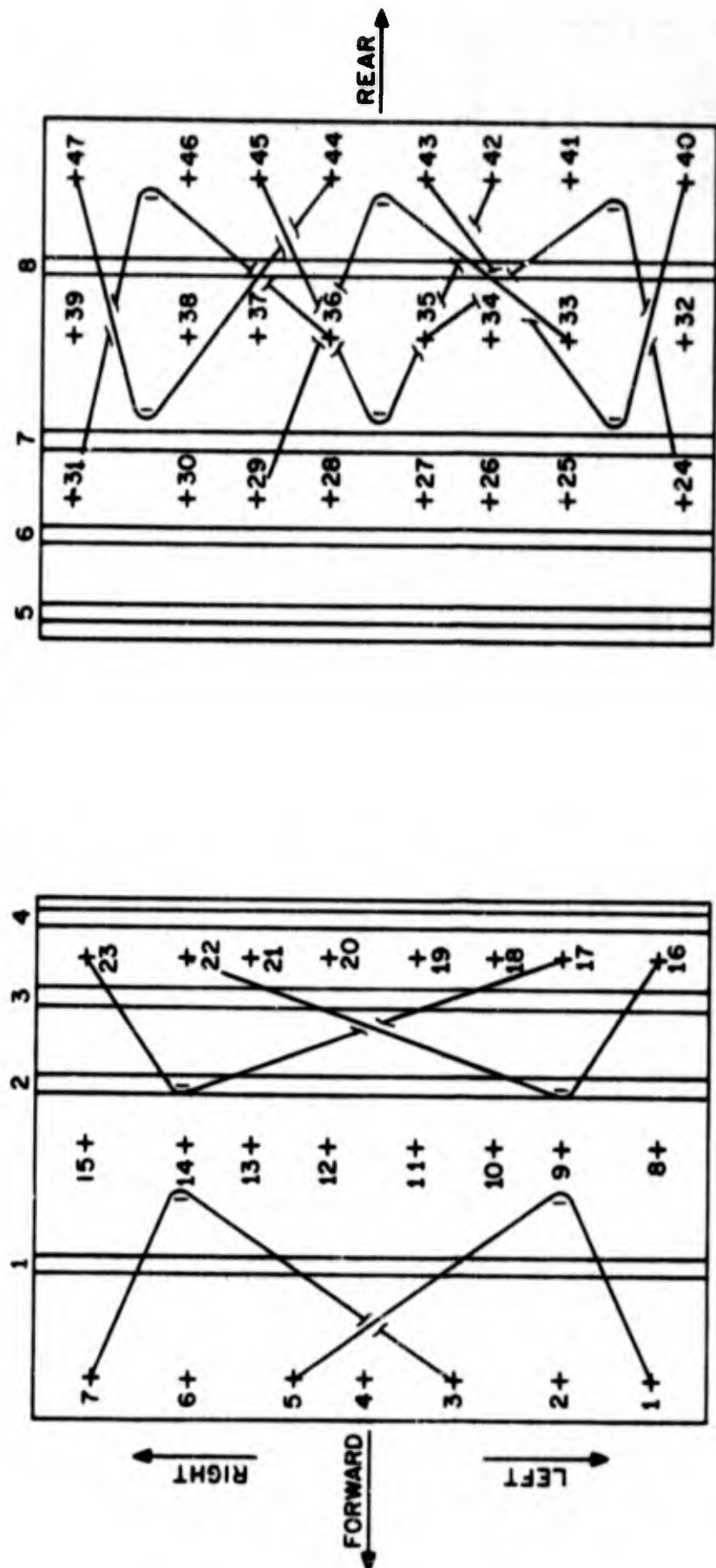


Figure 52. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-57s and 3 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

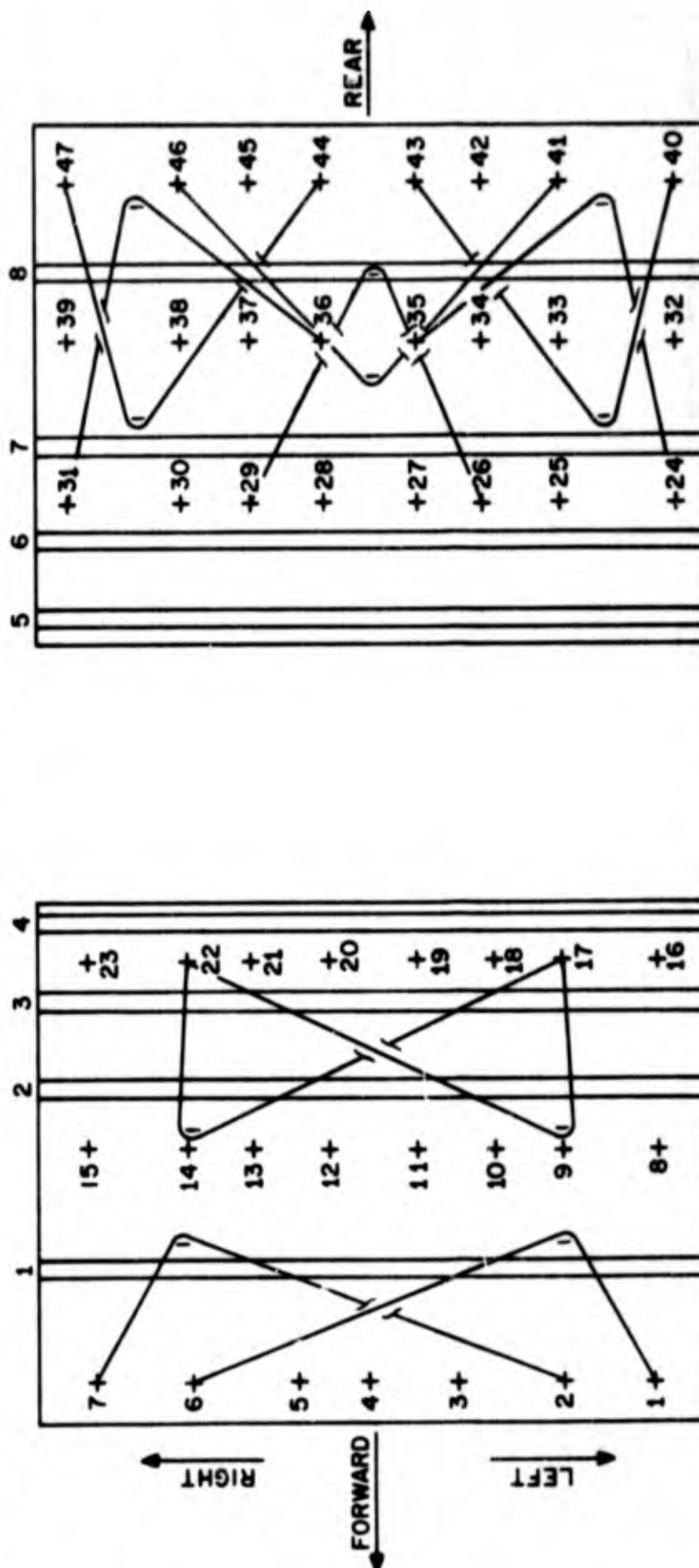


Figure 53. MHU-85/M Trailer Top View of Rails and Tiedown Points---Trailer Loaded With 1 MK-57 and 4 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-57	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

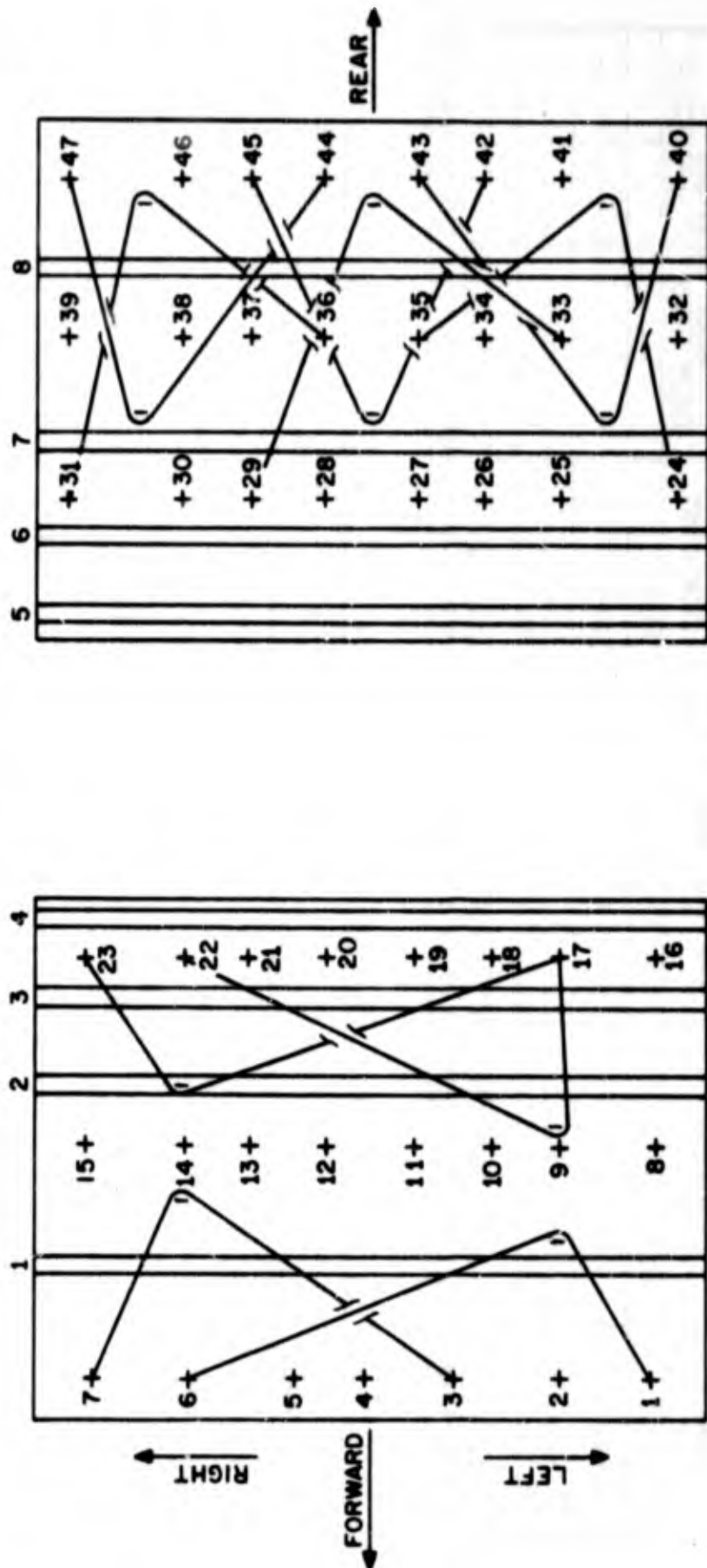


Figure 54. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-57 and 4 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-61	Left Rear	7-8	14-19	1	1
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

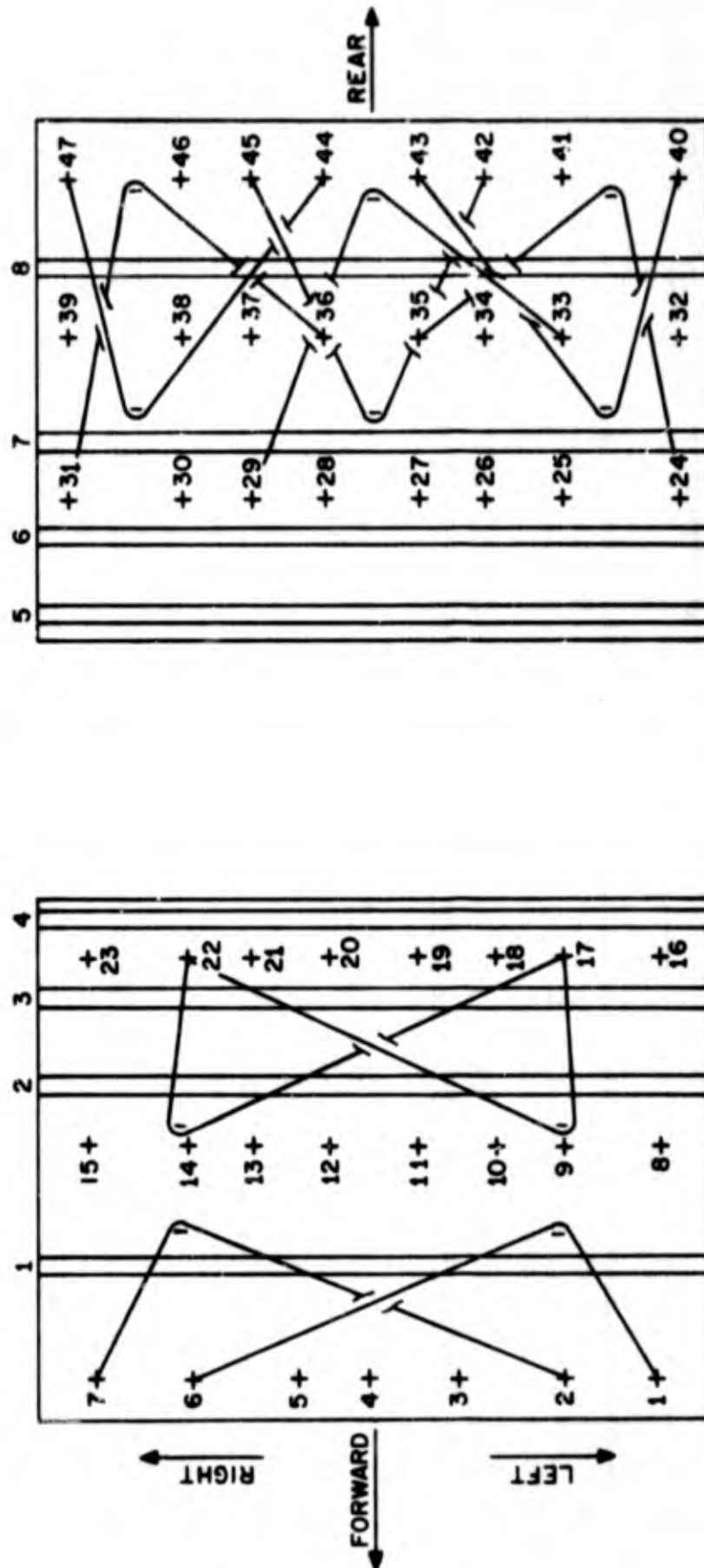


Figure 55. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 5 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-61	Right Center	4-5	15-20	1	1
MK-61	Center	4-5	2 Right - 3 Left	1	1
MK-61	Left Center	4-5	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

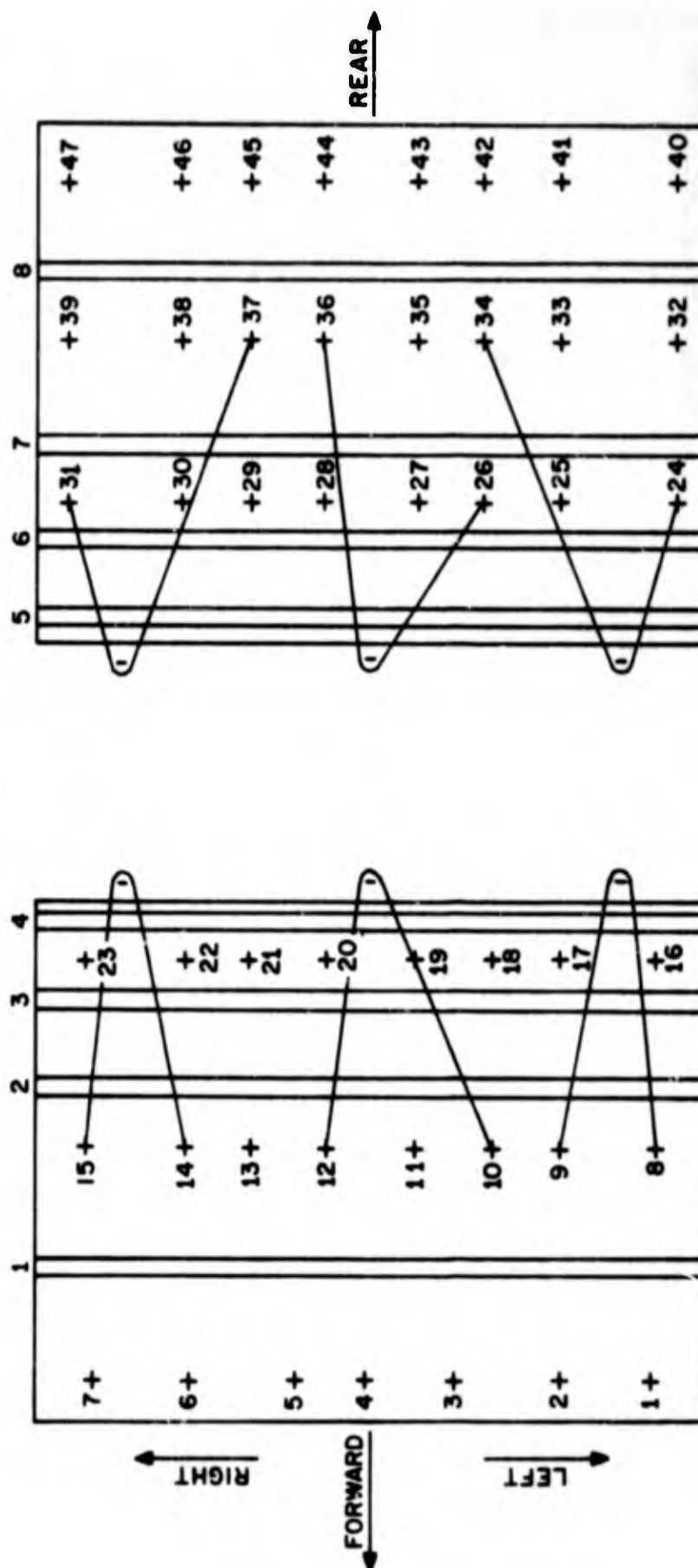


Figure 56. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-61s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28IN	Left Rear	7-8	14-19	2	3
MK-28IN	Right Front	1-2	14-19	3	3
MK-28IN	Left Front	1-2	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

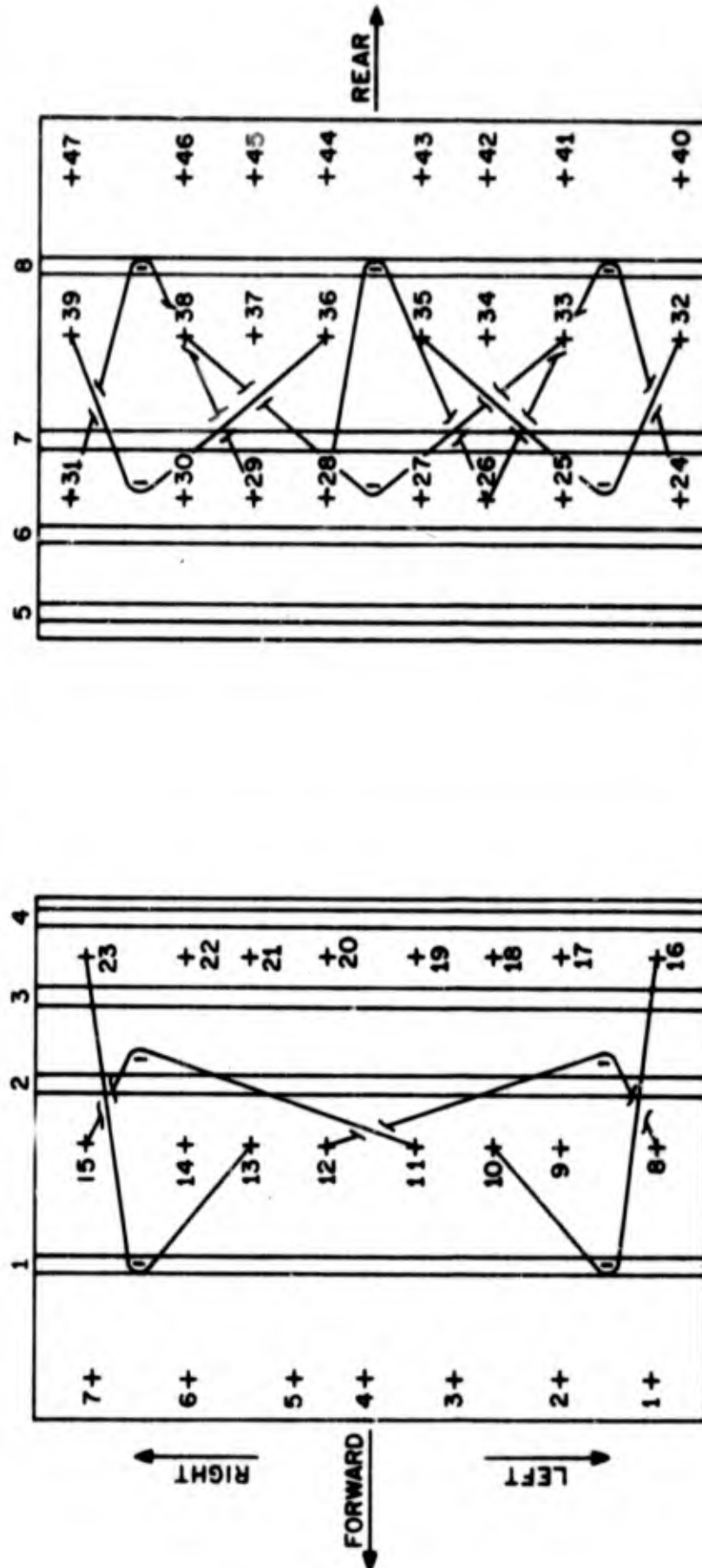


Figure 57. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 5 MK-28INs.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28IN	Left Rear	7-8	14-19	2	3
MK-28IN	Right Front	1-2	14-19	3	3
MK-57	Center Front	1-2	2 Right - 3 Left	1	1
MK-28IN	Left Front	1-2	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

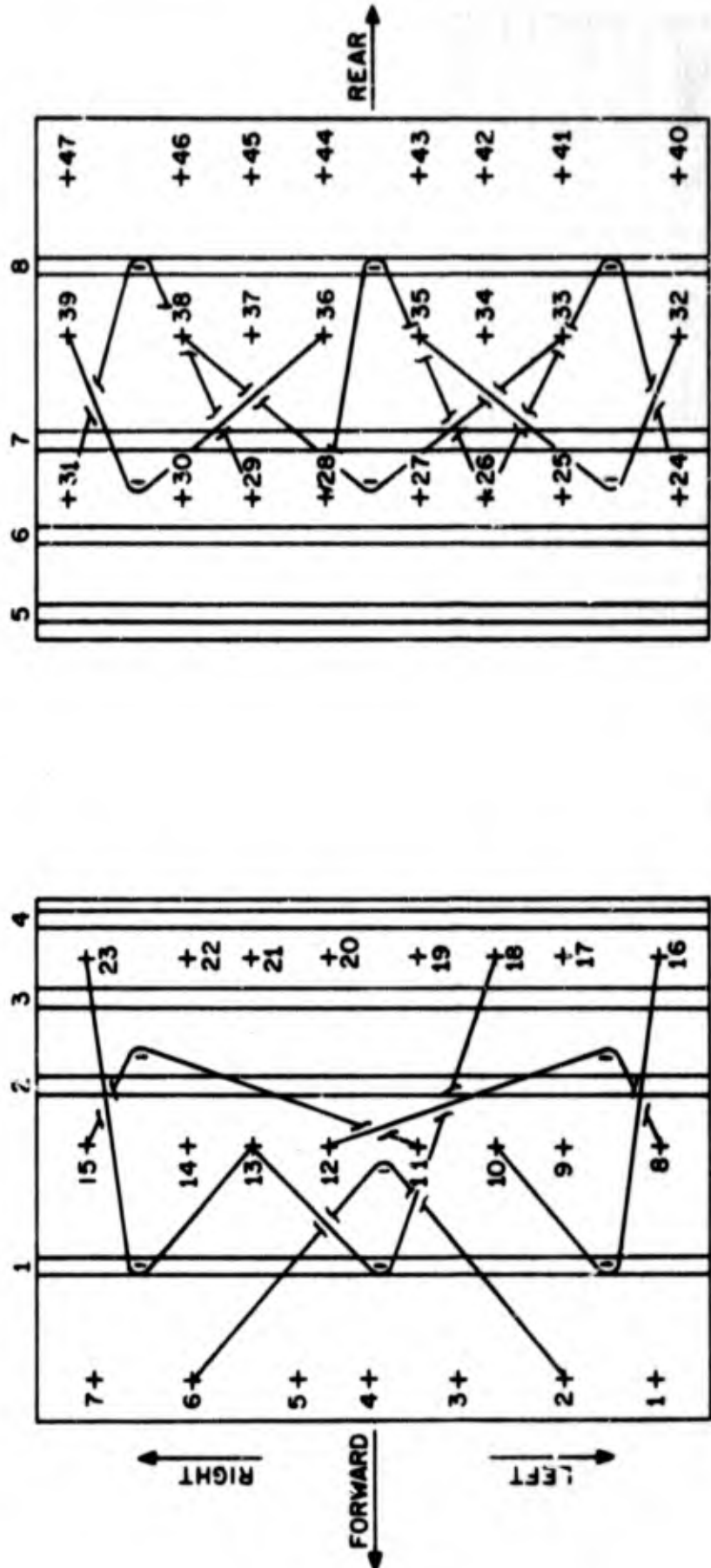


Figure 58. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 5 MK-28INs and 1 MK-57.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-43	Center Rear	7-8	2 Right - 3 Left	3	2
MK-28IN	Left Rear	7-8	14-19	2	3
MK-28IN	Right Front	1-2	14-19	3	3
MK-28IN	Left Front	1-2	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER

\*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

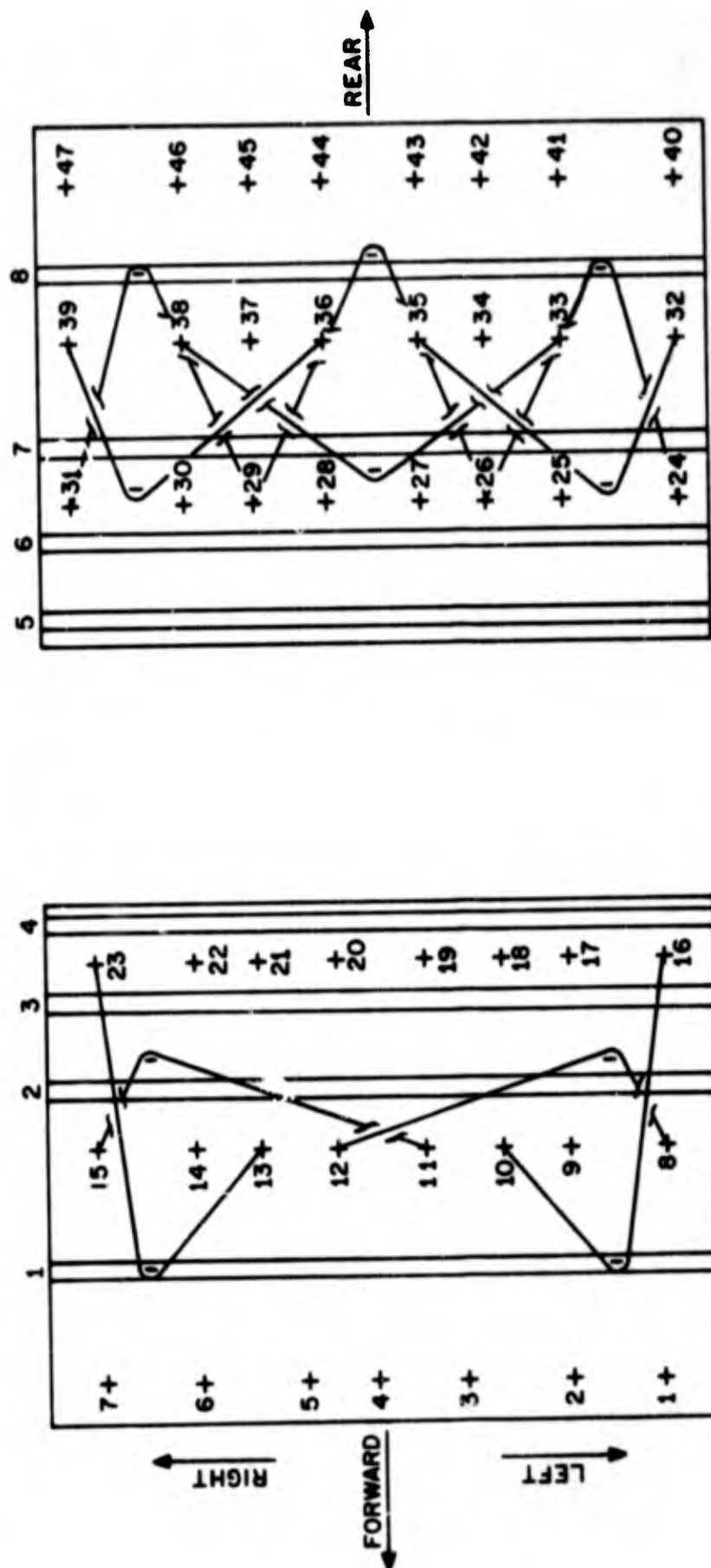


Figure 59. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 4 MK-28INs and 1 MK-43.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28IN	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	15-20	1	1
MK-28IN	Center Front	1-2	2 Right - 3 Left	3	3
MK-57	Left Front	1-2	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

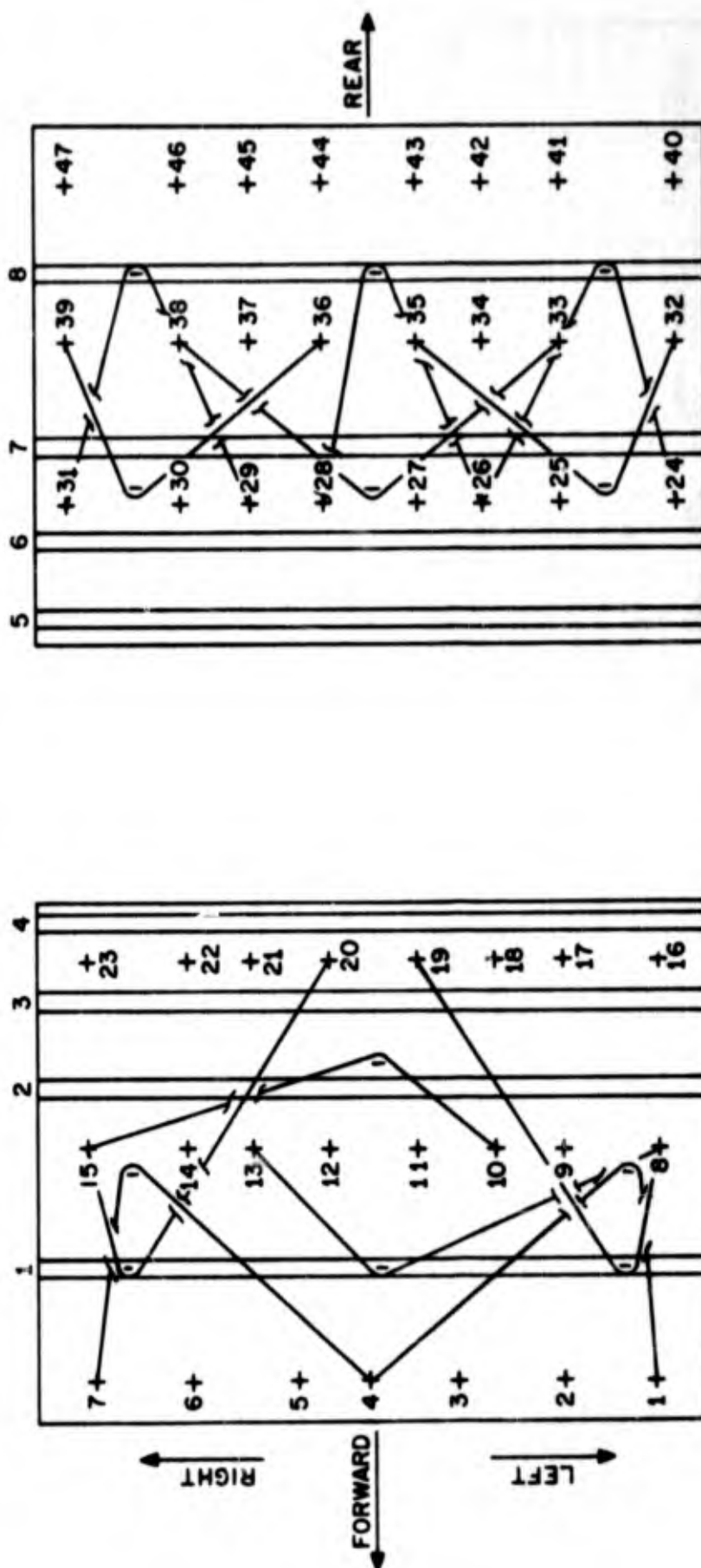


Figure 60. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 4 MK-28INs and 2 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28IN	Left Rear	7-8	14-19	2	3
MK-28IN	Right Front	1-2	14-19	3	3
MK-28IN	Left Front	1-2	14-19	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

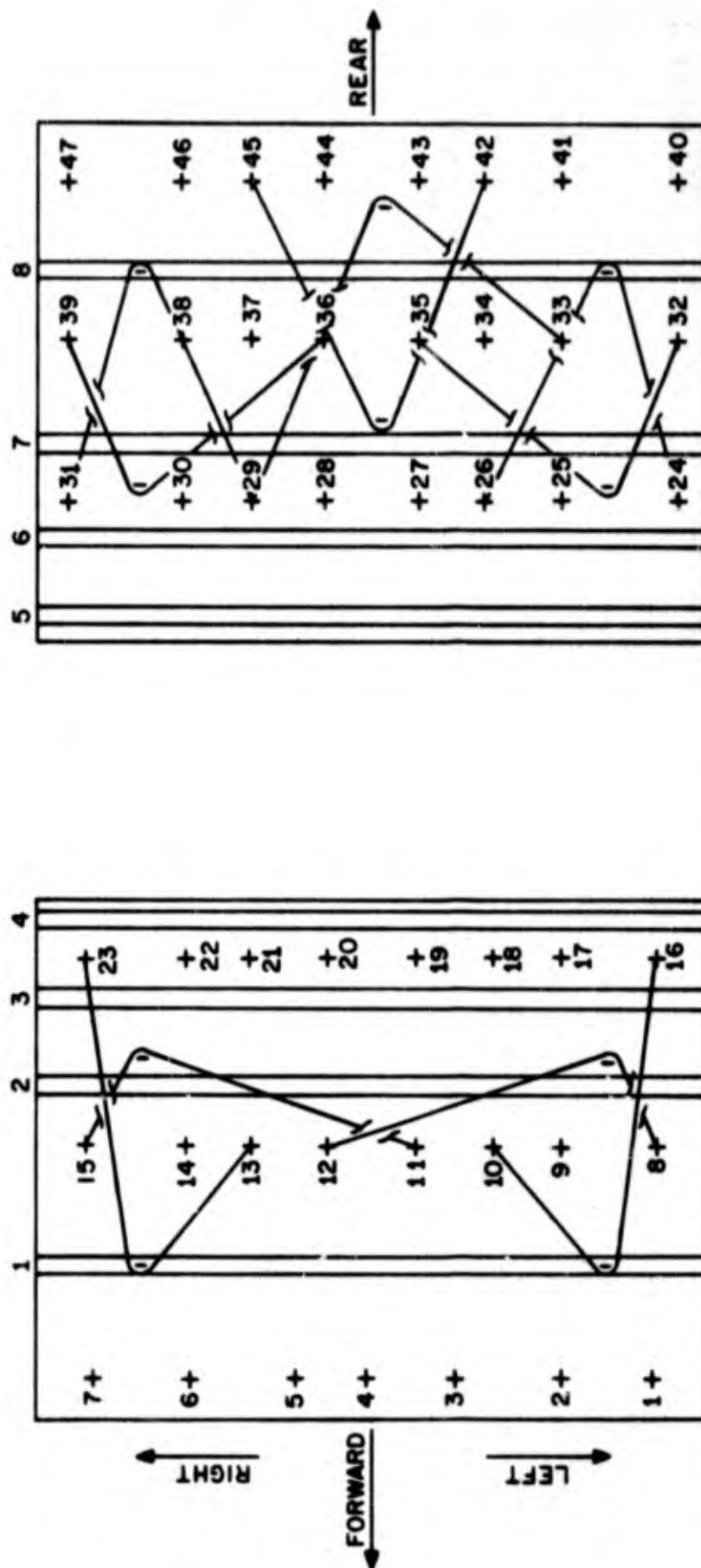


Figure 61. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 4 MK-28INs and 1 MK-61.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28IN	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	15-20	1	1
MK-57	Center Front	1-2	15-20	1	1
MK-57	Left Front	1-2	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

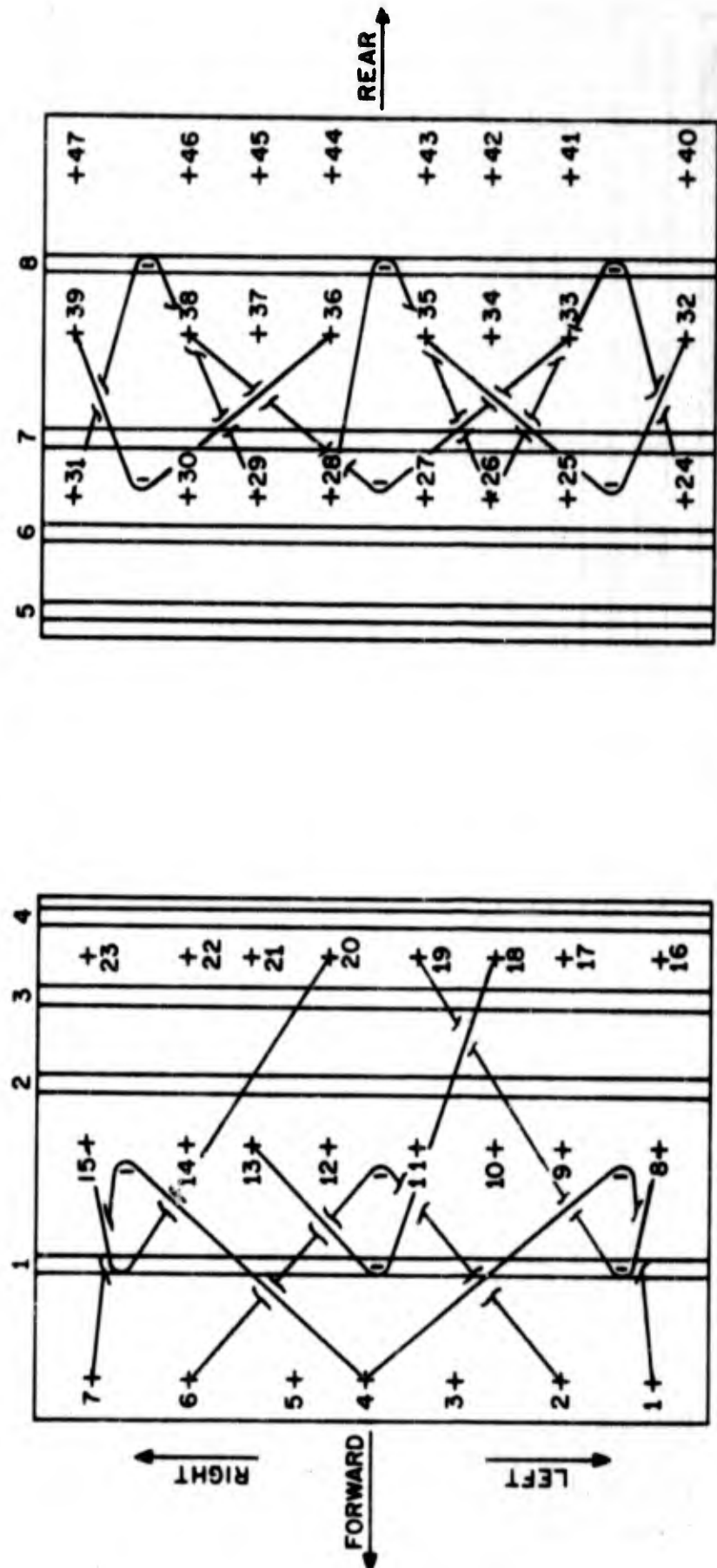


Figure 62. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-28INs and 3 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28IN	Right Rear	7-8	14-19	3	2
MK-57	Center Rear	7-8	2 Right - 3 Left	1	1
MK-28IN	Left Rear	7-8	14-19	2	3
MK-57	Right Front	1-2	15-20	1	1
MK-57	Center Front	1-2	2 Right - 3 Left	1	1
MK-57	Left Front	1-2	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

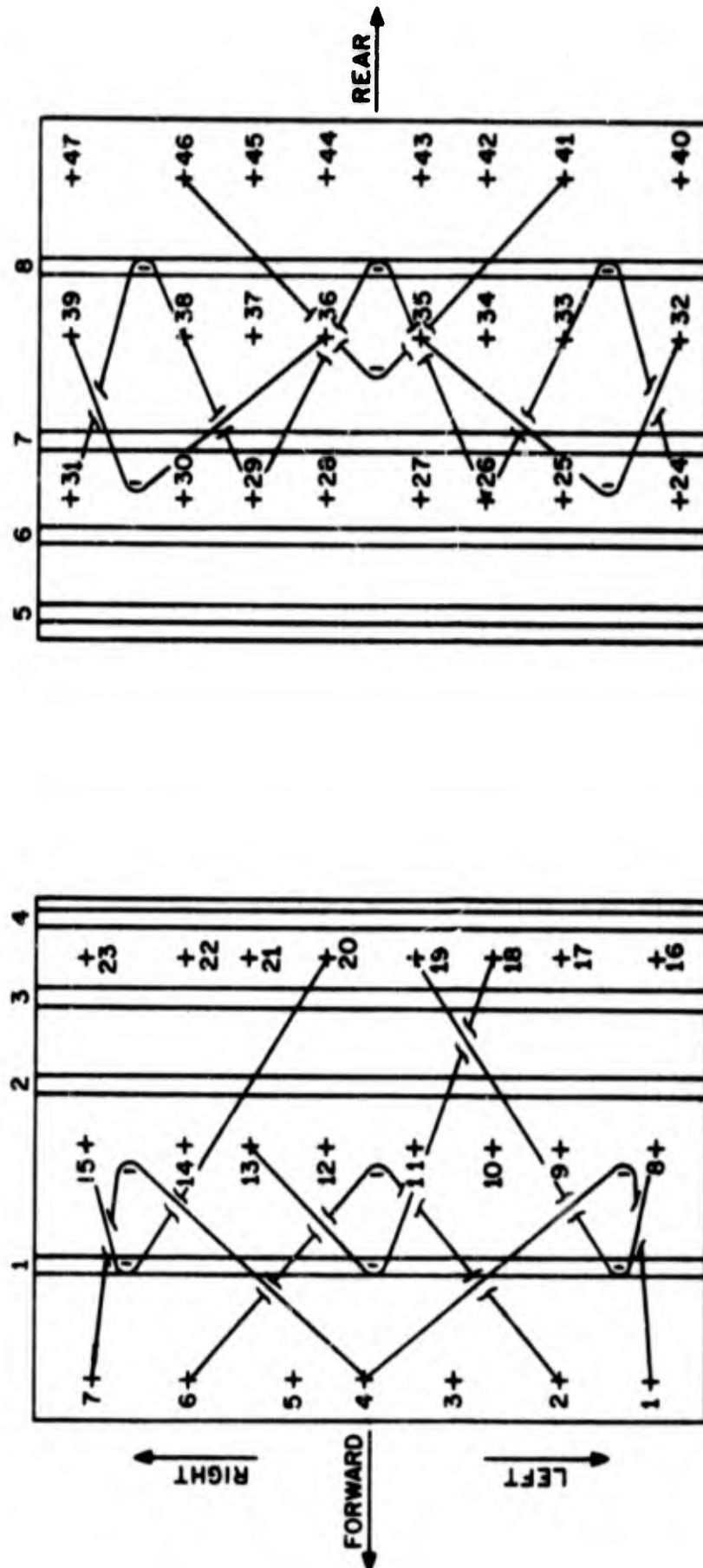


Figure 63. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 2 MK-28INs and 4 MK-57s.



UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-57	Left Rear	7-8	15-20	1	1
MK-57	Right Front	1-2	15-20	1	1
MK-57	Center Front	1-2	2 Right - 3 Left	1	1
MK-57	Left Front	1-2	15-20	1	1

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

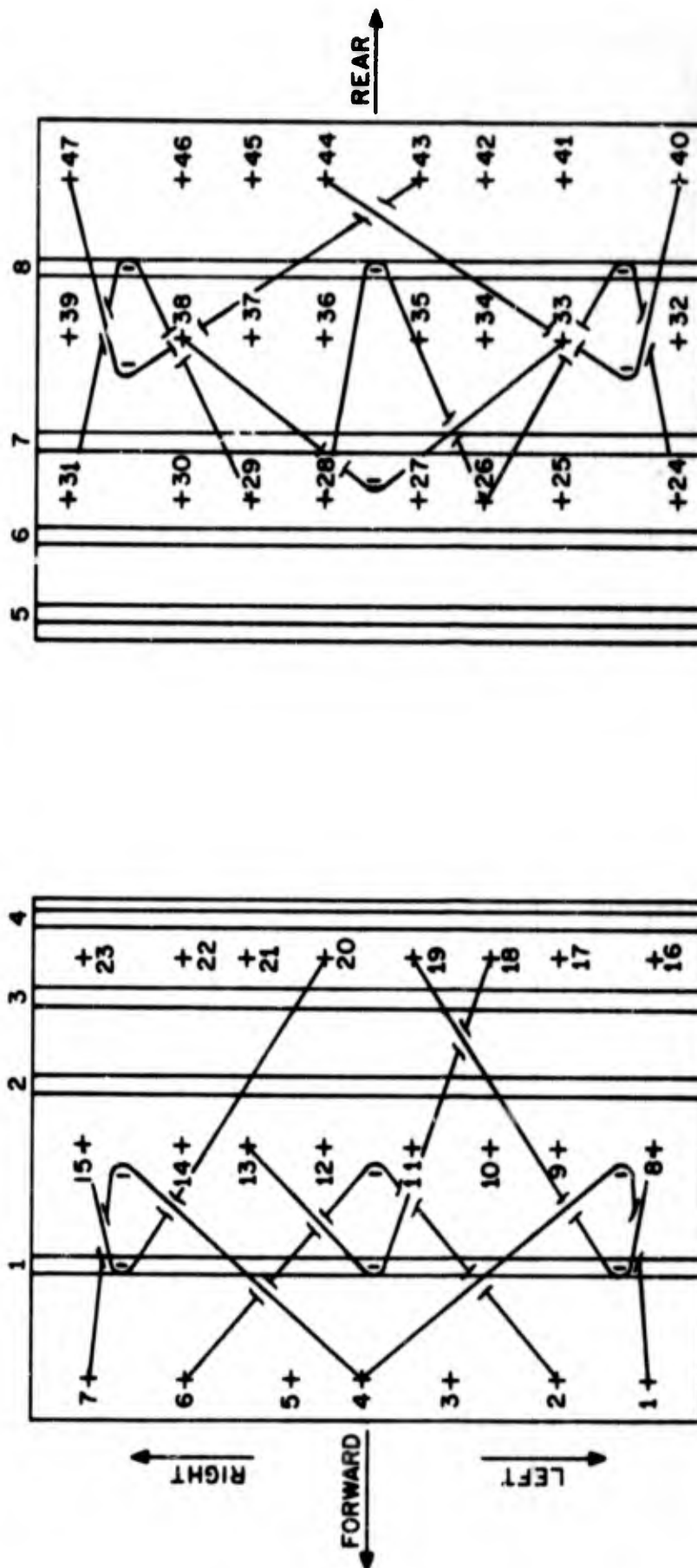


Figure 64. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 1 MK-28IN and 5 MK-57s.

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOLE LOCATIONS*	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	
				RIGHT CHOCK	LEFT CHOCK
MK-28EX	Right Rear	7-8	14-19	3	2
MK-28EX	Left Rear	7-8	14-19	2	3
MK-28EX	Center Front	1-2	2 Right - 3 Left	3	3

\* RAIL HOLES ARE NUMBERED FROM "0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER  
 \*\* RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER

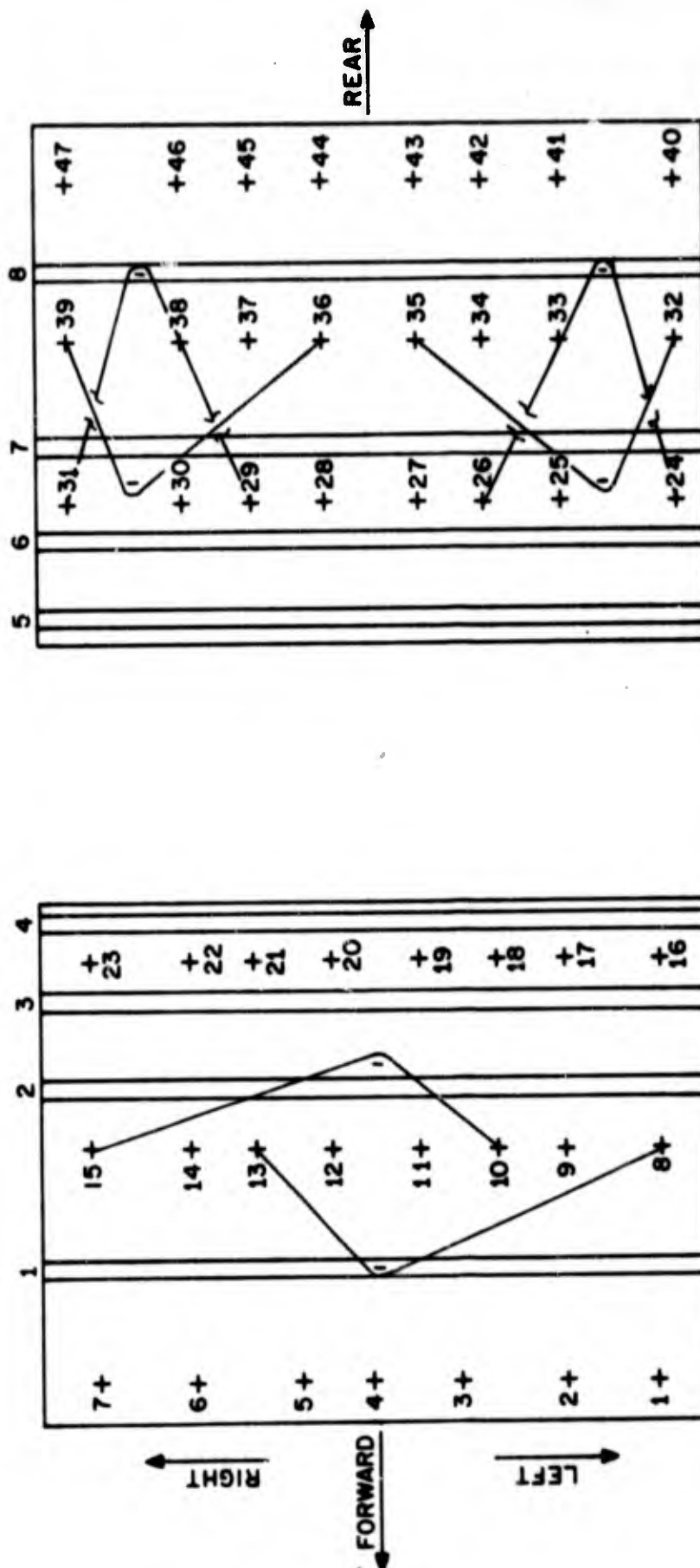


Figure 65. MHU-85/M Trailer Top View of Rails and Tiedown Points--Trailer Loaded With 3 MK-28EXs.



Figure 66. Front View of the MHU-85/M Trailer Loaded With 6 MK-57s.

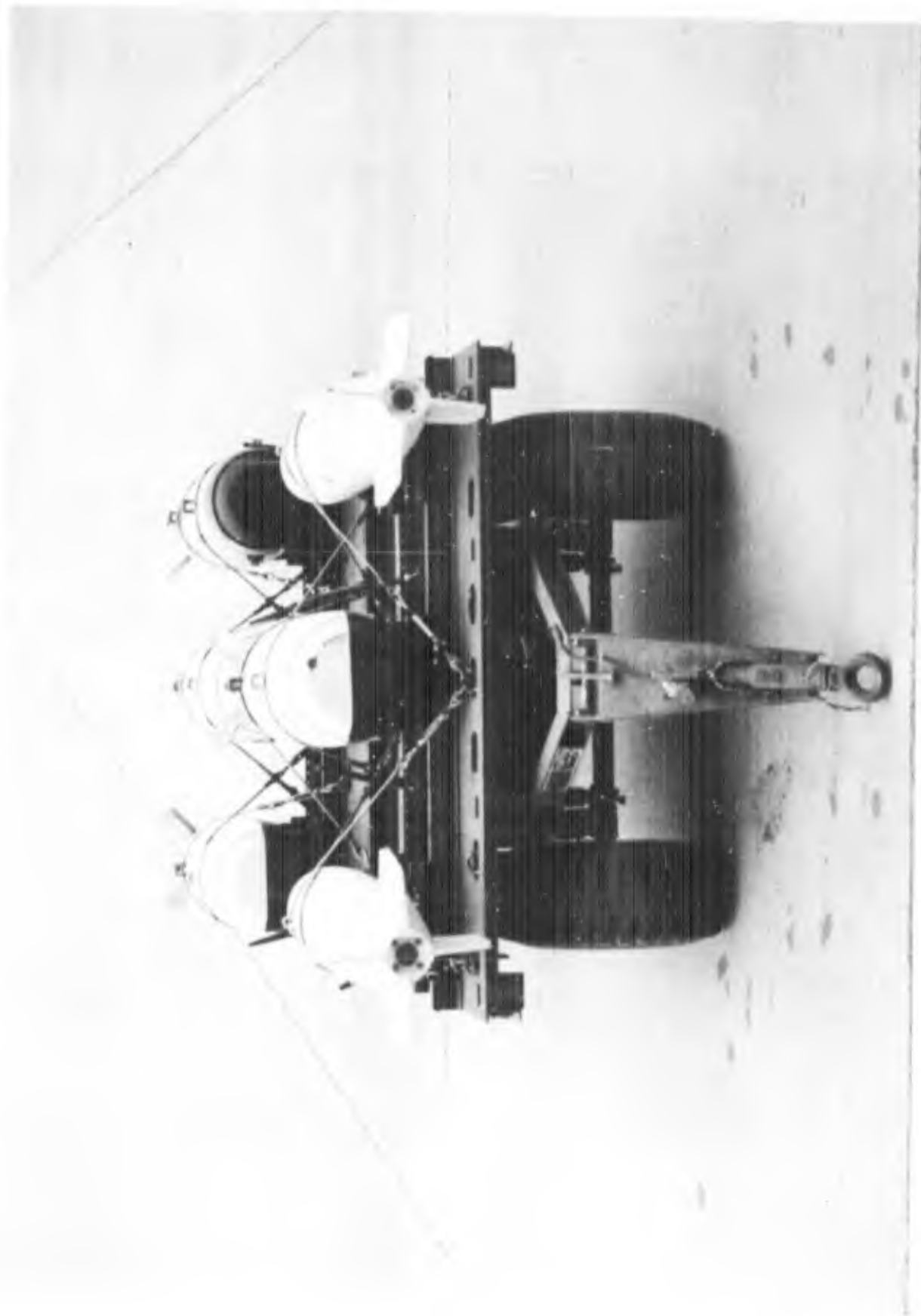


Figure 67. Front View of the MHU-85/M Trailer Loaded With 4 MK-28INs and 2 MK-57s.

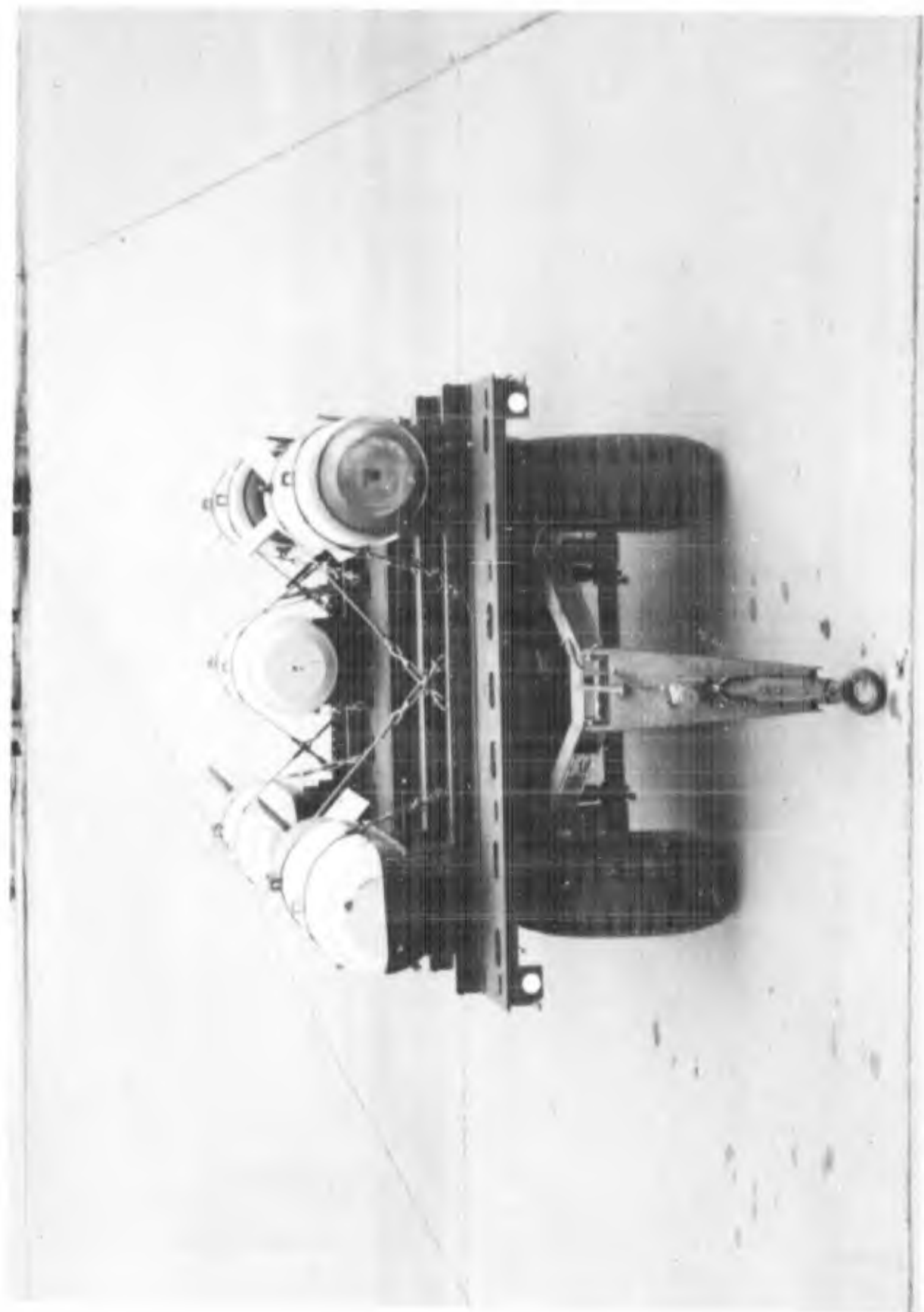


Figure 68. Front View of the MHU-85/M Trailer Loaded With 5 MK-28INs.



Figure 69. Front View of the MHU-85/M Trailer Loaded With 2 MK-28s and 1 MK-43.





Figure 70. Front View of the MHU-85/M Trailer  
Loaded With 1 MK-28, 2 MK-43s, 1 MK-57, and 1 MK-61.

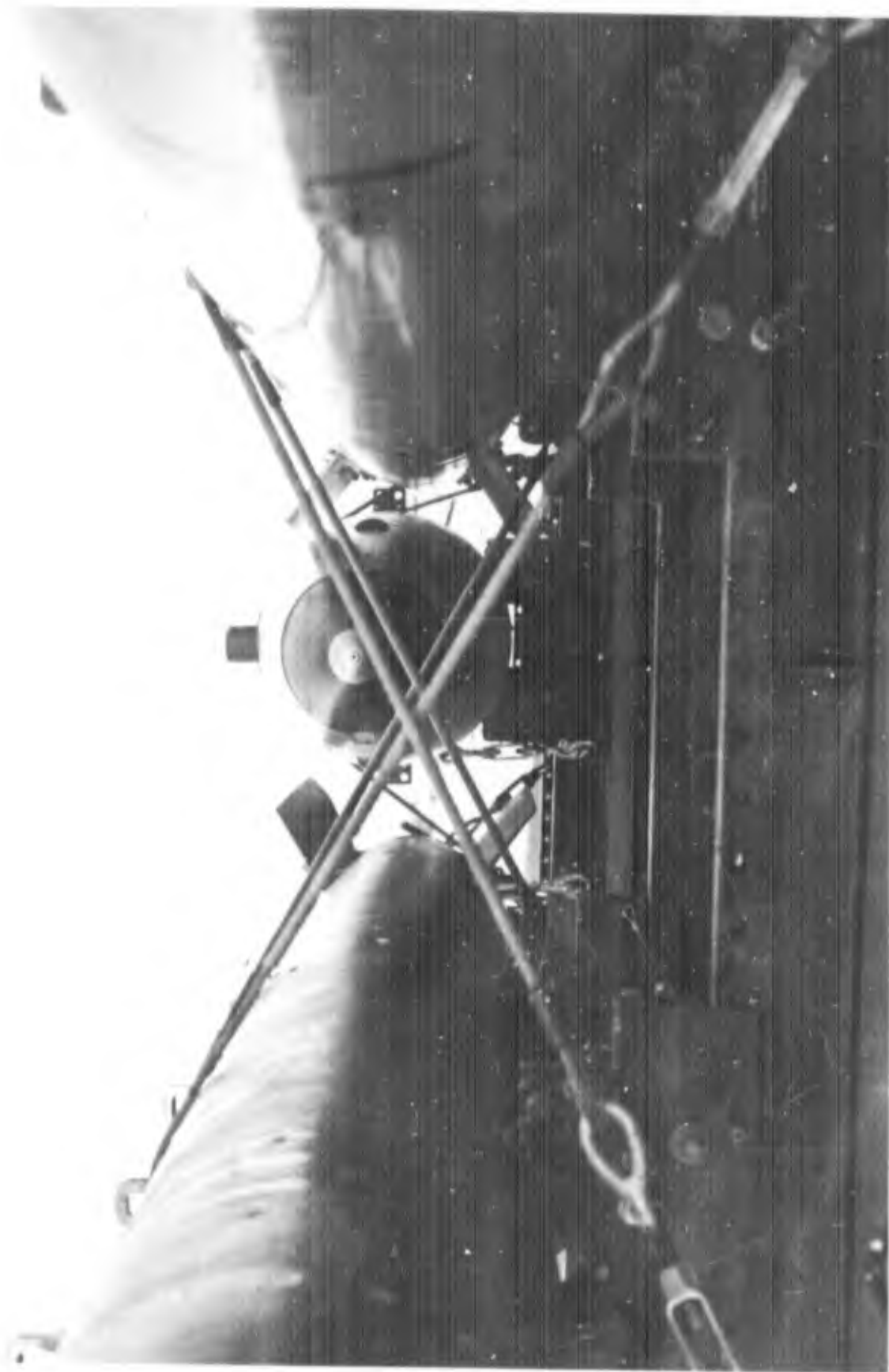


Figure 71. Clearance Between the MK-61 Fins and the MK-28



Figure 72. Clearance Between the MK-61 Fins and the MK-43s.



Figure 73. Minimum Clearance Between the MK-28 and the Towing Truck.