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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

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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.

R.S. Fo L. POSEY R.

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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.

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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.

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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:

<u>1</u> 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.

<u>2</u> 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.

			Weapons		
Configuration No.	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

MHU-85/M TRAILER SPECIAL WEAPON TIEDOWN CONFIGURATIONS

A	FS	WC)-T	R-	6	7.	-1	8
67			· · ·	44	v		-	\mathbf{v}

		Table I (con	Weapons		
Configuration No.	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 *MK-28EX	3*	-			

	CHOCK		T			T	APTER
ATIONS	LEFT CH	2	Э	m	-	-	10E OF AD +45 +45 +45 +45 +45 +45 +45 +45 +45 +45
HOLE LOCI	RIGHT CHOCK	3	3	2		-	OF TRAILE OR LEFT 36 + 35 + 36 + 36 + 36 + 36 + 36 + 36 + 36 + 36
RAIL ADAPTER-RAIL	HOLE LOCATIONS	14-19	2 Right-3 Left	14-19	6-11	6-11	THE CENTER TO 3 AT RIGHT S C CENTER TO 3 AT RIGHT S C C CENTER TO 3 AT RIGHT S C C C C C C C C C C C C C C C C C C C
RAIL POSITIONS		7-8	7-8	7-8	1-2	1-2	EROM 1 NEAREST
I OCATION		Dicht Rear		Taft Roar	Dicht Front		HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED 7+ 15+ 15+ 13+ 15+ 12+
		MK_28	MIK_28	07 MI	MV 57	MK-57	** RAIL HOLES

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œ.	CHOCK						OF ADAPTER +47 +45 +45 +44 +43 +43 +42	
AUAPIER	LEFT C	2	m	m	-		8	1+41
CHOCK-RAIL ADAPTER HOLE LOCATIONS**	RIGHT CHOCK	3	3	2	1	1		
RAIL ADAPTER-RAIL	HOLE LOCATIONS"	14-19	2 Right-3 Left	14-19	6-11	6-11	THE CENTER TO 3 AT RIGHT	(2+
RAIL POSITIONS		7-8	7-8	7-8	1-2	1-2	Zt CENTERLINE Zt Zt Z	4
- OCATION	LUCATION	Right Rear		Left Rear	Richt Front	Left Front	ADAPTER HOLES ARE NUMBERED FROM O ADAPTER HOLES ARE NUMBERED 5+ 5+ 13+ 13+ 13+ 13+ 12+ 12+ 11+ 11+ 10+	7+6
		MK-28	MK-28	AK-2R	MK-57	MK-61	- 19	сте в 1

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.

+40

+ 32

124

+9

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	CHOCK		3			ADAPTER	_				REAR				
LOCATIONS	LEFT					DE OF		+47	+46	+45	+ 44	+43	+42	14+	+ 40
HOLE LOC	RIGHT CHOCK	n m	2	1	1	OF TRAILE	8 2	6E+	85.4	+ 37	+36	58. 4	1 + 34	88	132
HOLE LOCATIONS*	14-19	2 Right - 3 Left	14-	6-11	6-11	TO 22 AT RIGHT OR LEFT SIDE THE CENTER TO 3 AT RIGHT	5 6	<u>7</u>	0°+	62+	82+	+21	¥.	\$2+	
	7-8	7-8	7-8	1-2	1-2	D" AT CENTERLINE D FROM 1 NEARESI	* *	53+	- ta	21	50+	+ 61	18	1	\$ 4
LOCATION RAIL POSITIONS	Richt Rear 7-8	Rear	2	Front		I NEAREST	1 2 3 4	15+ 23	14+(1)+14	+ + + + EI	12+ 20 20	+ + + II	10+ / 11	41 1)+6	8+ 1

ac	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAI	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
G			HOLE LOCATIONS"	RIGHT CHOCK	LEFT CHOCK
07-YW	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
HOLES	* 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 1 2 3 4 5 5 6 7 8	0" AT CENTERLINE 1 ED FROM 1 NEAREST 3 4	AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SI	TSIDE OF TRAILEF RIGHT OR LEFT S	R SIDE OF ADAPTE
t	154	t [®]	16+	62+	+47
+9	++1	+8	+30	+38	+46
	/	3	-		





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

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	HOCK					OF ADAPTER				REAR				
HOLE LOCATIONS**	LEFT CHOCK	2	3	-1	1	B	+47	94+	+ 45	**	++3	+ 42	Ŧ	0++
HULE LUC	RIGHT CHOCK	- m	2	1	1		B 66, 4 7	128	+ 37	98	\$35	+34	a	132
	61-71	2 Right - 3 Left	14-1	6-11	6-11	HT OR LEFT		-/+ +	\$	62+	+27	426	+22+	/ •2
	7-8	7-8	7-8	1-2	1-2	D" AT CENTERLINE T	+22	+6	++	20	+	++	*	1º:
	Right Rear	Center Rear	Left Rear	Right Front	Left Front	NUMBERED FROM	12+51	744	13+	+a	+11	+01	+6	*
	MK-28	MK-43	MK-28	MK-57	MK-57	* RAIL HOLES	ŧ	+ IH		FORWARD 4+		+	с.	Ť

×.	LEFT CHOCK		T			ADAPTER
1		VC	7 4			DE OF + 45 + 45 + 45 + 45 + 43 + 42 + 42 + 42 + 42 + 42
HOLE LOCATIONS **	RIGHT CHUCK		000		4-1	T SIDE OF TRAILER RIGHT OR LEFT S + 31 + 34 + 34 + 34 + 34 + 34 + 34 + 36 + 36 + 36 + 36 + 36 + 36 + 36 + 36
RAIL ADAPTER-RAIL HOLE LOCATIONS*	01-71	7 Richt - 3 Laft	14-19	6-11	6-11	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT R + 3 + 3 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2
RAIL POSITIONS	7-8	7-8	7-8	1-2	1-2	AT CENTERLINE FROM 1 NEAREST
LOCATION	Right Rear	- 24	Left Rear	Right Front	Left Front	ARE NUMBERED FROM
						HOLES

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.

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	CHOCK						ADAPTER ADAPTER
LOCATIONS	LEFT						10 10 10 10 10 10 10 10 10 10 10 10 10 1
HOLE	RIGHT CHOCK		2	7			SIDE OF TRAILE RIGHT OR LEFT 7 86 7 4 36 7 7 6 7 7 7 7 7 6 7 7 7 7 7 7 7 7 7 7
HAIL AUATIEN-HAIL	17.10	T4-19	2 Right - 3 Left	14-19	11-0	11-0	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT F +34 +30 +26 +26 +27 +28
RAIL POSITIONS		7-8	0-1	7-8	1-2	1-2	AT CENTERLINE FROM 1 NEAREST 23 24 24 24 25 25 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED 5+ 5+ 10+ 11+ 11+ 11+ 10+ 10+ 10+ 10+ 10+ 10
	_						HOLES ADAPTER ADAPTER

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER HOLE LOCATIONS**
			HULE LUCATIONS	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	* RAIL HOLES ARE NUMBERED FROM "(o	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
** RAIL ADAPTI	** RAIL ADAPTER HOLES ARE NUMBERE!	0	FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT S	IDE OF ADAPTER



IT LOCATION Rall POSITIONS HOLE LOCATIONS Right Rear 7-8 14-19 Right Rear 7-8 14-19 Left Rear 7-8 2 Right - 3 Left Right Front 1-2 6-11 Left Rear 1-2 6-11 Right Front 1-2 6 Right Front 1-2 6 Right Front 1-2 6 Right Front 1-2 6 Right Berent NumBERED FROM "o" at CENTERLINE TO 22 at RIGHT OR L 6 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1 Right Berent Round I NEAREST THE CENTER TO 3 1	HOLE LOG	LUCALIONS
8 Right Rear 7-8 14-19 8 Left Rear 7-8 2 Right - 3 Left 7 Left Rear 7-8 2 Right - 3 Left 7 Left Rear 1-2 6-11 7 Left Rear 1-2 6-11 7 Left Rear 1-2 6-11 7 Left Front 1-2 6-11 7 Left Front 1-2 6-11 7 1-12 6-11 0.1 1 HoLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR L 6-11 7 1-1 2 2 6 7 13+ 2 2 5 6 7 13+ 2 2 2 5 6 1 1 2 2 2 5 6 1 1 2 2 2 5 6 1 1 2 2 2 5 6 1 1		LEFT CHOCK
Right Rear 7-8 2 Right - 3 Left Center Rear 7-8 2 Right - 3 Left Habit Front 1-2 6-11 Left Front 1-2 6-11 Left Front 1-2 6-11 Abole Renom "0" at centerlue 7-8 6-11 Abole Renom "0" at centerlue 7-8 6-11 Abole Renom "0" at centerlue 7-9 5-6 Abole Renom "0" at centerlue 7-7 5-6 Abole Renom "15+ 2-3 4-7 Abole Renom Renom Renom "16+ 2-3 5-6 Abole Renom R	3	2
Center Rear 7-8 14-19 Left Front 1-2 6-11 Left Front 1-2 6-11 Left Front 1-2 6-11 AbaPTER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR L 3-1 7+ 15+ 23 7+ 15+ 23 7+ 15+ 23 7+ 15+ 23 7+ 15+ 23 7+ 15+ 24 5+ 24 6+ 13+ 13+ 24 5+ 24 13+ 24 24 24 25 26 27 26 28 26 29 26 21 26 21 26 22 24 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24 26 24	1	1
Left Rear 1-2 6-11 Left Front 1-2 6-11 Left Front 1-2 6-11 HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LI 1-2 6-11 ADAFTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3. 1-2 6-11 7+ 15+ 23 9 5 6 7+ 15+ 23 9 5 6 7+ 15+ 23 9 5 6 7+ 15+ 23 9 5 6 13+ 24 25 26 11 3+ 10+ 15 15 15 2+ 10+ 15 15 15 2+ 10+ 15 16 17	2	3
Right Front 1-2 0-11 Left Front 1-2 6-11 Left Front 1-2 6-11 Left Front 1-2 6-11 Aborter HoLes are NUMBERED FROM "0" at CENTER TO 22 at RIGHT OR L 1 Aborter HoLes are NUMBERED FROM "15 + 23 At the state of the	-	-
Left Front 1-2 0-11 HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR L ADAFTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 0-11 7 1 1 2 3 4 7 1 15 2 3 4 7 15 2 3 4 5 6 15 15 2 3 4 7 15 2 3 4 7 15 2 3 4 7 15 2 2 4 13 2 2 2 4 13 2 2 2 4 14 2 2 2 4 13 12 2 2 4 2 11 2 2 4 2 11 2 2 4 2 10 11 15 15 2 11 15 15 16 2 10 15 16 17		-
HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR L ADAFTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3. ADAFTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3. 7.4 15 7.4 15 7.4 15 8.4 25 8.4 25 8.5		
	SIDE OF TRAILE	ER OF ADAPTER
2 2 3 4 4 4 4 4 4 4 4 4 4 4 4 4	8	ſ
	438	+47
13+ 13+ 13+ 13+ 13+ 13+ 13+ 13+	436	+46
2 2 2 2 2 2 2 2 2 2 2 2 2 2	+ 37 + 37	+45
2+ 12+ 12+ 12+ 12+ 12+ 12+ 12+ 12+ 12+ 1		+44
+ + + + + + + + + + + + + + + + + + +		REAR
3+ 10+ 10+ 10+ 10+ 10+ 10+ 10+ 10	124	+43
34	/	1
5+	26 + 34	+45
5	1-1-1	
	Set 62-	
	at the	+40

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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.

œ.,	HOCK						OF ADAPTER +47 +46 +45 +43 +42 +42	
L ADAPTE	LEFT CHOCK	2	T	3	T	1		
CHOCK-RAIL ADAPTER HOLE LOCATIONS ^{#4}	RIGHT CHOCK	3	1	2	1	1		1
RAIL ADAPTER-RAIL	HULE LUCATIONS	14-19	2 Right - 3 Left	14-19	6-11	6-11	The center to 3 at Right 23 24 24 24 24 24 24 26 4 12 26 1 26 1 26 1 26 1 12 26 1 12 12 12 12 12 12 12 12 12	C2+
RAIL POSITIONS		7–8	7-8	7–8	1-2	1-2		†
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	ADAPTER HOLES ARE NUMBERED 7+ 1 5+ 1 5+ 1 13+ 2 3+ 1 13+ 13+ 1 13+ 1 13	1 1 1 1
UNIT		MK-28	MK-57	MK-28	MK-61	MK-61	THI ADAPTE	5+

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

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1	CHOCK	T	T	T	T	
- I.		7	T	nr	i -	
	RIGHT CHOCK	~		7		4
RAIL ADAPTER-RAIL		14-19	2 Right - 3 Left	14-19	TT-0	11-0
RAIL POSITIONS		7-8	7-8	7-8	1-2	1-2
		ar	Rear	Rear	Right Front	Front
LOCATION		Right Rear	Center Rear	Left Rear	Right	Left

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

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CHOCK				OF ADAPTER					REAR				
ATIONS	16.1	2	e l	U U		19+	+46	\$*+	+44	+43	+42	+ 41	+40
HOLE LOCA	3	°	°.	T SIDE OF TRAILER RIGHT OR LEFT SIDE		65+	+38	+ 37	+36	+ 35	+34	56 +	132
RAIL ADAPTER-RAIL HOLE LOCATIONS*	14-19	2 Right - 3 Left	14-19	TO 22 AT RIGHT OR LEFT SIDE THE CENTER TO 3 AT RIGHT	5 6 7	16+	+30	+29	+28	12+	+26	+25	+24
RAIL POSITIONS	1-2	4-5	4–5	AT CENTERLINE T	•	t [®]	+:	y +x	102	+9	+*		fā
LOCATION	Right Front	Center	Left Center	HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED	1 2	12	++1	Ter	12+	711	+g	+ 6	*
UNIT .				HOLES		*	+9		+ :	;	+	5+	+

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

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3 14-15 2 Right 14-19 3 1 14-15 14-19 14-19 3 1 14-15 14-19 14-19 3 1 14-15 14-19 14-19 3 1 14-15 14-19 14-19 1 1 14-15 14-19 1 1 1 14-15 14-19 1 1 1 14-15 14-19 1 1 1 14-15 14-19 1 1 1 15 1 1 1 1 15 1 1 1 1 15 1 1 1 1 16 1 1 1 1 15 1 1 1 1 16 1 1 1 1 16 1 1 1 1 16 1 1 1 1 16 1 1 1 1 16 1 1 1 1 16 1 1 1 1 16 1 1 1 17 1 1<	4-5 14-19 3 3 4 1-2 2 Right - 3 Left 3 3 4 1-2 2 Right - 3 Left 3 4 4 1-2 2 Right OR LEFT SIDE OF TRAILER 3 4 4 2 4 4 4 4 4 4 2 4 4 4 4 4 4 4 2 4 </th <th>сноск</th> <th></th> <th></th> <th></th> <th>ADAPTER</th> <th>_</th> <th></th> <th></th> <th></th> <th>REAR</th> <th></th> <th></th> <th></th> <th></th>	сноск				ADAPTER	_				REAR				
1-2 2 Right - 13 1-2 2 Right - 19 2 1-19 1 1-19 1 1-19 1 1-19 1 1-19 1 1-	4-5 14-19 3 1-2 2 Right - 3 14-19 3 1-2 2 14-19 3 3 1-2 1-3 14-19 3 3 1-2 1 14-19 3 3 1-2 1 14-19 3 3 1-2 1 14-19 3 3 1-3 14-19 14-19 3 3 1-4 1 14-19 3 14 1-4 1 14 14 14 1-4 1 14 14 14 1-4 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14 14	K LEFT CH	e	e C		DE OF		+41	+46	+ 45	+44	+43	+42	14+	+40
2 R 2 R 2 R 2 R 2 R 2 R 2 R 2 R	24 -5 1-2 2 R 24 -5 2 - 4 -5 2 - 8 2 - 4 -5 2 - 8 2 - 1 - 5 2 - 8 2 - 1 - 1 - 5 2 - 8 2 - 1 - 5 2 - 8 2 - 1 - 1 - 5 2 - 8 2 - 7 2 - 8 2 - 7 2 - 8 2 - 8 2 - 7 2 - 8 2 - 7 2 - 8 2 - 7 2 - 8 2 - 7 2 - 7 2 - 8 2 - 7 2	RIGHT CHOCK	3	3	3	OF TRAILE OR LEFT		62 + 39	+38	+ 37	+36	+ 35	+34	+ 33	+ 32
		HULE LUCATIONS	14-19	Right - 3	14-19		9	IE+	000+	+29	+58	+27	+26	\$2+	+24
	Right Center Center Front Left Center ARE NUMBERED FROM R HOLES ARE NUMBER		4-5	1-2	4-5	Fool	4	48	+:	¥ +2	\$	+ 9	+5		<u>tā</u>

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œ.,	HOCK						ADAPTER					REAR	Ì			
ADAPTE	LEFT CHOCK	2	5	~	-	-	DE OF		+47	+46	+ 45	44+	+43	+42	+ 41	+40
CHOCK-RAIL ADAPTER HOLE LOCATIONS**	RIGHT CHOCK	3	e	2	1	-	T SIDE OF TRAILER RIGHT OR LEFT S	8	+ 39	1 95 4	+ + 37	136	14.35 J	+34	- AND	132
RAIL ADAPTER-RAIL	HOLE LOCATIONS"	14-19	2 Right - 3 Left	14-19	6-11	6-11	AT RIGHT OR LEF CENTER TO 3 AT	9 5	184	+30	624	162+	+27	¥	+25	+24
RAIL POSITIONS		7-8	7–8	7-8	1-2	1-2	AT CENTERLINE FROM 1 NEAREST	*	t ²	+;	*+	54	+9	+9	8_+5	*91
I OCATION		Right Rear		Left Rear	Right Front		HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED	1 2	2+	194	13+	+21	+11	+01	+6	*
TINIT		MK-43	MK-28	MK-43	MK-57	MK-57	* RAIL HOLES /		+1	÷	פופו	5 + 5	-	34	, LEFT	Ţ

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.

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Rail Positions Rail Positions 7-8 7-8 7-8 2.1 7-8 2.1 1-2 1-2 1-2 1-2 1-2 1-2 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.1 2 2.2 2 2.3 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4 2 2.4



œ	CHOCK						OF ADAPTER				06.40		
	LEFT C	2		3	1	1	W	1++	+46	+45	**	+43	+42
CHOCK-RAIL	RIGHT CHOCK	3	3	2	1	1	T SIDE OF TRAILER RIGHT OR LEFT SI	66.+	138t	18+ 22	Tree .	SE THAT	+ + 34
RAIL ADAPTER-RAIL	HULE LUCATIONS	14-19	2 Right - 3 Left	14-19	6-11	6-11	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT R	12	0€+	¥	+28	×2+	424
RAIL POSITIONS		7–8	7-8	7-8	1-2	1-2	I NEAREST	53+	12	12	\$+	+ 5	+
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	HOLES ARE NUMBERED FROM "O" AT CE ADAPTER HOLES ARE NUMBERED FROM 1 2 3 4	+s	14+	+ == /	1 124	+11	+01
UNIT		MK-43	MK-28	MK-43	MK-61	MK-61	RAIL HOLES	1	THE OF	_	+ c URAMAUS		+=

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.

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HOLE LOCATIONS* RIGHT CHOCK LEFT CHO	14-19 3	2 Right - 3 Left 1	14-19 2	6-11 1	6-11 1
RAIL POSITIONS	7-8	7-8	7-8	1-2	1-2
	ar	er Rear		Right Front	Left Front
LOCATION	Richt Rear	Center	-	1-	

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.

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	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	HOLE LOCATIONS**	HOLE LOCATIONS **
			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	T
MK-57	Left Front	1-2	6-11	1	1
* RAIL HOLES * RAIL ADAPTE	* RAIL HOLES ARE NUMBERED FROM " * RAIL ADAPTER HOLES ARE NUMBERE 1 2	O" AT CENTERLINE 1 ED FROM 1 NEAREST 3 4	* 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 1 2 3 4 5 6 7 8	SIDE OF TRAILEI RIGHT OR LEFT S	SIDE OF ADAPTE
+	ţ	53	16+	4 30	1++
- THE	+++	+2	0€+	138	944



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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.

INN	LUCATION		HOLE LOCATIONS"	RIGHT CHOCK	T 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 0
		7-8	14-19	2	
MV-61	Richt Front	1-2	6-11	1	
	54	1-2	6-11	1	1
RAIL HOLES RAIL ADAPTE	ARE NUMBERED F	I NEAREST	HT OR LEF	OF TRAILE	ER SIDE OF ADAPTER
ŧ	2 +SI	* +£3	9 9 9	66.4	4+
+9	1 141	Ţ	+30	1954	+46
/	+61	2+	\$§/	+37	+45
1 + 5	1 +21	20	+28	- AND	+44 REAR
+	+11	+	+27	198	+43
+ 2+	+01	ei +	426	1964	+42
10	146	81	+ 52	ST -	***
;	+	11	> 		-
Ŧ	*	+9	+5	132	+40

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.

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NPTER	LEFT CHOCK	c	7		9	-	-	
CHOCK-RAIL ADAPTER HOLE LOCATIONS**	CK LEF							ILER
CHOCK	RIGHT CHOCK	~	- r	-1 0	7	1	-	IDE OF TRA
RAIL ADAPTER-RAIL HOIF I OCATIONS*		14-19	2 Richt - 3 Laft	1 10 10 1 10	T4-T4	0-1	6-11	"O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER ED FROM 1 NFAREST THE CENTED TO 3 AT DIGUT OF 1 THE CENTED TO 3 AT DIGUT OF 1 THE CENTED TO 3 AT DIGUT OF 1 THE
RAIL POSITIONS		7–8	7-8	7_8		7-7	1-2	TENTERLINE TO SERVICE
LOCATION		Right Rear	Center Rear	Left Rear	Richt Front		Lett Front	* RAIL HOLES ARE NUMBERED FROM "C ** RAIL ADAPTER HOLES ARE NUMBERED
UNIT		MK-43	MK-61	MK-28	MK-61	10, 11	TO-NE	* RAIL HOLES



A Rall POSITIONS HOLE LOCATIONS Right - 3 15-20 1 7-8 2 Right - 3 15-20 1 3 7-8 2 Right - 3 15-20 1 1 1-2 6-11 1-2 6-11 1 1 1-2 6-11 1-2 6-11 1 1 2 7 6-11 1 1 1 1 1-2 6-11 1-2 6-11 1 1 1 1 1-2 1-2 6-11 1 1 1 1 1 1-2 6-11 1	-	in the second se	RAIL POSITIONS	HOLE LOCATIONS"	BIGHT CHOCK	CK LEFT CHOCK
Right Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 2 Right - 3 Left 1 1 Left Front 1-2 6-11 1 1 1 Numberen From "o" ar centrenume to 22 at Right on Left Sine or Tradite 6-11 1 1 7 15 15 1 1 1 1 7 15 1 1 2 6 1 1 7 15 1 1 1 1 1 1 1 1 7 1 1 1 2 1 <	LIND	LOCATION				r
Ander Kear 7-8 2 Right - 3 Left Left Front 1-2 6-11 1 Left Front 1-2 6-11 1 Right Front 1-2 6-11 1 Aborter Numbereto From "o" art center. INE TO 22 at Right OR LEFT SIDE OF TRAUE Aborter HoLES are Numbereto From "o" art center. The Center The		Dicht Rear	7-8	5-2(-
Left Front 1-2 6-11 1 AbaPTER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAIL 6-11 At 13+ 23 At 13+ 23 At 13+ 24 At 13+ 24 At 14+ 26 At 14+ 26 At 13+ 26 At 14+ At 14+ At 14+ At 12+ At 26 At 27 <tr< td=""><td>1C-31</td><td>VIBIL WORL</td><td>7-8</td><td>Right - 3</td><td>2</td><td></td></tr<>	1C-31	VIBIL WORL	7-8	Right - 3	2	
Left Front 1-2 6-11 1 AbdPFER HUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILE AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT AbdPFER HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT	IK-28	Center Near	7-8	15-20	1	1
Right Front 1-2 6-11 1 Lieft Front 1-2 6-1 1 HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAUE ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT At + 13 1	IK-57	Left Rear	6-1	6-11	1	
Left Front Left Front HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILE ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT ADAPTER TO 3 AT RIGHT ADAPTER TO 3 AT RIGHT OR LEFT ADAPTER TO 3 AT RIGHT ADAPTER TO 3 AT RIGHT ADAPT	IK-57	Right Front	1-2	6-11	1	-
HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILE ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT AT 13 + 25 3 4 + 30 + 30 + 30 + 30 + 30 + 30 + 30	IK-57		7-T			
	RAIL	S ARE NUMBERED FROM	AT CE FROM	THE CENTER TO 3 AT	RIGHT OR LEFT	SIDE OF ADAPTER
		1 2	4	9	2	141
	ŧ	12+	t2		ľ	
	+			ň+	-the	+46
	-	144	22 +	+	+ + 34	+45
	_		12	1	-	+44
	_	+21	20			>
	-	**		+3	435	143
34 + 10+ + 10+ + 128 +	-	+11	1 et 1			
2+ +2 +2 +2 +2	*	1 /	+	*	/	+42
	1.		8		1	+41
/		+6	+5	÷	1	
	•	t	7		J	
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	+	*	<u>+</u>	¥	24 +32	\$

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	ADAPTER
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	1
MK-28	Center Rear	7–3	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	* RAIL HOLES ARE NUMBERED FROM "(O" AT CENTERLINE T	'O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	
** RAIL ADAPTE	R HOLES ARE NUMBERE	D FROM 1 NEAREST	** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT SI	IDE OF ADAPTER



UNIT 57	LUCATION		HOLE LOCATIONS"	RIGHT CHOCK	ICK LEFT CHOCK
MK-57				-	-E
100	Richt Rear	7-8	15-20	1	
	Center Rear	7-8	2 Right - 3 Left	Э	
MV 57	Toft Rear	7-8	15-20		
10	Dicht Front	1-2	6-11	1	1
MK-61		1-2	6-11	1	1
RAIL HOLES RAIL ADAPTE	ARE NUMBERED FROM)" AT CENTERLINE D FROM 1 NEARESI	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT F	L SIDE OF TRAILE	ER OF ADAPTER
L	1 2	3 4	5 6	8 1	141
1	15+	23+	7		ŧ
-	1		+30	98.4	+46
HOIN	13+	22	674	++	+45
+5	12+	+	+28	+36	***
FORWARD 4+		50		\wedge	X HEAR
	V +11	+=	+51	1 56.4	£44
+	1 +01	+	₩	6+	+42
		BI	+25	56.4	+ 41
5+	1 1	41		1	1
Ŧ	*	+9	+24	122+	140

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ž N Points--Trailer Loaded With 1 MK-28, 2 MK-57s, and

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-61	Right Rear	7-8	14-19	1	1
MK-28	Center Rear	7-8	Z Right - 3 Left	3	e
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 HOLE	* RAIL HOLES ARE NUMBERED FROM "	O" AT CENTERLINE T	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER O FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	SIDE OF TRAILER	REPTER



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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.

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Rail Positions HOLE LOCATIONS RIGHT CHOCK 7-8 14-19 1 7-8 2 Right - 3 Left 3 7-8 2 Right - 14-19 1 7-8 14-19 1 7-8 2 Right - 3 Left 3 7-8 14-19 1 7-8 14-19 1 1-2 6-11 1 1-2 6-11 1 1-2 6-11 1 1-2 6-11 1 1-2 6-11 1 1-2 6-11 1 1-2 6-11 1 MBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF TRAILER 2 3 5 6 2 3 5 6 7				RAIL ADAPTER-RAIL	HOLE LOCATIONS **	HOLE LOCATIONS **
MK-61 Right Rear 7-8 14-19 1 1 MK-61 Right Fear 7-8 2 Right - 3 Left 3 3 3 MK-61 Left Rear 7-8 2 Right - 19 1 1 1 MK-61 Left Rear 7-8 2 Right - 3 Left 1 1 1 MK-61 Left Front 1-2 6-11 1 1 1 1 MK-61 Left Front 1-2 6-11 1 1 1 1 MK-61 Left Front 1-2 6-11 1 1 1 1 1 MK-61 Left Front 1-2 6-11 1 <th>UNIT</th> <th>LOCATION</th> <th>RAIL POSITIONS</th> <th>HOLE LOCATIONS"</th> <th>RIGHT CHOCK</th> <th>LEFT CHOCK</th>	UNIT	LOCATION	RAIL POSITIONS	HOLE LOCATIONS"	RIGHT CHOCK	LEFT CHOCK
MK-61 Right Rear $7-8$ 2 Right -3 Left 3 3 NK-28 Center Rear $7-8$ 2 Right -3 Left 3 3 3 NK-51 Left Rear $7-8$ 2 Right -3 Left 3 1 1 MK-61 Left Front $1-2$ $6-11$ 1 1 1 1 MK-61 Left Front $1-2$ $6-11$ 1 1 1 1 1 MK-61 Left Front $1-2$ $6-11$ 1			7.8	14-19	1	1
NK-28 Center Rear 7-8 2 M.L. NK-61 Left Rear 7-8 2 M.L. NK-61 Left Rear 7-8 6-11 1 NK-61 Left Rear 1-2 6-11 1 NK-61 Left Front 1-2 6-11 1 MK-61 Left Front 1-2 6 7 8 * RaiL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RaiL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RaiL I ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA 1 5 6 7 8 7 1 5 6 7 8	MK-61	Right Rear	0-1	a bickt - 3 left	6	3
MK-61 Left Rear 7-8 14-13 1 MK-61 Right Front 1-2 6-11 1 1 MK-61 Left Front 1-2 6-11 1 1 MK-61 Rent Numbered From "o" at CenterLine To 22 at Right OR Left SIDE of TRAILER * Rail HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE of ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE of ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE of ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE of ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail I aDAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA	MK-28	Center Rear	1-8	7 MIGHT - 7 MOTO		1
MK-57 Right Front 1-2 0-41 1 MK-61 Left Front 1-2 6-11 1 * Rait HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rait ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA	MK-61	Left Rear	7-8	6T-4T		1
MK-61 Left Front 1-2 0-11 0-11 MK-61 Left Front 1-2 0-11 0-11 * Rail HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * Rail ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA	MV-57	Richt Front	1-2	17-0	-	-
* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADA * RAIL ADAPTER TO * * * * * * * * * * * * * * * * * *	19-XM	Left Front	1-2	11-9	-	
	* RAIL HOLES	ARE NUMBERED FROM	O" AT CENTERLINE	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT	RIGHT OR LEFT	SIDE OF ADAPT
4 +30 +36 +36 +36 +36	* RAIL ADAPIE		4 6	9	7 8	Γ
	L	1	-	17	+39	141
	+1	12+	53			ſ
		7			/	1.00



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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. .

ER #	сноск						OF ADAPTER +47 +46 +45 +44 +42 +42
IL ADAPT	LEFT	F.T	n				
CHOCK-RAIL ADAPTER HOLE LOCATIONS ^{4 &}	RIGHT CHOCK	1	3	1	1	1	OF TRAILE OR LEFT 0.8 LEFT 0.8 LEFT 1.4.35 1.4.55
RAIL ADAPTER-RAIL	HOLE LUCATIONS		2 Right - 3 Left	14-19	6-11	6-11	The center to 3 at Right 5 6 7 +30 +30 +20 +20 +20 +20 +20 +20 +20 +2
RAIL POSITIONS		7-8	7-8	7–8	1-2	1-2	AT CENTERLINE T FROM 1 NEAREST 23 24 24 24 26 26 26 26 26 26 26 26 26 26 26 26 26
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED 7+ 13+ 15+ 13+ 5+ 13+ 13+ 13+ 13+ 12+ 13+ 13+ 13+ 10+ 10+ 10+ 10+ 10+ 10+ 10+ 10+ 10+ 10
UNIT		MK-61	MK-28	MK-61	MK-61	MK-61	RAIL HOLES

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

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INN	_	LOCATION		HOLE LOCATIONS	RIGHT CHOCK	LEFT CHOCK
5.3		Bight Center	4-5	14-19	E	~
CH-NH			4-5	2 Right - 3 Left	3	7
EV-MM		Left Center	4-5	14-19	5	2
					CIDE OF TRAILER	
RAIL	HOLES	HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED	FROM 1 NEAREST	THE CENTER TO 3 AT 1	LEFT	SIDE OF ADAPTER
		1 2	• •	5 6	8 2	Γ
	t	+s:	48	16+	62 +	14+
+	;	1	4	08+	+38	+46
HOIN	t	ła	st +2	624	12+37	+45
_	+5	+21	10	+28	+ 36	+44 REAR
FORWARD	\$:		12	+ 35	+43
	ŧ		61 +	+26	+34	+42
LEFT	5+	÷	1	+22	+ 33	+ 4
•	±	+8	7	+24	7 132	0++

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	III LUCATION MALE LOCATIONS RIGHT CHOCK Right Rear 7-8 14-19 3 Center Rear 7-8 2 Right - 3 Left 3 Left Rear 7-8 2 Right - 3 Left 3 Right Front 1-2 6-11 1 Left Front 1-2 6-11 1 HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	Right Rear Center Rear Left Rear Picht Front			HOLE LOCATIONS **	ATIONS
Right Rear Center Rear Left Rear Right Front I.eft Front	MK-43 Right Rear 7-8 14-19 3 2 MK-43 Center Rear 7-8 2 Right - 3 Left 3 2 2 MK-43 Left Rear 7-8 2 Right - 19 3 2 3 2 MK-43 Left Rear 7-8 14-19 2 3 2 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 I.eft Front 1-2 6-11 1 1 1	Right Rear Center Rear Left Rear Picht Front		HOLE LOCATIONS"	RIGHT CHOCK	LEFT CHOCK
Center Rear Left Rear Right Front I.eft Front	MK-43 Center Rear 7-8 2 Right - 3 Left 3 2 MK-43 Left Rear 7-8 14-19 2 3 2 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER Conter of transient of the tran	Center Rear Left Rear Picht Front	7-8	14-19	Э	2
Left Rear Right Front Left Front	MX-43 Left Rear 7-8 14-19 2 3 MX-43 Left Rear 1-2 6-11 1 1 1 MX-57 Right Front 1-2 6-11 1 1 1 MX-57 Left Front 0 3 6-7 1 1 1 MX-57 Left Front 1-2 6-7 6-7 1 1 1	Left Rear Dicht Front	7-8	2 Right - 3 Left	3	2
Right Front Left Front	MK-57 Right Front 1-2 6-11 1 1 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 MK-57 Left Front 1-2 6-11 1 1 MK-57 Left Front 0 1-2 6-11 1	Dicht Front	7-8	14-19	2	e
Left Front	MK-57 Lieft Front 1-2 6-1 1 1 MK-57 Lieft Front 1-2 6-1 1 1 MK-57 Lieft Front 0. AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER		1-2	6-11	1	-
THEFT FROM	* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	Toft Pront	1-2	6-11	1	1
	* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	THEFT FROM				



			HOLE LOCATIONS"	CHO	K LEFT CHOCK
	Right Rear	7-8	14-19	З	2
	Center Rear.	7-8	2 Right - 3 Left	3	2
	Left Rear	7-8	14-19	2	m.
	Right Front	1-2	6-11	1	-1
	Left Front	1-2	6-11	1	
HOLES	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED	AT CENTERLINE FROM 1 NEAREST	10 22 AT RIGHT OR LEFT THE CENTER TO 3 AT	OF TRAILI	ER SIDE OF ADAPTER
1	+51	+ ²²		68.4	+41
*	+++	t	+30	1954	+46
/	+81	**	924	48+	+45
+ 5	+21	24	+28	1136	+44 REAR
+	11+	+	12+	A SENT	ŧ
¥	N and	19	+56	+34	+42
+	/**	8	+25	EE, A	#+
	+	11 I		A	
1	\$	+91	+24	132	+40

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER HOLE LOCATIONS**
			HULE LUCATIONS	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	Э
MK-61	Right Front	1-2	6-11	1	1
MK-61	Left Front	1-2	ó-11	1	1
* RAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "C	0	AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
** RAIL ADAPT	** RAIL ADAPTER HOLES ARE NUMBERE		FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT S	SIDE OF ADAPTER



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	CHOCK						REAR
RAIL ADAPTER	LEFT CH	2	1	9			T + + + + + + + + + + + + + + + + + + +
CHOCK-RAIL HOLE LOCI	RIGHT CHOCK	3	1	2	1	-1	OF TRAILE OR LEFT 4 38 4 38
RAIL ADAPTER-RAIL	HOLE LOCATIONS"	14-19	2 Right - 3 Left	14-19	6-11	6-11	AT RIGHT OR LEF CENTER TO 3 AT +34 +36 +29 +29 +26 +26 +26 +26 +26 +26 +26 +26 +26 +26
RAIL POSITIONS		7-8	7-8	7-8	1-2	1-2	AT CENTERLINE FROM 1 NEARESI 54 54 24 24 24 55 26 56 26 56 26 56 26 56 26 56 26 57 26 57 27 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 5
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED 7+ 1 5+ 1 5+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 1
UNIT		MK-43	MK-57	MK-43	MK-57	MK-57	RAIL HOLES

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAI	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-43	Right Rear	7-8	14-19	3	2
MK-61	Center Rear	7-8	2 Right - 3 Left		I
MK-43	Left Rear	7-8	14-19	2	e
MK-57	Right Front	1-2	6-11		1
MK-57	Left Front	1-2	6-11	1	1
FAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "(** RAIL ADAPTER HOLES ARE NUMBERE)	D" AT CENTERLINE 1	D" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER D FROM 1 NFAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADADTED	SIDE OF TRAILEF	RE DE ADADTE
		3 4			SIDE OF ADAPTE
			+31	439	10+
44	+0	*		Ì	





UNIT			SHOLLING	RAIL ADAPTER-RAIL	HOLE LOC	. I
1	H	LOCATION	KAIL PUSITIONS	HOLE LOCATIONS"	RIGHT CHOCK	LEFT CHOCK
		Bicke Contor	4-5	14-19	3	5
MK-43		KIGHL CENTEL	4-5	2 Right - 3 Left	1	1
MK-5/			5-7	14-19	3	5
MK-43		Left Center	<u></u>			
RAIL		ARE NUMBERED FROM	FROM 1 NEAREST	THE CENTER TO 3 AT	RIGHT OR	SIDE OF ADAPTER
		1 2	• •	9 5	8 1	Γ
	*	+91	48	+	62	¥.
+			4	08.4	+38	+46
THOIR	+			627	+ 37	+45
2	+ 5	A	12 +5	+58	+ 36	+44 REAR
FORWARD	+	1	∧ 3 +	+27	7 + 35	\$ 1
	ŧ	1	2 +	+26	6 +34	+ 42
LIJIT	5+	; ;	8 /+5	+25	+ 33	+41
•	±	ŧ	<u></u>	+24	4	+40

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EIN!	CATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER HOLE LOCATIONS**
			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	-
MK-43	Left Rear	7-8	14-19	2	9
MK-61	Richt Front	1-2	6-11	1	1
MK-61	Left Front	1-2	6-11	1	1
* RAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "C	O" AT CENTERLINE T	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	
** PAIL ADAPTE	TR HOLES ARE NUMBERE	D FROM 1 NEAREST	** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF AUAPTER	RIGHT OR LEFT S	SIDE OF AUAPIE



-+-+	LUCATION		HOLE LOCATIONS"	CHO	CK LEFT CHOCK
+	Right Center	4-5	14-19	3	m
-	Center	4-5	2 Right - 3 Left	1	Ħ
H	Left Center	45	14-19	9	3
+					
HOLES A	HOLES ARE NUMBERED FROM "C ADAPTER HOLES ARE NUMBEREI	D" AT CENTERLINE 1 D FROM 1 NEAREST	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT F	SIDE OF TRAILE	ER SIDE OF ADAPTER
	1 2	• •	5 6	8	
	12+	4	18+	62 +	+47
	++1	4	0E+	+36	+46
	1	22 +1	+29	+37	+45
	Van Van	N +	+58	+36	444
		A02			REAR
	+11	4:	+=+	+ 35	£#+
	A de	+	-28 	+34	+42
	+6	a/+5	+25	+ 33	1++
	ŧ	12	+24	1 35	0++

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

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7-8 14-19 RIGHT 7-8 2 Right - 3 Left 3 Left 7-8 14-19 14-19 7-8 14-19 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-2 6-11 6-11 1-3 AT RIGHT OR LEFT SIDE OF 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td< th=""><th>7-8 7-8 7-8 1-2 1-2 1-2 3 *</th><th>14-19 14-19 2 Right - 3 Left 14-19 14-19 6-11</th><th>RIGHT CHOCK 3 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1</th><th>CHOCK LEFT CHOCK</th></td<>	7-8 7-8 7-8 1-2 1-2 1-2 3 *	14-19 14-19 2 Right - 3 Left 14-19 14-19 6-11	RIGHT CHOCK 3 1 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	CHOCK LEFT CHOCK
Right Rear 7-8 14-19 3 Center Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 2 Right - 3 Left 1 Right Front 1-2 6-11 1 1 Left Front 1-2 6-11 1 1 S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR ER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF TR Ist 1-2 6-11 1 1 Ist 2 3 6 7 Ist 1 2 6 7 Ist 1 2 6 7 Ist 1 1 1 1 1 Ist 1 1 1 1 1 Ist 1 1 1 1 1 Ist 1 1 1 1 1 <th>7-8 7-8 7-8 1-2 1-2 1-2 3 *</th> <th>14-19 2 Right - 3 Left 14-19 6-11 7 7</th> <th>3 2 2 1 1 1 SIDE OF TRAILEI IGHT OR LEFT 3</th> <th>2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1</th>	7-8 7-8 7-8 1-2 1-2 1-2 3 *	14-19 2 Right - 3 Left 14-19 6-11 7 7	3 2 2 1 1 1 SIDE OF TRAILEI IGHT OR LEFT 3	2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Center Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 14-19 2 Right Front 1-2 6-11 1 Left Front 1-2 6-11 1 S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR 6-11 1 Ist 1-2 6 7 Ist 1-2 3 7 Ist 1-4 1 1 Ist 1-4 1 <tr< td=""><td>7-8 7-8 1-2 1-2 1-2 3 *</td><td>2 Right - 3 Left 14-19 6-11 6-11 6-11 6-11 6-11 6-11 14-19 14-19 6-11 6-11 14-19 6-11 6-</td><td>1 2 2 1 1 SIDE OF TRAILEI IGHT OR LEFT S</td><td></td></tr<>	7-8 7-8 1-2 1-2 1-2 3 *	2 Right - 3 Left 14-19 6-11 6-11 6-11 6-11 6-11 6-11 14-19 14-19 6-11 6-11 14-19 6-11 6-	1 2 2 1 1 SIDE OF TRAILEI IGHT OR LEFT S	
Left Rear 7-8 14-19 2 Right Front 1-2 6-11 1 Left Front 1-2 6-11 1 S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR FER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LE 1 1	7-8 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 23	14-19 6-11 <td>2 1 1 SIDE OF TRAILEI IGHT OR LEFT S</td> <td></td>	2 1 1 SIDE OF TRAILEI IGHT OR LEFT S	
Right Front 1-2 6-11 1 Left Front 1-2 6-11 1 S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR FER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LE 1 1 1 2 1 2 1 1 1 2 1 1 1	C. AT CENTERLI	REST THE CENTER TO 3 AT RI	I I SIDE OF TRAILEI IGHT OR LEFT S	
Left Front 1-2 6-11 1 S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR ER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LE 1 2 <t< td=""><td>1-2 "O" AT CENTERLI S 3 23 23 23</td><td>REST THE CENTER TO 3 AT RI</td><td>I SIDE OF TRAILE</td><td></td></t<>	1-2 "O" AT CENTERLI S 3 23 23 23	REST THE CENTER TO 3 AT RI	I SIDE OF TRAILE	
S ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TR TER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LE 15 0 1 1 15 1 15 1 15 1 15 1 15 1 15 1	Contenting	INE TO 22 AT RIGHT OR LEFT S REST THE CENTER TO 3 AT RI	SIDE OF TRAILE	STORE OF ADAPT
	5+ 5		8 91 1	
	*8	16+	011	Γ
				44
+	1	+30	138	+46
	2+	+29	497	\$
	+	+28	36	+44



+ 40

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+9

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+6

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+43

\$

+26

+27

+9

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+ of

+41

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+25

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N N		0	HACE COCKLININ	RIGHT CHOCK	LEFT CHOCK
2 ×		0 -			
0	Right Rear	0-/	15-20	1	1
	Center Rear	7-8	2 Right - 3 Left	3	2
1	Left Rear	7-8	15-20	1	1
1ª	Right Front	1-2	6-11	1	1
		1-2	6-11	1	1
A M	HOLES ARE NUMBERED FROM "G ADAPTER HOLES ARE NUMBEREI)" AT CENTERLINE D FROM 1 NEARESI	HT OR LEFT	SIDE OF TRAILE	ER SIDE OF ADAPTER
	1 2	* +2	5 6 +31.	66 +	Let.
/	114+	+	+30	12	94+
	+51	24	67	+=+	44
-	+21	20	+28	97	P 44 REAR
~/	+11	+	+27	1954	
	+01	19	¥	fet 1	+#2
	+6	9_+1	+58	RA	*
1	*	/*ª	+24		° †

		DAIL BOSITIONS	RAIL ADAPTER-RAIL	HOLE LOCATIONS**	ATIONS **
LIND	LUCATION		HOLE LOCATIONS"	RIGHT CHOCK	LEFT CHOCK
MV 13	Dicht Rear	7-8	15-20	1	
10-VE	Conter Rear	7-8	2 Right - 3 Left	3	2
C1-47	Toft Dear	7-8	15-20		
12-31 12:52	Dicht Front	1-2	6-11	-	-
VC-YM	Toft Pront	1-2	6-11	1	-
MK-DI					
* RAIL HOLE	* RAIL HOLES ARE NUMBERED FROM "O ** RAIL ADAPTER HOLES ARE NUMBERED	F	AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	SIDE OF TRAILER	DE OF ADAPTE



LEFT

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.

THOIR

Right Rear Center Rear Left Rear Right Front Left Front	7-8 7-8 7-8	HULE LUCA	RIGHT CHOCK	LEFT CHOCK
Right Rear Center Rear Left Rear Right Front Left Front	7-8 7-8 7-8	15-2(1	-
Center Rear Left Rear Right Front Left Front	7-8		č	
Left Rear Right Front Left Front	7-8	2 Right - 3 Left	3	2
Right Front Left Front		15-20	1	1
Left Front	1-2	6-11	1	1
	1-2	6-11		1
HOLES ARE NUMBERED FROM "C ADAPTER HOLES ARE NUMBEREC	D" AT CENTERLINE D FROM 1 NEARESI 3 4 3 1	TO 22 AT RIGHT OR LEFT SIDE THE CENTER TO 3 AT RIGHT 5 6 7	OF TRAILE OR LEFT	SIDE OF ADAPTER
+s	\$3+	+31	SR +	141
+11	1 ²⁰ +2	0°+	15+	+46 +45
1 +21	20	+28	136	A44 REAR
× 111	+9	+27	135+	143
1 +or	+	426	10+ +34	+42
1)+6		+25	RET	+ 41
*	+4			9

	_	_		-				1
HOLE LOCATIONS **	RIGHT CHOCK LEFT CHOCK	1	2	1	1	1	RE OF ADAPTER	
HOLE LOC	RIGHT CHOCK	1	3	1	1	1	SIDE OF TRAILEF	
RAIL ADAPTER-RAIL	HULE LUCATIONS	14-19	2 Right - 3 Left	14-19	6-11	6-11	0" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER D FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SI	
RAIL POSITIONS		7–8	7–8	7-8	1-2	1-2	O" AT CENTERLINE TO	
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER ** RAII ADAPTER HOIFS ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	
UNIT		MK-61	MK-43	MK-61	MK-57	MK-57	* RAIL HOLES	





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.

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				RIGHT CHOCK	Ł
					LEFT CHOCK
	Right Rear	7-8	14-19	1	1
	Center Rear	7-8	2 Right - 3 Left	3	2
	Left Rear	7-8	14-19	1	1
	Right Front	1-2	6-11	1	
	Left Front	1-2	6-11	1	1
HOLE	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED	AT CENTERLINE FROM 1 NEARES	TO 22 AT RIGHT OR LEFT SIDE THE CENTER TO 3 AT RIGHT	OF TRAILE	L ER SIDE OF ADAPTER
	1 2	•	5 6	8 1	Γ
ł	+9	t2	.ic+		Ĩ
+9	+++	+	+30	96.4	+46
/	+81	4+	+29	Ke+	\$
+ 5	1 +21	+	+28	1.126	**
:				A	REAR
1	+11	+ 1	+27	SEAL	5++3
+	1 + or	+	+26	Are+	+42
		8		× ·	
+		11	+22	55.4	1++
7	*	+		X	2
		16	+24	+32	Q

LEFT CHOCK

RIGHT CHOCK

RAIL ADAPTER-RAIL HOLE LOCATIONS*

RAIL POSITIONS

LOCATION

LIND

2 Right - 3 Left

15-20

15-20

4-5

Right Center Center

MK-61 MK-61 MK-61

Left Center

CHOCK-RAIL ADAPTER HOLE LOCATIONS**



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

	CHOCK				
ATIONS*	LEFT CHOCK	10	1		-1
HOLE LOCATIONS **	RIGHT CHOCK	7	, [1
RAIL ADAPTER-RAIL	TOLE LOCATIONS	2 Right - 3 Left	14-19	6-11	6-11
POSITIONS	7_0	7-8	7-8	1-2	1-2
RAIL				-	-
LOCATION	Richt Rear		Left Rear	Right Front	Left Front

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS ⁴⁴	HOCK-RAIL ADAPTER HOLE LOCATIONS ⁴⁴
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	2-8	15-20	I	1
MK-57	Center Rear	7-8	2 Right - 3 Left	I	I
MK-57	Left Rear	7–8	15-20	1	1
MK-57	Right Front	1-2	15-20		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	HOLES ARE NUMBERED FROM "O		AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
H RAIL ADAPTE	** RAIL ADAPTER HOLES ARE NUMBERED		FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT S	IDE OF ADAPTER





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

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	CHOCK				T	T	ADAPTER
ATIONS **	LEFT C			-	-	1	
HOLE LOCATIONS **	RIGHT CHOCK	1	1	-	-	-	SIDE OF TRAILE
RAIL ADAPTER-RAIL	HOLE LOCATIONS"	15-20	2 Right - 3 Left	15-20	6-11	6-11	THE CENTER TO 3 AT R 10 22 AT RIGHT OR LEFT +34 +36 +26 +26 +26 +26 +26
RAIL POSITIONS		7-8	7-8	7-8	1-2	1-2	AT CENTERLINE FROM 1 NEAREST 24 24 24 24 26 2
I OCATION		Right Rear	Center Rear	Left Rear	Right Front	Left Front	HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED 7+ 15+ 15+ 2 3 2+ 12+ 15+ 15+ 2 3 2+ 12+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15
TIMIT		MK-57	MK-57	MK-57	MK-57	MK-57	RAIL HOLES

UNIT	F	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL HOI E I OCATIONST	CHOCK-RAII	CHOCK-RAIL ADAPTER HOLE LOCATIONS##
					RIGHT CHOCK	LEFT CHOCK
MK-57		Right Rear	7-8	15-20	-	
MK-61		Center Rear	7-8	2 Riolit - 3 Laft	+ -	-
MK-57		Left Rear	7-8	15-20		
MK-57		Right Front	1-2	6-11	-	-
MK-57		Left Front	1-2	6-11		-
				11 2	-	
* RAIL	ADAPTE	* RAIL HOLES ARE NUMBERED FROM "C	D" AT CENTERLINE T	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	
			LINOW A NEARES!	CUTTOM & INCANESI INE CENTER 10 3 AI RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT S	IDE OF ADAPTER





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

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57	LUCATION		HOLE LOCATIONS"	RIGHT CHOCK	CHOCK LEFT CHOCK
MK-57					
	Right Rear	7-8	15-20	1	1
	Center Rear	7-8	2 Right - 3 Left	1	1
MK-57	Left Rear	7-8	15-20	1	-
	Richt Front	1-2	6-11	1	-
MK-51	Left Front	1-2	6-11	1	-
* RAIL HOLES ** RAIL ADAPTE	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED	AT CENTERLINE FROM 1 NEAREST	TO 22 AT RIGHT OR LEFT THE CENTER TO 3 AT F	SIDE OF TRAILE	ER SIDE OF ADAPTER
ŧ	1 2 15+	*	5 6	8 68+	141
			+30	989	446
-	13+	-22 +2	62+	++	***
+	1 == 1	+	+28		
FORWARD ++		+	+21		143
40		lei /		X	
_	1 +01	THE THE	\$2 4	the+	2++/
5	1746	1	+22	SEX S	141
	1			K	
Ŧ	+8	16	+24	+32	°* †

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAII	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20	1	Ţ
MK-57	Center Rear	7–8	2 Right - 3 Left	I	
MK-61	Left Rear	7–8	14-19		1
MK-57	Right Rear	1-2	6-11		
MK-57	Left Rear	1-2	6-11	1	1
* RAIL HOL	HOLES ARE NUMBERED FROM "C	D" AT CENTERLINE 1	"O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
** RAIL ADA	** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	D FROM 1 NEAREST	THE CENTER TO 3 AT F	RIGHT OR LEFT S	SIDE OF ADAPTER







MK-57 Right Rear 7-8 MK-57 Right Rear 7-8 MK-57 Center Rear 7-8 MK-61 Left Rear 7-8 MK-61 Left Rear 7-8 MK-61 Left Front 1-2 MK-61 Anul Laberter Numberen from 1 1-2 MK-61 1-2 1-2 MK-61 1-4 1-2 MK-61 1-4 1-4 MK-61 1-4 MK-7 1-4 <th< th=""><th>7-8 15-20 7-8 2 Right - 3 Left 7-8 15-20 7-8 15-20 1-2 6-11 1-2 6-11 1-2 6-11 1-2 6-11 R 1 NEAREST THE CENTER TO 3 AT R</th><th>RIGHT CHOO 1 1 1 1 1 SIDE OF TRA</th><th>CK LEFT CHOCK</th></th<>	7-8 15-20 7-8 2 Right - 3 Left 7-8 15-20 7-8 15-20 1-2 6-11 1-2 6-11 1-2 6-11 1-2 6-11 R 1 NEAREST THE CENTER TO 3 AT R	RIGHT CHOO 1 1 1 1 1 SIDE OF TRA	CK LEFT CHOCK
Right Rear 7-8 Center Rear 7-8 Center Rear 7-8 Left Front 1-2 Right Front 1-2 Iceft Front 1-2 AbaPTER HCLES ARE NUMBERED FROM "O" AT CEN 1 1 <t< th=""><th>15-20 2 Right - 3 Left 15-20 6-11 6-11 6-11 10 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT I</th><th>1 1 1 1 1 810E OF</th><th></th></t<>	15-20 2 Right - 3 Left 15-20 6-11 6-11 6-11 10 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT I	1 1 1 1 1 810E OF	
Center Rear Left Rear Right Front Left Front Left Front HOLES ARE NUMBERED FROM "0" AT CEN ADAPTER HOLES ARE NUMBERED FROM 1 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-2 1-	2 Right - 3 Left 15-20 6-11 6-11 6-11 TO 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT 1	1 1 1 1 810E OF	
Left Rear 7-8 Right Front 1-2 Left Front 1-2 HOLES ARE NUMBERED FROM "O" AT CEN ADAPTER HCLES ARE NUMBERED FROM "1 1	15-20 6-11 6-11 6-11 TO 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT 1	1 1 SIDE OF	L
Right Front Left Front HOLES ARE NUMBERED FROM "0" AT CEN ADAPTER HCLES ARE NUMBERED FROM 1 23 24 24 24 24 24 13 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	6-11 6-11 5-11 TO 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT 1	1 1 SIDE OF	
Left Front 1-2 HOLES ARE NUMBERED FROM "O" AT CEN ADAPTER HCLES ARE NUMBERED FROM 1 abarter hcles are numbered from 1 23 13+122 13+12222 13+12222 13+12222 13+12222 13+12222 13+12222 13+12222 13+12222 13+122	6-11 TO 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT I	I SIDE OF	1
HOLES ARE NUMBERED FROM "O" AT CEN ADAPTER HOLES ARE NUMBERED FROM 1 7+ 15+ 23 14+ 22 13+ 22 14+ 22 14+ 22 14+ 22 15+ 25+ 25+ 25+ 25+ 25+ 25+ 25+ 25+ 25+ 2	TO 22 AT RIGHT OR LEFT T THE CENTER TO 3 AT I	SIDE OF	J
HOLES ARE NUMBERED FROM O AT CEN ADAPTER HOLES ARE NUMBERED FROM 1 7 7 7 7 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1	TO 22 AT RIGHT OR LEFT	SIDE OF	
	9	RIGHT OR LEFT	ER SIDE OF ADAPTER
1 1 1 1 1 1 1 1 1 1 1 1 1 1		8 7	
++ ++ ++ ++ ++ ++ ++ ++ ++	Tet	68.+	10+
++ += += ++ ++ ++	+30	85	446
++ ++ ++ ++ ++ ++	62+	×18+	++8
++ ++ ++ ++ ++	+29		***
<	07+		REAR
N/	+27	1984	143
+ + + + + + + + + + + + + + + + + + + +	Jet 1	X	C# +
	¥		
1 24 J+6 (/2 15	+25	er/	141
-		Ĵ	
1+ 8+ 1+	+24	+32	140

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAII	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
			HULE LUCATIONS	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 HO	* RAIL HOLES ARE NUMBERED FROM "C	D" AT CENTERLINE T	"O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
** RAIL AD	** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	D FROM 1 NEAREST	THE CENTER TO 3 AT R	RIGHT OR LEFT S	IDE OF ADAPTER



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ALC: NO. TO COMMENT

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	Center Rear	7-8	2 Right - 3 Left	1	I
T	Left Rear	7 -8	15-20	1	-1
	Left Front	1-2	6-11	1	
					1
/ /	+++ +++	+8 +8 +8	167 + + + + +	61 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	t + + + + + + + + + + + + + + + + + + +
		+02 + 92 	+ 24		REAR
	+or	+=	+ 58	NR+	24 F+
1	\$	1e+	- PCT		1

RIGHT CHOCK	7-8 14-19 1 7-8 14-19 1 7-8 2 Right - 3 Left 1 7-8 14-19 1 1-2 6-11 1	Right Rear 7-8 14-19 1 Center Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 2 Right - 3 Left 1 Left Front 1-2 6-11 1 HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER
Right Rear 7-8 14-19 1 Center Rear 7-8 2 Right - 3 Left 1 Left Rear 7-8 14-19 1 Right Front 1-2 6-11 1 Left Front 1-2 6-11 1	7-8 14-19 1 7-8 2 Right - 3 Left 1 7-8 14-19 1 1-2 6-11 1 1-2 6-11 1	MK-61 Right Rear 7-8 14-19 1 1 MK-61 Center Rear 7-8 2 Right - 3 Left 1 1 1 MK-61 Left Rear 7-8 2 Right - 3 Left 1 1 1 MK-61 Left Rear 7-8 2 Right - 3 Left 1 1 1 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1					RIGHT CHOCK	LEFT CHOCK
Center Rear7-8Left Rear7-8Right Front1-2Left Front1-2		MK-61 Center Rear 7-8 2 Right - 3 Left 1 1 MK-61 Left Rear 7-8 2 Night 14-19 1 1 1 MK-57 Right Front 1-2 6-11 1 1 1 MK-57 Left Front 1-2 6-11 1 1 1	MK-61	Right Rear	7-8	14-19		-
Left Rear7-8Right Front1-2Left Front1-2		MK-61 Left Rear 7-8 14-19 1 MK-57 Right Front 1-2 6-11 1 MK-57 Left Front 1 1 MK-57 Left Front 1 1 MK-57 Left Front 1 1 MK-57 Left Front	MK-61	Center Rear	7-8	2 Right - 3 Left		-
Right Front1-2Left Front1-2		MK-57 Right Front 1-2 6-11 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	MK-61	Left Rear	7-8	14-19		4
Left Front 1-2		MK-57 Left Front 1-2 6-11 1 * Rail HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	MK-57	Right Front	1-2	6-11		
	12	* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	MK-57	Left Front	1-2	6-11	-	
	l:	* RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER						






	НОСК					ADAPTER
LOCATIONS **	LEFT CHOCK	-4-		4 -4	1	
HOLE LOC	RIGHT CHOCK	-4		1	1	SIDE OF TRAILE SIDE OF TRAILE HIGHT OR LEFT + 36 + 36
RAIL ADAPTER-RAIL	HOLE LOCATIONS"	14-19	2 Right - 3 Left	11-9 27-17	6-11	AT RIGHT OR LEF CENTER TO 3 AT + 34 + 29 + 29 + 29 + 29 + 29 + 20 + 20 + 20 + 20 + 20 + 20 + 20 + 20
RAIL POSITIONS		7-8	7-8	1=2	1-2	AT CENTERLINE FROM 1 NEARESI 54 54 24 24 24 54 55 25 54 55 55 55 55 55 55 55 55 55 55 55 55 55
0						MBER
I OCATION		Right Rear	Center Rear	Lett Rear	Left Front	HOLES ARE NUMBERED FROM "O" ADAPTER HOLES ARE NUMBERED 7+ 1 5+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 15+ 1

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAI	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
			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	
* RAIL HOLE	* RAIL HOLES ARE NUMBERED FROM "(* RAIL ADAPTER HOLES ARE NUMBERE))" AT CENTERLINE T	"O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER ED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR 1 FFT SIDE OF ADADTER	SIDE OF TRAILER	IDE DE ADAPTER



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			RIGHT CHOCK	LEFT CHOCK
Right Rear	7-8	14-19	1	1
Center Rear	/-8	2 Right - 3 Left	1	1
Left Rear	7-8	4	1	-1
Right Front	1-2	6-11	1	1
Left Front	1-2	6-11	1	-
HOLES ARE NUMBERED FROM "O ADAPTER HOLES ARE NUMBERED	FROM 1 NEAREST	0 22 AT RIGHT OR LEF THE CENTER TO 3 AT	SIDE OF TRAILI	ER SIDE OF ADAPTER
12+	* + \$	5 6 + 31.	66 +	٦ ۲
1++1	*	+30	96+	++6
+51	*+	+29	Ke+	\$ 40
12+	+	+28	1984	**
2	3		V	THEAR
+11	+ 1	+27	1987	143
+01	++	+26	te+	2445
)+6	81	+25	Sec #	1++
-	17			1
ŧ	16	+24	+32	0* 1

UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER HOLE LOCATIONS ⁴⁴
			HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-61	Right Center	4-5	15-20	1	1
MK-61	Center	4-5	2 Right - 3 Left		ſ
MK-61	Left Center	4-5	15-20	-	1
* RAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "(O" AT CENTERLINE T	"O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	
"" KAIL AUAPIE	"" HAIL AUAPIEN HULES ANE NUMBENEU FNOM I NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	U FRUM I NEARESI	THE CENTER 10 5 AT H	RIGHT OR LEFT SI	IDE OF ADAPTER



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ATIONS	Ler 1	6	m	m	Э
HOLE LOCATIONS*	3	3	2	3	3
RAIL ADAPTER-RAIL HOLE LOCATIONS*	14-19	2 Right - 3 Left	4-	14-19	14-19
NS					
	7-8	7-8	7-8	1-2	1-2
LOCATION RAIL POSITIONS	Right Rear 7-8	Rear 7		nt	Left Front 1-2

MK-28IN Right Rear 7-8 14-19 3 2 MK-28IN Right Rear 7-8 14-19 3 2 2 MK-28IN Center Rear 7-8 14-19 3 3 3 3 MK-28IN Left Rear 7-8 2 Right - 3 Left 3 3 3 MK-28IN Right Front 1-2 1-2 14-19 2 3 3 MK-28IN Right Front 1-2 14-19 3 3 3 MK-57 Center Front 1-2 14-19 3 1 1 MK-58IN Left Front 1-2 14-19 3 3 3 MK-57 Center Front 1-2 14-19 3 3 3 MK-28IN Left Front 1-2 14-19 3 3 3 MK-28IN Left Front 1-2 14-19 3 3 3 MK-28IN Left Front 1-2 14-19	UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	ADAPTER
MK-28IN Right Rear 7-8 14-19 3 2 MK-28IN Center Rear 7-8 2 Right - 3 Left 3 3 3 MK-28IN Left Rear 7-8 2 Right - 3 Left 3 3 3 MK-28IN Left Rear 7-8 2 Right - 3 Left 3 3 3 MK-28IN Right Front 1-2 1-2 2 Right - 3 Left 3 3 MK-57 Center Front 1-2 2 Right - 3 Left 1 1 1 MK-57 Center Front 1-2 2 Right - 3 Left 3 3 3 MK-58 MK-28IN Left Front 1-2 14-19 3 3 3 MK-51 Left Front 1-2 14-19 3 3 3 3 MK-58 MK-58 Indextoff 1 1 1 1 1 MK-58 A 1 1 2 3 3 3 3 3				HULE LUCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-28IN Center Rear 7-8 2 Right - 3 Left 3 3 MK-28IN Left Rear 7-8 14-19 2 3 3 MK-28IN Right Front 1-2 14-19 2 3 3 MK-28IN Right Front 1-2 1-2 14-19 3 3 MK-57 Center Front 1-2 2 Right - 3 Left 1 1 1 MK-58 Left Front 1-2 14-19 3 3 3 MK-28IN Anter Numbered From "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER 3 3 3	MK-28IN	Right Rear	2-8	14-19	3	2
MK-28IN Left Rear 7-8 14-19 2 3 MK-28IN Right Front 1-2 1-2 14-19 3 3 MK-28IN Right Front 1-2 2 14-19 3 3 MK-57 Center Front 1-2 2 2 14-19 3 3 MK-28IN Left Front 1-2 1-2 14-19 3 3 MK-28IN Left Front 1-2 14-19 3 3 3 MK-28IN Left Front 1-2 14-19 3 3 3 MK-28IN Left Front 1-2 14-19 3 3 3 MK-28IN Left Front 0 1 3 3 3 MK-28IN AREADM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER 3 3 3	MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-28INRight Front1-214-1933MK-57Center Front1-22 Right - 3 Left11MK-28INLeft Front1-22 Right - 3 Left33MK-28INLeft Front1-214-1933* 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	MK-28IN	Left Rear	7-8	14-19	2	3
MK-57 Center Front 1-2 2 Right - 3 Left 1 1 1 MK-28IN Left Front 1-2 1-2 14-19 3 3 3 * RAIL HOLES ARE NUMBERED FROM "O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF ADAPTER ** RAIL ADAPTER HOLES ARE NUMBERED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	MK-28IN	Right Front	1-2	14-19	3	3
MK-28IN Left Front 1-2 1-2 14-19 3 3 * 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	MK-57	Center Front	1-2	2 Right - 3 Left	-	
* 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	MK-28IN	Left Front	1-2	14-19	3	3
	* RAIL HOI	LES ARE NUMBERED FROM " PTER HOLES ARE NUMBERE	D" AT CENTERLINE T	0 22 AT RIGHT OR LEFT THE CENTER TO 3 AT F	SIDE OF TRAILER	DE OF ADAPTER



FORWARD

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LIST

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LOCATIONS** CK LEFT CHOCK	2	2		E	m	E OF ADAPTER	+46	+45	+44 REAR	+43	+42	1++1	-	+40
RIGHT CHOCK L	3	3	2	ñ	3	RIGHT OR LEFT SIDE	195 A.	12+ + 21	- Ale	38 + 1	+34	Contract of the second		735
	14-19	2 Right - 3 Left	14-19	14-19	14-19	THE CENTER TO 3 AT RIGHT	0£+	62+	+28	+21	+30	+5	J 	+5
						FLI								
	7-8	7-8	7-8	1-2	1-2	O" AT CENTERLINE 1 ED FROM 1 NEAREST 3 4 23 4	+	+ស	\$+	+9	A +	B +1		t ^s
LOCATION RAIL POSITIONS	Richt Rear 7-8	Rear		-	Front	S FROM	14+ 7 +	+	12 +	+	tor	BI +6		84 Ite

	сноск							DAPTER
HOLE LOCATIONS **	LEFT (2	3	e	1	3	1	R SIDE OF A
HOLE LOCATIONS **	RIGHT CHOCK LEFT CHOCK	3	3	2	1	S	1	SIDE OF TRAILE
RAIL ADAPTER-RAIL	HOLE LOCATIONS	14-19	2 Right - 3 Left	14-19	15-20	2 Right - 3 Left	15-20	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER ED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER
RAIL POSITIONS		7–8	7–8	7–8	1-2	1-2	1-2	O" AT CENTERLINE T
LOCATION		Right Rear	Center Rear	Left Rear	Right Front	Center Front	Left Front	* RAIL HOLES ARE NUMBERED FROM " ** RAIL ADAPTER HOLES ARE NUMBERE
UNIT		MK-281N	MK-28IN	MK-28IN	Mr-57	MK-28IN	MK-57	* RAIL HOLES



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LEFT CHOCK	2		3	3	3
	Э	1	2	3	3
61-71		2 Right - 3 Left	14-19	14-19	14-19
7_8	0-1	/-8	7-8	1-2	1-2
4	H				-
	Kight Kear	Center Rear	Left Rear	Right Front	Left Front

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UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAII	CHOCK-RAIL ADAPTER HOLE LOCATIONS**
			HOLE LOCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-281N	Right Rear	7-8	14-19	3	6
MK-281N	Center Rear	7-8	2 Right - 3 Left	~	1 ~
MK-281N	Left Rear	7-8	14-19	~	
MK-57	Right Front	1-2	15-20	1	
MK-57	Center Front	1-2	15-20		4
MK-57	Left Front	1-2	15-20	-	
* RAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "C ** RAIL ADAPTER HOLES ARE NUMBEREI	" AT CENTERLINE T FROM 1 NEAREST	AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	SIDE OF TRAILER	RE OF ADAPTER



MK-28IN R1ght Rear	LUCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	HOLE LOCATIONS **	HOLE LOCATIONS **
IN			HOLE LOCATIONS	RIGHT CHOCK	LEFT CHOCK
	Rear	7-8	14-19	Э	2
	Center Rear	7-8	2 Right - 3 Left		-
MK-281N Left Rear	ear	7-8	14-19	2	5
MK-57 Right Front	Front	1-2	15-20	-	
MK-57 Center Front	Front	1-2	2 Right - 3 Left	-	
MK-57 Left Front	ront	1-2	15-20		-
* RAIL HOLES ARE NUMBERED FROM	BERED FROM "O"	AT CENTERLINE T	O" AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER	SIDE OF TRAILER	~
** RAIL ADAPTER HOLES ARE NUMBERI	ARE NUMBERED	FROM 1 NEAREST	ED FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR LEFT SIDE OF ADAPTER	RIGHT OR LEFT S	IDE OF ADAPTER





UNIT	LOCATION	RAIL POSITIONS	RAIL ADAPTER-RAIL	CHOCK-RAIL ADAPTER HOLE LOCATIONS**	HOCK-RAIL ADAPTER HOLE LOCATIONS**
			HOLE LOCATIONS	RIGHT CHOCK	LEFT CHOCK
MK-57	Right Rear	7-8	15-20		
MK-28IN	Center Rear	7-8	2 Right - 3 Left	3	3
MK-57	Left Rear	7-8	15-20		
MK-57	Right Front	1-2	15-20		-
MK-57	Center Front	1-2	2 Right - 3 Left		-
MK-57	Left Front	1-2	15-20		1
* RAIL HOLES	* RAIL HOLES ARE NUMBERED FROM "O ** RAIL ADAPTER HOLES ARE NUMBERED		AT CENTERLINE TO 22 AT RIGHT OR LEFT SIDE OF TRAILER FROM 1 NEAREST THE CENTER TO 3 AT RIGHT OR 1 FFT SIDF OF ADAPTER	SIDE OF TRAILER	IDE OF ADAPTER







	CHOCK				APTER	ADAPTER								
nois	LEFT CH	2	9	m	DE OF		+47	+46	+ 45	444	+43	+42	*	+40
HOLE LOCATIONS**	RIGHT CHOCK	3	2	~	L SIDE OF TRAILER		66.4	138	+ 37	+36	¥ 35	+34	122	132
RAIL ADAPTER-RAIL HOLE LOCATIONS*		14-19	14-	2 Right - 3 Left	TO 22 AT RIGHT OR LEFT	5 6	18+	+30	\$2+	+28	+27	+26	+52+	+54
DALL DOCITIONS		7-8	7-8	1-2	AT CENTERLINE		+8	+8	ง +ส	5+	+9	1 +9	2 +5	16
		1								/	2			
NOT AT ION	LUCATION	Right Rear	Left Rear	Center Front	HOLES ARE NUMBERED FROM	AUAPIEN HULES ANE NUMBERED	151	14+	+61	+21	+11	+01	+6	*



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





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