



## Internal Air Transport Certification

AFLCMC/EZFC (ATTLA)  
2145 Monahan Way  
WPAFB, OH 45433-7017  
<https://afkm.wpafb.af.mil/AirTransport>



**Date:** 13 August 2012

**Item Nomenclature:** Heavy Expanded Mobility Tactical Truck (HEMTT) M977, M978, M983, M984, M985 to include A1, A2, A2R, & E1 variants

**File Number:** 13.A.30

**Requestor:** SDDC TEA (Gary Horton)

**New Information Summary:** clarification to vehicles covered by this certification.

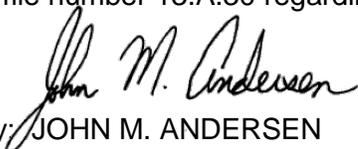
**Reference Documents:**

1. ASC/ENFC email memo, 22 August 2011, Inquiry for M984 Air Certification Letter.
2. MTMC TEA email memo, 15 May 2002, Transportability Approval and Material Release for the HEMTT A2/A2R Vehicles.

**Item Description:** The subject items are identified to be Heavy Expanded Mobility Tactical Truck (HEMTT) M977, M978, M983, M984, M985 to include A1, A2, A2R, & E1 variants

**Certified Aircraft:** USAF C-130, C-17 and C-5

**Point of Contact:** MSgt Thomas McPeak, at [thomas.mcpeak@wpafb.af.mil](mailto:thomas.mcpeak@wpafb.af.mil) or [ATTLA@wpafb.af.mil](mailto:ATTLA@wpafb.af.mil), DSN 986-9903 or Commercial (937) 656-9903. Refer to file number 13.A.30 regarding these items.

Reviewed by:   
JOHN M. ANDERSEN  
Acting Aerial Delivery Technical Expert  
Crew Systems Branch

2 Atch:

1. XIII.A, 8 May 1985 ATTLA Cert Memo
2. XIII.A, 21 March 1985 ATTLA Cert Memo

ENECA/Lt Williams/mm/8May85

ENECA

Air Transport Certification of Heavy Expanded Mobility Tactical Truck (HEMTT)

Transportation Engineering Agency  
ATTN: MTT-TRG (Mr. L. Cato)  
12388 Warwick Blvd, P.O. Box 6276  
Newport News VA 23606-0276

1. Reference:

a. ASD/ENECA letter to TEA/MTT-TRG, 22 March 1985, same subject

b. Telecon between Lt Jim Williams, ASD/ENECA, and Mr. L. Cato, TEA/MTT-TRG, 6 May 1985, same subject.

2. Per reference 1.b telecon, the criteria in paragraph 3.b and c of reference 1.a letter should be changed to the following:

a. Maximum individual axle must not exceed 20,000 pounds for C-141 transport.

b. Maximum forward tandem axle weight must not exceed 30,000 pounds for C-141 and C-5 transport.

c. Maximum rear tandem axle weight must not exceed 32,000 pounds for the M977, 978, and 983, and 38,000 pounds for the M984 and M985 for C-141 and C-5 transport.

d. For C-141 and C-5 transport, the gross vehicle weight must not exceed 62,000 pounds for the M977, 978, and 983, and 68,000 pounds for the M984 and M985.

3. The attached USAFALCENT/TE letter provides the exact shoring requirements for transport of the HEMTT vehicles aboard a C-141 aircraft.

4. For further assistance, contact Lt Jim Williams, ASD/ENECA, AV 785-6039.

CARL B. MIHLBACHLER  
Chief, Aerial Delivery and  
Parachute Branch  
Directorate of Support Systems Engrg

1 Atch  
Cy USAFALCENT/TE Ltr, 15 Apr 85

cc: HQ AFSC/LGTT wo Atch  
HQ MAC/DOVA wo Atch

ENECA/Lt Williams/mm/21Mar85

ENECA

Air Transport Certification of the Heavy Expanded Mobility Tactical Truck (HEMTT) (Your Ltr, 27 Feb 85)

Transportation Engineering Agency  
ATTN: MTT-TRG (Mr. L. Cato)  
12388 Warwick Blvd, P.O. Box 6276  
Newport News VA 23606-0276

1. Reference ASD/ENECA letter, 11 May 1984, same subject.
2. The revised HEMTT vehicles have been reviewed for air transportability. All vehicles are certified for air transport on the three MAC prime mission cargo aircraft.
3. The HEMTT vehicles are certified for transport at the following weights:
  - a. In the C-130, at a gross weight not to exceed 43,000 pounds and a maximum axle weight not to exceed 13,000 pounds.
  - b. In the C-141, at a gross weight not to exceed 68,000 pounds and a maximum axle weight not to exceed 20,000 pounds. Be advised that, if an axle weight exceeds 10,000 pounds, that axle can only be parked in compartments G-K.
  - c. In the C-5, at a gross weight not to exceed the vehicle's cross-country rating. ~~XXXXXX~~

For C-130 transport, the 13,000-pound maximum axle weight would be the limiting factor for any payload placed in the M977 or M985 cargo bed. For the C-141, the 20,000-pound axle constraint would be the limiting factor.

4. All HEMTT vehicles require the same amount of approach shoring for loading on the C-130. This is:
  - (a) Four pieces - 2" x 12" x 5' - *increased to 8 pcs.*
  - (b) Four pieces - 2" x 12" x 4'
  - (c) Four pieces - 2" x 12" x 3'
  - (d) Four pieces - 2" x 12" x 2'

Ramp support shoring, ten inches thick, is also required. Shoring requirements for C-141 transport have not been precisely determined. Approximately 14 inches of ramp support shoring and sufficient amounts of

approach shoring to reduce the effective ramp angle to eight degrees are required in order to remain within the suspension articulation limits throughout loading. Shoring is not required for C-5 transport.

5. For transport aboard the C-130 and C-141, the spare tire must be removed from all HEMTT vehicles. Additionally, the following equipment must be removed from other HEMTT vehicles for transport:

- a. Rear ladder from the M978
- b. Cargo body bows from the M985
- c. Forward and rear warning lights from the M984E1

For transport aboard the C-5 this equipment need not be removed.

6. The modified M985 vehicle with the HIAB 8108 crane and extended frame has not been certified for transport aboard the C-130 or C-141. Certification is contingent upon a test loading for transport in these aircraft, as stated in the referenced letter.

7. For further assistance, contact Lt Jim Williams, AV 785-6039.

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Parachute Branch  
Directorate of Support Systems Engrg

cc: HQ AFSC/LGTT  
HQ MAC/DOVA