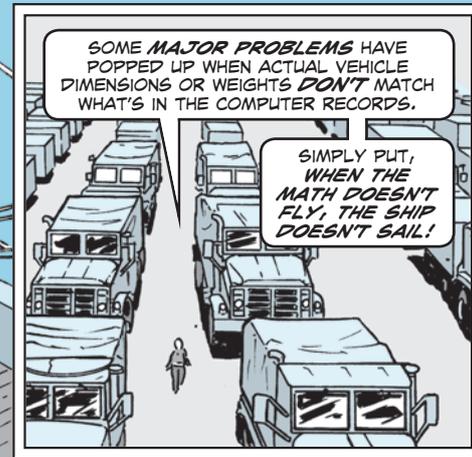
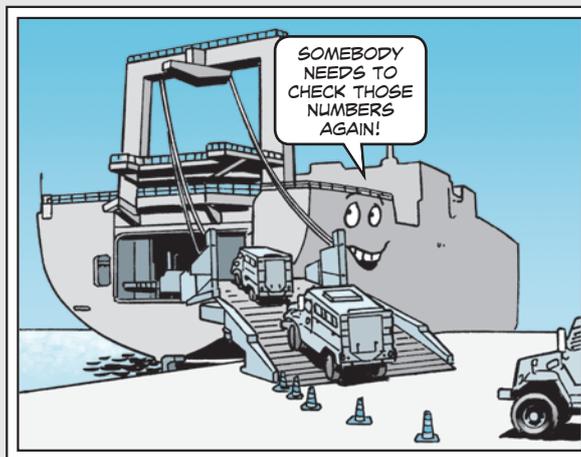
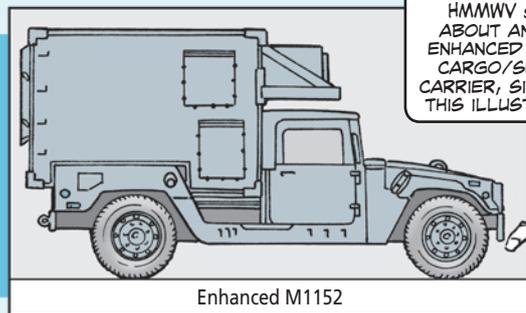


Record Your Vehicle Data Correctly for Deployment

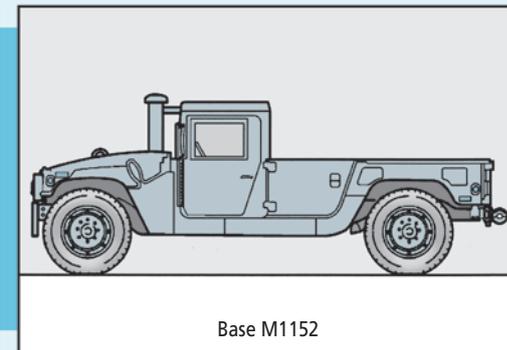
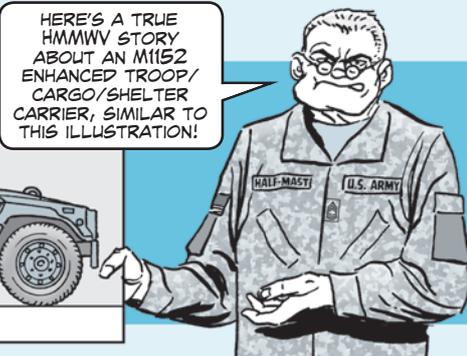


The word's in: Your unit's shipping out. In the following burst of activity, everyone may rush a bit more in their duties and lose track of some details that shouldn't be forgotten.

Getting details while preparing for deployment can result in big headaches when trying to load and ship unit vehicles.



Enhanced M1152



Base M1152

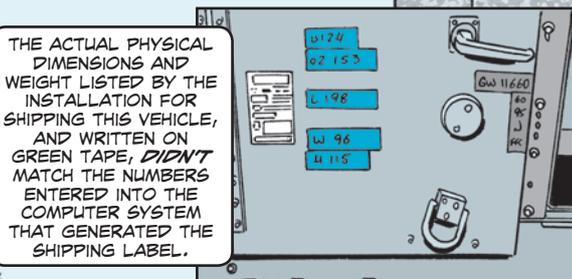


LATER, IT WAS DETERMINED THAT THE PERSON WHO MADE THE SHIPPING LABEL USED TB 55-46-1, STANDARD CHARACTERISTICS FOR TRANSPORTABILITY OF MILITARY VEHICLES AND OTHER OUTSIZE/OVERWEIGHT EQUIPMENT, AND TOOK THE STATS FOR THE FIRST VEHICLE LISTED FOR THE M1152.

BUT THERE ARE SEVERAL VARIATIONS OF THE M1152. THE STATISTICS FOR THE BASE VEHICLE (SHOWN ABOVE) WERE MISTAKENLY ENTERED INTO THE COMPUTER, AND THOSE NUMBERS DIDN'T INCLUDE THE SHELTER'S ADDED WEIGHT AND DIMENSION.

For example, one M1152 shelter carrier's white shipping label listed vehicle specifications in inches as: Length—194, Width—86, Height—76, and Weight—7,146 pounds. The actual vehicle dimensions were Length—198, Width—96, Height—115, and Weight—11,660 pounds!

There are many HMMWV models, so it's easy to see how this mistake happened. Someone entered the stats from a base model HMMWV into the deployment planning software, instead of taking the time to check the unit's MTOE for the specific model, then looking up and entering the correct data.



In some cases, entire vehicle lots have been delayed from deployment by ship, rail, air or highway due to errors in reported dimensions or weights. These mistakes don't make the headshed happy.

So, during deployment planning and operations, **before** shipping labels get slapped on vehicles slated for shipment, check the following:

- Are you using your unit's MTOE for accurate vehicle model information?
- Were the correct vehicle models entered into the database?
- Do computer-generated numbers match, or at least come close, to actual vehicle measurements?

For vehicle specifics, see TB 55-46-1, *Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment*.

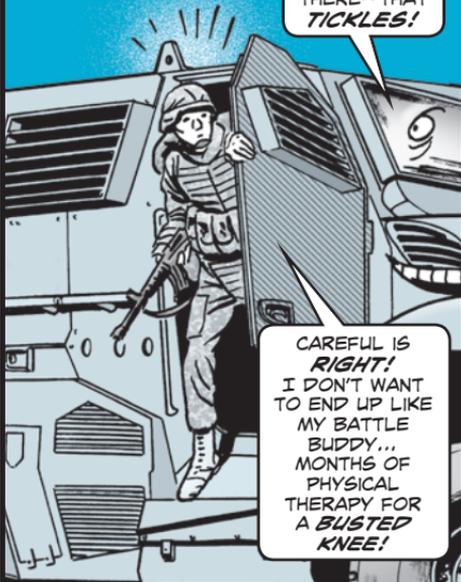
You can also check out the Transportation Engineering Agency's (TEA) handbooks and pamphlets. Visit the TEA website: <http://www.tea.army.mil/>

If you have questions about deployment-related shipping, contact John Newman at DSN 770-5263, (618) 220-5263, or email: john.d.newman@us.army.mil



Safety...

Look— But Don't Leap!



HEY!
CAREFUL
THERE--THAT
TICKLES!

CAREFUL IS
RIGHT!
I DON'T WANT
TO END UP LIKE
MY BATTLE
BUDDY...
MONTHS OF
PHYSICAL
THERAPY FOR
A BUSTED
KNEE!

You probably don't think of combat vehicles or your unit's big construction equipment as potential enemies. But rushing to dismount from high equipment can really bring you down—literally!

Falls and jumps are the leading cause of non-battle injuries such as fractures and dislocations. Too many Soldiers have already been air-evacuated from Iraq and Afghanistan because of this.

SO, WHEN
YOU EXIT HIGH
VEHICLES OR
EQUIPMENT...

...FOLLOW
THESE STEPS
TO SAFETY!



- Keep three out of four limbs in vehicle contact—two hands and a foot or two feet and a hand
- Use available steps and handholds
- Go slow—rain, ice or sand can make steps slippery
- Remember a heavy backpack can throw you off balance
- Check for uneven ground before stepping down
- Don't jump out! Step out.