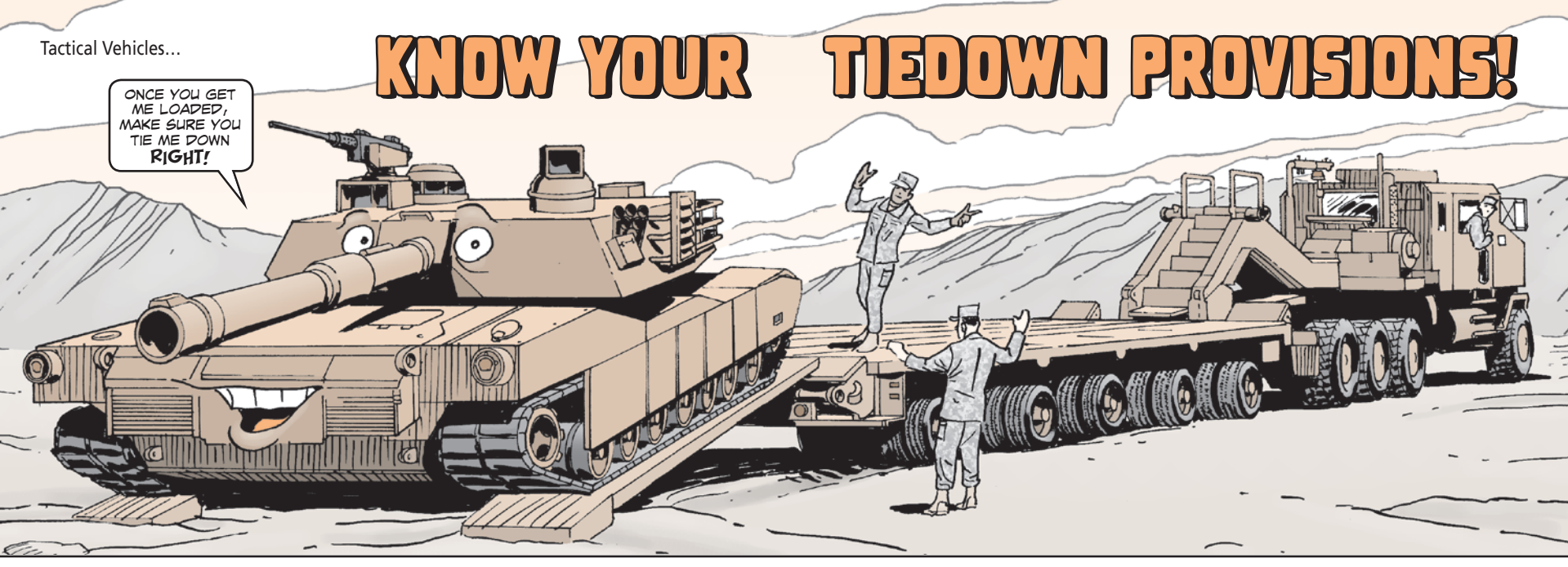
KNOW YOUR TIEDOWN PROVISIONS!



Dear Editor,

In Jan 98, the Military Surface Deployment and Distribution Command (SDDC) Transportation Engineering Agency (TEA) issued MIL-STD-209J, *Interface Standard for Lifting and Tiedown Provisions*, an update to MIL-STD-209H.

The new information stated that removable provisions (shackles) were no longer allowed for vehicle tiedowns on new vehicles. However, if shackles are used on older vehicles, the nut has to be tack-welded in place to prevent the shackles from being easily removed from the vehicle.

When it's time to transport the vehicles, they can't be safely tied down if the approved and tested shackles are missing! Proper use of vehicle tiedown provisions is critical when securing vehicles for rail, highway, or sea transport. Otherwise, the vehicle may come loose on a railcar, truck or trailer, or ship.

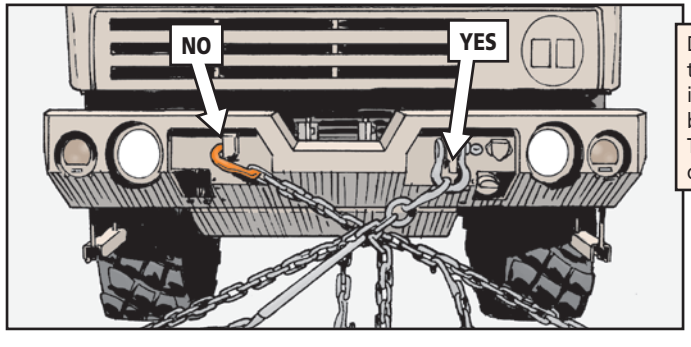
Eventually, in Feb 05, we released MIL-STD-209K and again tried to encourage the move away from shackles. SDDC spends well over $100,000 a year worldwide on replacement shackles. I asked one CONUS port how much they spend on shackles each year. Here's their reply:

2008 - $21,206.96
2009 - $22,887.00
2010 - $23,236.20
2011 - $26,000.00
2012 (first 2 months) - $26,664.00

And this is just from one port. You can imagine the total expense worldwide paid by SDDC to buy replacement shackles that are supposed to be BII for the vehicles! And imagine the delay in moving vehicles if the right shackles aren't at the port!

Unfortunately, when a shackle is missing, the wrong shackle is sometimes selected to replace it. Just because a shackle looks like it fits doesn't mean it's strong enough to do the job. The wrong shackle could fail.

Plus, sometimes vehicles are tied down without shackles when they should be. It's ***wrong*** to insert the tiedown hook into the shackle bolt hole. The resulting stress on the tip of the tiedown hook can break it off. Then the vehicles could move on the deck of a ship. That shouldn't happen!



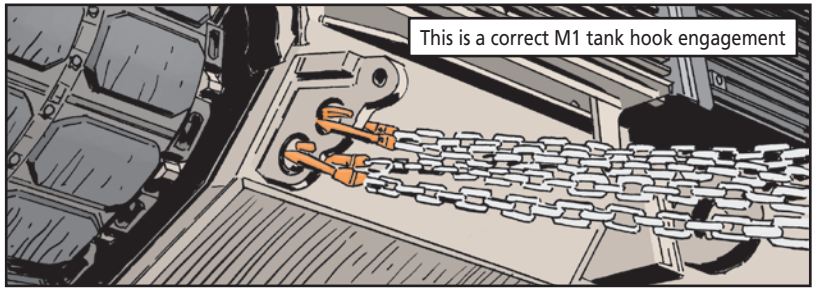
Don't insert tiedown hook into shackle bolt hole! The hook could break!

PS MORE

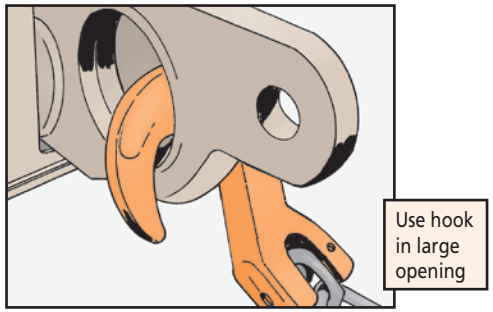
The SDDC TEA has been advising program managers and contractors to use shackleless provisions on new vehicles.

We were able to assist in the design for a new shackleless provision on the M1 tank chassis.

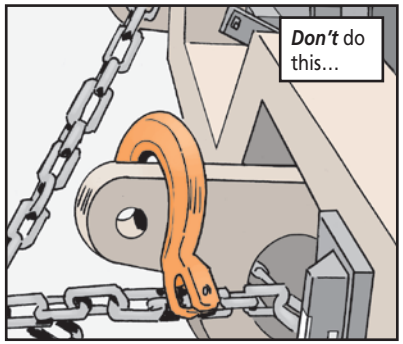
In this picture, the hooks are engaged directly to the provision and the tow lug can be seen above the double-holed provision. This is correct.

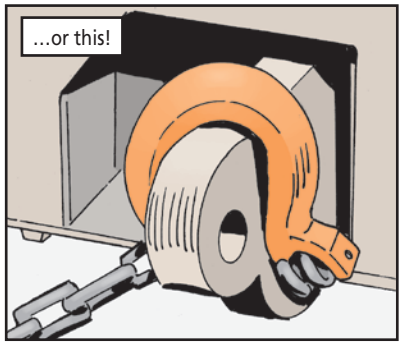


Also, the latest version of the FMTV LTAS vehicle uses a shackleless provision on the front of the truck. Because it's a new design, some folks in the field don't seem to understand that all they need to do is place the tiedown hook into the large opening.



Instead, people are running the hook and chain through the opening, and placing the hook on top of the provision. We've seen write-ups where folks in the field are saying one opening is too small for a shackle (the tow lug) and the other is too big (the actual shackleless provision) for a shackle.





We are even seeing the new shackleless provisions on MRAPs being misused! Once again, hooks are placed into the smaller bolt holes rather than engaging the provision directly.

Finally, blockage is sometimes an issue. Even with shackleless provisions on a vehicle, other attached equipment can block access to the proper tiedown point.

Using the proper equipment in the right way is critical to the safe movement of military vehicles and equipment. Guidance on how to safely move military vehicles can be found at the SDDC Transportation Engineering Agency website:

http://www.tea.army.mil/DEP/TRANSPORT/default.asp

Any help you can give us that leads to the proper use of these new shackleless provisions would be greatly appreciated.

John D. Newman
Chief, Deployability Engineering Branch
SDDC TEA

Editor's note: *Consider it done, Mr. Newman. Readers, save your unit time and money by making sure you properly use the shackleless provisions. Review and use the guidance you've just been given. Let your vehicle's TM, MIL-STD-209K, and the SDDC TEA website help you as well.*

PS END

FMTV A1P2...

Protective Cap PROTECTS Hydraulic Fluid!

WHEN IT'S RAINING OUTSIDE, MY ELECTRIC HYDRAULIC POWER UNIT (EHPU) NEEDS **PROTECTION** FROM THE WATER!

FMTV A1P2 trucks were fielded without the protective (or breather) cap, NSN 5340-01-590-0054, installed on the EPHU. As a result, the EHPU fluid is getting contaminated with water. That can lead to failing cab lift hydraulic components.

But there's an easy fix to prevent future contamination and the trouble it brings: Make sure your truck's EHPU breather is covered with its cap.