

# Safety... **GROUND GUIDED**

**WHEW!**  
GOOD TO SEE  
YOU THERE,  
SERGEANT!

I SURE PREFER IT  
WHEN SOMEONE POINTS  
OUT MY PATH IN TIGHT  
SPOTS LIKE THIS.

I'LL DO MY BEST  
TO KEEP YOU FROM  
GOIN' OFF COURSE.



**A**rmy equipment is often large and awkward to move. Safely maneuvering large equipment, especially in tight spaces, requires properly trained and positioned ground guides.

However, simply using ground guides isn't enough. Good crew coordination is critical. It only takes a split second for a driver to lose sight of a ground guide, or for a ground guide to make a mistake that can result in major equipment damage or worse, an injury or death. Here are some tips for safe ground guiding:

- Everyone should know basic visual signals used in communicating with drivers, including flashlight signals.
- Position front ground guides to the left front of vehicles. Ground guides must never walk directly in a vehicle's path.
- When two ground guides are used, they must maintain visual contact with each other at all times. The front ground guide must stop the vehicle if he loses sight of the rear ground guide.
- Drivers must immediately stop if they lose sight of a ground guide or don't understand a signal.
- Ground guides, not vehicle commanders, are in charge of moving vehicles. When a vehicle is under a ground guide's control, the only command the vehicle commander should issue to the driver is "stop."



REMEMBER, SAFE, EFFICIENT  
VEHICLE OPERATIONS AND PERSONNEL  
SAFETY DEPEND ON CLEAR, ACCURATE  
COMMUNICATION BETWEEN SOLDIERS.

To review standard visual signals, see FM 21-60, *Visual Signals*, at:

[http://armypubs.army.mil/doctrine/DR\\_pubs/DR\\_a/pdf/fm21\\_60.pdf](http://armypubs.army.mil/doctrine/DR_pubs/DR_a/pdf/fm21_60.pdf)

Find more ground guide materials in the U.S. Army Combat Readiness/Safety Center Driver's Training Toolbox. Visit:

<https://safety.army.mil/drivertrainingtoolbox>

Lead-Acid  
Batteries...

## When in Doubt, Go with the Vehicle TM



Dear Editor,

We've been told about an issue with TM 9-6140-200-13, *Operator and Field Maintenance for Automotive Lead-Acid Storage Batteries*, (May 11). The TM includes some general procedures that may differ from the information found in vehicle tech manuals. The solution is to go with the guidance in the vehicle TM.

We recommend that users write this statement under "How to Use This Manual" on Page ix of TM 9-6140-200-13:

**TM 9-6140-200-13 does not supersede the Vehicular TMs.**

You should see this in a future TM update.

Boyd Dial  
Energy Storage Team  
Battery Lab Manager  
US Army TARDEC

*Editor's note: The battery guidance in the vehicle's TM trumps the battery TM. Got it, and thanks, Mr. Dial.*