

Summary Report for Individual Task
551-88M-1661
Perform Wheeled Vehicle Hasty/Self-Recovery on a Wheeled Vehicle
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Lee, VA foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In an operational environment, as the driver during a resupply mission, your vehicle was damaged from an IED. The injured gunner was MEDEVACed and the area is secure. Provided a tactical wheeled vehicle with simulated damage, (with a winch), chains, BII, shackles, and applicable TM (-10 series), hearing protection, work gloves, a like leading vehicle, and assistance from others as needed. Some iterations of this task should be performed in MOPP 4. This task should be trained under IED Threat conditions.

Standard: You are to recover the vehicle so that it can be operated under its own power without injury to personnel or damage to equipment and assess the damage and report the assessment to your supervisor, all in accordance with applicable references.

Special Condition: This is a two-person operation. Assistance is required under the supervision of the person being evaluated for this task. Task is to be conducted under NCO supervision.

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: Your unit has been travelling along the approved convoy route and has run off the road due to an over-correction of steering and is mired in a ditch.

DANGER

Soldier must determine if there are any unexploded ordnance in the immediate vicinity which may place the crew in imminent danger. If so, Soldier is to evacuate area and notify EOD and chain of command.

Soldiers must be aware of the inherent dangers of working in and around tactical wheeled vehicles. Hot surfaces, sharp, moving objects such as fan blades, slippery surfaces, and excessively loud noises are all dangers. These dangers are also applicable to hazardous cargo being transported (explosive hazard)(as applicable). Each Soldier should take every precaution not to become a victim of these dangers by following regulatory guidance and risk management rules. If armed the vehicle has additional ammunition explosive and negligent discharge hazards.

WARNING

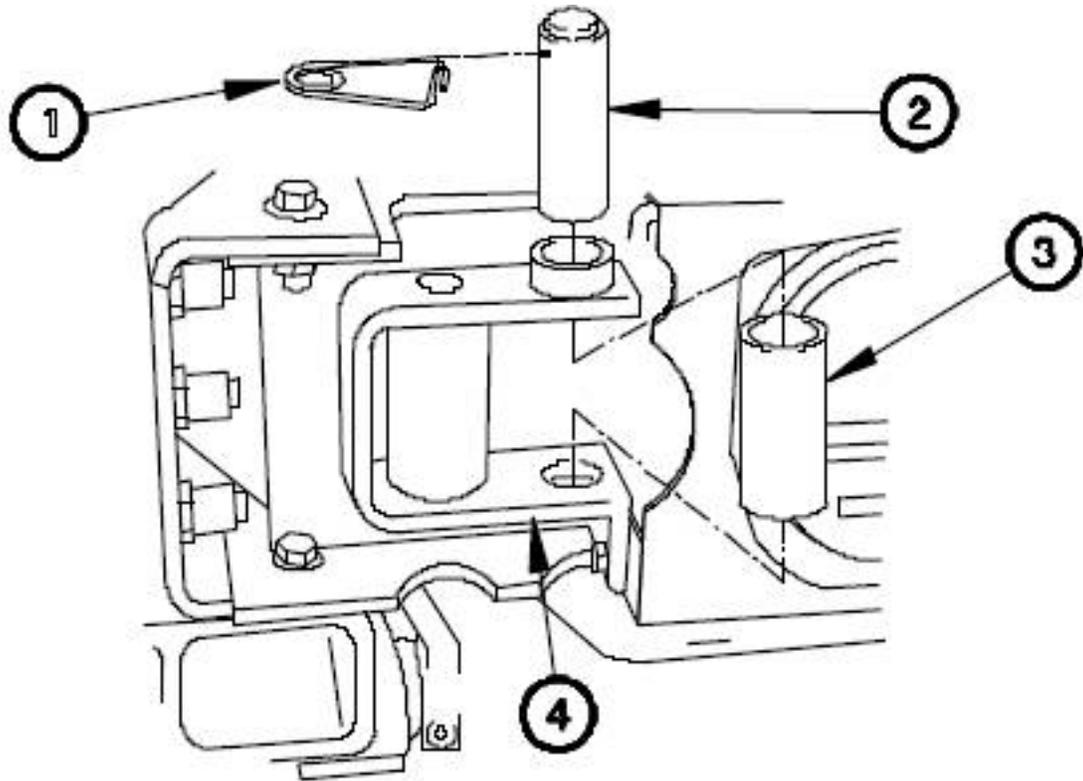
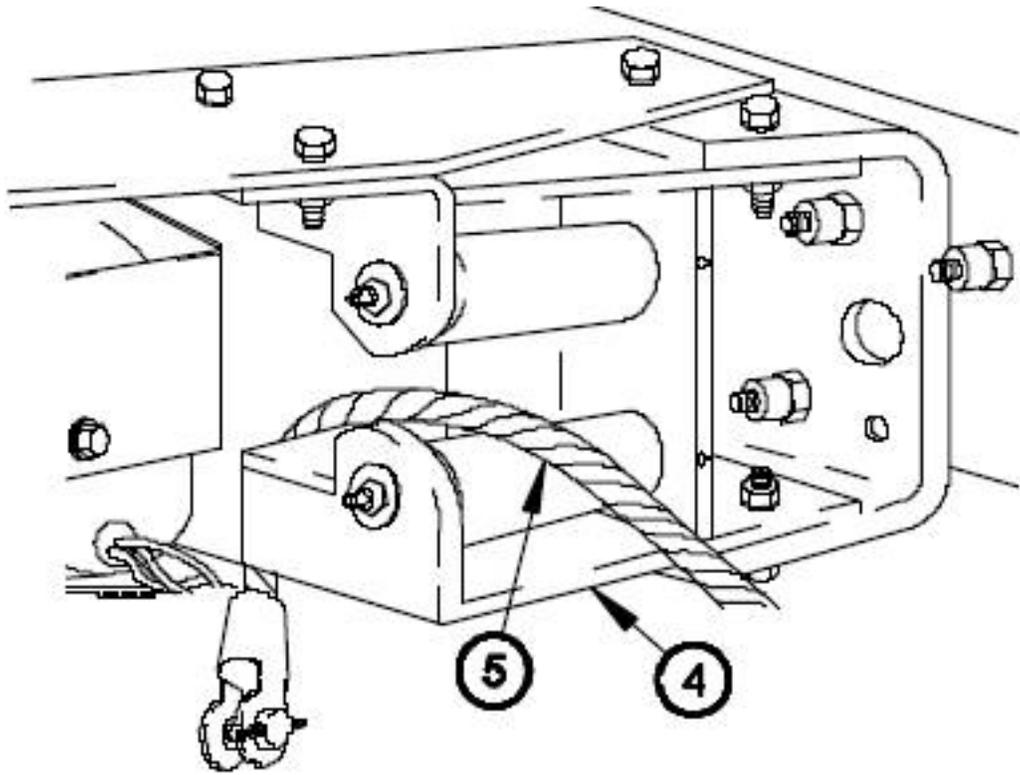
Damage to vehicle may pose an additional physical threat to the crew. Always be aware of UXO and leaking flammables or chemicals.

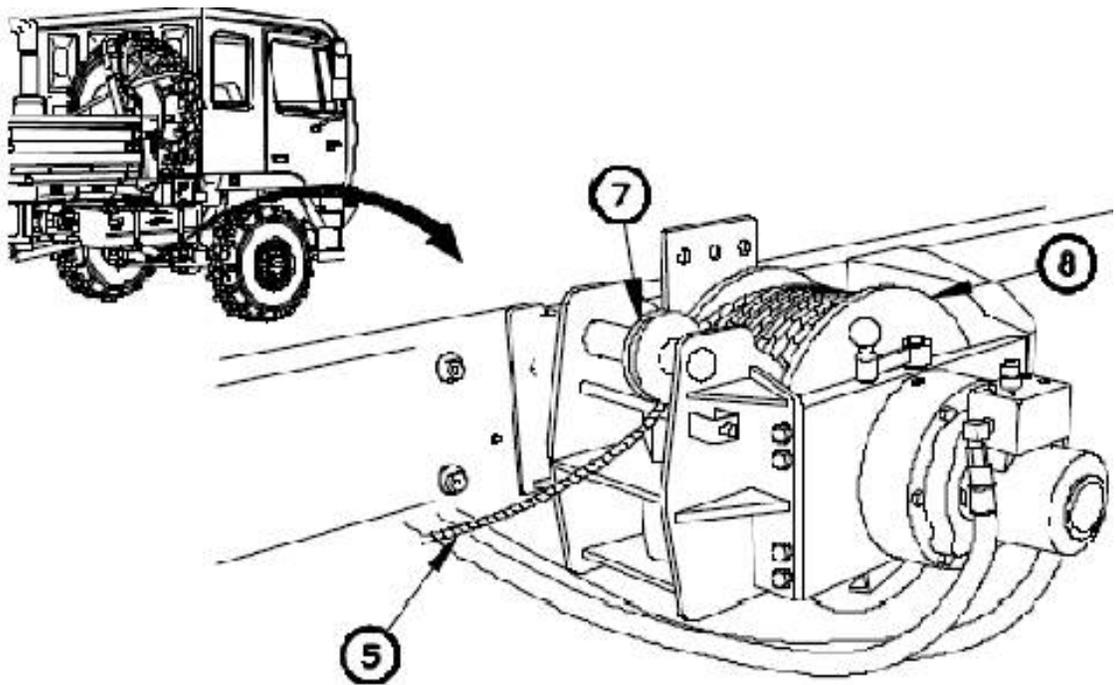
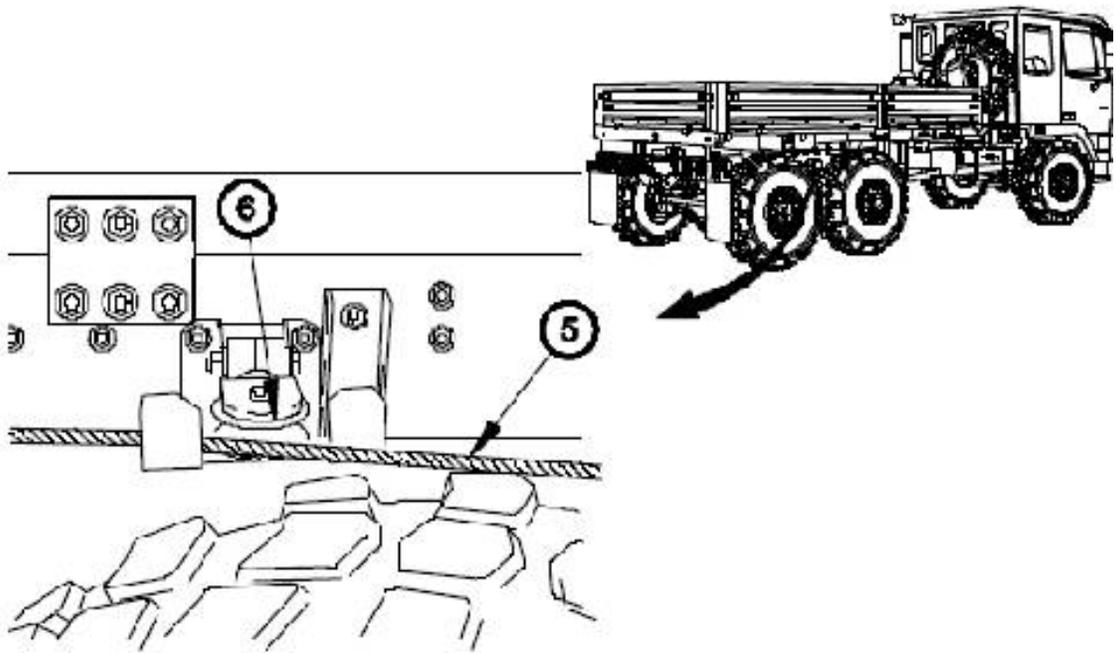
CAUTION

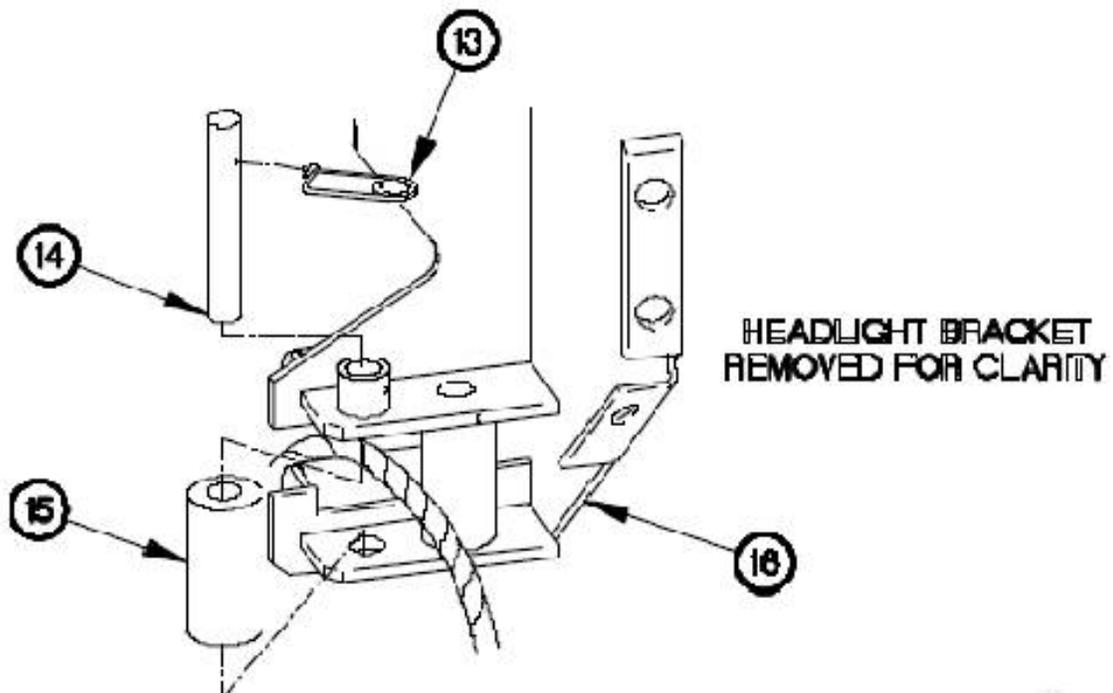
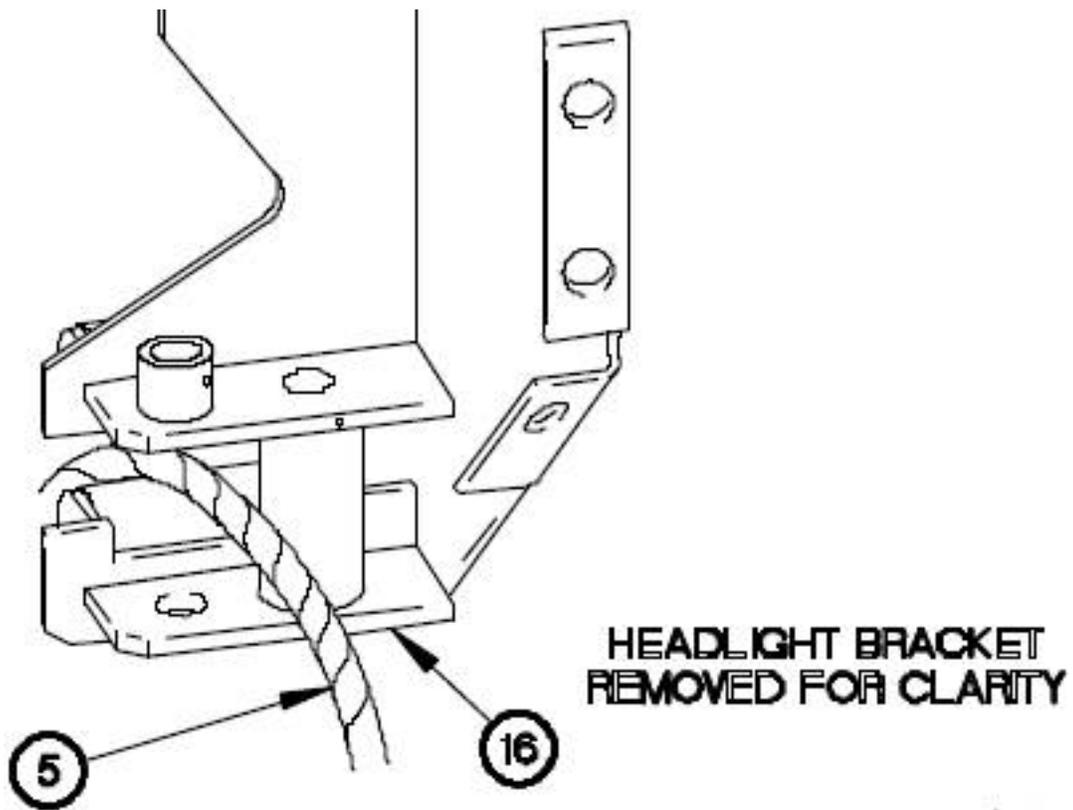
Adhere to all CAUTION statements in the vehicle or equipment TM.

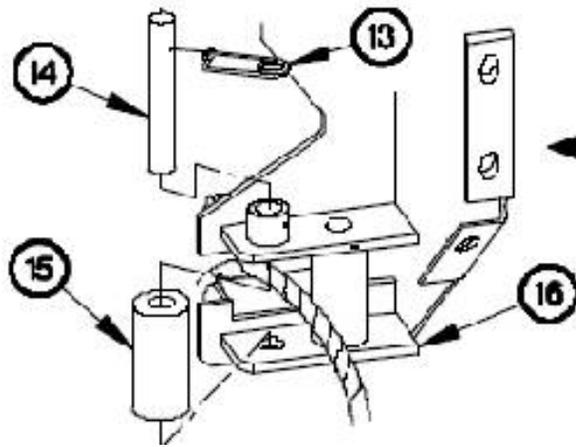
Remarks: None

Notes: None

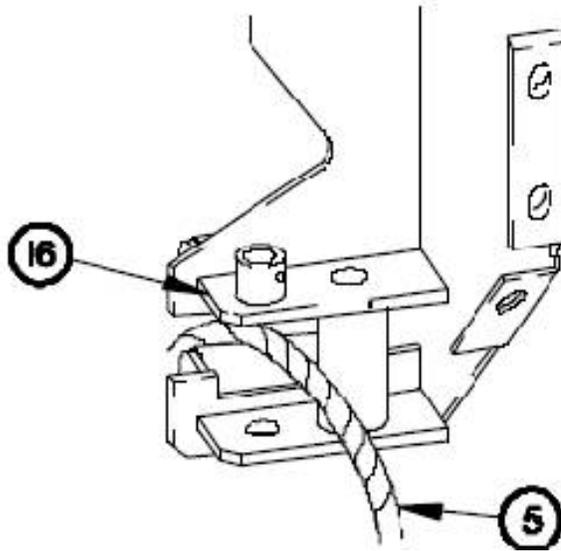




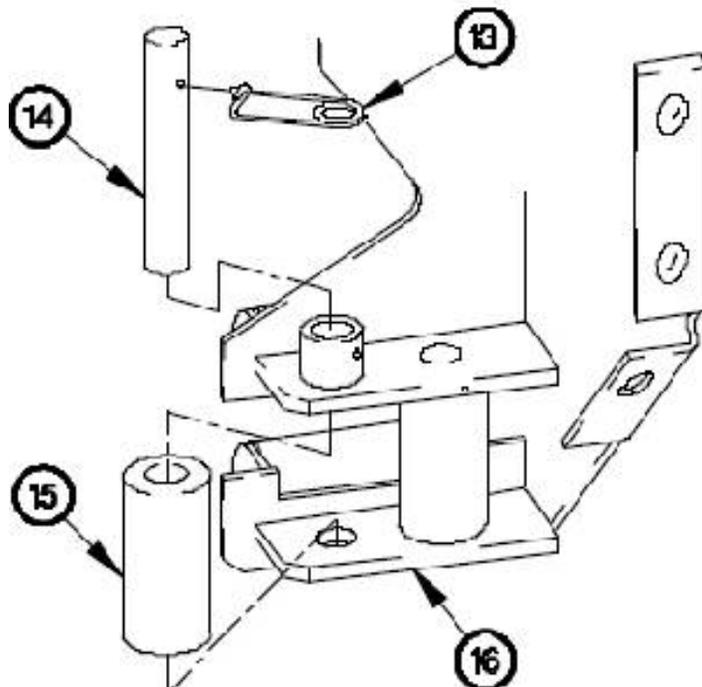




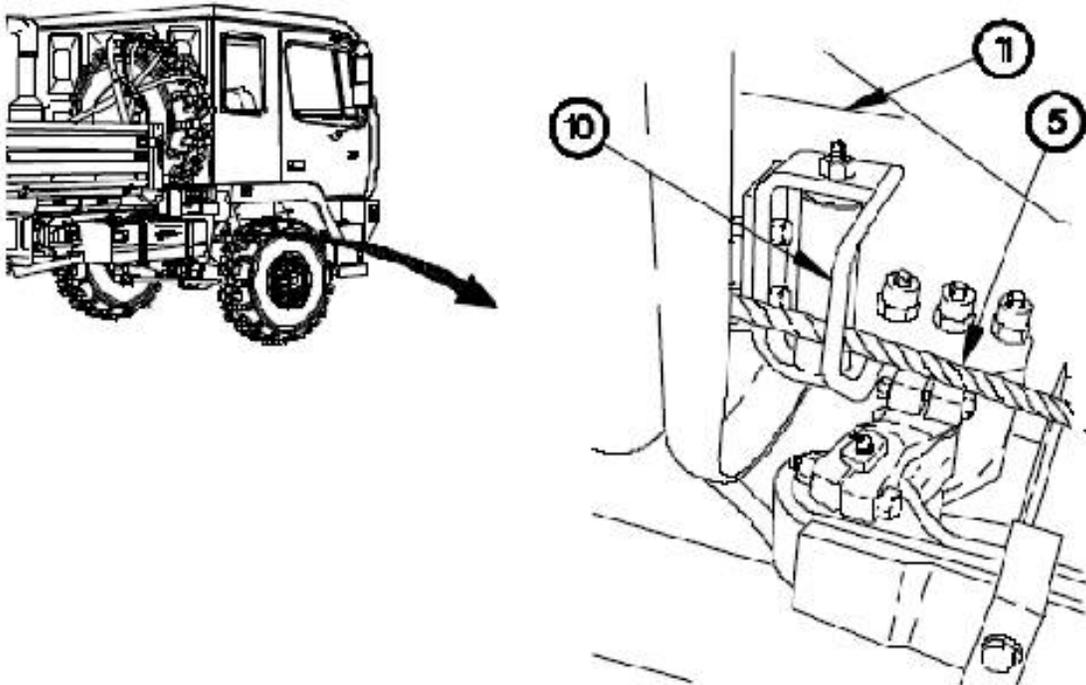
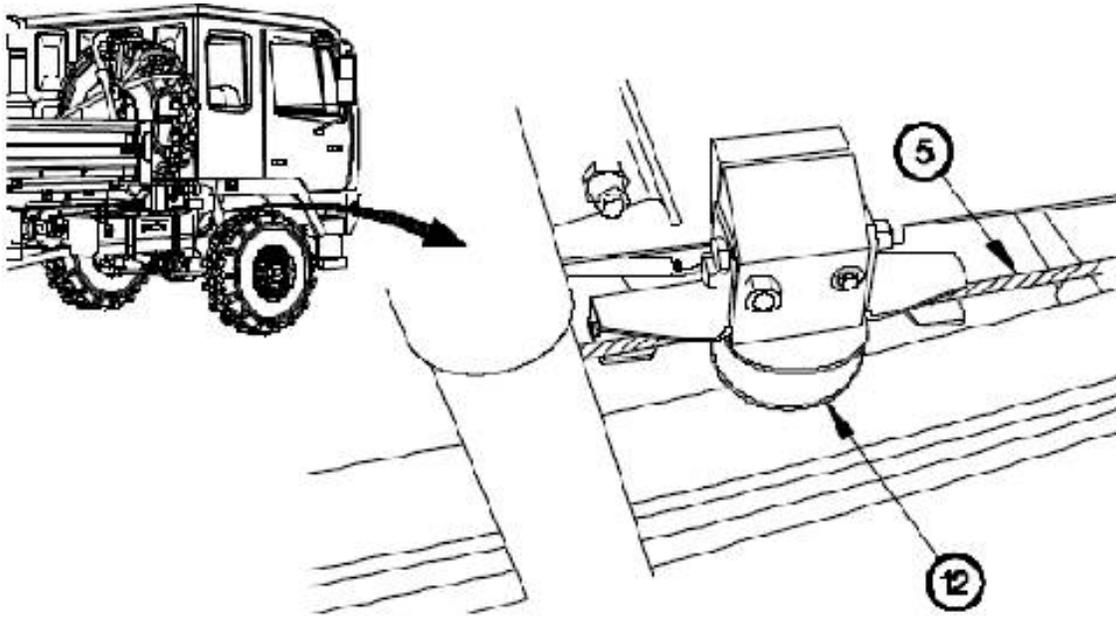
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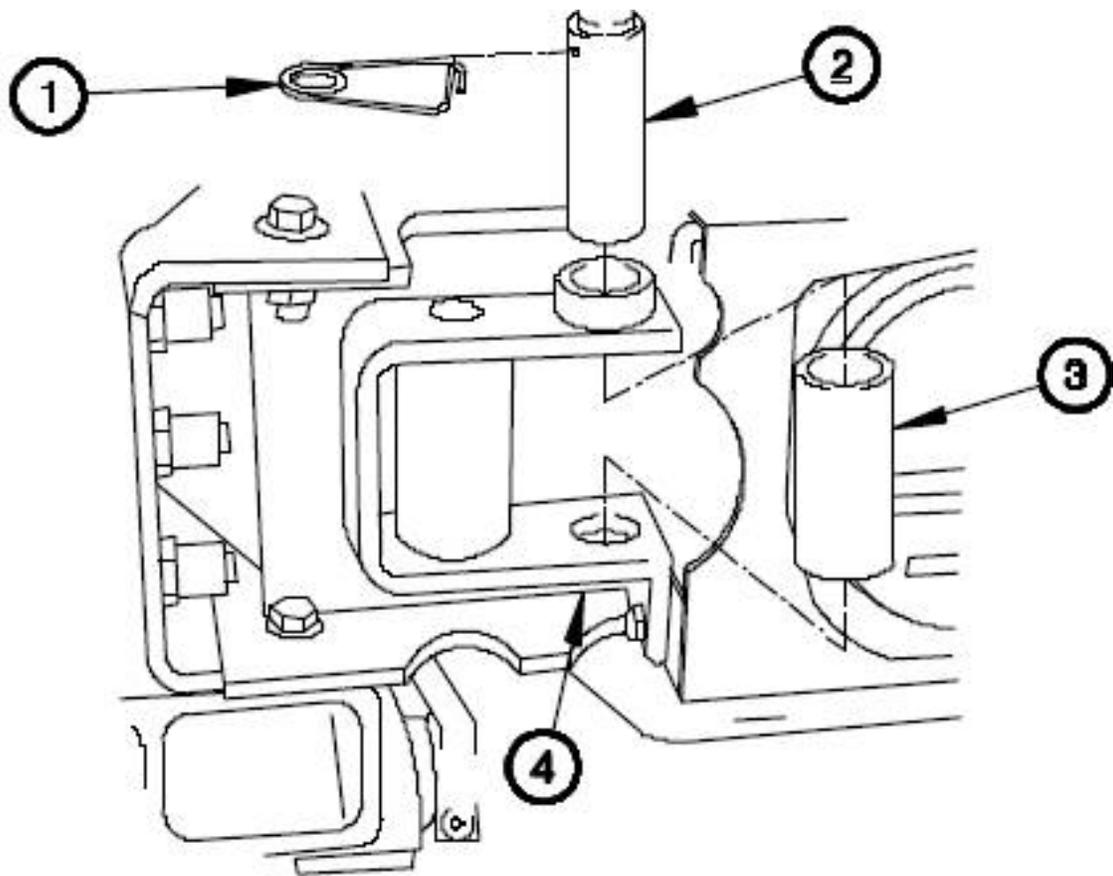
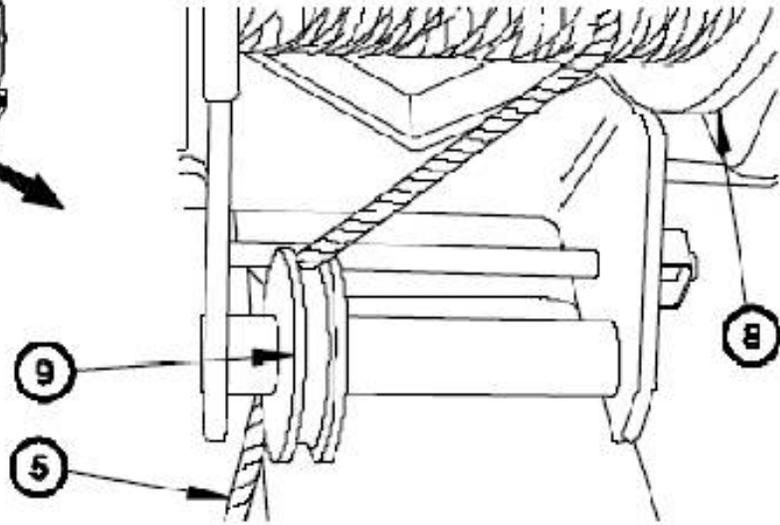


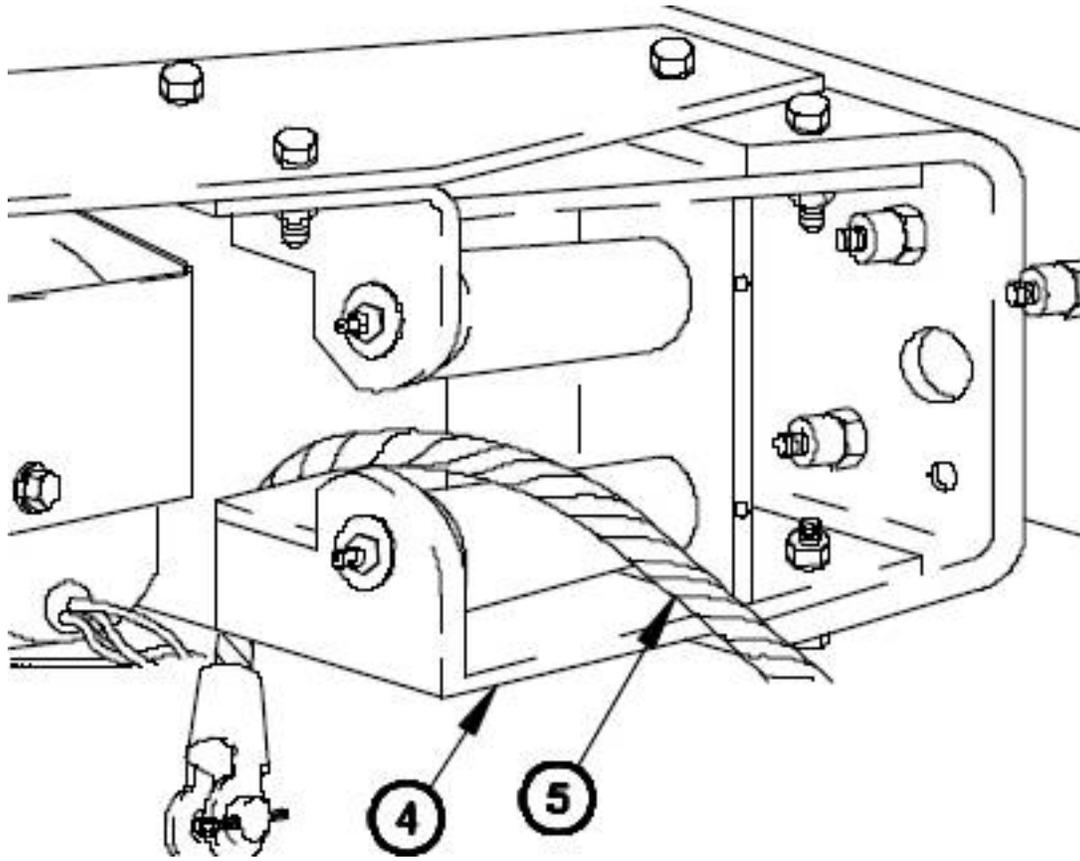
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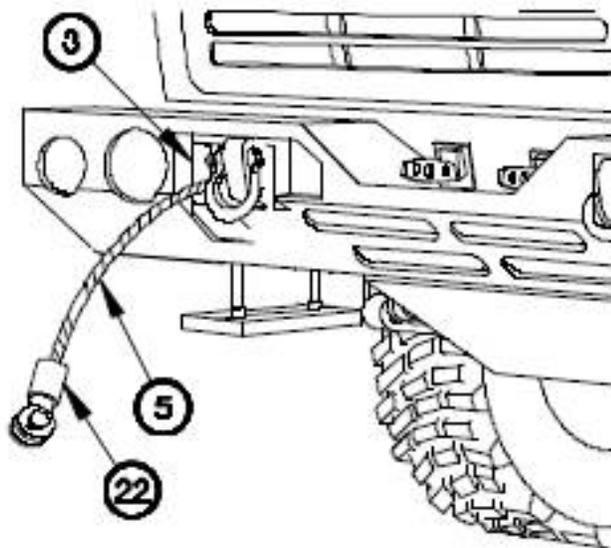
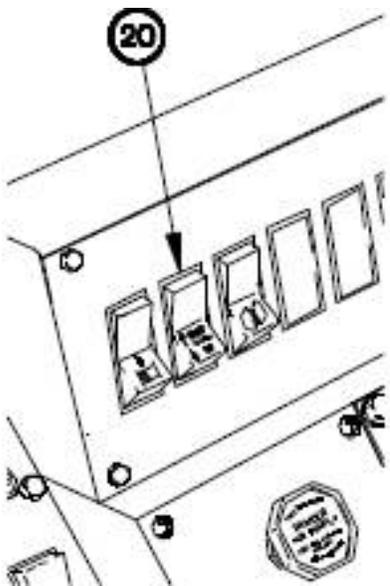
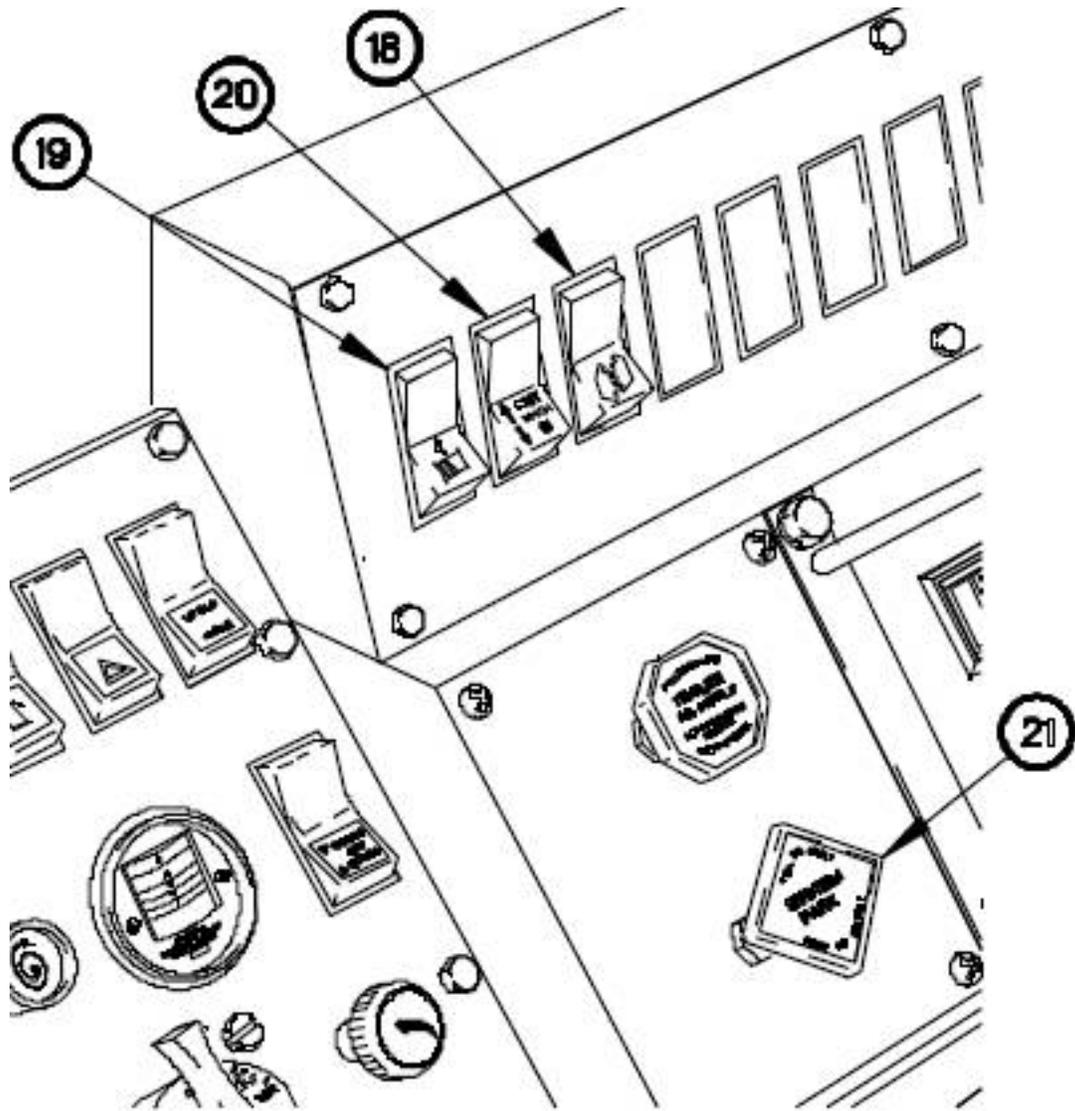


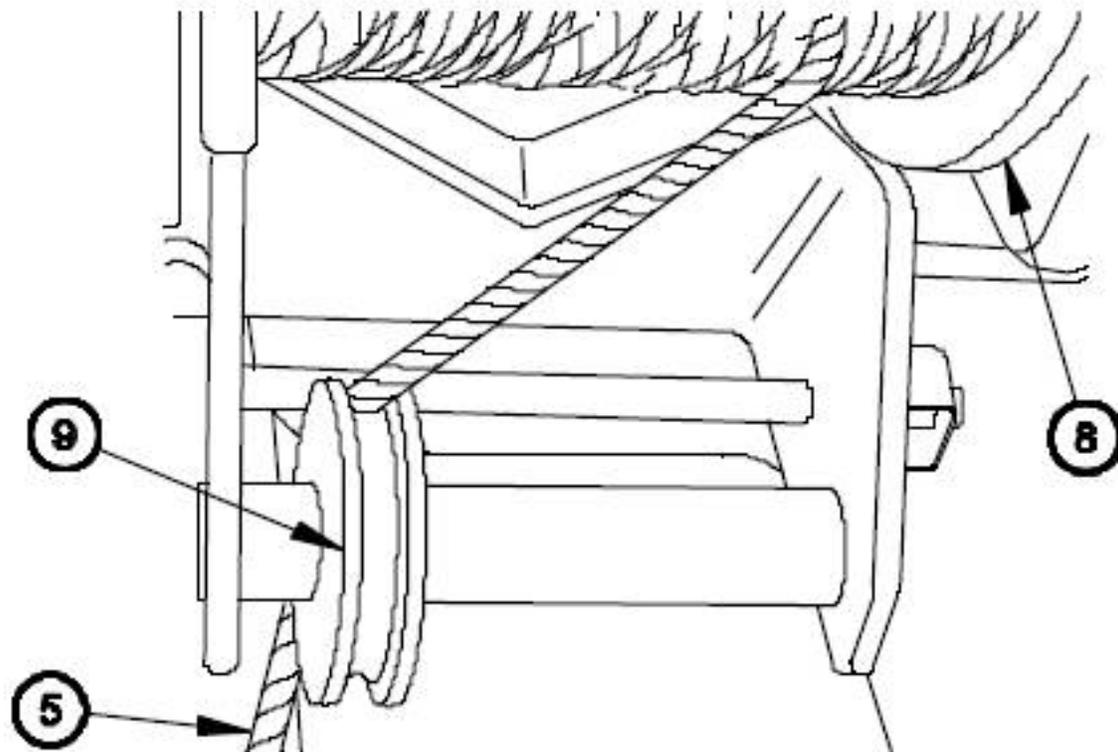
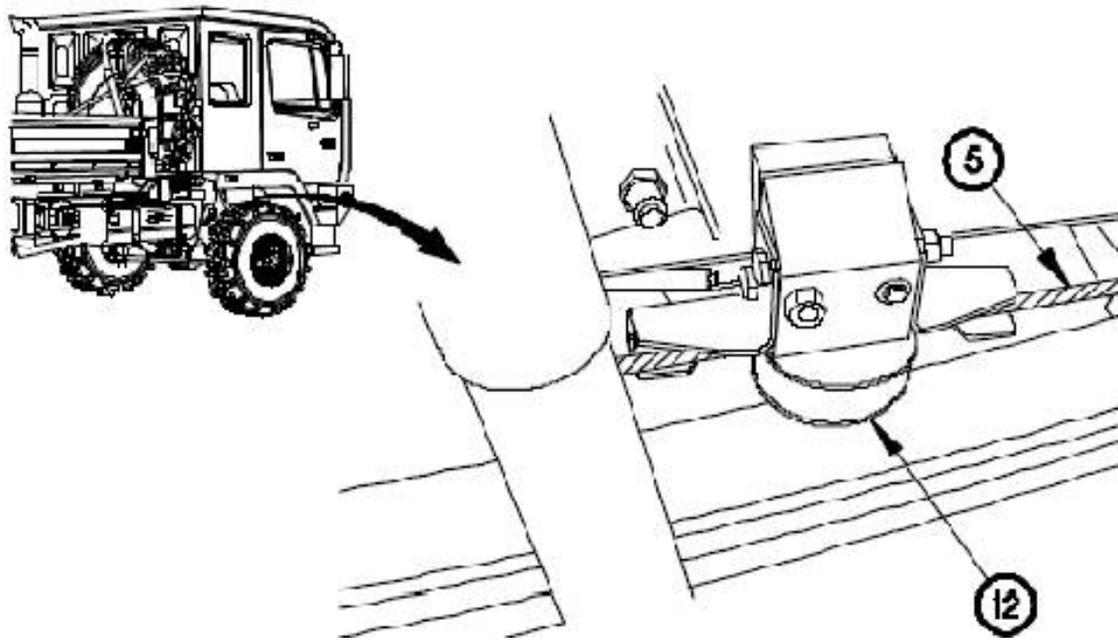
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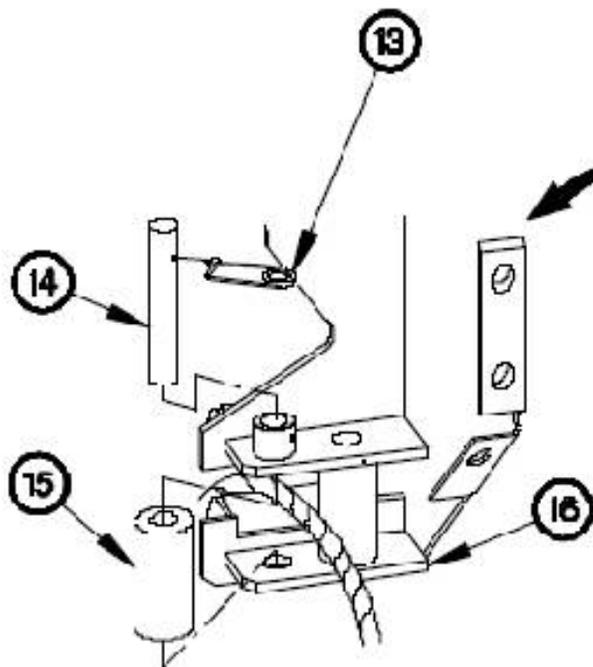
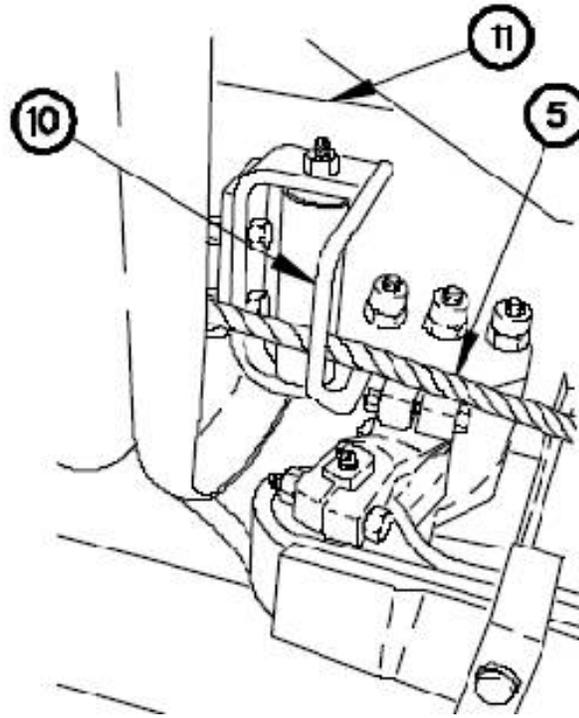




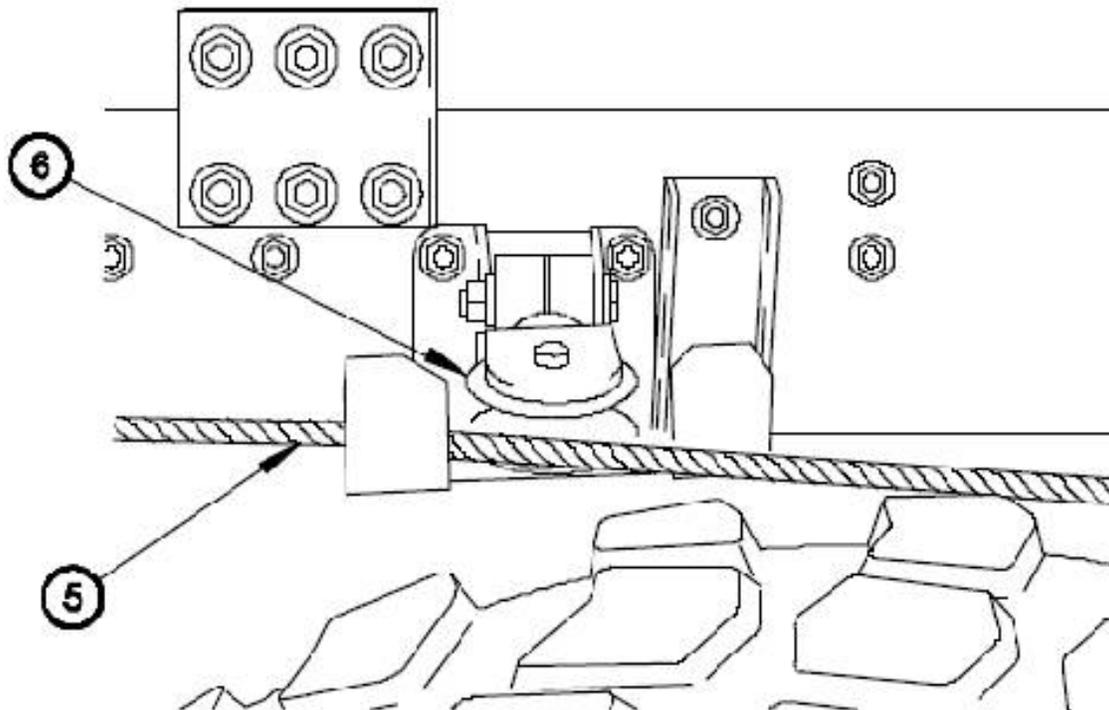
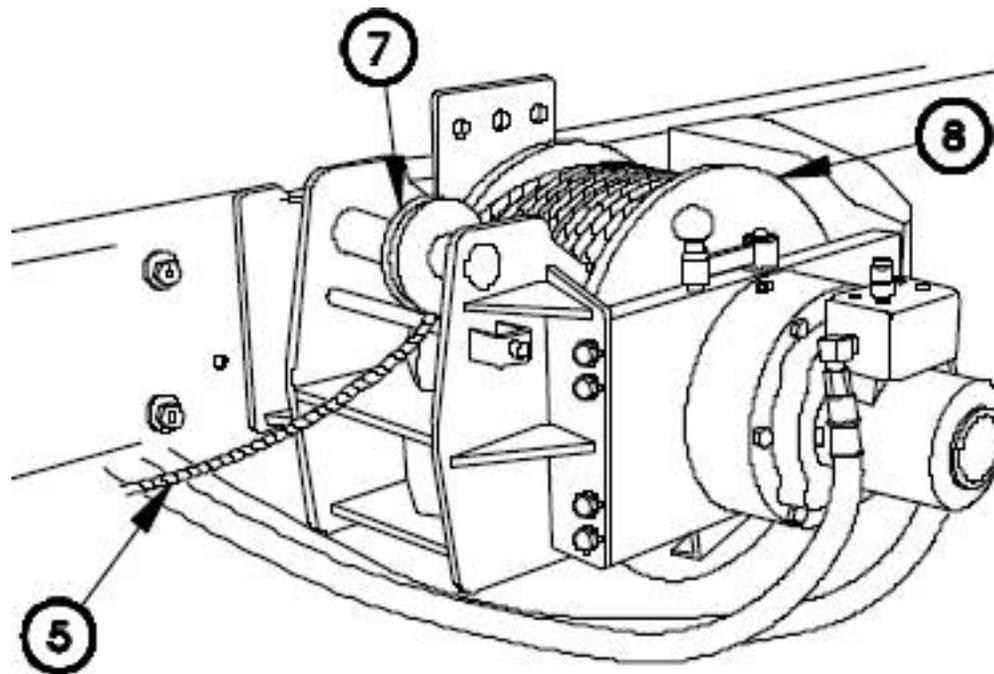


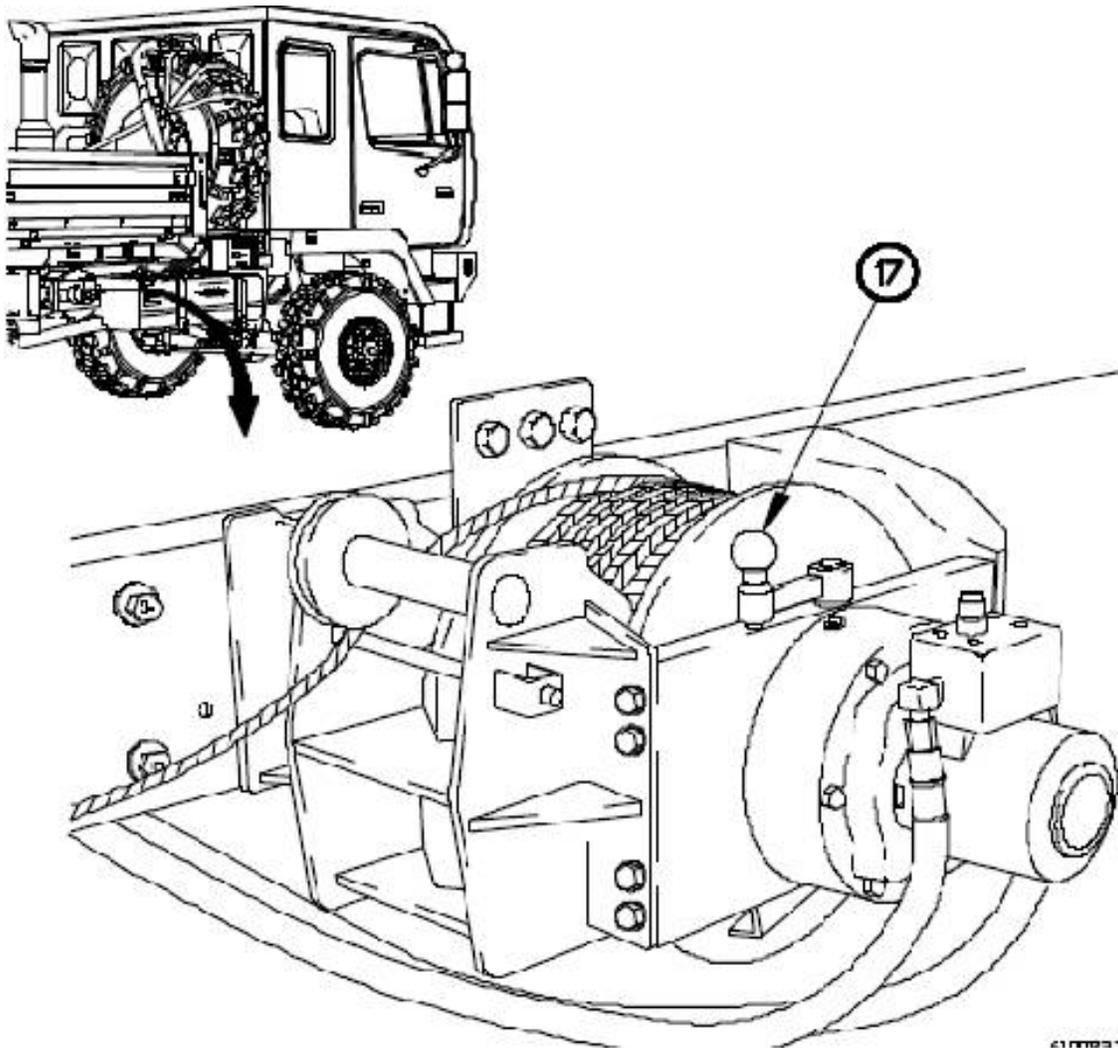
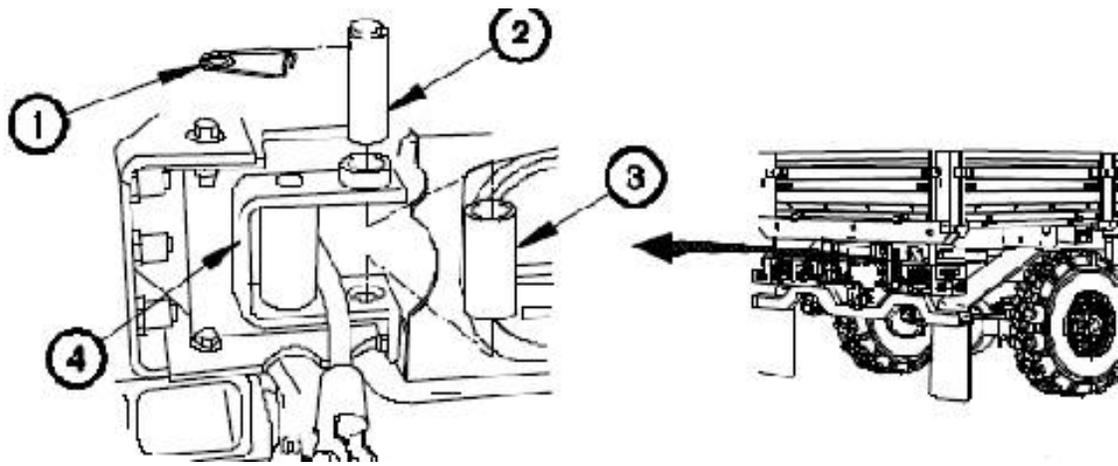


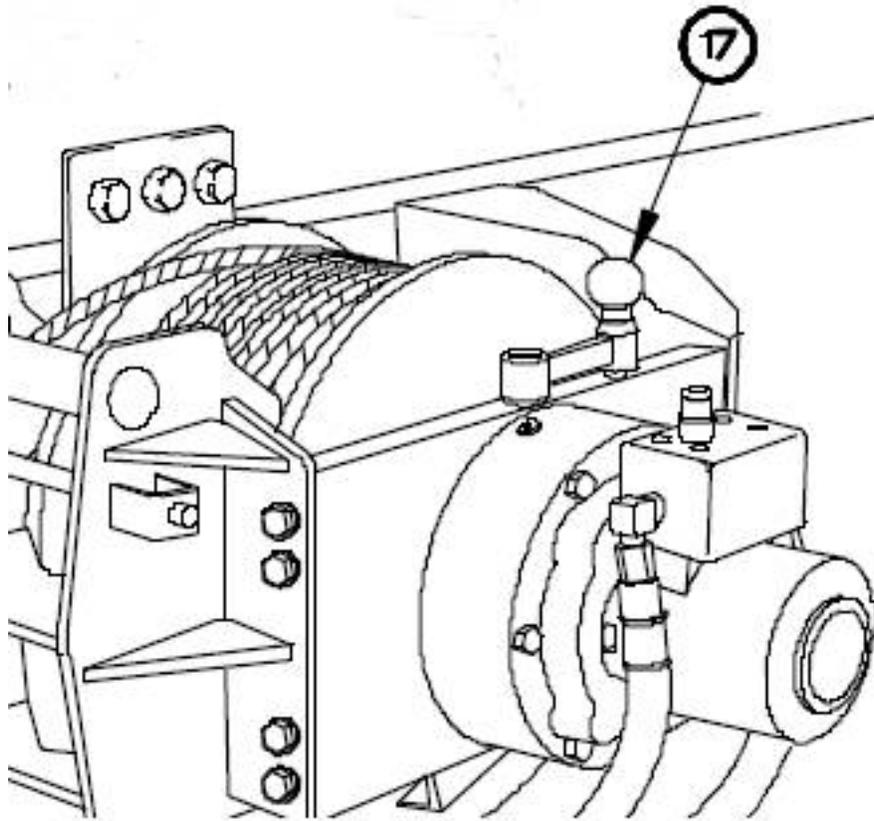
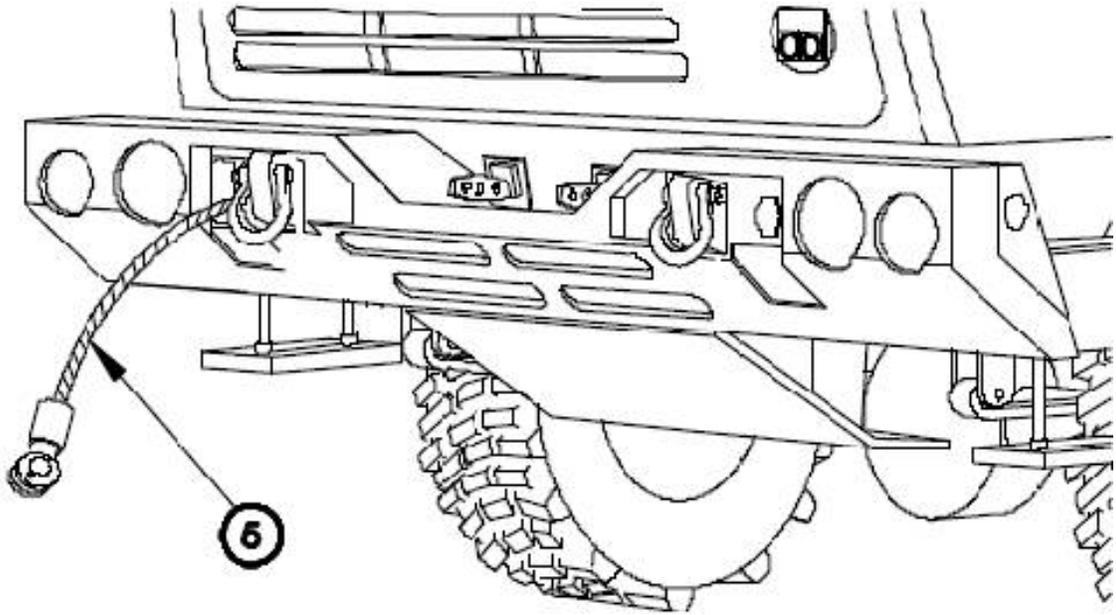


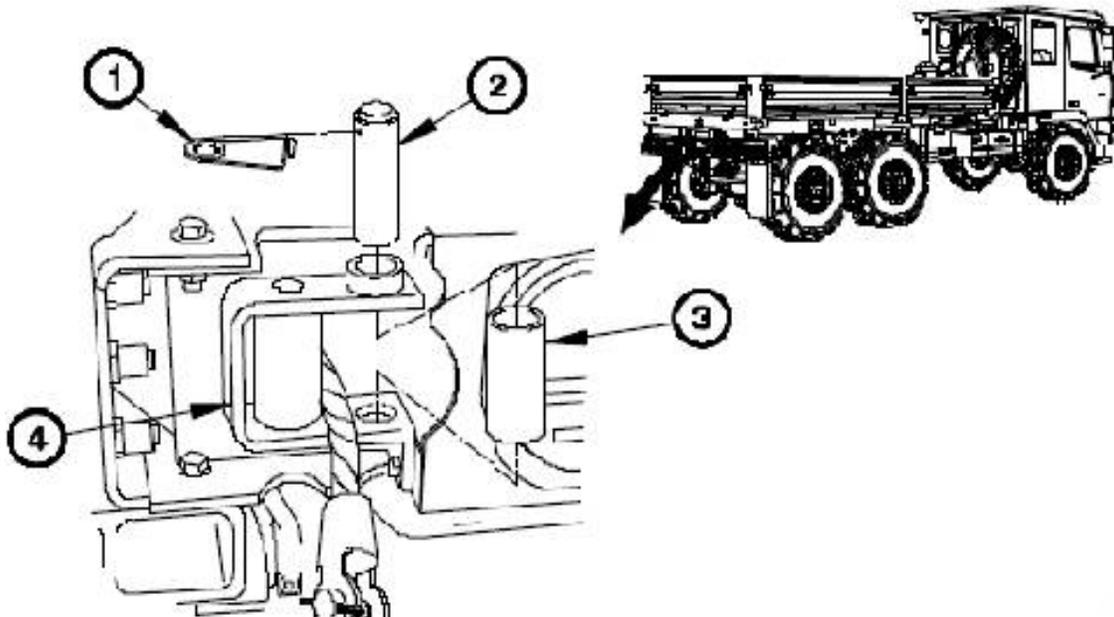


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Performance Steps

1. Conduct a Hasty recovery by using a like vehicle (front recovery, no winching).

a. Disabled vehicle operator stays in cab and directs assistant driver (or VC) to dismount and connect tow chain to towing (recovery) vehicle tow pintle.

b. Disabled vehicle operator motions towing vehicle operator to begin slow movement to get the vehicles rolling, then on to a safe location (rally point).

WARNING

WARNING
HANDLING A TOW BAR REQUIRES TWO PERSONS (APPROXIMATELY 100-POUND LIFT). FAILURE TO COMPLY MAY CAUSE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.

c. Disabled vehicle operator controls disabled vehicle while being towed to rally point.

d. Once at the safe location (rally point), disabled vehicle operator and assistant disconnect tow chain and connect tow bar for further recovery.

WARNING

WARNING
WEAR HEAVY LEATHER-PALMED WORK GLOVES WHEN HANDLING CABLE. CABLES CAN BECOME FRAYED OR CONTAIN BROKEN WIRES. NEVER LET MOVING CABLE SLIDE THROUGH HANDS, EVEN WHEN WEARING GLOVES. FAILURE TO COMPLY MAY RESULT IN INJURY TO PERSONNEL.

2. Attempt to self-recover the vehicle using the Central Tire Inflation System (CTIS) in EMERGENCY mode. If unsuccessful, continue as follows for self-recovery using the self-recovery winch.

3. Self-recover vehicle by using the self-recovery winch (SRW) (front or rear recovery)(M1083 Series).

a. Shutdown engine.

b. Direct assistant to spool cable to front of vehicle.

(1) Remove retaining pin, pin, and roller from rear roller support.

(2) Remove cable from rear roller support.

Note: Install retaining pin so that clasping end is toward curbside of vehicle.

(3) Install roller in rear roller support with pin and retaining pin.

(4) Remove cable from rear cable pulley.

(5) Remove cable from rear cable guide on 15K Self Recovery Winch (SRW).

(6) Position cable toward front of vehicle.

(7) Install cable through front cable guide on 15K SRW.

(8) Install cable through cable guide behind fuel tank.

(9) Install cable through front cable pulley.

(10) Remove retaining pin, pin, and roller from front roller support.

(11) Install cable through front roller support.

Note: Install retaining pin so that clasping end is toward curbside of vehicle.

(12) Install roller on front roller support with pin and retaining pin.

c. Direct assistant to spool cable to rear of vehicle.

(1) Remove retaining pin, pin, and roller from front roller support.

(2) Remove cable from front roller support.

Note: Install retaining pin so that clasping end is toward curbside of vehicle.

(3) Install roller on front roller support with pin and retaining pin.

(4) Remove cable from front cable pulley.

(5) Remove cable from cable guide behind fuel tank.

(6) Remove cable from front cable guide on 15K SRW.

(7) Position cable toward rear of vehicle.

(8) Install cable through rear cable guide on 15K SRW.

(9) Install cable through rear cable pulley.

(10) Remove retaining pin, pin, and roller from rear roller support.

(11) Install cable through rear roller support.

WARNING

WARNING

ENSURE LINE PULL DOES NOT EXCEED CAPACITY OF 15K SELF-RECOVERY WINCH (SRW). FAILURE TO COMPLY MAY RESULT IN SERIOUS INJURY OR DEATH TO PERSONNEL.

(12) Install roller in rear roller support with pin and retaining pin.

CAUTION

CAUTION

Do not attach cable to any towing vehicle that is more than approximately 15 degrees away from a straight 15K Self-Recovery Winch (SRW) pull. Failure to comply may result in damage to equipment.

(13) Position 15K SRW clutch control lever to DISENGAGED.

(14) Pull out cable, attach the snatch block, then attach hook of snatch block to towing vehicle towing pintle. Pay out enough cable to attach end of mired vehicle winch cable to mired vehicle front bumper tow clevis.

(15) Position 15K SRW clutch control lever to ENGAGED.

(16) Position PTO switch to on.

(17) Position winch switch to on.

(18) Hold WINCH IN/OUT switch in the WINCH IN position until vehicle is recovered.

(19) Release WINCH IN/OUT switch.

(20) Pull out SYSTEM PARK control.

(21) Remove snatch block from towing vehicle and stow.

(22) Hold WINCH IN/OUT switch in the WINCH IN position to reel in cable until cable socket contacts rollers.

(23) Position winch switch to off.

(24) Position PTO switch to off.

4. Assess the battle damage of the vehicle. **THINK SAFETY FIRST!**

a. Visually check for unexploded ordnance around or in the immediate vicinity of the vehicle.

b. Check for chemical contamination. Notify supervisory chain if dangers are identified.

c. Look for fire, smoke, unusual odor, unusual mechanical noise, leaking fluids, fault warning light and alarms, and loss of mobility or system malfunction.

d. If vehicle is loaded with cargo, determine the extent of damage to the load and ensure it is secured or should be off-loaded to affect vehicle recovery.

e. Perform the basic steps in assessing damage.

(1) Visually inspect interior and exterior for damaged parts and systems.

(2) Visually determine if vehicle main systems appear to be operable.

(3) Perform equipment self-test function - using a built-in test equipment (if possible).

(4) Assess system performance (exercise each system if engine can be safely started).

(5) Determine which sub-systems are affected.

(6) Determine if crewmembers can repair the damage.

(7) Estimate the repair time.

(8) Estimate the number and type of repair personnel needed and the associated risk. Ensure command approval to perform repairs.

(9) Determine what materials are required.

(10) Determine what the vehicle limitation will be after using BDAR or standard repair.

(11) Determine the recovery status - self/like/deliberate.

f. Once vehicle has been recovered, ensure all BDAR repairs are annotated on DA Form 5988-E or DA Form 2404 and identified as BDAR.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the soldier GO if all performance measures are passed. Score the soldier NO-GO if any performance measure is failed. If any performance measure is failed, tell the soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Brief Soldier on task specifications. Provide for the Soldier a vehicle w/SRC, hearing protection, work gloves, assistance from another crewmember, wheeled vehicle with or without a load (cargo), simulated disabled scenario to include instructions after recovery.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed hasty vehicle recovery.			
2. Attempted to self-recover the vehicle using the Central Tire Inflation System (CTIS) in EMERGENCY mode.			
3. Self-recovered the M1083 series vehicle using the self-recovery winch.			
4. Assessed the battle damage of the vehicle.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ATP 4-01.45	TCO MULTI-SERVICE TACTICS, TECHNIQUES, AND PROCEDURES FOR TACTICAL CONVOY OPERATIONS https://armypubs.us.army.mil/doctrine/DR_pubs/dr_d/pdf/atp4_01x45.pdf	No	No
	ATP 4-31	Recovery and Battle Damage Assessment and Repair	Yes	Yes
	TC 21-305-20	Manual for the Wheeled Vehicle Operator {AFMAN 24-306(I)}	No	Yes
	TM 3-34.86	Rigging Techniques, Procedures, and Applications {MCRP 3-17.7j}	No	Yes
	TM 9-2320-392-10-1	OPERATORS MANUAL FOR THE M1083A1 SERIES 5 TON, 6X6 MEDIUM TACTICAL VEHICLES (MTV) VOLUME NO. 1 OF 2 MODEL TRK., CAR., M1083A1 W/WN (2320-01-447-3884) (EIC BUL);W/O WN (2320-01-447-3890) (EIC BUL);W/O WN	No	Yes
	TM 9-2320-392-10-2	OPERATORS MANUAL FOR THE M1083A1 SERIES 5 TON, 6X6 MEDIUM TACTICAL VEHICLE (MTV) VOLUME NO. 2 OF 2. MODEL TRK, CAR., MTV, M1083A1 W/WN (NSN 2320-01-447-3884) (EIC BUL);W/O WN (2320-01-447-3890) (EIC BT9	No	No
	TM 9-243	USE AND CARE OF HAND TOOLS AND MEASURING TOOLS {TO 32-1-101; M6290-AJ-MAN-1010; TM-10209-10/1} (REPRINTED W/BASIC INCL C1-2)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. Noise hazard from engine while running.
Carbon monoxide fumes while operating vehicle.
Possible hazardous fluid leakage from vehicle.
Unexploded ordnance hazard possible.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. CAUTION:
A winch cable makes a deadly slingshot. If the dead line of a snatch block breaks, a 200 pound snatch block can travel as far as 300 yards in the air. All personnel observing should stand at least one cable length away from and opposite the angle of pull when the cable is under stress.
Wear seat belts while operating vehicle.
Wear hearing protection while operating vehicle.
Observe all WARNINGS and CAUTIONS from TM concerning this step.
Ensure that assistance is used in the performance of this task.
Ensure that all personnel are clear of a winch cable under tension. Failure to comply may result in dismemberment or death from recoiling cable or snatch block.
Ensure personnel wear hearing protection while operating vehicle.
Ensure personnel wear seat belts while operating vehicle.
Vehicle recovery is a two-person operation. Ensure two persons are employed in vehicle self-recovery operations at a minimum.

Make every effort to minimize collateral damage to surrounding areas resulting from vehicle recovery.

Prerequisite Individual Tasks :

Task Number	Title	Proponent	Status
551-88M-1364	Operate Vehicle with Standard, Automatic/Semiautomatic Transmission	551 - Transportation (Individual)	Approved

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None