GTA 55-03-030

For Official Use Only

HMMWV UPARMORED Emergency Procedures Performance Measures

WARNING

Never attempt to jump from a rolling vehicle. It may roll over you. Ensure that the vehicle has stopped rolling before exiting. Upon complete evacuation of the crew, vehicle should be inspected for fire hazards such as leaking oil, fuel, ammunition and hydraulic fluid. If hazardous/explosive materials are involved, driver must take actions according to the DD Form 836 accompanying load. Notify rescue personnel and remain at evacuation distance while securing accident site.

20 May 05

PREVENTIVE MEASURES:

Slow Down - Watch for Sharp Curves and Steep Slopes **-** Curves and slopes generate centrifugal forces that act sideways on the vehicle, increasing the chance of rollover.

Avoid panic-don't jerk the steering wheel: Many rollovers occur when the driver panics / jerks the steering wheel during an emergency. At highway speed, jerking the steering wheel can cause loss of control and the vehicle may slide sideways and roll over.

Know proper maneuvering: If you drive off the roadway, gradually reduce speed. Ease your vehicle back onto the roadway at a safe speed.

Use caution on rural roads/roads with soft or no shoulders: When a vehicle goes off a road, the vehicle can overturn when it strikes a ditch or embankment, or is tripped by soft soil.

Pay attention to vehicle condition, tire pressure and loading:

- Pay particular attention to tire condition and air pressure during PMCS to reduce potential hazards. Worn / improperly inflated tires increase your risk of rollover.
- Don't overload the vehicle. The M1114 payload is 2300 lbs. This includes the passengers, winch, gunners protection kit, spare tire, weapons, and all cargo!
- Keep the Vehicle Center of Gravity Low. Load heavier items low in the vehicle.

Increasing the height of the vehicle's center of gravity increases your risk of roll over.

- Secure the Load. Improperly secured loads can shift and become hazards within the vehicle and increase the chance of rollover
- Trailer Towing. Vehicles towing trailers are much more prone to roll over, especially in curves and during sudden steering maneuvers, as a result of the exaggerated motion of the trailer. Adjust speed accordingly.

Work As A Team:
Maintain Crew Integrity - train as a team

Communicate with the driver-tell the driver what is to the left, right, rear, and overhead. Your gunner is your eyes and ears! The gunner may be the only crew member capable of seeing around the entire vehicle. Use the vehicle intercom system to pass visual information to the driver, but rehearse shouted voice commands and hand signals in case the intercom is inoperative. Avoid hazards, use a ground guide whenever possible.

Wear seatbelts. Survive the rollover!

Use combat locks-safely - Combat locks help keep the doors closed in a crash, but are a hazard near water! Unlock combat door locks when near water (enemy situation permitting).

Know how to get-out. Rehearse vehicle evacuation as if only one exit is available.

ROLLOVER DRILL TASK STEPS AND PERFORMANCE MEASURES:

NOTE: <u>All personnel in a seat with restraints will wear them!</u>

1. Execute Rollover Drill:

a. Driver--
(1) Releases the accelerator.
(2) Yells, "Rollover!"
(3) Keep hands on the steering wheel tucks head and chin into chest and braces for impact.

b. Vehicle Commander--
(1) Yells, "Rollover!"
(2) Pulls Gunner into cab.
(3) Tucks head and chin into chest and braces for impact.
(4) Plants feet firmly on the floor while holding onto a stationary object.

c. Gunner--
(1) Yells, "Rollover!"
(2) Pushes/pulls self down into vehicle.
(3) Tucks head and chin into chest and holding onto a stationary object, brace for impact.

ROLLOVER DRILL (CONT):

d. Crew --
(1) Yells, "Rollover!"
(2) Pulls Gunner into cab.
(3) Tucks head and chin into chest and braces for impact.
(4) Plants feet firmly on the floor while holding onto a stationary object.

2. After the rollover has stopped:

a. Driver--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Assess injuries.
(4) Unlocks combat door locks.
(5) Exits the vehicle with weapon.
(6) Assists crew to exit.
(7) Checks for fire.
(8) Provides security.
(9) Provides first aid.
(10) Recovers sensitive items.
(11) Assists in vehicle recovery.

ROLLOVER DRILL (CONT):

b. Vehicle Commander--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Assess injuries.
(4) Unlocks combat door locks.
(5) Exits the vehicle with weapon.
(6) Assists crew to exit.
(7) Establishes security.
(8) Accounts for sensitive items.
(9) Reports accident.
(10) Provides first aid.
(11) Assists in vehicle recovery.

c. Gunner--
(1) Disconnects headset.
(2) Assess injuries.
(3) Clears and checks weapon for serviceability.
(4) Exits vehicle with weapon.
(5) Assists crew to exit.
(6) Establishes security.
(7) Recovers sensitive items.
(8) Provides first aid.
(9) Assists in vehicle recovery.

ROLLOVER DRILL (CONT):

d. Crew--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Assess injuries.
(4) Unlocks combat door locks.
(5) Exits the vehicle with weapon.
(6) Assists crew to exit.
(7) Provides security.
(8) Provides first aid.
(9) Recovers sensitive items.
(10) Assists in vehicle recovery.

MEDEVAC Request:

Line 1: 6-digit UTM grid location of pick-up site.
Line 2: Radio frequency, call sign and suffix of requesting personnel.
Line 3: Number of patients by precedence: Urgent, Priority, and Routine. Urgent – loss of life or limb within 2 hours. Priority – loss of life or limb within 4 hours. Routine – evacuation within 24 hours.
Line 4: Special equipment required. As applicable, express either none, hoist, or stokes litter.
Line 5: # of patients by type (litter / ambulatory).
Line 6: Security of pick-up site (What possible / known threat is in the area?).
Line 7: Method of marking pick-up site (near / far recognition devices).
Line 8: Patient nationality and status (Coalition Military, US Contractor, non-US Contractor, EPW).
Line 9: NBC Contamination.

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HMMWV UPARMORED Emergency Procedures Performance Measures

Combat door locks on the M1114 Up armored HMMWV keep the enemy out. When locked they make it extremely difficult for rescuers to enter the vehicle! Commanders should determine when combat locks should be used when conducting operations near bodies of water.

Accident damage may also jam doors, making them impossible to open.

If the doors cannot be opened and the vehicle is in water too deep to allow air in the vehicle, the likelihood of drowning is high.

In this case, rescuers must immediately roll the vehicle on its side using all available means (tow straps, rope, winch cables, etc.) to gain access to the turret.

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PREVENTIVE MEASURES:

When in the vicinity of water and tactical conditions permit:

1. Reduce speed & stop vehicle.
2. Inform crew members that you are operating around potential water hazards.
3. Make a Risk Assessment of the terrain and route before proceeding.
4. Maintain orientation by wearing seatbelts.
5. Unlock combat door locks.

WATER EGRESS DRILL TASK STEPS AND PERFORMANCE MEASURES:

1. When water entry is imminent:

a. Driver--
(1) Releases the accelerator.
(2) Yells, "WATER!"
(3) Keep hands on steering wheel with extended and unlocked arms, tucks head and chin into chest and braces for impact.

WATER EGRESS DRILL (CONT):

(4) Steers vehicle to control entry into the water to prevent rollover.

b. Vehicle Commander--
(1) Yells, "WATER!"
(2) Pulls Gunner into cab.
(3) Tucks head and chin into chest and braces for impact.
(4) Plants feet firmly on the floor while holding onto a stationary object.

c. Gunner--
(1) Yells, "WATER!"
(2) Pushes/pulls self down into vehicle.
(3) Tucks head and chin into chest and holding onto a stationary object, braces for impact.

d. Crew--
(1) Yells, "WATER!"
(2) Pulls Gunner into cab.
(3) Tucks head and chin into chest and braces for impact.
(4) Plants feet firmly on the floor while holding onto a stationary object.

WATER EGRESS DRILL (CONT):

2. When the vehicle is stabilized:

a. Driver--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Exits vehicle.
(4) Assess injuries.
(5) Assists crew to exit and secure weapons.
(6) Decides whether to remove LBE, body armor, and helmet.
(7) Gets to safest shore.
(8) Provides security.
(9) Accounts for crew members.
(10) Provides first aid.
(11) Recovers sensitive items.
(12) Assists in vehicle recovery.

b. Vehicle Commander--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Exits vehicle.
(4) Assess injuries.

WATER EGRESS DRILL (CONT):

(5) Assists crew to exit and secure weapons.
(6) Decides whether to remove LBE, body armor, and helmet.
(7) Gets to safest shore.
(8) Establishes security.
(9) Accounts for crew members.
(10) Accounts for sensitive items.
(11) Reports accident.
(12) Provides first aid.
(13) Assists in vehicle recovery.

c. Gunner --
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Exits vehicle.
(4) Assess injuries.
(5) Clears and checks weapon for serviceability.
(6) Decides whether to remove LBE, body armor, and helmet.
(7) Gets to safest shore.
(8) Provides security.
(9) Recovers sensitive items.
(10) Provides first aid.

WATER EGRESS DRILL (CONT):

(11) Assists in vehicle recovery.

d. Crew--
(1) Disconnects headset.
(2) Releases seatbelt; uses caution if upside down.
(3) Exits vehicle.
(4) Assess injuries.
(5) Assists crew to exit and secure weapons.
(6) Decides whether to remove LBE, body armor, and helmet.
(7) Gets to safest shore.
(8) Provides security.
(9) Accounts for crew members.
(10) Provides first aid.
(11) Recovers weapons, ammunition, and sensitive items.
(12) Assists in vehicle recovery.

M1114 Data:
Curb Weight: 9800 Lbs / 4447 kg
Payload: 2300 Lbs / 1043 kg
Gross Weight: 12,100 Lbs / 5489 kg
Max Towed Load: 4200 Lbs / 3175 kg

Max Safe Speed depends on surface conditions -- use your head!

WATER RESCUE / RECOVERY:

1. Secure the accident site.
2. Stay in contact with the vehicle, hold onto the vehicle and kick/swim to high point in buddy teams.
3. Rescuers tie a rope / cable to the vehicle to aid in rescue.
4. Open doors and hatches.
5. If doors and hatches are not accessible, rescuers must immediately use all available means to turn the vehicle on its side to gain access to the turret.
6. Seek out the highest point on/in the vehicle.
7. Ensure that all survivors have air and are able to breathe.
8. Check for other injuries and apply first aid.
9. Carefully move injured personnel to the highest point on the vehicle.
10. Remove excess equipment, to include body armor in deep water.
11. Evacuate from vehicle high point to safest location, depending on:
    - enemy situation.
    - water level and flow.
    - water temperature.
    - distance to waters edge.
    - anticipation of rescue.

REPORT THE INCIDENT/ACCIDENT:

1. Who (Unit, Individual)?
2. What (Accident or Combat)?
3. Where (6-digit UTM grid)?
4. How (What caused the rollover, speed, visibility, cause of injuries or deaths)?
5. Follow up initial report ASAP with information regarding:
   a. Weather conditions.
   b. Seatbelts worn by each occupant.
   c. Fatigue / sleep prior to the accident.
   d. Was the driver able to see the hazard / other vehicle?
   e. Operator training / experience / license.
6. Complete Accident Report Form (DA Form 285 AGR) and forward to higher HQs.

Information provided by:
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