

RESTRAIN CARGO SAFELY



Dear Editor,

Securing cargo safely shouldn't happen by luck or by accident. One question I've asked others is, did you ever stop and think how valuable a lowly chain and its proper use can be?

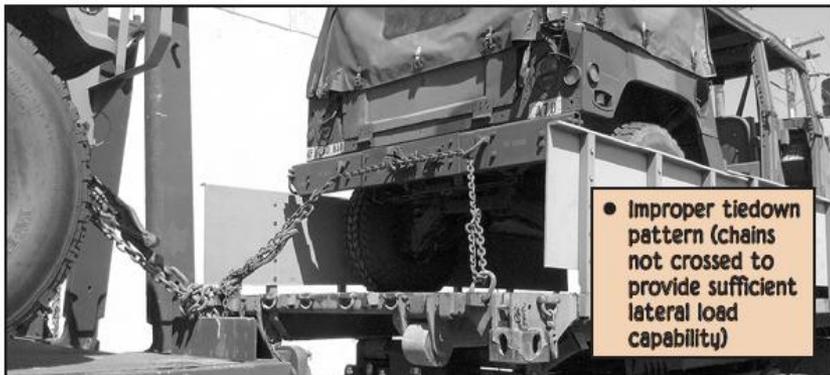
It's very important to correctly tie down military vehicles that need to be transported. Official guidance is available to help out with this.

I wanted your readers to see these photos. There are a number of restraint problems here:

- Improper asymmetrical tie-downs (strap on one side, chains on the other)



● Don't use a single tie-down point (such as the tow pintle)



● Improper tiedown pattern (chains not crossed to provide sufficient lateral load capability)

- Improper restraint method (one chain used and connecting to the transport vehicle passing through two openings, instead of two separate tie-down chains, one per opening, for added security and strength)

Any of these issues could result in a restraint failure and a loss of load, physical damage, and injuries. This would affect equipment availability, readiness and the safety of warfighters.

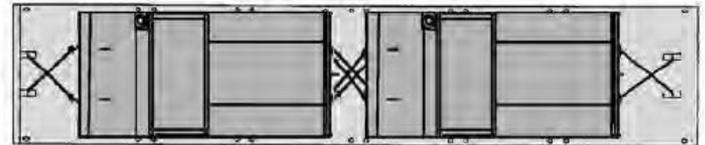
Please remind your readers that restraint guidance is available and *must* be used by anyone responsible for transportation and deployment. This is even more critical when moving items defined as transportability problem items (TPIs).

TPIs are generally large, heavy and complex items requiring extreme care and attention when transporting.

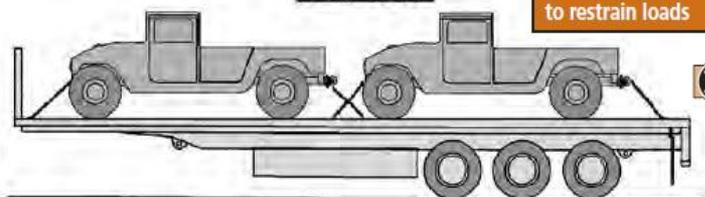
The Transportation Engineering Agency (TEA) publishes easy-to-use guidance in the form of pamphlets like SDDCTEA Pam 55-20, *Tiedown Handbook for Truck Movements*.

Also, use your vehicle's tech manuals. The instructions in these pubs must be followed to make sure you have safe movement. Otherwise, you'll end up with improper restraints that can lead to equipment damage, personnel injuries, or death.

TOP VIEW



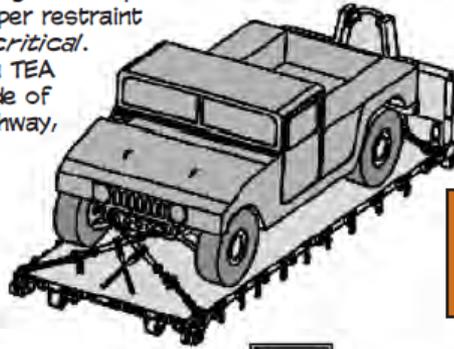
SIDE VIEW



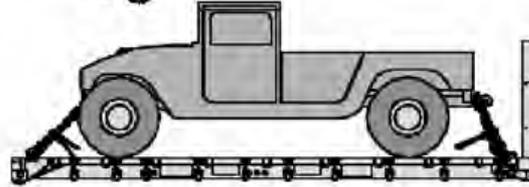
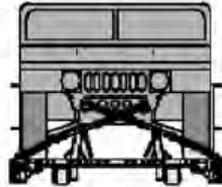
TMs show proper way to restrain loads

PS MOF

Whether you're heading across post or traveling the globe, proper restraint of military payloads is *critical*. Guidance is available in TEA pamphlets for each mode of transportation (air, highway, rail, and sea).



Follow
guidance in
transportation
pubs



Units can order or view the pamphlets and other transportability references for free on TEA's website:

<http://www.tea.army.mil/dep/transport/default.asp>

While viewing the website, it's a good idea to check out TEA Pam 70-1, *Transportability for Better Deployability*.

It gives a good overview of transportability.

Pay special attention to the Vehicle Sizes and Weights Chart.

Mark Levine
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Editor's note: Great coverage, Mark! Readers, Para 10-1e of FM 55-30, Army Motor Transport Units and Operations, says: "The driver supervises the loading of his vehicle and ensures that his cargo is properly loaded and secured against movement. He further ensures that the load is balanced and does not exceed the vehicle capacity as noted on the data plate. He uses the vehicle tarpaulin to protect the load from the weather and pilferage. Once the driver accepts the load from the shipper, he alone is responsible for its safe delivery. The driver should not accept an unsafe load and must resolve any dispute before moving."

Here are some other publications related to transport that you'll want to read before moving out:

AR 55-162, Permits for Oversize Overweight, or other Special Military Movements on Public Highways in the United States

AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing and Licensing)

STP 55-88M14-SM-TG, Soldier's Manual and Trainer's Guide for MOS 88M, Motor Transport Operator—Skill Levels 1, 2, 3, and 4

TC 21-305-20, Manual for the Wheeled Vehicle Operator