

Safety Bulletin



MRAP Operational Safety OIF SB-023



Because of the vehicles size, weight, and configuration; MRAP operations must be carefully planned, especially when off primarily or improved roads. Additional mitigation measures need to be applied as described in the operators manual.

- Personnel must be trained and know the vehicle limitations. The vehicle can weigh up to 49,000 pounds, it has a higher center of gravity, is almost 14 feet tall and 8 or more feet wide.
- Leaders and Crews must understand road constraints. Some of the bridges and roads, especially canal roads, in our O/E were not designed for heavy vehicles nor will they hold up under these loads. Leaders must assess all areas for maneuverability and suitability. Most importantly personnel must remain clear of roadway edges.
- There are no “Safe” dirt or canal roads; no matter how many times you have traveled them. They are even more unstable during and after periods of rain.
- Operators and TCs must know and follow standards and work as a team, they are responsible for all personnel in and around the vehicle.
- Crews sit higher with a different visual perspective than most personnel are used to. Crews must scan in front of the area to be traveled, and then know where the vehicle is riding on the surface.
- Seatbelts and harnesses are mandatory and cargo must be secured, this is an ongoing issue regardless of the vehicle.
- Operate vehicle at slower speeds on narrow / steep roadways. These slower speeds will provide more time during an emergency and cause the emergency to be less violent.
- Due to the weight of the vehicle, crews must be prepared for longer stopping distances. This vehicle will not stop on a dime.
- Due to the higher center of gravity and weight all turns must be taken slower than in smaller vehicles.
- Use Composite Risk Management – Continuously.
- Practice escape and rescue procedures through primary and alternate exits. It will take 4-6 men to open the doors when the vehicle is on its side. Never put locks on door exteriors.
- Train on the HEAT rollover trainers (6 in MND-B O/E) to prepare for rollover emergencies.

Resources:

Operators Manual (TM 9-2355-106-10) lists many warning and cautions, they must be followed.

Normal Bridge Data – Portal/Special Staff/ENG/Assured Mobility, does not include canal crossovers.

Safety Material – Portal/Special Staff/Safety, a good starting point.

HEAT Trainer Locations – Portal/G3/Training.

