

APPENDIX D

RECOVERY GUIDELINES FOR OPERATORS/LEADERS

Perhaps the key word to success on the battlefield will be vehicle recovery, by returning immobilized equipment to operation and continuing with the mission. Commanders take aggressive action to retrieve damaged equipment for repair and return to use. However, in order for a recovery operation to be successful, operators and leaders at all levels must be trained on recovery procedures.

INITIATION OF RECOVERY.

When the operator/crew detect an inoperable condition, they assess the damage and initiate action based on their analysis and the tactical situation.

The chain of command is informed by the crew/operator on inoperable conditions. Unit SOPs should prescribe notification procedures since these vary based on the type of unit, equipment, communications, and location of equipment.

Operator/crew should be trained to do self/like-recovery on their assigned equipment. When and if possible BDAR repairs will be used if kits are available. The repair will be limited if the tactical situation permits. This technique is particularly valuable during convoy and platoon operations. Platoon self/like-recovery will be practiced during garrison/field training exercises. Each operator -10 manual lists conditions for self/like-recovery procedures, BDAR, map reading, tactical signal communication, security, and special recovery procedures.

Operator/crew normally remain with the disabled equipment, provide local security, and wait for assistance. When maintenance personnel arrive, the operator/crew assist in the repair or recovery and stay with the vehicle until it reaches support maintenance.

The following is a list of key items operators should know prior to requesting recovery from support element.

- Location.
- Nature of disability.
- Tactical situation.
- Can BDAR be applied.
- Repair part required.
- Alternate radio frequencies.

Recovery vehicle operators are usually highly trained operators. These personnel must be skilled in the technical aspects of recovery. They must be skilled in related tasks, such as using the BII on their equipment and operating in a tactical environment. Recovery equipment operators are assigned to company maintenance teams and to the recovery support section of the maintenance platoon. Recovery personnel must be trained to check for and recognize booby traps, and also to clear or disarm weapon systems of supported equipment.

Specific procedures for disposition of contaminated equipment, contingency plans, and any special tactical or security consideration should be covered in the unit SOP.

Recovery personnel are unit level mechanics who perform repairs when not engaged in recovery missions. The following is a list of key items operators should know:

- Oxygen and acetylene.
- Cutting torches.

- 50 machine gun.
- Communications (both radios, hand and arm signals)
- Map reading (to include a compass).
- Identify chemical agents.

Those conducting repair or recovery should have a plan for recovery operations. The unit SOP should contain detailed checklists to assist in preparing for on-site support. Preparations should include:

- Verification of location and status of disabled equipment.
- Update on the current tactical situation.
- Selection of primary and alternate routes.
- Availability of communications, to include communications checks, applicable call signs, primary and alternate frequencies.

- Individual clothing and equipment with emphasis on NBC equipment.
- Basic load of rations and ammunition.
- Selection of appropriate support equipment, vehicles, and personnel for the mission.

Recovery teams should be aware of classified communications devices, components, and other classified materials. This will help maintain proper security and reduce chances of compromise.

Platoon leaders or platoon sergeants have the responsibility for coordinating recovery assets and manpower requirements for disabled equipment. This effort is done simultaneously with the mission, and if the recovery mission interferes with combat operations, or in any way compromises security, this must be coordinated with the tactical commander.

Leaders should be trained on the same tactical procedures as recovery vehicle operators so they can

periodically check the rigging and equipment for proper hookups and adjustments. Special attention must be given to weight and clearance limitations when using bridges or underpasses. In order for a leader to effectively supervise or control a recovery operation, they must be trained on command and control. Following is a list leaders should know prior to supervising or requesting recovery support:

- Equipment identification.
- Alternate radio frequencies.
- Location (map coordinates when possible).
- Alternate route (when possible).
- Nature of disabled vehicle.
- Evaluation of on site repair capability.
- Repair parts required.
- Organic recovery capability.

- Tactical situation and security requirements, risk level.
- Cargo, road, and movement restrictions.

The recovery manager and leaders must be alert to new situations and changing requirements. Planning and prior preparation are needed for continued effective recovery support.

Specific BDAR Training is as follows:

- Risk Assessment Procedures.
- BDAR Assessment Procedures.
- BDAR TM familiarization.

- BDAR kit familiarization.
- Group equipment:
 - Suspension systems (short trackings).
 - Electrical systems (bypassing components, wire repair).
 - Cooling systems (radiator bypass and repair).
 - Fuel systems (patching holes, replacing line sections).
 - Hydraulic/oil systems (repair high pressure lines, repair oil lines).