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FM PTC WASHINGTON DC//ALARACT//

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SUBJ: ALARACT 194/2009 - GUNNERS RESTRAINT SYSTEM (GRS) POLICY MESSAG

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THIS MESSAGE HAS BEEN SENT BY THE PENTAGON TELECOMMUNICATATIONS

CENTER ON BEHALF OF DA WASHINGTON DC//G-4/DAMO-MNF//

SUBJECT: GUNNERS RESTRAINT SYSTEM (GRS) POLICY MESSAGE

REF:

A. ARMY REGULATION 385-10, "THE ARMY SAFETY PROGRAM", 23 AUG 2007

B. ARMY REGULATION 750-1, "ARMY MATERIEL MAINTENANCE POLICY", 20 SEP 2007

C. FM 21-305, "MANUAL FOR THE WHEELED VEHICLE DRIVER", 27 AUG 93

D. MIL-STD-1180B (NOTICE 1), "MILITARY STANDARD, SAFETY STANDARDS FOR MILITARY GROUND VEHICLES", 7 AUG 91

E. TACOM LCMC SOU 09-013, "MRAP/TACTICAL VEHICLES, GUNNER RESTRAINT SYSTEMS", 27 JAN 09

NARR: REF A PROVIDES POLICY ON ARMY SAFETY MANAGEMENT PROCEDURES WITH SPECIAL EMPHASIS ON RESPONSIBILITIES AND ORGANIZATIONAL CONCEPTS. REF B PROVIDES POLICY FOR GENERAL MAINTENANCE OPERATIONS. REF C COVERS THE GENERAL PRINCIPLES ON NONTACTICAL WHEELED VEHICLE OPERATION; IT ALSO DESCRIBES SPECIAL INSTRUCTIONS FOR TACTICAL VEHICLE OPERATIONS. REF D ESTABLISHES SAFETY STANDARDS FOR MILITARY GROUND VEHICLES. REF E IS A SAFETY MESSAGE CONCERNING THE USE OF GRS IN TACTICAL WHEELED VEHICLES, SPECIFIC ROUTE CLEARANCE VEHICLES, AND ALL MINE RESISTANCE AMBUSHED PROTECTED VEHICLES.

1. (U) PURPOSE. TO STANDARDIZE THE PROCEDURES FOR THE PROPER USE OF THE GRS, FOR ITS DOCUMENTATION IN PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS) AND OTHER APPLICABLE SECTIONS OF TECHNICAL MANUALS AND PUBLICATIONS, AND TO DETERMINE WHAT CONSTITUTES A NON-MISSION CAPABLE (NMC) CONDITION IN VEHICLES REQUIRING THE USE OF THE GRS.
2. (U) APPLICABILITY/SCOPE. THIS MESSAGE APPLIES TO ALL ARMY ACTIVITIES. THE GRS IS A PERSONAL SAFETY RESTRAINT DEVICE, AS ARE SEAT BELTS, SEAT BELT RESTRAINT SYSTEMS, SAFETY STRAPS, AND ANY OTHER SAFETY DEVICE THAT IS USED TO SECURE OR PROVIDE A SAFETY MECHANISM TO A SOLDIER OPERATING OR RIDING IN A VEHICLE. ALL VEHICLE SYSTEMS WITH TURRETS MUST HAVE AN APPROVED SAFETY RESTRAINT DEVICE MOUNTED IN THE VEHICLE.
3. (U) PROCEDURES. THE PROCEDURES DISCUSSED BELOW PROVIDE GUIDANCE TO ENSURE THE APPROPRIATE PMCS ARE CONDUCTED, AND TO ENSURE SOLDIERS KNOW THE INHERENT RISKS OF OPERATING VEHICLES WITHOUT PROPERLY INSPECTING AND PROPERLY USING THE GRS. EACH VEHICLE SYSTEM PROPONENT WILL ESTABLISH AND CLARIFY GUIDANCE FOR THE USE OF GRS DEVICES IN THE APPROPRIATE PMCS PORTIONS OF TECHNICAL MANUALS AND ALL ACCOMPANYING PUBLICATIONS.
3. A. COMMERCIALY AVAILABLE PERSONAL SAFETY RESTRAINT DEVICES ARE NOT AUTHORIZED FOR USE IN ARMY VEHICLES AND MUST BE REMOVED IF

INSTALLED. THE ONLY APPROVED DEVICES ARE THOSE CERTIFIED AND APPROVED BY TACOM FOR USE BY EACH SPECIFIC MODEL VEHICLE.

- 3.B. MIXING OR MODIFYING PERSONAL SAFETY RESTRAINT SYSTEM KITS OR COMPONENTS POSES A SERIOUS SAFETY RISK. EACH KIT IS DESIGNED AND APPROVED FOR A SPECIFIC VEHICLE WEAPONS SYSTEM.
- 3.C. THE VEHICLE COMMANDER IS RESPONSIBLE FOR THE SAFETY OF THE SOLDIERS ASSIGNED TO HIS VEHICLE AND WILL ENSURE THAT ALL OCCUPANTS OF THE VEHICLE USE THE APPROPRIATE SAFETY RESTRAINTS.
- 3.D. IF AN INSTALLED PERSONNEL RESTRAINT DEVICE/SYSTEM IS INOPERABLE OR MISSING AT ANY POSITION IN THE VEHICLE THAT IS TRANSPORTING PERSONNEL, THAT POSITION IS CONSIDERED TO BE A HIGH RISK SAFETY HAZARD, AND THEN ACCORDING TO REF B, THE VEHICLE BECOMES AN "ADMINISTRATIVE DEADLINE."
- 3.E. THE GRS IS A PROTECTION SYSTEM THAT INCLUDES A HARNESS, TAIL STRAP, A RIGIDLY MOUNTED RETRACTOR, AND POSSIBLY A TURRET SEAT ASSEMBLY. THE GRS IS CONSIDERED A PERSONNEL SAFETY RESTRAINT DEVICE AND FALLS UNDER THE REQUIREMENTS OUTLINED IN REF A.
- 3.F. UNIT COMMANDERS MAY "CIRCLE X" THE VEHICLE FAULT WHEN THE VEHICLE IS NOT EQUIPPED WITH AN AUTHORIZED AND/OR FUNCTIONING GRS, AND THE GUNNER'S POSITION IS NOT MANNED WHEN USED ON A MISSION.
- 3.G. IF THE GUNNER'S POSITION IS MANNED, AND THE VEHICLE'S GRS IS NOT AN APPROVED DEVICE OR IS INOPERABLE, THE COMMANDER MAY AUTHORIZE THE DISPATCH OF THE VEHICLE ONLY AFTER COMPLETING A THOROUGH RISK MANAGEMENT ASSESSMENT AND GAINING APPROVAL AT THE REQUIRED COMMAND LEVEL.
- 3.H. OPERATORS MUST PERFORM THE FOLLOWING BEFORE OPERATIONS GRS PMCS: CHECK THE HARNESS, TAIL STRAP, MOUNT RETRACTOR, BUCKLES AND CLASP ENDS FOR SECURITY, DAMAGE AND PROPER OPERATION. IF THE HARNESS/TAIL STRAP IS MISSING, FRAYED, DAMAGED, OR DOES NOT FASTEN, ADJUST, RETRACT OR OPERATE AS DESIGNED, THE VEHICLE IS NOT MISSION CAPABLE. FAILURE TO COMPLY WITH THIS INSTRUCTION COULD RESULT IN SEVERE INJURY OR DEATH IN A ROLLOVER ACCIDENT.
- 3.I. VEHICLE CREW MEMBERS MUST BE TRAINED AND REHEARSED IN ROLLOVER DRILLS. THE GRS, ALONG WITH ESTABLISHED ROLLOVER PROCEDURES, IS A SAFETY ENHANCEMENT FOR TURRETED VEHICLE SYSTEMS. HOWEVER, SOLDIERS MUST BE INSTRUCTED TO NOT RELY SOLELY ON THE GRS TO PREVENT INJURY IN THE EVENT OF A ROLLOVER OR VEHICULAR ACCIDENT. THE GRS IS ONLY DESIGNED TO PREVENT THE GUNNER FROM EJECTING DURING A DYNAMIC EVENT -- IT WILL NOT PULL THE GUNNER BACK INTO THE VEHICLE.
4. (U) RESPONSIBILITIES. ACOM'S, ASCC'S, DRU'S AND PROPONENTS WILL UPDATE ALL APPLICABLE AND RELEVANT POLICY DIRECTIVES, REGULATIONS AND SOP'S FOR VEHICLE SYSTEMS WITH TURRETS IN ACCORDANCE WITH THIS GUIDANCE. ADDITIONALLY, THIS GUIDANCE WILL BE INCORPORATED INTO ALL APPLICABLE TURRETED VEHICLE TECHNICAL MANUALS, AND FUTURE REVISIONS TO THE TECHNICAL MANUALS WILL INCLUDE UPDATED GRS INFORMATION.
5. (U) POINT OF CONTACT FOR HQDA IS LTC JOHN DOUGHERTY, G4 DALO-MNF, COM: 703-614-2391, EMAIL JOHN.DOUGHERTY@CONUS.ARMY.MIL
6. THIS MESSAGE WILL EXPIRE IN JULY 2019 UNLESS SUPERSEDED BY OFFICIAL GUIDANCE FROM HQ, DEPARTMENT OF THE ARMY.