

- would have revealed inadequate refueling capabilities
- Battalion leadership didn't ensure the service valve on the 5-ton truck's air-brake hoses was open. The hoses were connected to the M353 trailer, but the service valve was closed, in direct violation of TM9-2330-247-14. With no braking power on the trailer, its weight and momentum caused the truck to jackknife and spin out of control. A wet pavement only made the situation worse. Why didn't the driver open the service valve? He said people at MOS School and at the unit level had told him that opening the valve would cause a trailer to lock up and catch fire.
 - The driver of the 5-ton truck failed to maintain the proper following distance of 100 meters, as discussed during the movement-order brief.

- The A-driver in the 5-ton truck didn't understand his duties. He wasn't especially watchful, despite the limited visibility, nor did he ensure all vehicle-safety items worked, as outlined in the battalion's safety SOP. The A-driver basically became useless to the lance corporal as another set of eyes when it started raining because the windshield wiper on the passenger side was broken. The A-driver also didn't know the posted speed limit or his own speed, nor did he warn the lance corporal he was following too closely to the vehicle in front. **GW**

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Good A-drivers are...

- well-rested and alert at all times.
- familiar with vehicle and have a clear understanding of the mission.
- capable of providing security and ground guiding.

