

SURFACE MOVEMENTS

CLACC PAMPHLET

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INTRODUCTION

The Central Loading Area Control Center (CLACC) was implemented to provide deploying units the necessary guidance to meet transportation carrier's regulations. We are the last stop prior to leaving Fort Bragg. We inspect vehicles, trailers and containers for serviceability, cargo security, and documentation. We double-check your Unit Loading Area Control Center (ULACC). If your equipment or documentation does not meet standards, this is the last place to correct the problem. If the problem is not corrected, the vehicle or container will not leave with the unit until corrections are made.

II. SAFETY

SAFETY AND SECURITY

These safety guidelines are designed to protect all soldiers and equipment within the CLACC area. The rules listed below will go into effect upon passing the entry point and will strictly be enforced by all.

1. No vehicles allowed within the CLACC area until notified by the CLACC personnel.
2. No vehicle moves within the CLACC area without a ground guide.
3. No jumping out of or off of equipment.
4. No horseplay within the CLACC area.
5. No sleeping in running vehicles.
6. No smoking within 50 meters of fuel tankers or other vehicles.
7. DOL security is responsible for safeguarding their equipment within the confines of the CLACC area.

III. RESPONSIBILITIES

UNIT MOVEMENTS

A. The Unit Movements CLACC Section will:

- (1) Provide command and control of the CLACC area and maintain representatives on site throughout the exercise.
- (2) Coordinate with Materiel Maintenance Division to provide the CLACC inspection team and Maintenance Contact Team with sufficient personnel for Active and Reserve

components. The Contact Team will either be on call or on site depending upon mission requirements.

- (3) Coordinate with DOL Security Office to provide security at the CLACC site after hours.

UNIT MOVEMENT OFFICER

A. The Unit Movement Officer is responsible for:

- (1) Accountability of all assigned personnel and equipment within the CLACC area.
- (2) Ensure all equipment operators are present and have valid civilian and military operator's licenses.
- (3) Ensure equipment is stenciled with Transportation Control Numbers (TCN's) and Standard Unit Number (SUN).
- (4) Ensure "CORRECT" Military Shipping Label is attached to the front left side and the left front door of the equipment. MSLs have a tendency to blow away so applying a tape border around them or spray adhesive is highly recommended.
- (5) Ensure all equipment deploying is in compliance with 10/20 standards of the equipment technical manual.
- (6) Ensure all serials entering the CLACC area are complete and ready for inspection.
- (7) Ensure serials arrive/depart the CLACC area as scheduled.
- (8) Ensure all vehicles with secondary loads have the proper documentation for the loads and unit equipment is in compliance with the appropriate transportation mode inspection sheet, i.e....Sea/Rail.
- (9) Control movement from the unit location to the CLACC.

IV. OPERATIONS

CLACC OPERATIONS

There are 3 stations within the CLACC site. Traffic flow inside the site is one-way form the entrance through the stations to the exit. CLACC operations consist of the following stations:

(A) Station 1 is the Command and Control. This station includes the site Command Center (CC) and controls all functions of the entire process. At this station, CLACC personnel will:

- (1) Direct all serial commanders and Unit Movement Officers to a designated area for a safety briefing.
- (2) Direct all visitors and VIP's to the Command Center (CC).
- (3) Log in all vehicles by type, bumper number and unit or scan the Military Shipping Label.
- (4) Maintain communications with the Directorate of Logistics, (DOL) Cell, and Installation Traffic Management Specialist.
- (5) Give instructions to vehicle operators.
- (6) Enforce all safety and procedural requirements.
- (7) Be the primary control point for security operations in the CLACC.

(B) Station 2 is the Inspection Lanes. After completion of station 1, operators will be directed to their inspection line where they will park, dismount, chalk their vehicles, place drip pans down, and then proceed to the front of the line where they will receive instructions from the Material Coordinators. At this station, there will be 3 different inspections. Each inspection will be performed IAW inspection checklists furnished to each inspection team. These inspections include maintenance, mobility and fuel.

Each inspection is conducted IAW the appropriate CLACC Inspection Checklist.

- (1) Vehicles with deadline deficiencies or excessive leakage will have to be repaired in order to be released from the CLACC.
- (2) Vehicles that have deficiencies that cannot be fixed on line will be moved to the Frustrated Cargo Area (FCA) to be repaired by unit mechanics and maintenance contact team.
- (3) A vehicle will have to pass re-inspection for it to be allowed back on line with its original serial.
- (4) If a vehicle is unable to be repaired on site, the customer units are responsible for moving the vehicle or piece of equipment back to the unit motor pool and

replace it if a replacement item is required. The new piece of equipment will be inspected to CLACC standards.

(5) Ensure that all hazardous materials are certified with appropriate placards posted on each vehicle or container.

(6) Check all loads for safety and use of proper restraints to avoid shifting during movement.

(7) Check vehicle load plans, FORSCOM Form 2285-R and DD Form 1750 for completeness and accuracy.

(C) Station 3 is the Fuel point. This station will be located inside the CLACC site approximately 75 meters from station 1 if space is available in the direction of traffic flow. At this station the team will:

(1) Check fuel levels on all equipment.

(2) Refuel as necessary.

(3) The Unit being CLACCed will be responsible for defueling their own equipment. Correct fuel levels are as follows. $\frac{3}{4}$ tank for rail, and sea travel. Full tank for any motor movement to the port of embarkation.

After all inspections have been completed and passed; the equipment will be configured by like items or rail configuration. Vehicles will exit the CLACC only under instructions from the CLACC representative.

NOTE

Once equipment has entered the CLACC area, no further loading will be conducted. The vehicles will NOT leave the CLACC area without proper authorization from a CLACC representative. Vehicles, which encounter an accident due to load, mechanical or safety deficiencies without proper authorization, become the unit's responsibility.

V. INSPECTIONS

CLACC COORDINATOR INSPECTIONS

| No | | YES | NO | N/A |
|-----------|---|------------|-----------|------------|
| 1. | Is the TCN'S (Transportation Control Numbers) present IAW TB 55-65? These should be the same as what is on the LOGMAR label. | | | |
| 2. | Are the Military Shipping Labels posted on the drivers' door and the right side of the front bumper if you are looking at the vehicle from the front? | | | |

CLACC REQUIREMENTS FOR INCOMING VEHICLES CARRYING AMMO/EXPLOSIVES

| No | | YES | NO | N/A |
|-----------|---|------------|-----------|------------|
| 1 | Does each vehicle have an inventory document listing the amount and type of ammunition/explosives? | | | |
| 2 | Is the inventory listed by DODAAC and quantity? | | | |
| 3 | Are all containers/boxes/rounds palletized or unitized together? | | | |
| 4 | Are incompatible classes of ammo loaded on the same carrier? | | | |
| 5 | Are projectiles palletized with 1 1/4" strapping and banding? | | | |
| 6 | Are there any loose charges? | | | |
| 7 | Does suitable trapping cover the entire load and is it properly tied down? Trapping is mandatory since loads may be exposed to heavy rains? | | | |
| 8 | Are nylon/web straps securing the load? | | | |

A. GENERAL

The checklist is no more than a PMCS verification. Compliance with these will ensure a smooth transition through the CLACC.

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Are all tires serviceable, including the spare? | | | |
| 2 | Is the equipment clean, (to include the undercarriage)? | | | |
| 3 | Is there evidence of oil or water leaks? | | | |
| 4 | Is there evidence of air and/or brake fluid leakage? | | | |
| 5 | Are all lifting eyes and shackles present and serviceable? | | | |
| 6 | Are equipment emergency warning devices (buzzers) working? | | | |
| 7 | Do all gauges read within the given limits? | | | |
| 8 | Are all batteries serviceable, secured and are the cables tight? | | | |
| 9 | Are all headlights, blackout lights, stoplights and clearance lights operational? | | | |
| 10 | Are seat belts present and serviceable? | | | |
| 11 | Are parking brakes serviceable and operational? | | | |
| 12 | Are all windows and mirrors serviceable? | | | |
| 13 | Are windshield wipers and washer serviceable and operational? | | | |
| 14 | Are all lug nuts present and tight? | | | |
| 15 | Are all belts present and serviceable? | | | |
| 16 | Does the engine operate properly? | | | |
| 17 | Is there any evidence of exhaust leaks? | | | |
| 18 | Are there any exposed electrical wires including battery terminals? | | | |
| 19 | Are all U-joints serviceable and are the jackshaft bolts tight? | | | |
| 20 | Does the steering operate properly? | | | |
| 21 | Is the frame and cross member assemblies serviceable? Are there cracks, missing items and looseness? | | | |
| 22 | Do the vehicle and trailer brake system operate properly? | | | |

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 23 | Is the troop safety strap present if the vehicle is to be used to transport troops? | | | |
| 24 | Check Drag Link on the MTV Family of vehicles for worn or torn boot. | | | |
| 25 | Are generators mounted correctly? | | | |
| 26 | Are drag link boots worn or torn (all steering components)? | | | |
| 27 | Is fuel no more than $\frac{3}{4}$ or less than $\frac{1}{2}$ tank? | | | |
| 28 | Has lock been removed from steering wheel? | | | |
| 29 | Are all fluids at proper level? | | | |
| 30 | Has equipment been load tested and dated correctly? | | | |
| 31 | If equipment has a fire suppression system on it, has it been inspected for serviceability? | | | |

HUMMV

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Is the CDR valve serviceable? | | | |
| 2 | Are all brake calipers tight? | | | |
| 3 | Are CV boots torn? | | | |
| 4 | Is brake fluid is no less than 1/8 inch from the top? | | | |

LMTV/FMTV/HEMTT/PLS

| No | | YES | NO | N/A |
|----|--|-----|----|-----|
| 1 | Is there fluid present in the air hydraulic reservoir? | | | |
| 2 | Are two throttle springs present? | | | |
| 3 | Is spare tire safety equipment present? | | | |
| 4 | Is fuel sight bowl clear? | | | |
| 5 | Does cab tilt pin secure the cab? | | | |

TRAILERS

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Are brake master cylinders full (if equipped)? | | | |
| 2 | Does trailer have IV cable? | | | |
| 3 | Are safety chains present and hooked up correctly? | | | |
| 4 | Are emergency brake cables frayed or have broken wires? | | | |
| 5 | Are landing leg(s) present and serviceable? | | | |

B. LOAD SAFETY INSPECTION

NOTE***

Units will be required to open loads for inspection.

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Is the cargo load heavier than the cross-country load capacity of the vehicle? (See vehicle data plate). | | | |
| 2 | Is the cargo secured with ½” nylon rope, adjustable tie-down devices or 5000 LB.? Capacity or greater cargo straps? | | | |
| 3 | Are vans or shelters secured with chains, load binders, cable or 10,000 lbs cargo straps to the vehicle frame and braced with 2x4 or 4x4's? | | | |
| 4 | Is the secondary load height greater than 162” from the ground? | | | |
| 5 | Are radio antennas properly secured? | | | |
| 6 | Is a fire extinguisher mounted in its bracket in the vehicle cab? | | | |
| 7 | Is the fuel tank of any secondary cargo drained? Mounted generators ½ full. | | | |
| 8 | Are cargo straps, tie-downs, or ropes attached to anything other than frame or designated tie down spots? | | | |
| 9 | Are secondary loads secured? There should be no side-to-side, forward/backward, up or down movement. | | | |
| 10 | Are hazardous cargo placards properly displayed if needed? | | | |

C. RAIL TRANSPORT CRITERIA

This checklist outlines specific criteria for transporting equipment by rail.

| NO | | YES | NO | NA |
|----|---|-----|----|----|
| 1 | Are tires correctly inflated? | | | |
| 2 | Are there any fuel, brake or air leaks? | | | |
| 3 | Are there any fluid leaks, (oil or coolant) greater than Class II? | | | |
| 4 | Are fuel, oil and radiator caps with gaskets present? | | | |
| 5 | Are all lifting eyes/shackles, locking nuts and cotter pins present and in place? Shackle thumbscrews must be secured by zip tie, wire or 550 cord. | | | |
| 6 | Are vehicles clean and dry, to include the underside? | | | |
| 7 | Are Vehicle fuel tanks no more than ¾ full? | | | |
| 8 | Are generator trailers and secondary loads with fuel tanks empty? | | | |
| 9 | Are fuel cans empty and in their approved bracket, or is hazmat documentation provided? | | | |
| 10 | If vehicle canvas and bows are removed, are they secured to the bed of the vehicle preventing metal to metal contact? | | | |
| 11 | Are ratchet straps provided for securing of armored doors on all up armored vehicles? | | | |
| 12 | Do vehicles that have drop sides with troop seats have bungee cords or 550 cord to secure sides? | | | |
| 13 | Do HEMTT fuel tankers have back door hasp secured? (any kind of lock or bolt seal) | | | |
| 14 | Are LMTV's and LMTV trailer side latches secured with zip ties, 550 cord or wire, to include tailgate latches? | | | |
| 15 | Are shelters on vehicles secured to vehicle using four points of contact? (When in approved brackets) | | | |
| 16 | Does PLS have a large locking pin in the center or middle of flatrack, and secured with a cotter pin on both sides of the vehicle? | | | |
| 17 | Does the PLS Trailer have a backing pin in place? | | | |
| 18 | Does secondary load have eight points of contact and dunnage? (shop shelter on back of vehicle, eight straps(10,000 lb) , Chains or cables crisscrossed on all 4 sides) Must not be mismatched. Either all cables, all chains, or all ratchet straps. | | | |
| 19 | Are LMTV and HEMTT/PLS battery box covers secured with 550 cord? | | | |
| 20 | Are loose items on or in the bed of vehicle secured inside cab of vehicle? | | | |

D. SEA TRANSPORT CRITERIA

This checklist outlines specific criteria for transporting equipment by sea.

| No | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Are there any fuel, brake or air leaks? | | | |
| 2 | Are all lifting eyes/shackles, locking nuts and cotter pins present? | | | |
| 3 | Are vehicle fuel tanks no more than $\frac{3}{4}$ full? (Full if conveying to the SPOE). | | | |
| 4 | Do trailer mounted equipment containing combustion engines have no more than $\frac{1}{2}$ tank of fuel? | | | |
| 5 | Does fuel cans will have their gaskets? Note: Fuel cans can be filled $\frac{3}{4}$ full and remain on the vehicle provided they are in their designed cradle. | | | |
| 6 | Are fuel trailers, fuel pods and fuel tankers drained or purged and have correct HAZMAT documentation? | | | |
| 7 | Are secondary loads blocked, braced and tied down to prevent any movement during shipment? | | | |
| 8 | If radios are to remain in the vehicle during transport, are they locked and covered in plastic? | | | |
| 9 | Are Hazardous Materials documented on DD Form 2890, Shipping Paper and Emergency Response information for the hazardous materials provided? | | | |

E. CONVOY CRITERIA

The items listed on pages 7 and 9 in the GENERAL and LOAD SAFETY INSPECTION criteria apply to transportation by convoy. The fuel tanks can be filled to full.

F. CONTAINER INSPECTIONS

DATE _____/_____/_____

UNIT _____

Container Type

| | | | | |
|--------|---------|--------|-----------|-------|
| MILVAN | QUADCON | TRICON | ISU-90/60 | OTHER |
|--------|---------|--------|-----------|-------|

HAZMAT YES NO

Container Number: _____

| | | YES | NO | N/A |
|----|---|-----|----|-----|
| 1 | Does the container have a packing list (DD Form 1750 or DA Form 5748-R) completed and affixed to the inside and outside of the container door in a document protector or waterproof bag? | | | |
| 2 | Are the items in the container of a sensitive nature? | | | |
| 3 | Does the container have an internal packing list (DD Form 1750 or DA Form 5748-R) completed and only affixed to the inside of the container door? | | | |
| 4 | Does the container have HAZMAT information (DD Form 836 or DD Form 2890) completed and affixed to the inside and outside of the container door in a document protector or waterproof bag? | | | |
| 5 | Are cylinders or tanks properly secured to prevent shifting during movement? | | | |
| 6 | Are vehicles inside properly secured to prevent shifting during movement? | | | |
| 7 | Did the unit prevent metal-to-metal contact to prevent abrasive damage? | | | |
| 8 | Is the cargo blocked and braced to prevent loose cargo from shifting during movement? | | | |
| 9 | Is the load packed as tightly as practicable? | | | |
| 10 | Are the heavy items on the bottom of the load, maintaining an even distribution of weight throughout the cargo container? | | | |
| 11 | Are boxes, crates and cartons, which contain liquids that may leak, on the bottom of the load whenever practicable? | | | |
| 12 | Is the DOD container marked with UIC/SUN number utilizing tape or chalk markings? | | | |
| 13 | Does the container have 2 Military Shipping Labels (MSL), one placed on the left door and the other on the adjacent side prior to departure from Home Station? | | | |
| 14 | Are all container markings visible? | | | |
| 15 | Are other similarly constructed numbers, MSLs and placards from previous deployments removed to avoid confusion? | | | |
| 16 | Is the container locked and sealed after completion of the inspection? | | | |

Seal Number(s):

VI. POINTS OF CONTACT

For information about CLACC operations, direct inquiries to the Unit Movements Supervisor at the following number: 396-5251

For inquiries during CLACC operations contact the following:

| <u>CLACC Operations</u> | <u>CLACC Cell</u> |
|--------------------------------|--------------------------|
| 396-9210/9443 | 309-6496 |

VII. REFERENCES

AR 385-55, Prevention of Motor Vehicle Accidents
AR 385-10, Army Safety Program
DA PAM 738-750, Functional Users Manual for the Army Maintenance System
FM 55-1, Transportation and Travel, Unit Movement Planning
FM 4-01-011, Unit Movement Operations
TEA PAM 55-23 Tiedown Handbook for Containerized Movements
TEA PAM 55-19 Tiedown Handbook for Rail Movements
XVIII Airborne Corps and Fort Bragg Regulation 385-10, The Army Safety Program
CFR 49, Code of Federal Regulations (Transportation)