- Conduct Deliberate Risk Assessment Prior to all operations
- Conduct PCC's / PCI's
- Conduct Before, During, and After PMCS
- From recent AARs:
 - Route recon with local authorities for the lay of the land, road layout and what it's made of (concrete, asphalt, or gravel) and water current speed and direction.
 - Navigation apps like Google Maps can help you stay on track.

CAUTION

Never attempt shallow water fording unless water depth

is known to be 30 inches or less,

(48 inches for HEMMIT only)

and bottom is known to be hard.

Do not exceed 5 mph (8 kph) during fording operation.

Damage to vehicle will result.

CAUTION

SEATBELTS REQUIRED AT ALL TIMES

Life Jackets ON

ACH on

Before Operation

(1) Make sure oil dipstick, transmission dipstick, oil filler cap, and fuel tank cap are secure.

(2)Secure all loose objects on vehicle; Make sure battery caps are all present and tight.

CAUTION

- Entering water too fast will cause water to splash up over hood and into air intake.
 - The engine may stop abruptly and will not crank.
 - Do not continue starting efforts; damage to engine will result.

During Operation

- Place transfer case shift lever in "H" (high range).
- (1)Enter water slowly and maintain even vehicle speed while fording.
- (2)Exit water in area with gentle slope.

NOTE

- Hydrostatic lock is caused by the entry of substantial amounts of water into the engine through the air intake system and subsequent contamination of the fuel system.
- Hydrostatic lock most frequently occurs during or just after fording. Water is forced into the air intake system, is drawn into the engine, and effectively "locks-up" the engine.
- Notify unit maintenance if you suspect hydrostatic lock and they will further test the engine.

From Recent AARs:

Idle speed, foot off the accelerator and over the brake pedal.

Idle speed creates little, to no, wakes.

Foot over the brake; if you feel the front of the truck tip forward you can brake fast and *hopefully* keep front tires from going over the edge, *might* be able to back out of the situation.

WARNING

Do not rely on service brakes after fording until the brakes dry out.

Keep applying brakes until uneven braking ceases.

Failure to do this may cause damage to vehicle or injury or death to personnel.

After Operation

If accumulated water drains slowly through floor drain holes, refer to unit maintenance for drilling and improving drain holes.

To prevent parking brake linkage from binding, lithium grease should be used after operating in mud. Clean mud, grit, and debris from linkage. Apply lithium grease and move linkage back and forth to work into joints.

 Vehicles completing shallow water fording operation must be lubricated and serviced by unit maintenance as soon as possible.

After Operation

Perform post-mission PMCS, including alerting unit maintenance of water depth and duration of water exposure.

Perform AARs and forward information to higher command.

Sharing of important findings can be useful to other Soldiers.

HMMWV Fording Procedures



MAX 30 inches

HMMWV Fording Procedures

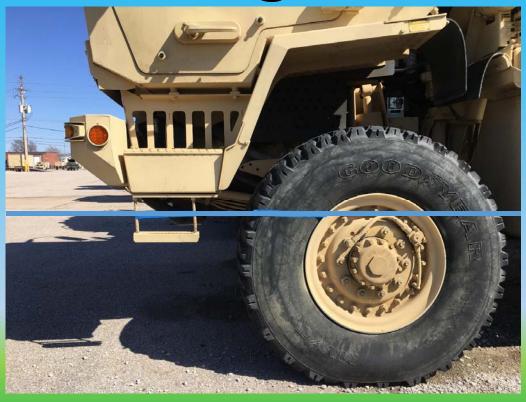


Top of the bumper



Top of the trailer hitch or tie downs

LMTV Fording Procedures



MAX 30 inches

LMTV Fording Procedures



Half way up grill



Bottom of the trailer hitch

HEMTT Fording Procedures



MAX 48 inches, door handle or treads still above water

HEMTT Fording Procedures



6 inches below headlights



Tail lights

M915 Fording Procedures



Only 20 inches, center of wheel hub

M915 Fording Procedures



1 inch below front bumper

Below tail lights



Fire hydrants – 30 inches

REFERENCE THESE WHILE DRIVING!!

30 inches



48 inches

Street signs – 8 feet