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MILITARY CONVOY OPERATIONS IN THE CONTINENTAL UNITED STATES

Use of the male gender in this publication is for ease of reading. Wherever the masculine gender is used, both masculine and feminine genders are intended.

This FM supersedes TM 55-312, 4 February 1971, including all changes.

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PREFACE

This manual is a guide for commanders, officers, and noncommissioned officers responsible for the operation of convoys or serials and march units in the continental United States. It outlines procedures for obtaining convoy clearances, preparing convoy movements, organizing convoys, and actions to be taken in the event of emergencies. It applies to CONUS active Army, Army national guard, and Army reserve units. Higher echelon guidance for commanders and staff officers concerned with planning, organizing, and operating military motor convoys in areas other than the continental United States can be found in FM 55-30.

The Interstate Highway System and other expressways are made for the movement of traffic from one point to another in the shortest possible time with the highest degree of safety. Sharp curves, obstructions to driver's vision, intersecting roads, and steep grades have been eliminated on these highways wherever possible. These highways carry a heavy volume of traffic with fewer accidents per mile or per kilometer driven than over conventional highways.

Although traffic accidents occur less often on expressways than on conventional highways, they usually result in more serious injuries and excessive property damage. Because of the higher speed driven on these roads, the margin for driver error is much narrower than on conventional routes.

Commanders should--

- Train drivers for convoy operations on expressways
- Emphasize greater distance between vehicles and higher speed operations

Drivers should--

- Be more alert and adjust driving to the higher speeds
- Remember that there will be less time to react or correct mistakes

When the procedures prescribed by this text conflict with local traffic laws, the local laws will apply.

You are encouraged to recommend changes to this publication and submit comments for its improvement. Prepare comments and recommended changes on DA Form 2028, Recommended Changes to Publications, and forward to:

Commandant US Army Transportation School ATTN: ATSP-TD-IL Fort Eustis, VA 23604

CHAPTER 1

PREPARATIONS FOR CONVOY MOVEMENT

MOVEMENT AUTHORITY

A military convoy in CONUS cannot travel on the public highways without a permit. Permission of the state and city officials over whose roads and streets the convoy will travel must be obtained. Separate permission for the toll authority must be obtained when toll roads, bridges, and tunnels are under the control of an agency other than a state or city government. Convoy clearances from the above agencies must be secured through the installation transportation office (ITO). When normal clearance procedures would delay accomplishing the mission, an emergency movement may be authorized by the senior commander at the installation of convoy origin prior to receipt of such clearance. The following conditions must be present:

- When a theater of operations is established within the United States.
- In the conduct of warfare prior to the establishment of a theater of operations.
- In response to significant hazards from accidents resulting from the movement of dangerous materials.
- In the conduct of operations necessitated by domestic disturbances or natural disasters.

REQUESTS FOR CONVOY CLEARANCE AND SPECIAL HAULING PERMITS

Submit DD Form 1265, Request for Convoy Clearance, (see appendix C), a copy of the operation order, and strip map of the proposed convoy route in four copies with one copy added for each state to be traversed, and the local transportation officer at the point of origin. The request must reach the approving authority (in most cases the local ITO) at least 10 days prior to the planned move.

Submit requests for permits to move oversize or overweight vehicles on public roads on DD Form 1266, Request for Special Hauling Permit (see appendix C), in four copies, with one copy added for each state to be traversed. This request must reach the approving authority at least 15 days prior to the planned move.

note

Only identical vehicles with loads of uniform weight and dimensions may be listed on the same DD Form 1266.

Requests for clearances and/or permits are dispatched through normal channels. In cases of emergency, electrical messages may be used, depending on time available. Electrically transmitted messages must furnish all the information required on DD Form 1265 or DD Form 1266.

RESERVE COMPONENTS

The requirement for obtaining convoy movement clearances on DD Form 1265 and the requirement for vehicle markings do not apply to Reserve components moving 50 miles or less over regularly traveled routes between armories and established weekend training sites. Coordination of such movements with appropriate authorities is made by local commanders, and the movements are accomplished as dictated by local authorities, local conditions, and safety considerations.

ROUTE SELECTION

Select the route you propose to use before completing section II, Route Data of DD Form 1265. Make your initial selection by using a current road map of the area through which you are planning to move. Follow the map reconnaissance with a physical reconnaissance when possible. Here are some factors that do not normally appear on maps but will influence your route selection:

ROUTE SELECTION

(Continued)

- All convoy vehicles must be able to clear all underpasses, bridges, tunnels, and overhead obstacles on the proposed route. If overhead clearance limitations are not available from the installation transportation officer or headquarters, you must make a physical reconnaissance of the route. If vehicles cannot clear overhead obstructions, you must select an alternate route or lower the profile of outsized vehicles enough to clear obstructions by dismantling booms, masts, and other vertical projections.
- Determine where minimum speed limits have been established on any portion of the route. You may get this information from the installation transportation officer. Your plans are affected if any of the convoy vehicles cannot maintain the minimum speed required by civil authorities. For example, when a small percentage of the convoy vehicles cannot maintain the required speed, you may consider routing these vehicles over an alternate route by separate dispatch. If an alternate route is not available and the vehicles exceed the weight or size limitations of the roads and bridges on the proposed route, or the route cannot be used because of other factors, you must coordinate with civil authorities to obtain permission to use the proposed route. Be aware that most civil highway authorities require that slow-moving vehicles traveling over expressways be equipped with warning devices, such as flashing lights and signs, and be accompanied by escort vehicles.
- Vehicles transporting oxygen, acetylene, or other compressed gas, either as cargo or maintenance equipment, are prohibited from using tunnels. Separate convoy vehicles loaded with compressed gas from the convoy before entering the tunnel approach road and direct them over another type of crossing. Furnish route instructions so that the vehicle may rejoin the convoy at a predicted point. If this is not possible, dispatch the vehicle separately over an alternate route to bypass the obstacle. Dangerous cargo marking instructions are in change 2 to FM 55-70.
- The availability of rest halt areas on a proposed convoy route is a
 prime consideration. The time and location of all rest stops must
 be included in your planning. On most highways, suitable areas
 for halts are usually available either along the roadway or a short
 distance from it.

ROUTE SELECTION

(Continued)

- Guidance on the use of official rest halt areas by military convoys will be discussed in chapter 2.
- When selecting a convoy route, the availability of areas for meal halts is of critical importance. Normally, you may use rest halt areas for meal halts as well.
- Avoid routes serving densely populated or industrial areas when possible. When highways serving congested areas must be used, schedule the convoy so as to avoid rush hour traffic.
- When there is a planned bivouac within the move, a physical reconnaissance is made. It should be made by the platoon leader, assistant truckmaster, and three assistant platoon sergeants. The selected bivouac site should be located close to supported activities and the roads connecting them to reduce driver fatigue and the possibilities of accidents.
- Position all vehicles that require the longest unloading time at the head of the column to shorten turn-around time.
- For normal planning factors, you should have one "bobtail" per 10 vehicles to support the recovery section of the convoy.

PREPARATION OF DRIVERS

Drivers and assistant drivers must have in their possession a valid Standard Form 46, US Government Motor Vehicle Operator's Identification Card, listing the driver's qualifications.

Select only drivers with experience in operating military vehicles on public highways for a convoy assignment when possible. (When a convoy is dispatched for driver training purposes, this does not apply.) Allow personnel with limited driving experience to practice their driving prior to going onto an expressway. This enables drivers to adjust to expressway driving and correct errors pointed out by supervisory personnel.

Give the drivers an opportunity for 8 hours' rest during the 12 hours prior to convoy departure time.

Brief the drivers thoroughly before the convoy departs. Cover as a minimum the following areas:

• Compliance with traffic control devices and civilian traffic regulations.

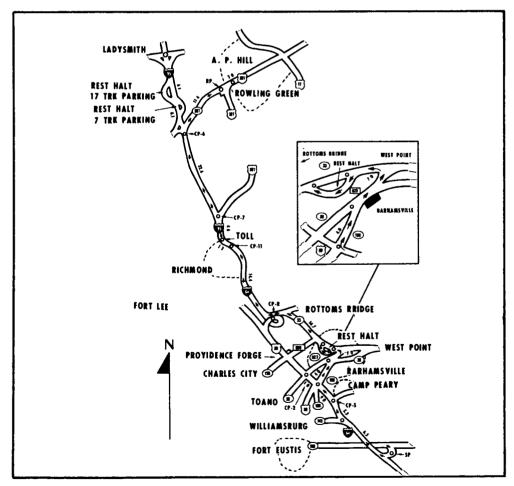
PREPARATION OF DRIVERS

(Continued)

- Route.
- Maximum and minimum speeds for segments of the route.
- Police of halt areas.
- Distance between vehicles (urban areas, expressways, conventional routes, and entrance and exit routes).

Vehicle drivers do not have right-of-way over civilian traffic, except under prescheduled emergency moves cleared by state officials and police authority. NOTE

- Obedience to civil and military police and traffic escorts.
- Location and time of rest and meal halts.
- Destination and use of strip maps.



STRIP MAP

PREPARATION OF DRIVERS

(Continued)

- Entering and leaving expressways.
- Bivouac site.
- Emergency halts.
- Action if separated from convoy.
- Use of highway warning kits.
- Refueling procedures.
- Phone number to call for required medical and maintenance support and locations of medical and maintenance facilities along route of march. (All supervisory personnel should know this number and be briefed in detail on procedures to follow when assistance is required.)
- Communications to be used during movement, e.g., radio, visual signals, sign messages, audio signals.
- Avoidance of highway shoulders for halts except under emergency conditions.
- Location and identification of destination including name and phone number of the point of contact.
- Operation of headlights on low beam during the entire trip except when prohibited by local civil ordinances.

If possible, assign an assistant driver to each vehicle in the convoy. The assistant driver must have in his possession a valid SF 46 (US Government Motor Vehicle Operations Identification Card) for the type of vehicle he is assigned to in the convoy. In addition to sharing driving time, the assistant driver will:

- Relay signals from the convoy commander to following vehicles.
- Check route or highway markers to insure that directions contained in the strip map are being followed.
- Assist the driver to insure that lanes are clear when changing lanes, entering or exiting expressway ramps, or passing slowmoving vehicles.
- Observe the person driving for symptoms of fatigue.
- Perform duties to assist in the smooth, safe operation of the vehicle.

CONVOY ORGANIZATION PLANNING

Good planning is essential for a successful convoy operation. The first step of convoy organization planning is to divide convoys of more than 20 vehicles into serials. This is to avoid interference with normal traffic and to facilitate control. The number of serials will depend upon the number of vehicles in the convoy. For better control or when traffic is expected to be heavy, you may divide the convoy serials into march units. Designate a commander for each serial and each march unit. Designate a pace setter and give him appropriate instructions. Finally, appoint a trail party, consisting of the maintenance section, medical support when available, POL vehicle, and the claims officer. Instruct the trail party how to evaluate disabled vehicles, what to do in the event of an accident, and what maintenance support is available from military installations along the route. The claims officer should be briefed by a member of the installation's staff judge advocate office.

Placement of vehicles within a serial or march unit is determined by many factors. First among these is the danger of rear-end collisions on modern expressways. In order to reduce the possibility of injury to personnel, do not place vehicles transporting troops last in a serial or march unit. Do not place troops in vehicles transporting flammable motor fuels or other hazardous cargo. When empty trucks or trucks with general cargo are available, use them as buffer vehicles between those transporting personnel and those loaded with hazardous cargo.

Leave a minimum time gap of 5 minutes between march units and 10 minutes between serials of a convoy. When directed by civil police escorts, convoys may be closed up to a single serial. On expressways, convoy elements may have to be phased into official halt areas, so gaps between elements may have to be substantially increased. This will be discussed later in this manual.

Position serial and march unit commanders where they can best control their convoy element. March unit commanders may place themselves at the head of their element. This position enables the serial or march unit commander to regulate the speed, but restricts his ability to otherwise control his vehicles. It is easier to control a march unit from the rear; there, he will be aware of the condition of vehicles that may fall out because of mechanical failure and be able to provide for the drivers and any troops or cargo they may be transporting. He will also be able to take charge at the scene of an accident involving drivers under his supervision until traffic accident

CONVOY ORGANIZATION PLANNING

(Continued)

investigation personnel arrive. Should his element be held up, he will be able to move up to the source of the trouble and make adjustments. The convoy commander has no set position, but he should position himself where he can best control the convoy.

note

Convoy and convoy element commanders should avoid driving in the left lane, because the limited speed of military vehicles can easily cause them to become a hazard to faster moving civilian traffic.

CIVILIAN POLICE TRAFFIC CONTROL AND TRAFFIC CONTROL DEVICES

Obtain the assistance of civilian police whenever possible for all critical areas not on military reservations through which the convoy will pass. These areas include major intersections, entrances to and exits from expressways and main routes, densely populated and industrial areas, and entrances to and exits from rest halt areas. Request the installation provost marshal to arrange civilian police support in the immediate vicinity of the installation where the convoy originates. Request police support for more distant areas through the installation transportation officer at the time the convoy clearance is requested. Use military police or convoy personnel when civilian police support is not available. When personnel are drawn from the convoy for traffic control, assign additional personnel for this function.

IMPORTANT

Instruct traffic guides and convoy drivers that they do not have priority over civilian traffic when not on a military reservation. You have no authority to instruct military drivers to disregard traffic lights or other traffic control devices on public roads.

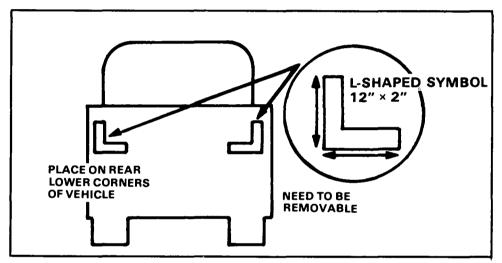
SAFETY EQUIPMENT AND WARNING DEVICES

The first task vehicle in the convoy must carry on its front, directly below the windshield or in some other conspicuous location, a sign with 4-inch black reflective letters on yellow background reading "CONVOY FOLLOWS." The last vehicle of each convoy element, other than the control vehicle, will bear on its rear, a sign reading "CONVOY AHEAD." The convoy signs will be prepared IAW the specifications given in appendix B.

SAFETY EQUIPMENT AND WARNING DEVICES

(Continued)

While moving at night or during periods of reduced visibility, lead or rear convoy vehicles, and those oversize and overweight vehicles separated from the main body and moving by infiltration, will operate 4-way flashers. While operating at night or during reduced periods of visibility, convoy vehicles will display L-shaped symbols composed of a vertical strip, 12 inches long and 2 inches wide, or red retroreflective paint, tape, or other reflective material placed at the lower corners of the vehicles (refer to AR 55-29). This should be a removable material so that the camouflage paint and combat readiness of the vehicle is not compromised.



REFLECTIVE L-SHAPED SYMBOL

Headlights of all vehicles moving in convoy or halted on road shoulders must be on (at low beam) at all times except where prohibited by state or local ordinances. While halted on shoulders, vehicles equipped with emergency flasher systems must also have these lights operating.

All vehicles will be equipped with an approved fire extinguisher suitable for extinguishing gasoline and electrical fires.

All vehicles used to transport personnel must carry an approved first aid kit.

Each vehicle must have no less than one set (pair) of tire chains when snow or ice conditions may be encountered.

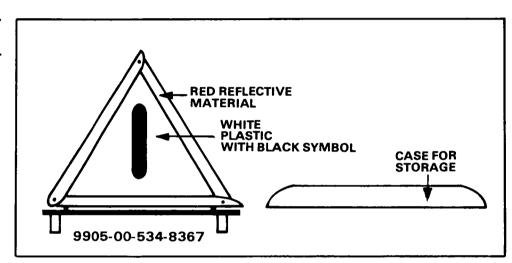
SAFETY EQUIPMENT AND WARNING DEVICES

(Continued)

Buses with a seating capacity of nine or more passengers must be equipped with a hand axe.

All convoy vehicles must be equipped with an approved highway warning kit. In the event of an emergency, the placement of warning devices must be in accordance with advice given on page 2-8.

HIGHWAY WARNING KIT



Road guides must wear high-visibility devices, such as a traffic safety MP ensemble, consisting of vest (FSN 8415-00-177-4974) and sleevelets (FSN 8415-00-144-5011). Baton flashlights must also be provided when the convoy operates during darkness or when visibility is reduced to 500 feet or less.

CONTROL VEHICLE IDENTIFICATION

Mark each serial of the convoy with flags 12 inches in height and 18 inches in length (approximately 30 centimeters in height and 45 centimeters in length) as follows:

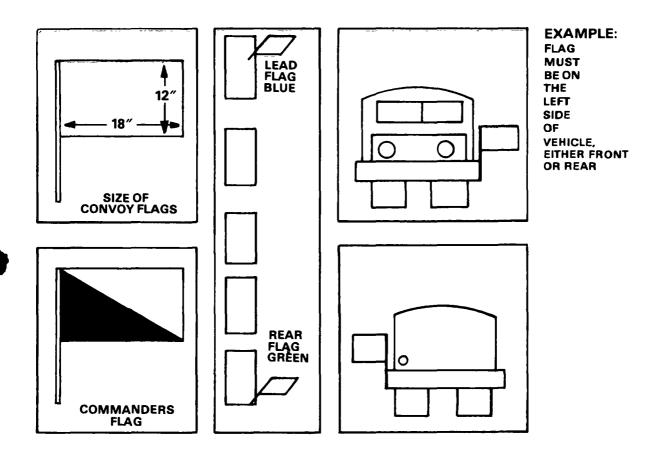
- The leading vehicle with a blue flag and the rear vehicle with a green flag.
- The vehicles of the convoy commander and the serial commanders must carry a white and black flag divided diagonally from lower front corner to the upper rear corner, with the upper forward triangle white and the lower rear triangle black.

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CONTROL VEHICLE IDENTIFICATION

(Continued)

Mount the flag on the left side of the vehicle. It may be at either the front or the rear of the vehicle but must not be positioned where it will interfere with the vision of the driver or with any functional component of the vehicle.



Convoy identification flags are available through local supply channels:

Leading vehicle flag NSN: 8345-00-543-6912

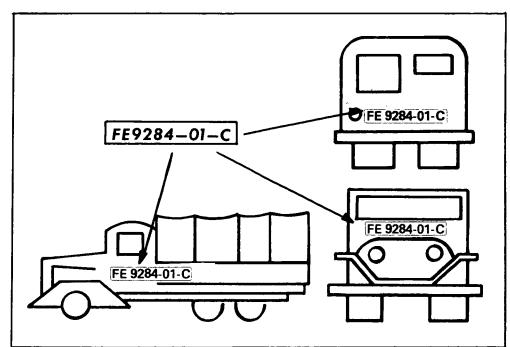
Trailing vehicle flag NSN: 8345-00-543-6913 Commander's flag NSN: 8345-00-543-6911

CONVOY IDENTIFICATION

All convoys must have a convoy clearance number. This number is given by the approving headquarters in whose area the convoy originates and is designated at the time the request for convoy clearance is approved. This number must be shown by the convoy during the entire movement.

Place the number on both sides of all the vehicles. When space is available, it should also be placed on the front of all the vehicles in the convoy. Additionally, place the number on the hood of the lead and trail vehicles of each serial to ease identification from the air. The convoy clearance number is composed of the abbreviation of the approving headquarters in which the movement is due to commence, the Julian calendar date when the convoy is due to begin, a sequence number, and a letter indicating type of movement. The types of movement letters are: "C" for a convoy without dangerous cargo or outsize items of equipment, "E" for explosives, and "S" for outsize vehicle or load.

CONVOY CLEARANCE NUMBER



EXAMPLE

Convoy clearance number FE 9284-01-C tells you that convoy number one originating at Fort Eustis will move on Julian date 9284. The letter "C" indicates that it is a convoy in which there are no explosives or outsize items of equipment.

DAYTIME VISUAL HAND SIGNALS

FORWARD OR CLOSE UP AND STOP HALT OR STOP AS YOU WERE PASS & KEEP GOING TO THE REAR **STOP ENGINE ASSEMBLE** DISMOUNT **ATTENTION OPEN UP INCREASE SPEED JOIN OR FOLLOW ME START THE ENGINE READY** COLUMN **CLOSE UP DOUBLE TIME - RUSH CLOSE UP EXTEND (OPEN UP) DECREASE SPEED** BY THE RIGHT (LEFT) FLANK **MOVE IN REVERSE**

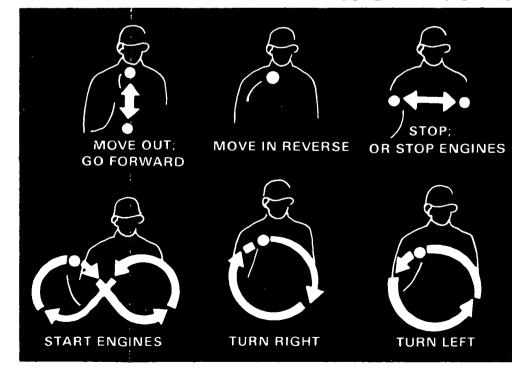
CONVOY COMMUNICATIONS

Radio is your principal means of communication during a motor movement. Radio provides you the most rapid transmission of orders and messages between widely separated elements of a convoy. Plans for its use are usually given in orders, in the unit standing operating procedure, and in the Communications-Electronics Operation Instructions (CEOI). Aircraft may be used to relay messages between FM radios on the ground when terrain restricts direct communication. For additional information on convoy communications, refer to FM 24-1.

You can use audio signaling along with other means of signaling for column control. Use whistles or horns to attract attention and to forewarn personnel of forthcoming commands. Aircraft equipped with loudspeakers may be used for audio signaling with approval of civil authorities and when it will not distract civilian drivers or nearby civilian communities.

You may use sign messages written on a board and posted along the route or displayed by a guide in view of oncoming vehicles to pass instructions to the moving column. If you use this method, take care that it does not interfere with civilian traffic and does not violate state or local laws.

NIGHTTIME VISUAL HAND SIGNALS



You can use visual signals (FM 21-60) for column control. These may be arm-and-hand, flashlight, or flag signals. They may be given directly by the commander to the entire march unit or may be relayed from vehicle to vehicle as in the case of standard driver's signals.



CHAPTER 2 CONVOY OPERATIONS

FINAL ACTIONS BEFORE DEPARTURE

Inspect all vehicles as they arrive in the convoy assembly area to insure that they are in satisfactory condition. Notify units furnishing vehicles for a convoy as far in advance as possible to enable them to prepare them thoroughly. Make on-the-spot corrections when possible. Check for:

- Mechanical condition, including brake system.
- Fuel, oil, and coolant levels.
- Serviceability of lights and horn.
- Tires (for serviceability and proper pressure).
- Availability of emergency equipment.
- Tire chains, when specified.
- Additional POL, when specified.
- Police of vehicle cargo or passenger compartment.
- Condition of driver.
- Driver's permit for authorization to operate assigned vehicle (SF 46).
- Driver's individual equipment.

If deficiencies are detected that cannot be corrected on the spot, return the vehicle to the unit for replacement. No vehicle should be accepted in a "might make it" condition. After vehicles have been accepted for the convoy, they should be driven to the final assembly area for the convoy clearance number to be applied.

After vehicles and drivers have been inspected and the convoy is organized and ready to move out, assemble the personnel for a final briefing. Distribute strip maps to all drivers. Use an enlarged strip map (a blackboard drawing or other drawing) to explain details of the route. Conclude the briefing with a question and answer period.

ENTERING CONVOY ROUTES

Depart the assembly area upon the command of the convoy commander and at the time given in the operation order. Use military police support to reduce interference with other installation traffic and to insure that the integrity of the convoy is maintained. Normally, you will maintain a close distance between vehicles when moving from the assembly area to the main convoy route. When you can obtain civilian police support, it should escort the convoy from the installation boundary to the main convoy route.

REMEMBER

If civilian police escort is not available, military police or other military personnel providing escort service have no authority to instruct military drivers to disregard traffic control devices or signs.

Main convoy routes are usually characterized by heavy, fastmoving traffic. Entering these routes is a critical operation. But the risk can be reduced when civilian police assist by controlling civilian traffic. When civilian police are not available, use military police or other military personnel to direct convoy vehicles onto the route. They should not interfere with civilian traffic.

Most expressways are equipped with entrance and exit ramps and acceleration and deceleration lanes which are designed to allow vehicles to enter and leave without interfering with other traffic. When used properly, they greatly reduce the risk of traffic accidents and help in the movement of the convoy. The following instructions apply both to the initial point of entry to the expressway and when returning to it from a rest halt area.

- When possible, civilian police assistance should be obtained to direct convoy vehicles onto the expressway and to control civilian traffic. When civilian police are not present, use military personnel to signal military vehicles when it is safe to enter the expressway.
- Prior to driving onto the entrance ramp, close up convoy vehicles to a maximum distance of 20 yards (18.28 meters) to reduce the time the entrance ramp is blocked to normal traffic. Upon reaching the accleration lane, increase convoy speed to equal as closely as possible that of other traffic on the expressway. The maximum speed authorized for military vehicles on expressways is 50 miles (80.45 km) per hour. Military vehicles moving on controlled

ENTERING CONVOY ROUTES

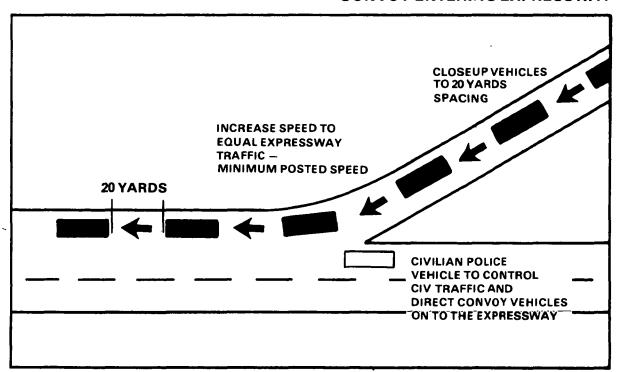
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access highways will maintain the posted minimum speed or 40 miles (64.5 km) per hour if a minimum speed is **not** posted. Vehicles which cannot maintain the posted **minimum** speed will be routed over an alternate noncontrolled access road (refer to AR 55-162). Do not exceed the minimum speed unless directed by the convoy commander. Under no circumstances will the posted maximum speed limit be exceeded.

 Before moving into the traffic lane, the driver must make sure that no approaching vehicles are too close to permit safe entry into the lane.

After entering the traffic lane, vehicle drivers should not immediately attempt to move to the prescribed distance for expressway convoy operations, but continue for a distance equal to the road space of the column. Drivers should then gradually attain the distance between vehicles for expressway driving, or as given by the operation order and the final briefing.

CONVOY ENTERING EXPRESSWAY



DRIVING ON EXPRESSWAYS

Insure that all vehicles remain in the right lane after the convoy has entered the expressway. Where the right lane is reserved for traffic turning off at the next exit ramp, the convoy should use the next adjacent lane. Drivers must be alert and prepared to slow down or take other evasive action to avoid vehicles entering the expressway from acceleration lanes.

After the first indication that his vehicle is developing mechanical trouble, the driver should leave the traffic lane using previously established safety procedures and move into a parking area or onto the shoulder. The remaining convoy vehicles should continue past the halted vehicle, leaving maintenance assistance to be done by the trail party.

To avoid drowsiness or "highway hypnosis," encourage drivers to drive with the cab window open, shift body position, and get out of the cab and move about at rest halts.

Instruct convoy vehicle drivers NOT to give "clearance signals" to civilian vehicle operators. Responsibility to determine safe passing conditions rests with the driver desiring to pass.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS

Schedule rest halts so that the convoy will halt for 15 minutes at the end of the first hour of operation and 10 minutes every 2 hours thereafter. You can make minor adjustments to this schedule when a suitable area is not available at these time periods. On conventional highways with adequate off-shoulder parking space, rest and meal halts normally do not present a problem. However, the following precautions must be taken:

- Do not select for rest halts urban or heavily populated areas.
- Avoid areas on curves or reverse sides of hills.
- Leave enough room to allow the vehicles to park off the paved portion of the road and return to the road safely.
- Maintain a minimum distance of 3 feet (0.91 m) between parked vehicles.
- Place warning kit devices at the head and tail of the column unless the vehicles are completely off the highway and shoulder.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS

(Continued)

Leave the flashing warning lights in operation and the headlights on. Post a guard behind the trail party with proper warning devices to alert, but not direct, approaching traffic.

- Do not permit convoy personnel, with the exception of guards posted at the head and tail of each halted march element, on the traffic side of vehicles, except to perform prescribed maintenance.
- Make sure drivers and assistant drivers perform prescribed athalt maintenance and check the security of cargo. Deficiencies that cannot be corrected by the vehicle crew should be reported to the serial commander.
- Check drivers for illness and fatigue.
- Post guards at least 50 yards (45.7m) behind the last vehicle to warn traffic when departing a rest area. When police support is provided, this guard may not be required. Convoy vehicles should return to the highway as rapidly and safely as possible.

REST AND MEAL HALTS ON EXPRESSWAYS

Information on the location of rest areas and their truck parking capacities on expressways over which the convoy will move is available at your installation transportation office. The designated Federal or State rest areas planned for convoy use should be entered in item 20 of DD Form 1265, Request for Convoy Clearance.

Only emergency stopping is authorized on expressways. Official rest areas may be used for scheduled halts of military convoys. On most expressways, these areas are located at 25- to 30-mile intervals. Normally, separate parking areas within the rest area are designated for truck and passenger car parking. Use the portion reserved for trucks. Insure that there is space for other vehicles; convoy vehicles should not occupy more than 50 percent of the truck parking space at any time. If the number of trucks in a convoy will exceed 50 percent of the truck parking area, organize the column into serials. Maintain a sufficient time gap between serials to allow one to clear a rest area before the following serial arrives. Or you may schedule convoy serials into different rest areas; however, this separates serials to such an extent that control is reduced.

REST AND MEAL HALTS ON CONVENTIONAL HIGHWAYS (Continued)

Normally, acceleration lanes are provided at rest halt areas to facilitate the merging of departing vehicles with other traffic. Use the same techniques when departing a rest area as when making an initial entry to an expressway.

Meal halts on expressways require careful planning because of their longer duration. If the selected rest area cannot accommodate all convoy vehicles, you have a choice of four actions:

- Phase the convoy into a rest area in serials with enough time gap so as to allow the preceding serial to eat and clear before the arrival of the following serial.
- Have all serials halt at approximately the same time but at different rest areas. However, this will necessitate excessive gaps between elements, thus reducing the commander's control.
- Use the leapfrog method by requiring the first serial to halt at a rest area while the second serial continues on to the next area, usually 25 to 30 miles ahead. By the time the first serial has completed its halt and arrived at the area where the second serial stopped, the second serial will be ready at this time to join the column.
- Depart from the expressway and use a previously selected area.
 This would allow all the personnel to make a meal halt at the same time.

REFUELING HALTS

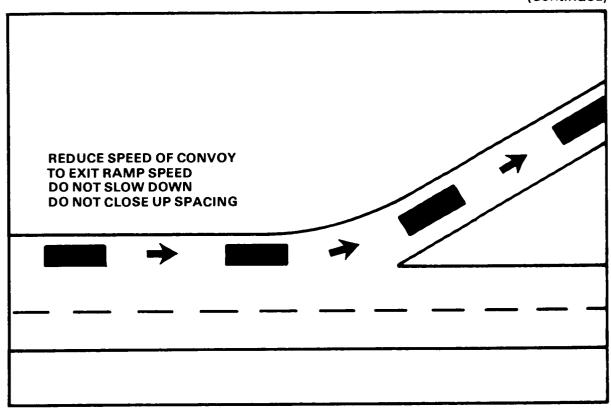
The majority of military vehicles can travel 300 miles without refueling. Since this exceeds the distance a convoy normally travels in 1 day, arrangements for mass refueling before reaching the overnight halt are unnecessary. Refuel those vehicles with limited range during the noon meal halt.

EXITING AN EXPRESSWAY

To exit an expressway, either to enter a rest area or to take another route, move vehicles to the deceleration lane at the earliest opportunity and reduce speed to the exit ramp speed limit. Vehicles must not slow down or close up while in a traffic lane of the expressway.

EXITING AN EXPRESSWAY

(Continued)



TOLL ROADS, BRIDGES, AND TUNNELS

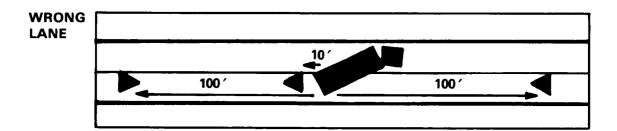
Assign a convoy representative to clear the convoy at the initial entrance to toll facilities and any intermediate points where tolls are collected. When possible, obtain toll tickets before the convoy departs from its point of origin. When this is not feasible, the convoy representative should arrive at the toll facility entrance sufficiently in advance to purchase tickets and arrange for the uninterrupted movement of the convoy through the toll facility.

HALTS DUE TO MECHANICAL FAILURE

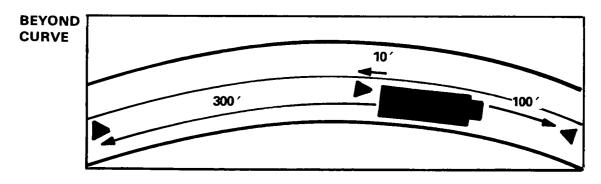
A vehicle disabled because of mechanical failure should immediately be moved from the traffic lane to a location where it will not be a hazard to other traffic. If a breakdown occurs while on an expressway or highway, the driver should perform the following actions immediately:

HALTS DUE TO MECHANICAL FAILURE (Continued)

- During the time that lights are required (sunset to sunrise) and when forward visibility is reduced to 500 feet (152.3m) or less, place a reflector either in the obstructed lane or on the shoulder of the road if the vehicle is on or over the shoulder. Place the reflector to face the traffic using that lane. Do this before any attempt is made to repair the vehicle. Place reflectors in the following order:
- One reflector in the center of the lane of traffic occupied by the vehicle and not less than 40 paces (approximately 100 feet) from it in the direction of traffic approaching in that lane. If the vehicle is on or over the shoulder and does not occupy a traffic lane, the warning device should be placed on the edge of the roadway so that the traffic lane is not blocked.
- One reflector on the traffic side of the vehicle, four paces (approximately 10 feet) to its rear facing the traffic in that lane.
- One reflector 40 paces from the vehicle in the opposite direction.

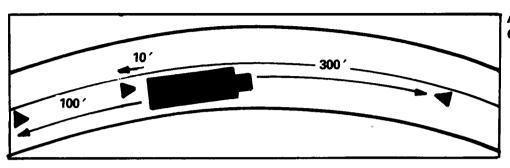


• If the vehicle is stopped within 300 feet (91.4 m) of a curve, crest of a hill, or other obstruction to view, the warning device in that direction should be placed so as to give ample warning to other users of the highway, but not less than 80 paces nor more than 120 paces from the vehicle.

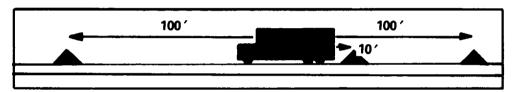


HALTS DUE TO MECHANICAL FAILURE

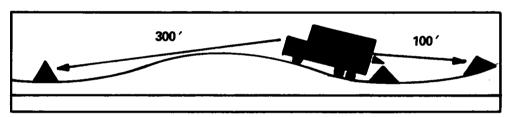
(Continued)



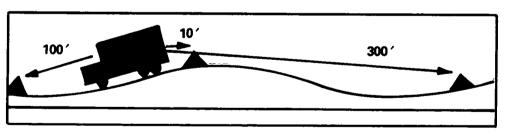
APPROACHING CURVE



STRAIGHT AWAY



APPROACHING HILL TOP



OVER THE

• During the time lights are not required (normally sunrise to sunset), place red flags or reflectors with mounted flags at the distances prescribed for night. Since most warning kits contain only two flags, the reflector placed 10 feet (3m) behind the vehicle will not have a flag mounted on it. DO NOT use military personnel to warn drivers by manual flagging, except where emergency warning devices do not give adequate warning to civilian traffic.

ACCIDENT PROCEDURES

Accidents are a fact of life with motor vehicles. When they happen, you should make every effort to minimize the effects of it and keep the convoy moving. If an accident happens in your convoy:

- **Keep moving.** Only the vehicle immediately behind the vehicle should stop and render assistance.
- Clear the traffic lane. The crew of the affected vehicle should make every effort to clear the traffic lane as soon as possible. In case of injuries, the crew of the assisting vehicle may be required to move the damaged vehicle.
- Give first aid. Any injuries should be given immediate attention in accordance with FM 21-11, First Aid for Soldiers.
- Wait for assistance. The damaged vehicle should not be moved until an accident investigation has been completed by the civilian police. Any accident must be reported to the civilian police in accordance with AR 385-40.

The first officer or noncommissioned officer to arrive at the scene of the accident will take charge by supervising emergency aid, directing military traffic, warning civilian traffic, and directing the placement of warning devices until the trail officer arrives. The trail officer, aided by available medical and maintenance personnel, will supervise and direct care of the injured and disposition of the damaged vehicles. Further assistance needed should be requested from the agencies listed in the convoy operation order.

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD

Motor convoys travel mostly over highways in rural areas. There the fire departments are widely scattered, and firefighting personnel may have to travel a long distance to respond to an emergency. This means that convoy control personnel will probably be the first to arrive at the scene of the accident and must be prepared to rescue endangered personnel, attempt to control the fire, or take steps to prevent a fire.

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD (Continued)

Convoy supervisory personnel will:

If the accident results in a vehicle fire:

- Halt the control vehicle a safe distance from the fire and direct the driver or other convoy personnel to notify the nearest fire department and police department, using the most expeditious means, for example, roadside emergency, service station, or private residence telephone. If radio communication is available, notify the convoy commander.
- Remove injured personnel from burning vehicles as quickly as possible, even when it means subjecting a person to further injury. Follow established first aid procedures in caring for the injured before attempting to control fire in unoccupied vehicles.
- Keep spectators at a safe distance.
- Attempt to extinguish the fire with the control vehicle extinguisher, extinguishers from other vehicles, or with sand or mud.

If the accident results in a fire hazard:

- Halt the control vehicle a safe distance from the accident and direct the driver or other convoy personnel to notify police and fire departments by the fastest means. When radio communication is available, notify the convoy commander.
- Turn offignition and lights of vehicles involved. Because of the possibility of sparks, do not remove battery cables unless absolutely necessary.
- Remove injured personnel as soon as possible.
- Keep spectators away from the area where flammable liquids are spilled or toxic fumes have accumulated.
- Guard against smoking by spectators or cigarettes thrown from passing vehicles. If personnel are available, post guards to warn passing vehicle drivers of a fire hazard.
- Notify nearby residents when spillage may place them in danger.

VEHICLE ACCIDENTS CAUSING A FIRE OR CREATING AN ELECTRICAL OR FIRE HAZARD

(Continued)

If the accident involves high-tension power lines.

- An extremely dangerous situation exists when an accident involves high-tension power lines. The danger is even greater when the downed lines are touching a vehicle. Convoy supervisory personnel will:
- Contact police immediately to explain the situation. The police will be able to contact power company personnel for emergency assistance more quickly than convoy personnel.
- Keep spectators at least 100 feet (30m) from downed wires.
- If wires are touching any of the vehicles involved, direct the occupants to remain in place until power company workers can cut off the electricity and remove the wires.
- In case of serious injury where death may be imminent unless rescue is effected, an attempt must be made to remove the wires, assist the injured from the vehicle, render first aid, and obtain medical assistance.

CAUTION

The following procedures are NOT routine and should be considered only when death may otherwise result.

- Remove the wire from the vehicle by looping a completely dry fiber or cotton rope around it and pulling it free.
- Lift the wire from the vehicle using a completely dry seasoned wooden pole.
- Rescue personnel must be aware that the ground in the immediate vicinity of where a hot wire is touching may be charged and should be avoided. Risk of electrical shock can be reduced greatly by standing on a rubber vehicle floor mat, dry wooden planking, or other nonconductive material.

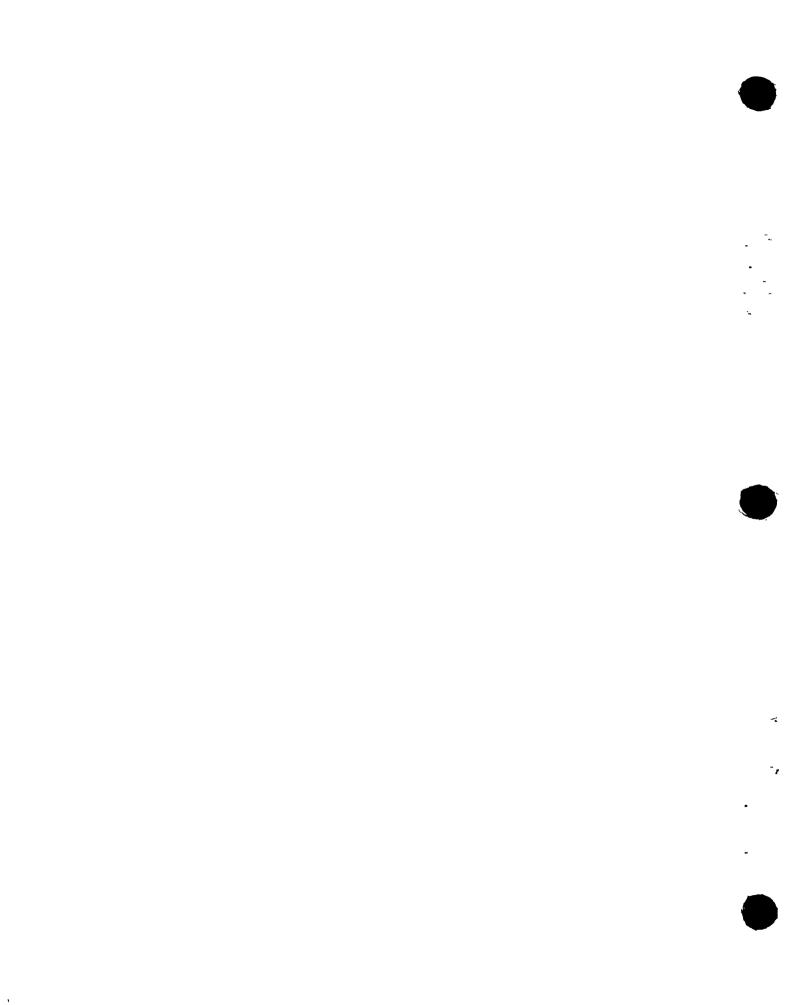
CONVOY COMMANDER'S EN-ROUTE REPORT TO CLEARANCE AUTHORITY

Advise the clearance authority (next higher headquarters or ITO) of the position of the convoy at the close of the operating day and at the time of arrival at final destination. If the convoy requires more than 1 day, the report should contain as a minimum:

Time of arrival at overnight stop.

CONVOY COMMANDER'S EN-ROUTE REPORT TO CLEARANCE AUTHORITY (Continued)

- Estimated time of arrival at state lines on the following day.
- Complete details and circumstances of any accident or incident.
- Highway clearance number and convoy commander's name.



APPENDIX A REFERENCES

ARMY REGULATIONS (AR):

55-29	Military Convoy Operations in CONUS
55-162	Permits for Oversize, Overweight, or Other Special Mil-
	itary Movements on Public Highways in the United
	States
55-355	Military Traffic Management Regulation
190-5	Motor Vehicle Traffic Supervision
385-40	Accident Reporting and Records
385-55	Prevention of Motor Vehicle Accidents
600-55	Motor Vehicle DriverSelection, Testing, and Licensing

DEPARTMENT OF DEFENSE (DOD) REGULATION:

4500.32-R Military Standard Transportation and Movement Procedures

FIELD MANUALS (FM):

5-36	Route Reconnaissance and Classification
8-35	Evacuation of the Sick and Wounded
19-25	Military Police Traffic Operations
20-22	Vehicle Recovery Operations
21-11	First Aid for Soldiers
21-26	Map Reading
21-30	Military Symbols
21-60	Visual Signals
21-305	Manual for the Wheeled Vehicle Driver
55-15	Transportation Reference Data
55-30	Army Motor Transport Operations

TECHNICAL MANUALS (TM):

9-500	Data Sheets for Ordnance Type Materiel
21-301	Driver Selection, Training, and Supervision; Tracked
	Vehicles
38-750	The Army Maintenance Management System (TAMMS)

TECHNICAL BULLETINS (TB):

55-46-1	Standard Characteristics (Dimensions, Weight, and
	Cube) for Transportability of Military Vehicles and
	Other Outsize/Overweight Equipment
55-46-2	Standard Transportability Characteristics (Dimensions,
	Weight, and Cube) for Military Vehicles and Equipment

DEPARTMENT OF ARMY FORMS (DA)

285 US Army Accident Investigation Report

DEPARTMENT OF DEFENSE FORMS (DD)

1265	Request for Convoy Clearance
1266	Request for Special Hauling Permit
1384	Transportation Control and Movement Document

STANDARD FORMS (SF)

91 Operator Report on Motor Vehicle Accidents

APPENDIX B

SPECIFICATIONS FOR CONVOY WARNING SIGNS

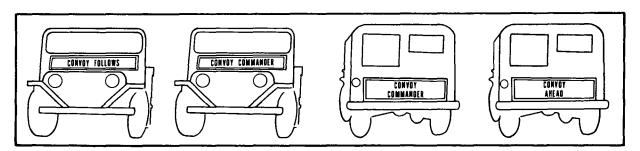
Specifications for convoy signs which will be highly visible to approaching vehicle operators both day and night (AR 55-29).

SCOPE

1. Signs reading "CONVOY FOLLOWS" and "CONVOY COM-MANDER" will be 8 x 50 inches with a 3/8-inch-wide border inserted 3/8 inch from sign edge.

DESIGN

- 2. The legend will be 4 inches high.
- 3. Signs reading "CONVOY AHEAD" and "CONVOY COM-MANDER" will be 16 x 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign edge.
- 4. The legend will be 5 inches high.



COLOR AND MATERIAL

- 1. Signs of both sizes shall have the same color combination.
- 2. Background will be yellow reflex-reflective sheeting meeting Federal Specification LS-300A- type 1, class 2 or 3, reflectivity 1, color j or reflective paint, which will meet General Services Administration (GSA) schedules listed under class 8010.
- 3. Legend and sign border shall be black nonreflective material with opaque inks compatible with base material.
- 4. Yellow reflex-reflective sheeting will meet the requirements of Federal Specification LS-300A, except the minimum reflective intensity values shall be as follows:

INCIDENCE (DEGREE) ANGLE	DIVERGENCE ANGLE	MINIMUM REFLECTIVE INTENSITY VALUES YELLOW
-4	0.2	50
+ 30	0.2	22
+50	0.2	3.5
-4	0.5	25
+30	0.5	13
+ 50	0.5	2.0
-4	2.0	5.0
+30	2.0	2.5
+50	2.0	0.7

CONSTRUCTION

Finished sign may be applied to any of the following by heatactivated or pressure-sensitive adhesive:

Unpainted aluminum .064 gage.

Exterior grade plywood (US Commercial Standard CS 44-60).

Galvanized steel .064 gage.

APPENDIX C

MILITARY VEHICLE AXLE WEIGHT DISTRIBUTION FORMULAS AND PERCENTAGES

GENERAL

- 1. Vehicle weight scales are not always available to military field units prior to moving truck convoys over CONUS public highways. Therefore, loaded-vehicle axle weight-distribution formulas and percentages have been developed to help units prepare DD Forms 1265 and 1266 using estimated axle loads.
- 2. Formulas and percentages of maximum gross vehicle weight (GVW) are given for estimating the axle weight distribution for a loaded vehicle. Whenever possible, however, actual axle loads, obtained by weighing the loaded vehicle, should be used.

LIMITATIONS

- 1. The formulas can be used for any loaded cargo truck and tractorsemitrailer combination. However, to use them for determining vehicle axle load distribution, the following data must be available:
 - a. Technical manuals (TM) or vehicle data sheet for particular cargo truck, tractor, and semitrailer.
 - b. Weight of empty vehicle.
 - c. Location of center of gravity (CG) for empty vehicle.
 - d. Weight of payload.
 - Horizontal CG location of load must be known or calculated.
 For a semitrailer, locate CG position of payload from center-line of front axle or kingpin.
 - f. Other necessary dimensions, are obtained from vehicle TM or data sheet.

NOTE

If these data are not available, the formula method cannot be used.

- 2. The percentage of gross vehicle weight distribution on each axle was determined for cargo trucks by assuming the CG of the payload to be on the centerline of the rear axle or bogie. By varying the location of the payload CG forward and aft of the centerline in 6-inch increments over a distance of ± 36 inches, each axle-load percentage varied approximately 1.5 percent of each increment. Payloads were assumed to be placed on semitrailers in proper position for the vehicles that were checked. The CG of the payload was varied forward and aft in 6-inch increments over a distance of ± 42 inches. Each axle load percentage varied approximately 1 percent for each increment. In each case the payload was assumed to have the CG at the midpoint.
- 3. Both the formula and percentage methods for determining the vehicle axle-load distribution have been validated. Analyses were conducted, using maximum highway and cross-country payloads, with 1-1/4-, 2-1/2-, 5-, and 10-ton military cargo trucks and 5- and 6-axle tractor-semitrailer combinations.

PROCEDURE

- 1. To use the formulas for determining axle load distribution:
 - a. Obtain required distances and weights, using appropriate formulas shown for type of vehicle.
 - b. Substitute data for applicable symbols in formula and perform indicated operations.
 - c. Record each weight.
- 2. To use the percentages for determining axle weight distribution:
 - a. Determine gross vehicle weight.
 - b. Choose applicable percentages from the table for type of vehicle, number of axles, and highway or cross-country payload.
 - c. Multiply GVW by each percentage to determine various axleweight distributions.
 - d. Record each weight.

EXAMPLE

-

3. As an example of the percentage method, it has been determined that the GVW for an M123/M172A1 tractor-semitrailer combination is 96,500 pounds. Since this is a five-axle vehicle, choose the percentages from table C-1 for this type of axle combination. Multiply the GVW by 14 percent to find the front axle weight distribution. Multiply the GVW by 21 percent to determine the weight distribution on each of the second and third axles. Multiply the GVW by 22 percent to determine the weight distribution on each of the fourth and fifth axles. Record each axle weight distribution as determined.

GVW for M123/M172A1 = 96,500 lbs

GVW = $96,500 \text{ lbs} \times 14\% = 13,510 \text{ lbs}$ Front axle wt distribution

GVW = 96,500 lbs × 21% = 20,265 lbs 2d and 3d axle wt distribution

GVW = 96,500 lbs × 22% = 21,230 lbs 4th and 5th axle wt distribution

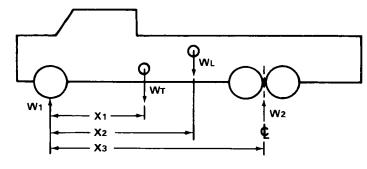
PERCENTAGES FOR AXLE WEIGHT DISTRIBUTION

Number of Axles	Type of	Payl	oad Cross-	Axle	Axle	Axle	Axle	Axle	Axle
per Vehicle	Vehicle	Highway	Country	1	2	3	4	5	6
3	1-1/4-ton	X		38	31	31			
:	2-1/2-ton	Х	,	25	38	37			
•	2-1/2-ton		X	32	34	34			
,	5-ton	Х		20	40	40			
, ,	5-ton		X	26	37	37			
•	10-ton	Х		20	40	40			
•	10-ton		X	24	38	38			
5	Semi- trailer			14	21	21	22	. 22	
6	Semi- trailer			8	22	22	16	, 16	16

LEGEND

 W_1 = wt on axle 1 W_T = wt of trailer W_{TR} = wt on truck W_2 = wt on axle 2 W_K = wt on king pin W_L = wt of load

CARGO TRUCK



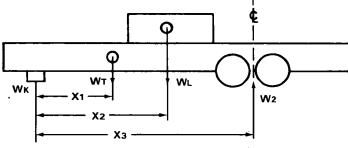
To find the axle weight distribution on the bogie:

$$\frac{W_2 = W_T (X_1) + W_L (X_2)}{Y}$$

When vehicle has a bogie axle, divide W_2 by 2 to find the axle weight distribution for each axle.

$$W_1 = W_T + W_L - W_2$$

SEMITRAILER



To find the axle weight distribution on the bogie:

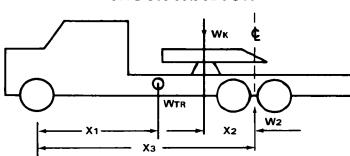
$$\frac{W_2 = W_T (X_{11}) + W_L (X_{21})}{X_{31}}$$

Divide W₂ by the number of axles to find axle weight distribution for each axle.

$$w_K \cdot w_T + w_L \cdot w_2$$

NOTE: Apply WK to tractor-truck formulas.

TRUCK TRACTOR



To find the axle-weight distribution on the bogie:

$$\frac{W_2 = WT_R (X_1) + W_K (X_3 - X_2)}{X_3}$$

Divide W2 by 2 to find axle weight distribution for axles 2 and 3.

To find axle weight distribution on the front axle:

$$W_1 = WT_R + W_K - W_2$$



APPENDIX D

REQUEST FOR CONVOY CLEARANCE (DD FORM 1265)

BLOCK

- #1: Organization requesting convoy clearance
- #2: Organization's home station.
- #3: Self-explanatory.
- #4: a, b Personnel to accompany convoy.
- #5: Convoy's point of departure.
- #6: Convoy's destination.
- **#7:** a, b Estimated TIME-DATE group; departure/arrival.
- #8: Estimated miles to be covered in the hour.
- #9: Quantity, model numbers, and descriptions of all prime movers and towed equipment within the convoy.
- #10: Total number of prime movers entered in BLOCK 9.
- #11: Total number of vehicles, including towed equipment, which exceed the maximum height, width, length, or weight restrictions as established by laws in states through which the convoy will move.
- #12: a, b, and #13 a, b See page 1-7 "Convoy Organization Planning" for recommendations.
- #14: All interstates, US highways, state roads, and streets to be traversed during convoy movement, including routes utilized to and from rest areas, fuel stops, and remain overnight (RON) sites. Entries made in chronological order of convoy route.

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OFFICER 6.	ENLISTED					j			
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IO. TOTAL MUMBER OF VEHICLES	11. NUMBE OVERWEIG	TR OF GYERSIZE	120.	NO. OF SERIALS	128. TIME	INT ERVAL	13m. NO. OF MARCH UNITS	135. TIME INTERVAL	
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Class I (packaged rations)

DD . 1265

FRONT SIDE

#15: Programed convoy routes through possible congestion area (detailed accuracy required). All estimated times of departure (ETD) are times at which the last vehicle in the convoy will pass the specified location.

All estimated times of arrival (ETA) are times at which the first vehicle in the convoy will arrive at the specified location.

The first entry is the ETD from the point of origin; no ETA is required.

The last entry is the destination with both ETA of the first vehicle and the ETD of the last vehicle.

All times are expressed in LOCAL time unless the convoy will cross a time zone, in which case the time zone is also indicated for each time (EST, CST, MST).

#16: Type of cargo transported.

D-1 FOLDOUT

REVERSE SIDE OF DD FORM 1265

PREPARATION OF DD FORM 1265 REVERSE SIDE

#17: CHECK appropriate BLOCK; if "YES" box is checked, complete description section; otherwise, enter N/A.

#18: If the "NO" box is checked in block 17, enter N/A. If the "YES" box is checked in block 17, enter appropriate explanation.

#19: Check appropriate block. As directed by local command.

#20: As directed by local command.

#21-26: Self-explanatory.

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			N/A					
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			N/A					
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APPENDIX E

REQUEST FOR SPECIAL HAULING PERMIT (DD FORM 1266)

PREPARATION OF DD FORM 1266

- # 1: Organization requesting special hauling permit.
- # 2: Organization's home station.
- # 3: Estimated TIME-DATE group; starting/completion.
- # 4: Vehicles' point of movement origin.
- # 5: Vehicles' destination.
- # 6: Estimate time of arrival at state lines.
- # 7: Enter all interstates, US highways, state roads, and streets to be traversed during vehicles' movement, including routes utilized to and from rest areas, fuel stops, and RON sites. Entries made in chronological order of vehicles' route.
- # 8: As required.
- # 9: (a) Model number of equipment in the appropriate category.
 - (b) TONNAGE classification as per TB 55-46-1.
 - (c) A separate DD Form 1266 must be prepared for each type of equipment and/or load; two identical pieces of equipment with different loads must have different DD Form 1266's.

RE	QUEST FOR	SPECIAL	HAULING PERM	IIT		1 May	1979
		SECTION	I - GENERAL			-A	
1. ORGANIZATION	2. ST A	T10 H		8.	DATE OF	HOVEHEN	
508th Trans Co (Mdm Trk)	Form	Fuetie	Vinnini.		TING	D. CUMPL	ETION
Jooch Trains Co (Main Trk)		3604	, Virginia	0700		1002	
	٠- ا	,004			ay 1979	15 May	1070
4 POINT OF GRIGIN	1		S. DESTINATION			1-2 ::-4	
Fort Eustis, Virginia			Fort A. F	. Hill	¥		
6. ARRIVAL AT STATE	LINES		7 ROUTING (SIE	ulete US Rout	ee, State Route	oo, etc.)	
OATE TIME	STATE	LINE					
N/A			I-64, Va.		33, I-6	4, I-95,	
			⊣ Va. 207, U	IS 301			
S. ESCORT REQUIREMENTS	•			•			
	SECTI	N II - VEHI	CLE AND LDAD	DATA			
DESCRIPTION	TYPE	NO. OF	REGISTRATION	HEIGHT	WIDTH	LEHGTH	EEIGHT
(a)	(2-ton etc) (b)	VEHICLES (e)	NUMBER (d)	(e)	(0)	(4)	(A)
	107		197	197	11.17		77 77
P. VEHICLE					•		1 : . !
A. TRUCK						**********	(Empty)
							ļ
E. TRUCK-TRACTOR]	list				(Empty)
			attached	103.5in	98.3in	273 in	18996 (Emply)
C. TRAILER	!		ľ				
			list				(Empty)
O. SEMI-TRAILER	12-ton	19	attached	60.5	97.3	_345.5	14240
E. OTHER (Specify)							(Empty)
18. LOAG	# * · :	1.414		1			20,000
							(Orese)
11. OVERALL (Vehicle and load)				103.5	98.3	554	53,236
12. DESCRIPTION OF LOAD (Brief gener	i description:	Organisation	impedimenta, etc.) (N	fithin escurity	limitatione)		
Lord consists of mail-	01 e T						
Load consists of packaged							
Load does not exceed care	o poda q	imension	s.				
	e. FRONT	16	REAR	C. LEFT	#1DE	d. RIGHT	HOE
13. LOAD OVERHANG						1	

DD // 1266

E-1 FOLDOUT

#9 (Continued)

- (d) Equipment USA number. If form is being utilized for more than one piece of identical equipment and identical load, enter "SEE BLOCK 12" in block 9d and enter the appropriate USA numbers for the equipment in block 12.
- (e-h) As specified in TB 55-46-1.
- #10: (a) If no load, enter NONE; if a load, describe in Block 12.
 - (e-h) Enter physical dimensions of load using units of inches and pounds.
- #11: (e) To compute overall height, select the appropriate method below. All entries are in units of inches.
 - (1) Only prime movers without towed equipment or loadsenter the results of blocks 9A (e)-(h), 9B (e)-(h), or 9E (e)-(h) in blocks 11 (e)-(h).
 - (2) If entries were made in blocks 9 C, D, and/or 10, the overall height must be computed as follows:

Add the load height to the bed (loading surface) of the truck or trailer, as appropriate. If this summation is greater than the prime mover or trailer overall height, enter the summation in block 11(e). If the summation is less than the prime mover or

#11 (Continued)

trailer height, enter the greater overall height of the prime mover or trailer, as appropriate.

- (f) The overall width will be the greater of the prime mover or trailer width unless the load width in block 10(f) is greater. If 10(f) is greater, enter in block 11(f) and enter the amount of overhang in blocks 13c and d. All entries are in inches.
- (g) Overall length is the combined length of the prime mover and trailer, if appropriate, plus any cargo overhang. The overall length is not the summation of blocks 9B and 9D, because the coupling overhang must be subtracted. The amount of coupling overhang may be determined by reference to the appropriate TM or by subtracting the distance from the center of the fifth wheel to the rear extremity of the tractor, plus the distance from the center of the kingpin to the forward extremity of the semitrailer from the combined overall length of the tractor plus the semitrailer. All entries are in inches.
- (h) Summation of the prime mover plus trailer, plus cargo, as appropriate. All entries are in inches.
- #12: Appropriate remarks.
- #13: a-d "N/A" or amount of load overhang in inches.

#14:	Number of a	ppropriate	axles.
77 I~.	TAUTITIDEL OF W	ippropriate	anico.

- #15: Total number of tires per axle.
- Width of tire times total number of tires per axle.
- Tire size. #17:
- Determined by obtaining actual weight of each #18: individual axle. If scales are not available, see appendix C for method of estimating weights.

Block 18i is obtained from block 11(h). Multiply the total weight in block 18i by the percentage factor above, divide if required, and round as appropriate.

The sum of blocks 18a-h must equal block 18i.

If no load, enter N/A in blocks 19a-i.

If loaded, utilize procedure in step 18, above, substituting the weight in block 19i which is obtained by adding the load weight to the weight in block 18i.

- Spacing is determined by measuring the distance from the first axle to the center of the second axle for block 20A, from the center of the second axle to the center of the third axle for block 20B, etc.
- As per load policy. #21&22:
- #23-28: Self-explanatory.

		AXLE !	AXLE 2	AXLE S	AXLE 4	AXLE 0	AXLE 6	AXLE 7	AXLE #	TOTAL
•••	NUMBER OF Tires	2 `	14	4	4	4				
	TIRE WIOTH (Inchee)	20	20	20	20	20				
17.	TIRE OLES	1100	1100	1100	1100	1100				
	AXLE LOAG (Emply)	6332	9892	9892	3560	3560		_		
	AXLE LOAD (Loaded)	6332	14892	14892	8560	8560				
.20.	AXLE SPACING See Irem 14 for Identification)	140	in. 54			in.	CINO F BP	CINO G SP	CING	

ESSENTIAL TO NATIONAL DEFENSE

X IN THE INTEREST OF NATIONAL DEFENSE 2. MOVEMENT BY HIGHWAY IS . APPROVING AGENCY 508th Trans Co (Mdm Trk) 25. REQUESTED BY (Typed name, grade and title, CHARLES C. CHESNUT 30. SIGNATURE 27. OAT E 28. SIGNATURE Charles G. Chernut May 79

INSTRUCTIONS

GENERAL:

DD Form 1266 "Request for Special Heuling Permit" will be used to obtain epecial heuling permits for the movement of overeize/overweight vehicles over public highweye whon eccompanying e convoy or when treveiing

This form, in duplicate end eccompenied by letter of trensmittel, will be forwerded through the local trensportation officer so se to reach the appropriate headquartere not less then ten (10) working days prior to the sterling date of the movement. Letters of trensmittel will contain complete itinerary and explenation of the movement. One (1) letter of trensmittal is sufficient whon everei DD Forms 1265 and 1266 involving one (1) movement ere forwerded to the appropriate-headquertere.

In cases where bone-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be med

to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated SPECIFIC:

SPECIFIC:
Item 9A, B, C, end D - Complete nomencisture of
vehicles involved. More then one unit may be included,
provided units ere identical in equipment, load cheracterics, routing end movement date. Total number of units
shell be indicated prominently.

item 9E - Note eil unite othor then standerd highwey vohicles; roed equipment, gune, etc.

tiem 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page tf

inserting number in proper circles. Block out circles not applicable.

Item 2i - For movement through the District of Columbia include name of menufecturer of equipment.

THE FOLLOWING EXAMPLES OF FORM 1266 THAT HAVE BEEN COMPLETE



NOTE:

Only identical vehicles with loads of uniform weight and dimensions may be listed on the same DD Form 1266.

E-2 **FOLDOUT**

	R	EQUEST FOR	SPECIAL	HAULING PERM	IIT		1 May	198x		
			SECTION	I - GENERAL			1 May	1907		
. ORGANIZATION		2. STA			S.	DATEO	F MOVEMENT	,		
					0. 8TA	RTING	D. COMPL	CUMPLETION		
508th Trans Co (M	.a. m	, , , , , , , , , , , , , , , , , , ,			0700					
JUOCH ITAMS CO (M	dm Trk			, Virginia	1830	_				
. POINT OF ORIGIN			3604	S. OESTINATION		ay 198X	16 May	198X		
Fort Eustis, Virg	inio									
rort Eustra, virg	THITE			Fort Drum, New York						
. ARRIVA	L AT STA	TE LINES		7- ROUTING (Stipulate US Routes, State Routes, etc.)						
DATE	TIME	STATE	LINE							
15 May 8x	1308	Va/Md		IS 64, Va 168, VA 33, IS 64, IS 95,						
	1440	Md/Pa		IS 495E,	US 1, IS	5 695, IS	83, IS	81,		
16 May 8X 1145 Pa/NY US 11										
, ESCORT REQUIREMENTS	,									
		SECTI	ON II - VEHI	CLE AND LOAD	ATA					
DESC DIRECTOR		TYPE	NO. OF	REGISTRATION	NEIGHT			WEIGHT		
	DESCRIPTION		VEHICLES	NUMBER	J -	WIDTH (f)	LENGTH (d)	(h)		
(•)		(6)	(e)	(d)	(*)	(1)	(8)	111		
. VEHICLE										
A. TRUCK					<u> </u>			(Emply)		
			 	<u> </u>	<u></u>	 		(Emply)		
B. TRUCK-TRACTG	R	5-ton	30	See Item 12	103.5		158.3	18,560		
4					103.7			(Bapty)		
C. TRAILER							2).0 5			
O. SEMPTRAILER		10 +		C T+ 10	308 3			(Emply)		
E. OTHER (Specify)		12-ton	30	See Item 12	108.3	97.3	348.5	14,240		
E. OTHER (SPECILY)							ļ			
								 		
0, LOAD						<u> </u>	L			
1. OVERALL (Vehicle end	loed)							(Orose)		
2. DESCRIPTION OF LOAD			•		108.3	98.3	526	32,800		
Registration Number		iorar doocription:	Organization	impedimenta, etc.) (FILMEN OFCUTTI	y minimalitate)				
Trac Tlr		ac Tlr	•	Trac Tl						
1A1111 - 5T6661		221 - 5T77		<u>Trac</u> <u>Tl</u> 3D3331 - 5T8						
1A1112 - 5T6662		222 - 5T7		3D3332 - 5T8						
1A1113 - 5T6663	2B2	223 - 5T77	773	3D3333 - 5T8						
1A1114 - 5T6664	2B2	224 - 5T77	774	3D3334 - 5T8	884					
1A1115 - 5T 66 65		225 - 5T77		3D3335 - 5T8885						
lal116 - 5T6666		226 - 5177		3D3336 - 5T8886						
lall17 - 5T6667 2B2227 - 5T7777 3D3337 - 5T8887										
1A1118 - 5T6668		228 - 5177		3D3338 - 5T8	8888					
1A1119 - 5T6669	2B2	229 - 5 T7 7	779	3D3339 - 5T8						
	282	230 - 5 T7 7	780	3D3340 - 5T8	890					
1A1120 - 5T6670	2112			5555.0 720	-					
1A1120 - 5T6670		P. PRONT	[4	. REAR	0. LEPT	SIOE	d. RIGHT	81 O E		

te, NUMBER OF	<u> </u>	<u>^</u> 2		<u>O</u>	\circ	E <u> </u>	, O	<u>C</u>			
	AXLE 1	AXLE 2	AXLE S	AXLE 4	AXLE 8	AXLE	AXLE 7	AXLEB	TOTAL		
IS NUMBER OF TIRES	2	Į†	ž ₄	Į.	Ìф				18		
ts. TIRE WIDTH	Pichee) 11 11		11	11	11						
17. TIME SIZES	1100 x 20	1100x20	1100x20	1100x20	1100x20						
IS. AXLE LOAD	8244	6958	6958	5320	5320				32,800		
19. AXLE LOAD								***************************************			
20. (See Item 24 for Identification) 21. REMARKS	14				ACING E SPA	CING F W	ACING G SPA	ACING			
22. MOVEMENT BY					REST OF NATIO		MSE				
508th Tran		m Trk)			I4. APPROVING) ASENGY					
Charles C.		-	-	ľ	IS. APPROVED	BV (Typed no	ema, grade and	f (Ida)			
27. DATE 1 May 8X			19 COMMUNICATION		P. DATE	30. ar	BRUTANDI				
l			-	INSTRUCT	/ IONS						

ORG ANIZATION	SOC31 LOW	SPECIAL	HAULING PERMI	T		1 May	79			
ORGANIZATION		SECTION	I - GENERAL							
	2. STAT			3.	DATEQ	MOVEMENT				
08th Trans Co (Mdm Trk)		t Eustis 23604	, Virginia	0700	0700 15 May 198X		7 198x			
POINT OF ORIGIN			S. DESTINATION			- 				
ort Eustis, Virginia			Ft Drum, Ne	w York						
ARRIVAL AT STATE	ELINES		7. ROUTING (Stipu	7. ROUTING (Stipulate US Routes, State Routes, etc.)						
DATE TIME	87 A T E	LINE]							
5 May 8X 1308	Va/Md		IS 64, VA 168, Va 33, IS 64, IS 95,							
5 May 8X 1440	Md/Pa		IS 495E, US	1, IS	695, IS 8	33, IS 83	L,			
6 May 8X 1145	Pa/NY		US 11							
, ESCORT REQUIREMENTS			CLE AND LOAD D							
	7		CLE AND LOAD D	A S A						
DESCRIPTION (e)	TYPE (2-ton etc)	(c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIOTH (f)	LENOTH (4)	WEIGHT			
). VEHICLE										
A TRUCK							(Empty)			
S. TRUCK-TRACTCR	5-ton	8	See Item 12	103.5	98.3	158.3	(Emply) 18,560			
C. TRAILER							(Emply)			
D. SEMI-TRAILER	12-ton	8	See Item 12	108.3	97.3	348.5	14240			
E. OTHER (Specify)			}				(Emply)			
O. LOAD Orgn Impedimenta							5000			
11. OVERALL (Vehicle and load) 12. DESCRIPTION OF LOAD (Brief dene				108.3	98.3	526	37,800			

te. AXLES	\bigcirc	A (2),	, () ,	ر ر	ノ) م)	E	ノ	F (\mathcal{L})	
	AXLE 1	AXL	_		.E \$	AX	LE 4	AX	LE S		LE S	AX	LE 7	AXLE		TOTAL
14 NUMBER OF TIRES	2	1	+		4		4		14							18
16. TIRE WIDTH	11	1)	L	1:	1	1.	1	1	.1							
17. TIRE MIZEO	l100x20	1100) x 20	110	0x20	1100	0 x 20	1100	x 20		· · · · · ·		: 			
ta axleload (Emply)	8244	695	58	69!	58	534	20	53	20							32,800
19. AXLE LOAD	9044	805	s8	805	58	632	20	63	20							37,800
20. (See Irem 14 for identification)	1	40	5)		16	CING 2		CING	E OP	CING	F SP	CING	G SP A	CING		
21. REMARKS 22. MOVEMENT S 25. REQUESTING		18] Esse			INTER	L DEP	P HAT			188				
508th Trans		m Trk)					ľ	9. AFP	ROVIN		NC Y					
25. REQUESTED	y (Typed na	me, grade	and (l(1 0)			12	S. APP	RGYE	B Y (1	'yped n	mo, gr	ede end	l (((le)		
Charles C.			, т	c, c	mmar	dine		9. DAT			Ten -	GNAT				
1 May 8X	28. \$10	ATURE						. DAT	-		37.	I WRAT				
	<u> </u>					INS.	TRUCT	IONS								

GENERAL:

DD Form 1266 "Request for Special Heuling Permit" will be used to obtain special hauling permite for the movement of oversize/overweight vahicles over public highways when accompanying a convoy or when traveling esparetely.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquerters not less than teu (10) working days prior to the starting date of the movement. Letters of transmittel will contain complete litinerary and explanation of the movement. One (1) letter of transmittal is aufficient when several DD Forms 1265 and 1266 involving ons (1) movement are forwarded to the appropriate headquarters.

In cases where home-fide emergencies saist the infor-

In ceases where bone-fide emergencies exist, the information contained in this form end DD Form 1265 may be transmitted to the appropriate headquerters by telephone or ejectric transmission. In this event, reference will be made

to Item numbers in the eequence in which they appear on the forms. Items which do not apply will be so indicated SPECIFIC:

SPECIFIC:

Item 9A, B, C, end D - Complete nemencleture of vehicles involved. More than one unit may be included, provided unite are identical in equipment, load cherecteristics, routing and movement dete. Total number of unite shall be indicated prominently.

Itsm 9E - Note ell units other then standard highway

vehicles; road squipment, guns, etc.

Item 9 (d) - Indicete the registretion number for each unit or combination of unite. Use edditional page if required.

Itam 14 - Indicate appropriate number of extee by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbie, include name of manufecturer of equipment.

	·	REQUEST	FOR	SPECIAL	L HAULING F	ERMIT			OATE	2 6 9 V		
			·	SECTIO	NI-GENERA	<u> </u>			1 May	1901		
1. ORGANIZATION			2. STA				3.	DATE	P MOVEMEN	7		
F0 0+ b	/ 	, 1	_				0. ST A	TING	b. COMPL	ETION		
508th Trans Co	(Mam Tr	()	For	t Eusti:	s, Virgini	a	0700		1830			
		[2	3604			ay 198x	16 May 198X				
& POINT OF ORIGIN		l			B. OESTIN	ATION						
Tour Date of												
Fort Eustis, Vi	rginia				Fort Drum, New York							
	IVAL AT ST				7. ROUTING (Stipulate US Routes, State Regios, etc.)							
DATE	TIME		STATE	LINE	}							
15 May 8X 15 May 8X	1440	Va/Md			IS 64, Va 168, VA 33, IS 64, IS 95,							
16 May 8X	1145	Md/Pa Pa/NY			-1^{18}_{10} $^{495}_{12}$	→ IS 495E, US 1, IS 695, IS 83, IS 81,						
	1-1-7/	1 C3/191		· · · · · · · · · · · · · · · · · · ·	US 11							
B. ESCORT REQUIREME	NTS											
			ECTI	ON II - VEI	HICLE AND LO	AD DA	TA					
DESCRIPTION	A.u	TY	PE	NO. OF	REGISTRAT	ION	HEIGHT					
	U M	4 '	n etc)	VEHICLE	S NUMBE			WIOTH	LENGTH	WEIGHT		
(0)	· · · · · · · · · · · · · · · · · · ·)	(e)	(d)		(*)	(4)	(8)	(h)		
9. VEHICLE												
					4D4441					(Emply)		
A TRUCK		5-	ton	2	4D4445		103.5	98.3	258.3	18,560		
B. TRUCK-TRAC	TCR									(Bergery)		
C. TRAILER										(Empty)		
D. SEMI-TRAILES	,									(Emply)		
E. OTNER (Speci	(על				 					(Emply)		
10. LOAD										40		
11. OVERALL (Vehicle as							103.5	98.3	258.3	18,560		
								ŕ				
		o. FRO	ON T	·	S. REAR		e. LEPT	ALD E	d. RIGHT	ups.		
12 LOAD OVERH	ANG		NA		NA		l '	N A	NA.			

14. NUMBER OF	①	(2)	\bigcirc	. 0	\bigcirc	E (\bigcup_{i}	<u> </u>) _c	0	
	AXLE 1	AXLE 2	AXLE S	AXLE 4	AXLE		LE 6	AXL		AXLE 5	TOTAL
18. NUMBER OF TIRES	2	14	ļţ								10
te TIRE WIDTH	11	11	11								
17. TIRE AZEA	1100 x 20	1100 x 20	1100x20								
ts. AXLE LOAD (Empty)	8244	5158	5158								18,500
te. AXLE LDAD											_
20. (See Item 14 for identification)	14			CING G SP	ACING E	PACING	FAPA	CINO	9 8P AC	ING	
21. REMARKS							·				
22. MOVEMENT B			ESSENTIAL	N THE INTE	REST OF N	TIONAL		15 E			
508th Tran		m Trk)			14. APPROV	ING AGE	NCY				
Charles C.					ES. APPRGV	ED BY (Typed n	ime, gré	de and t	ritla)	
27. DATE 1 May 8X	29. SIG H	ATURE			25. DATE 30. SIGNATURE						
	INSTRUCTIONS										

GENERAL:

DD Form 1266 "Request for Special Heuling Parmit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling apparately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so se to reach the appropriete headquesters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complate itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquesters.

In cases where bone-fide amergencies exist, the information contained in thie form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made

to item numbers in the saquence in which they appear on the forms. Items which do not apply will be so indicated SPECIFIC:

Itam 9A, B, C, and D - Complete nomenciatura of vehicles involved. More then one unit may be included, provided units are identical in equipment, load cheracteristics, routing and movement data. Total number of units shall be indicated prominently.

Itam 9E - Nota all unite other than standard highway vahicles; road aquipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use edditional page If required.

Item 14 - Indiceta appropriate number of axlea by inserting number in propar circles. Block out circles not applicable.

Item 21 - For movement through the Diatrict of Columbia, include name of manufacturer of aquipment.

May 198X FEMENT COMPLETION 830 6 May 198X F.) IS 95, IS 81,
830 6 May 198X
830 6 May 198X
IS 95.
IS 95.
IS 95.
IS 95.
IS 95, IS 81,
IS 81,

NGTH WEIGH
(a) (h)
(Empty)
(Eaply)
(Emply)
(Empty)
12.40 (Empty)
(EMPTY)
30,55
(Green)
61,51

LA NUMBER OF	0	A (2)		0,	\circ		, O	\bigcirc	
	AXLE 1	AXLE 2	AXLE 3	AXLE 4	AXLES	AXLE 4	AXLE 7	AXLES	TOTAL
IS, NUMBER OF TIRES	2	14	1 4	չ	1 4				18
te (Inches)	11	11	11	11	11				
17. TIRE SIZES	1100 x 20	1100x20	1100 x 20	1100 x 20	1100x20				
le ARLE LOAD (Empty)	8244	6908	69 08	44 ₅₀	4450				30,960
ts. ANLE LOAD	9842	13532	13532	12302	12 302			i	61,510
20. (See Item 14 Ion Identification)	14			2 52		CING F SP	ACING . SP	VCIMe	
22. MOVEMENT S	Y HIGHWAY H	. –		TO NATIONA	L OEPENSE	ONAL DEFE			
508th Trans		Trk)			4. APPROVING		<u> </u>		
Charles C.					6. APPROVED	BY (Typed n	ems, greds end	l title)	
27. DATE	28. SIGN				. DATE	30. e	IGNATURE		
1 May 8X				INSTRUCT	IONS				
GENERAL:					to Item nu	mbers in the	sequence in	which they a	ppear on

DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of trensmittal, will be forwarded through the local transportrensmittal, will be forwarded through the local transpor-tation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittol will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwerded to the appropriate headquarters.

In ceses where bons-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electric transmitsion. In this event, reference will be made

Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More then one unit may be included, provided units are identical in equipment, load characteristics, routing and movement data. Total number of units shall be indicated prominently.

Item 9E - Note all units other than stenderd highway vehicles; road equipment, guns, etc.

Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.

Num 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.

		REQUES	T FOR	SPECIAL	HAULING PERM	4IT		1 May	198x
				SECTION	I - GENERAL				
. ORGANIZATION			2. STA	TION		3.	DATE O	F MOVEMENT	
0			1			4. STA	RTING	S. COMPL	ETION
508th Trans Co	(Molm Tr	rk)	Fort	t Eustis	, Virginia	0700		1830	
			23	3604		15 M	ay 198x	16 May	7 198X
			L						
L POINT OF ORIGIN					S. DESTINATION	4			
Fort Eustis, V	irginia				Fort Drum,	New Yor	lr		
					_1				
DATE	TIME		STATE		7. ROUTING (Stil	pulete US Rout	108, 3 to 10 KOU!	· • • • • • • • • • • • • • • • • • • •	
15 May 8X	1308			LINE	- TG (), "-	360 ***	22 1	<u> </u>	_
15 May 8X	1440	Va/Md Md/Pa			IS 64, Va	1100, Va	33, 15 (54, IS 95	,
16 May 8X	1145	Pa/NY			IS 495E, US 11	05 1, 15	695, IS	83, IS 8	SI,
TO MAY ON	+++4/	1 PH/MI			┦ ┉ ╨				
. ESCORT REQUIREME	NTS								
None									
			SECTI	ON II - VEH	ICLE AND LOAD I	DATA			
OESCRIPT	ION		YPE an elc)	NO. OF	REGISTRATION	HEIGHT	WIOTH	LENGTH	WEIGHT
(e)			an eic) (b)	VEHICLES (c)	NUMBER (d)	(0)	(1)	(4)	(h)
. VENICLE									ad Albert
					5W1221				(Empty)
A TRUCK	A TRUCK			2	5W2332	114	98	349	34,340
B. TRUCH-TRAI	760]				(Empty)
				ļ	ļ				
C. TRAILER				ļ		1			(Emply)
				 				 	(Emply)
D. SEMPTRAIL E	(R								,
E. OTHER (Spee	lly)	\dashv				 			(Emply)
				L					<u> </u>
0. LOAD									
1. OVERALL (Vehicle	and load)					114	98	349	(0) 34,340
	OAO (Brief 4	E:::		:	1	1 114	1 90	1 347	1 14 . 140

14. NUMBER OF	1	(2)	\bigcirc	\bigcirc	D (\bigcup	E () ,	, () (\bigcirc	
	AXLE t	AXLE 2	AXLE 3	AXLE	1 AX	LE S	AXI	E \$	AXL	1	AXLES	TOTAL
te NUMBER OF TIRES	2	lj,	Ъ									10
16. TIRE WIDTH	11	11	11									
17. TIME SIZES	1100 x 20	1100x20	1100x20									
ia, AXLE LDAD (Empty)	9,324	12,508	12,508									34,340
t9. AXLE LGAD												
20. (3 ee Item 14 for identification)	15		CING C BPA	CING D	PACING	E SP	ACING	P SPA	CING	G BPA	CING	
21. REMARKS												
22. MOVEMENT B	Y NIGHWAY IS		ESSENTIAL	TO NATIO			IONAL I	DEFEN				
23. REQUESTING					24. APP	ROVIN	43 DA D	16.4				
508th Trans			(IIIa)		25. AP P	2015-		uned a		da ar d	11160):	
Charles C.		_	-	dina		-404 E	, 67 (T)	yyeu ne	. , g/4	44 4 10	11116/	
27. DATE	28. SIGN		, comman	ortu8	29. DAT			30. 61	GNATU	RE		
1 May 8X												
		· · · <u>·</u> · · · ·	· · · <u>· · · · · · · · · · · · · · · · </u>	INSTRU	CTIONS							

GENERAL:

DD Form 1266 "Request for Speciel Hauling Permit" will be used to obtain speciel heuling permits for the movement of oversize/overweight vehicles over public highways when accompenying e convoy or whan traveling separetely.

This form, in duplicats and eccompanied by letter of transmittal, will be forwerded through the local transportation officer so es to reech the appropriate headquarters not less than ten (10) working days prior to the sterring date of the movement. Latters of transmittal will contein complete litinerary end explanation of the movement. One (i) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (i) movement ere forwerded to the eppropriete headquarters.

In cases where bons-fide emergencies exist, the information contained in this form end DD Form 1265 mey be trensmitted to the appropriate headquarters by telephons or electric trensmitson. In this avent, reference will be mede

to itsm numbers in the sequence in which they appear on the forms. Items which do not epply will be so indicated SPECIFIC:

SPECIFIC:
Item 9A, B, C, and D - Complets nomenclature of vehicles involved. More then one unit mey be included, provided unite are identical in equipment, loed characterietics, routing and movement date. Total number of units shall be indicated prominently.

Item 9E - Note ail units other than stenderd highwey vehicles; road equipment, guns, etc.

Item 9 (d) - indicate the registration number for each unit or combination of units. Use additional page if required.

Item 14 - Indicete appropriate number of axies by insarting number in proper circles. Block out circles not epplicable.

Item 2i - For movement through the District of Columbie, include name of manufacturer of equipment.

	R	EQUEST FOR	SPECIAL F	AULING PERMI	Τ		1 May	198x
			SECTION	- GENERAL				
ORGANIZATION		2. STA	TION		3.		S. COMPLI	
08th Trans Co (Mdm Trk)		t Eustis, 3604	Virginia	0700 15 M		1830 16 May	
POINT OF ORIGIN				S. DESTINATION				
ort Eustis, Vir	rginia			Fort Drum	n, New Y	ork		
	IVAL AT STA	TE LINES		7. ROUTING (Stipu	late US Rout	ee, Stale Rould	sa, ate.)	
DATE	TIME		LINE]				
15 May 8X	1308	Va/Md_		IS 64, Va 1				
15 May 8X	1440	Md/Pa_		√IS 495E, US	1, IS	695, IS 8	3, IS 81	•
16 May 8X	1145	Pa/NY_		US 11				
None								
		SECT	ION II - VEHIO	CLE AND LOAD D	ATA			
DESCRIPTI	ON	(3-ton etc)		REGISTRATION NUMBER	NEIGHT (4)	WIOTH (f)	LENGTH (4)	WEIGHT (h)
(e)		(6)	(e)	(4)	(-)			
). YEHICLE			1.1.11.11.11.11.11.11.11.11.11.11.11.11					(Emply)
A. TRUCK								·
S. TRUCK-TRAC	:TCR	10-ton	1	989999	112	122	289	(Emply) 29,65
C. TRAILER			1					(Emply)
D. SEMPTRAILE		25-ton	1	8т8888	66.5	`115	418.5	(Empty) 16,28
E. OTHER (SPE	(fy)	1						(Empty)
10, LOAD					1 23	133	225.5	49,25
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NUMBER OF																	
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18. NUMBER OF TIRES		2		4		4		1 4		4				·			18
16. (Inches)		14]	<u>L</u> 4	1	14	1	4	נ	L 4							
17. TIRE SIZES	140	0 x 24	1400)x24	1400	0x24	110	0 x 15	1100)x15		-					
18. AXLE LOAD (Empty)	12	, 650	10	,992	1.0	, 9 92	5	, 655	5,	655							45,944
18. AXLE LDAD	15	, 230		,943		, 943		,039		039							95,194
20. (3ea Irem 14 for identification)	•	15		8 ep A		C ep A	CING	42		E CPA	CING	PEPA	CING	G BPA	CINB		
21. REMARKS					1		<i>.,</i>	45		L						S	<u>, ,</u>
22. MOVEMENT BY	HIGH	IWAY IS			ESSE			TIONA			DNAL	OEFEN	SE.				
508th Trans			Trk)				24	I. APP	ROVING	AG E	46 V					· · · · · · · · · · · · · · · · · · ·
25, REQUESTED B			-		-				. APP	RGVED	• ¥ (T	yped ne	ma, en	eda and	titla)		
Charles C.	Ches	tnut	, Cp	t, TO	, Co	mman	dine	<u> </u>									
1 May 8X	24	. SIGN	ATURE					21	- DAT	&	·	30. ei	GNATI	JRE			
							INST	RUCT	IONS			<u>. </u>					
GENERAL: DD Form 1266 "Requeet for Special Heuling Parmit" will be used to obtain special heuling permits for the movement of oversiza/overweight vehicles over public highweye when eccompanying a convoy or when travaling separately. This form, in duplicats and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not lease than ten (10) working daye prior to the starting date of the movement. Latters of transmittal is sufficient when several DD Forme 1265 and 1266 involving ons (1) movement are forwarded to the approprieta headquarters. In cases where bona-fide emergencies axist, the informant in the sequence in which they appear an the forme. Items which do not epply will be so indicated SPECIFIC: Item 9A, B, C, end D - Complete nomancleture of vehicles involved. More then one unit may be included, provided units ere identical ir equipment, load characterietics, routing and movament data. Total number of units shall be indicated prominently. Item 9A, B, C, end D - Complete nomancleture of vehicles involved. More then one unit may be included, provided units ere identical ir equipment, load characterietics, routing and movament data. Total number of units shall be indicated prominently. Item 9A, B, C, end D - Complete nomancleture of vehicles involved. More then one unit may be included, provided units ere identical ir equipment, load characterietics, routing and movament data. Total number of units shall be indicated prominently. Item 9A, B, C, end D - Complete nomancleture of vehicles involved. More then one unit may be included, provided units ere identical ir equipment, gune, etc. Itam 9E - Note all units other than etandard highwey vehicles; roed equipment, gune, etc. Itam 9 (d) - Indicate the registration number for each unit or combinetion of units. Use additional pege if required. Itam 14 - Indicate appropriete number af exles by insarting number in proper circles. Block out circles not experience.																	

Itam 21 - For movement through the Dietrict of Columbie, include name of manufacturer of aquipment.

In cases where bons-fide emergencies exist, the information conteined in this form and DD Form 1265 may be transmitted to the appropriate hasdquarters by talephone or electric transmission. In this event, reference will be mede

APPENDIX F

LEGAL MAXIMUM DIMENSIONS AND WEIGHTS OF MOTOR VEHICLES COMPARED WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO) STANDARDS

LEGAL MAXIMUM DIMENSIONS AND WEI(HTS OF MOTOR VEHICLES COMPARED WITH AASHTO STANDARDS

Prepareby the American Association of State Highway and Transportation Officials

December 31, 1980

Use f copyright chart used by permission of American Association of Ste Highway and Transportation officials in Washington, DC.

				Ler	ngth-feet2			Numbe	r of towed	l units3		Axle load	d-pounds				Gross weight	limit			Specifi	ied maximum (gross weight-p	oounds4			Practica	ıl maxımum g	ross weight p	ounds5	
				Sin g le un	it Tru	ick 0				Semi-	Sing	gle	Tan		Operating tire	Pounds per		Applica	ble to:	Tru	ıck	Truck	tractor semi	trailer	Į	Tru	ick	Truck	tractor semit	railer	
Line	State or Province	Width inches1	Height ftin.	uck 8us	Semi trailer or trailer	tor co	mhi-	Semi- railer	Full trailer	trailer and full trailer	Statutory limit	Including statutory enforce- ment tolerance	Statutory limit	Including statutory enforce- ment tolerance	pressure pounds per sq. in.	engine net horsepower delivered to clutch or equivalent	Type of restriction	Any group of axles	Total wheelbase only	2-axle	3∙a×le	3-a×le	4-a×le	5-axte	Other combi- nation	2·axle	3-a×ie	3-axle	4-a×le	5-a×le	Other combi- nation
	Alabama Alaska Arizona Arkansas California	96 96 96 96	13-6 63 13-6 13-6	40 40 40 40 40 40 40 40 40 40	45 NS 6	55 55 50	! .	NR NR NR	NP NR 1 NR NR	PP 2 PP 2 PP NR NR NR	20,000 20,000 20,000 818,000 1320,000	2822,000	1440,000 34,000 34,000 32,000 2534,000	2844,000	NS NS NS NS	NS NS NS NS	Table Formula Table Spec. maximum Table	Under 18'	X X Over 18'	40,000 40,000 30,000	60,000 54,000 44,000	60,000 60,000 48,000	75,000 74,000 62,000	80,000 88,000 43 73,280	1484,000 NS 73,280	30,000 28,000 28,000 26,000 28,000	52,000 42,000 42,000 40,000 42,000	52,000 48,000 48,000 44,000 48,000	74,000 62,000 62,000 58,000 62,000	80,000 76,000 4376,000 72,000 76,000	NP 1 114,000 2 80,000 3 73,280 4 80,000 5
6 7 8 9	Colorado Connecticutt ⁷⁶ Delaware Florida	96 102 96 96	13-6 13-6	35 40 55 55 40 42 40 40	NR 5	55 50	70 1 NP 1 65 1 55 1		3 NP 1	3 NP 2 32 _{NP}	20,000 22,400 20,000 20,000	22,848 22,000	36,000 36,000 40,000 40,000	36,720 44,000	NS NS NS	NS NS NS	Formula-spec. lim. Spec. lim. tire cap. Table-spec. lim. Table	×	×	36,000 4632,000 40,000 44,000	54,000 4653,800 65,000 66,000	4653,800 60,000 66,000	4667,400 70,000 76,000	1485,000 73,000 80,000 80,000	1485,000 NP 80,000 80,000	28,000 30,848 28,000 30,000	44,000 44,720 48,000 52,000	48,000 53,800 48,000 52,000	64,000 67,400 68,000 74,000	80,000 73,000 80,000 80,000	85,000 6 NP 7 80,000 8 80,000 9
10 11 12 13	Georgia Hawaii Idaho Illinois	96 108 14102 96	13-6 14-0	60 60 40 40 40 40 42 42	45 6 NR 105 NR 676 742 245	58 55	60 1 65 1 75 1 60 1		1 1 2 1	NP 2 3 2	18,000 24,000 20,000 2318,000	20,340 26,400 48	35,000 34,000 2037,800 32,000	40,680 37,400 48	NS NS NS	NS NS 45NS NS	Spec. max.16 Formula 21, 58 Table 20—formula 21 Spec. limtire cap.	16X 21 X	\$8	40,000 36,000	²⁰ 56,700 50,000	60,000 50,000	74,000 64,000	1 680,000 1 4 85,500 73,280	1680,000 14105,500 73,280	28,340 33,200 28,000 26,000	48,680 43,700 2045,800 40,000	48,680 58,400 48,000 44,000	69,110 68,900 2064,700 58,000	73,280 79,400 2079,000 72,000	73,280 10 1492,400 11 14105,500 12 73,280 13
14 15 16 17	Indiana Iowa Kansas Kentucky	96 96 96 96	13.6	36 40 40 40 '6'' 42'6'' 35 40	NR 266 NS 6 NR 295	50 20 55	65 N 60 1 65 1 65 1	NR .	NR 1 2 1	NR 2 2 2	6418,000 20,000 20,000 20,000	28 21,000	6432,000 34,000 34,000 34,000	2835,700	NS NS NS	NS NS NS	Spec. limtire cap. Table Table Spec. limtire capform.	×	×	40,000 40,000	54,000 54,000	60,000 60,000	74,000 74,000	73,280 1485,500 6080,000	73,280 1485,500 6080,000	26,000 40,000 28,000 28,000	40,000 60,000 42,000 42,000	44,000 60,000 48,000 48,000	58,000 80,000 62,000 62,000	72,000 80,000 76,000 76,000	73,280 14 80,000 15 85,500 16 80,000 17
18 19 20 21	Louisiana Maina Maryland Massachusetts	96 14102 96 96	913-6 13-6	40 40 45 45 40 41 35 40	45 6 NR 5 45 6	50 55 30 60	65 2 60 1 65 N NP 1	NR	2 1 NR NP	2 39NP NR NP	20,000 22,000 7522,400 22,400	2822,000	34,000 1438,000 3540,000 36,000	2837,000	120 NS NS NS	NS NS NS	Axle lim-tire cap. 650 lb/ir Tire capaxle spacing Table Table-spec. lim.	×	×	34,000 46,000	54,000 55,000 60,000	54,000 55,000 67,200	69,000 66,000 80,000	80,000 80,000 79,000 80,000	66 88,000 80,000 79,000 NP	28,000 30,000 30,400 30,400	42,000 46,000 55,000 44,000	48,000 52,000 55,000 52,800	62,000 68,000 66,000 66,400 62,000	76,000 80,000 79,000 80,000	1588,000 18 80,000 19 79,000 20 NP 21 154,000 22
	Michigan Minnasota Mississippi Missouri	96 96 96 96	13-6 13-6	40 40 40 40 35 40 40 40	45 6 NR 6	50 22 50		NR NR	1 1 NR NR	2 NP NR NR	2220,000 38 20,000 18,000 6518,000		3834,000 38 34,000 32,000 65 32,000		NS NS NS	400 NS NS NS	Formula 18.21 Table Formula 38 Table tire cap.	× ×	X	36 2140 000	36 2160 000	36,2160,000	36 2190 000	³⁸ 80,000 73,280	38 _{80,000} 73,280	28,000 26,000 26,000 26,000	42,000 40,000 2240,000 40,000	48,000 44,000 44,000 44,000	58,000 2258,000 58,000 58,000	38 80,000 2272,000 2272,000 73,280	38 80,000 23 2273,280 24 2273,280 25 76,800 26
	Montana Nebraska Nevada New Hamp s hire	14102 96 96 96	14-6 14-0	40 40 40 40 40 40 35 40	7NR 6	35 70	65 1	VR VR	NR 1 NR 1	NR 2 NR NP	3618,000 20,000 20,000 22,400		3632,000 34,000 34,000 36,000		NS NS NS	NS NS NS	Table-formula 21 Table-formula 21 Table Table spec. lim.	Under 18' X X	Over 18'	40,000 40,000 33,400	54,000 60,000 1455,000	1 460,000 60,000 52,800	74,000 80,000 66,400	36,2185,500 85,500 80,000 80,000	36105,500 1495,000 80,000 80,000	28,000 28,000 30,400	42,000 42,000 44,000	48,000 48,000 52,800	62,000 62,000 66,400 67,220	76,000 76,000 80,000	14 95,000 27 80,000 28 80,000 29 80,000 30
	New Jarsey New Mexico New York North Carolina	96 96 96 96	13-6 13-6	35 4235 40 40 35 40 40 640		55 50	55 2 65 1 60 2 55 1	2	2 1 2 1	2 2 2 NP	22,400 21,600 22,400 19,000	23,520	34,000 34,320 36,000 36,000	35,700	NS NS NS ⁶⁸ 100	NS NS NS	Axle lim.·tire cap. Table Formulas Formula61	Under 18'	Over 18' X Ovar 35'	31,500	49,875	49,875	67,200	80,000 79,800	80,000 79,800	31,520 29,600 30,400 28,000	43,700 42,320 44,000 46,000	55,040 51,200 52,800 46,000	63,920 66,400 66,000	76,640 80,000 79,800	86,400 31 80,000 32 79,800 33 105,000 34
36	North Dakota Ohio Oklahoma Oregon	22102 96 14102 96	13-6 13-6	40 40 40 40 40 45 40 40	NR 45 NR 6 22 NR 226	50 55	75 1 65 1 65 2 275 1	2	1 NR 1 1	2 NR 2 2	20,000 20,000 20,000 ⁴⁹ 20,000		34,000 4434,000 34,000 34,000		NS NS NS	NS NS NS	Formula, tire cap.21 Formula59 Table Table	×	×	40,000 4720,000 40,000	47 34,000 54,000	47 40,000 60,000	47 54,000 74,000	80,000 1485,500 80,000	80,000 1490,000 80,000	28,000 28,000 28,000 28,000	42,000 43,000 42,000 42,000	48,000 48,000 48,000 48,000	62,000 63,000 62,000 62,000	78,000 78,000 76,000 76,000	80,000 35 14 90,000 36 80,000 37
38 39 40 41	Pennsylvania Rhode Island South Carolina South Dakota	96 102 96 96	13-6 13-6 6	40 40 40 40 40 640 35 40	40 45:	55 60	60 1 55 1 60 1 80 1		1 1 1	NP NP NP 2	7122,400 22,400 1422,000 20,000	23,072	7136,000 NS 1439,600 34,000	37,08	NS NS NS	NS NS NS	Table ⁷² -formula Spec, lim. Spec, lim. Formula ²¹	73× ×		38,000 5036,000 38,500 40,000	58,400 5144,000 50,600 60,000	58,400 \$250,000 55,000 60,000	73,280 \$367,400 \$471,500 80,000	80,000 80,000 1480,608 1 485,500	80,000 80,000 1480,608 1495,000	7430,000 30,400 28,000 28,000	7444,000 44,000 1444,000 42,000	7452,800 53,800 48,000 48,000	7466,400 67,400 1464,000 62,000	7476,000 80,000 1473,280 80,000	80,000 39 73,280 40 1495,000 41 58,000 42
	Tennessee Texas Utah Vermont	96 96 96 14102	13-6 14-0	40 40 45 40 45 45 60 60	NR 45	65 65	[.	I 5	NR NR NR	NR NR NR NP	8 18,000 20,000 20,000 22,400	²² 23,520	32,000 34,000 34,000 5736,000	²² 37,8 0	NS NS NS	NS NS NS	Spec. tim. Formula21 Table Table tire cap. 600 lb/in	× × ×	×	36,000 40,000	50,000 60,000 ²² 55,000	48,000 60,000	62,000 80,000	73,280 60,000 80,000	80,000 80,000	26,000 28,000 28,000 31,520	40,000 42,000 42,000 55,000	44,000 48,000 48,000 55,000	62,000 62,000 66,400	76,000 80,000 80,000 76,000	80,000 43 80,000 44 80,000 45 76,000 46
47 48	Virginia Washington Wast Virginia Wisconsin	96 96 96 96	14-0 3312-6 6	40 40 40 40 40 640 35 40		65 55 22	55 1 65 2 255 1 55 1	2	1 1 1	NP 2 NP NP	20,000 20,000 20,000 8 20,000	19	34,000 34,000 34,000 34,000		NS NS NS	NS NS NS	Table Table Table Table Table37, Formula21	Under 18'	X Over 18'	40,000 40,000 40,000	54,000 40,000 54,000		72,000 74,000 2276,500	76,000 80,000 2280,000	76,000 80,000 2280,000	28,000 28,000 28,000 28,000	42,000 40,000 42,000 42,000 44,000	48,000 48,000 48,000 48,000	62,000 62,000 62,000 64,000	76,000 76,000 2276,000 76,000	80,000 47 2280,000 48 80,000 49
51	Wyoming District of Columbia Puerto Rico Manitoba	3196 96 96 102 3/8	13-6 13-6	60 60 40 40 35 40 41 41	NS S	55 50	85 1 55 1 50 1 0'-6'' 1	1	1 1 1	2 NP NP NP	20,000 ⁷⁷ 22,000 NS 19,845	21,845	36,000 ⁷⁷ 38,000 NS 35,280	37,280	NS NS NS NS	NS NS NS NS	Table Table-tire cap. Spec. lim. tire cap. Spec. lim.	×		43,000 39,690	65,000 55,125	59,335	75,000 74,970	79,000 90,405	1 280,000 79,000 110,250	28,000 30,000 30,000	46,000 4 5,000	52,000 50,000 47,399	65,000 67,241	73,280 80,000 84,878	73,280 51 52 110,000 53 124,561 54
54 55 56	New Brunswick ⁷⁹	102 3/8 120 102	13-6 45 13-6	-11 45 -11 40 40 40 40 71'' 41'	NS	65 65	5'-7'' 2 65 1 65 2	1	1 1 2 NR	NP NP 2 NR	19,842 20,000 20,000 22,000	21,000 22.000	⁷⁸ 39,683 5438,000 35,000 42,100	37, 00 0 42,10 C	NS NS NS	NS NS NS NS	Axle lim. Spec. max. Table	× × ×		4129,762 35,000 4130,000 41,800	4147,399 50,000 4145,000 61,900	55,000 4150,000	70,000	4187,083 85,000 80,000	124,561 110,000 110,000 140,000	27,558 28,000 28,000 30,000	45,195 46,000 43,000 50,100	48,000 48,000 52,000	66,000 63,000 72,100	84,000 78,000 92,100	110,000 55 110,000 56 134,300 57
	AASHTO Policy-197	4 22102	13-6	40 40			65 1	1	1	2	20,000	20,000	34,000	34,000	95	400	Table	×								28,000 1 6	42,000	48,000 14	62,000	76,000 16	86,500
Num	Highar ber of States Same Lower	1 8 43	44	9 11 32 40 11 1	2	20	19	16 34 0	18 31 3	14 19 19	14 28 10		21 23 8		,		Formula 13 Table 28 Spec. lim. 13	29								24 10	19 10	24 13	21 12	17 18	0 45

NP-Not permitted.

NR-Not restricted.

NS-Not specified.

Various exceptions for farm and construction equipment; public utility vehicles; housa trailars; busas; agricultural and forest

products; at wheels of vehicles for safety accessories, on designated highways, and as administratively authorized 2Various exceptions for utility vehicles and loads, house trailers, mobile homes and urban, suburban and school buses, auto. boat and livestock transporters.

3When not specified, limitad to number possible in practical combinations within permitted length limits; various exceptions for farm tractors, mobile homas, etc.

4Legally specified or established by administrative regulation. Subject to axle limits.

5Computed under the following conditions to permit comparison on a uniform basis between States with different types of

8. Maximum practical wheelbase within applicable langth limits:

(1) Minimum front overhang of 3 feet; minimum spacing from first to second axle of truck tractor 8 feet.
(2) In the case of a 4-axle truck-trector semitrailer, rear overhang computed as necessary to distribute the maximu

possible uniform load on the maximum permitted length of semitrailer to the single drive-axle of the tractor and to the tandem axles of the semi-trailer, within the permitted load limits of each.

(3) In the case of a combination having 5 or more axles, minimum possible combined front and rear overhang assumed to be 5 feet, with maximum practical load on maximum permitted length of semitrailer, subject to control of loading on axle groups on total wheelbase as applicable. C. Including statutory anforcement tolerance as applicable.

6Less than three axles 35 feet. In West Virginia, two-axle vehicles 40 feet long may be used as school buses or to transport passengers by urban mass transportation.

7Trailer 35 faet in New Jersey, 40 feet in Nebraska. Semitrailer 45 feet in Illinois.

8Steering axle 12,000 pounds in Arkansas and Tennessee In Wisconsin based on mfgr. tire ratings.

9Load on vehicle may exceed 13'6" but not exceed 14'0". 1065' for agricultural products. Semitrailer limited to 45'

110n class AA, or designated highways, 12 ft 6 in. on other highways.

12On Interstate system only, 101,000 lbs. on primary end sacondary highways. 13Steering axla-12,500 pounds (some exemptions) 20,500 any axle of a bus.

14 Lower limits apply on Interstete System.
15 Except when the vehicle or combination is equipped with a tridum exle the practical maximum would be 88,000 pounds

on non-interstate and 83,400 pounds on interstata highways.

1680,000 pounds maximum, axcapt on public roads under Rural Roads Authority 56,000 pounds meximum unless meking a pick-up or delivery. Vehicles in axcess of 73,280 pounds up to the maximum of 80,000 pounds must qualify on any group of axles, based on the formula: $W = 500 \left(\frac{LN}{L} + 12N + 36 \right)$. Axles with adjustable height may not be counted.

17800 (L plus 40) where L is distance between first and last axle of group or 2 or more consecutive axles of vehicle or combination except that 700 (L plus 40) governs where L is 13 feet or less; alternate load determination by table for vehicles of 3, 4 or 5 axles for L between 19 feet and 51 feet provided single axle load limited to 18,000 pounds or less; 900 (L plus 40). whare L is distance batween first and last axle of vehicle or combination on highways which have no structures with a span of

18Two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the first and last axles of the consecutive sets are not less than 36 feet apart.

19Axle load 21,000 pounds on 2-axle trucks transporting milk from farm to market and 21,500 pounds on single axle, 37,000 pounds on two axies less than 7 feet apart, and 4000 pounds more on groups of 3 or more axies more than 9 feet apart than in Table for vehicles transporting peeled or unpeeled forest products cut crosswide or scrap metal, but not over Interstate

20 Special limits for vehicles hauling timber and form products, ores, concentrates and aggregates; single axle 18,900 pounds, tandern axle 37,800 pounds; vehicle with 3 axles permitted, 56,740 pounds at 13 foot axlespacing; 4 axles permitted 66,000 pounds maximum at 21 foot axle spacing, vehicle with 5 or more axles permitted 79,000 pounds maximum at 43 foot axle spacing.

 $21W = 500 \left(\frac{LN}{N1} + 12N + 36\right)$ Gross weight may not exceed 80,000 pounds on Interstate. Except in Michigan, Montana and Hawaii.

N1 / Montana and Hawaii.
22(On designated highways only, and an annual twin permit is required on these designated highways (in Minnesota).
23(On designated lhighways; 16,000 pounds on other highways. 24Truck tractor senitrailer 60 feet, and truck tractor semitrailer drawing one trailer or tractor stringer - steered semitrailer (auto transport) 65 fet... (On any 4-lane or other designated highway in Illinois; on designated highways in North Dakota).

2534 500 on logging trucks. 26 Auto and boit transports permitted 60 feet plus 5 feet ovarheng not to exceed 3 feet at either end. Three unit combinations, vehicleshaufing livestock or implements of husbandry permitted 60 feet.

27On state mailtraired highways; on other highways 11.5 feet high; 26.5 faet long.

28 None on Intesitate.

29On stata maintained highways; 30 feet on other highways. 30Double bottims are limited to four lane highways.

31102" on all reads over 20 feet in width except Interstata System.

32Allowed for acotal length of 65° on rural interstate

33Auto transports 13 feet 6 inches; other vehicles 13 feet 6 inches on designated routes.

34Double-decknus 14' 3"; Trailer coach - 14' 0".

35 Single unit vinicles with 48 inch spacing, 40,000 pounds. Vehicle combinations over 73,000 pounds operating gross 36Annual permt: required, 1 axle 20,000 lbs. Tandem 34,000 lbs.

37On Class A highways. All axles of a vehicle or combination—80,000 pounds maximum. Wheel, axle, axle group and gross vehicle weights in Class 8 Highways are 60% of weights including tolerance authorized for Class A Highways. On designated highways only gross weight not to exceed 500 $\left(\frac{\ln N}{N-1} + 12N + 36\right)$; except that two consecutive sets of

dem axles may carry a ross load of 34,000 lbs. each if the first and last axles of the consecutive sets of tandem axles are not less than 36 teat apart and the gross vehicle weight does not exceed 80,000 lbs.

39Drive away, thwaway operations may include a combination of saddlemount vahicles not to axceed 3 units in contact

40Limitation doss rot apply to a semitrailer being towed by truck tractor providing the distanca batween the kingpin and the rearmost axle does not exceed 38 feet. The semitrailer, exclusive of attachments, shall not extend forward of the rear of the

41Specified maximum can be exceeded dependent on front axle design capacity.

43Five axle units having 51 feet or more of whaelbase may gross 80,000 lbs. not to axceed the specified axla loadings of 20,000 4424,000 pounds if4 feet or less apart 34,000 pounds plus 1000 pounds for each foot or fraction thereof over 4 feet, and not

more than 10 feat apart, maximum weight not to excaad 40,000 pounds.

45 Adequate tractionand power to maintain 15 mph minimum on any upgrade under normal conditions.

46 Increased weightiup to 36,000 lbs. (max. 18,000 per axle) for two axle; 58,400 lbs. for three axle truck-tractor semi-

trailer; and 73,000 lbs for our axle vehicles when the distance between the first and last axle is not less than 28 feat. 47Weight shown plis front stearing axle of not to exceed 18,000 pounds

48Self-compacting grbage or refuse hauling trucks 22,000 pounds singla axle; 40,000 pounds tandem axle, gross weight not more than 54,000 pounds on a 3-axle truck, except on Interstate. 49Self compacting arbage or refuse truck 22,000 lbs. except on Interstate

50Axies spaced less than 6 feet 32,000 pounds; less than 12 feat 36,000 pounds; 12 feet or mora governed by axia limit.
51Single vahicle with 3 or more axies spaced less than 16 feet 40,000 pounds; less than 20 feet 44,000 pounds; 20 feat or 52Tractor semitrallir with 3 or more axles spaced lass than 22 feet 46,000 pounds; less than 27 feet 50,000 pounds; 27 faet

53Axle spacing 27 teet or more.

5565 feet for other combinations on State primary, Interstata or other designated routes plus five miles therefrom. Auto transports allowed 3' front and 4' rear overhang.

561 imited to 3 500 pounds. 57Three axle truck 55,000 pounds with no restriction on tandem. On Interstate 22,400 pounds single, 36,000 pounds

60For weights in excess of 73,280 lbs. on the Interstata system W=500 $\left(\frac{LN}{N-1} + 12N+36\right)$ not to excead 80,000 lbs.

61 W=500 $\left(\frac{LN}{N-1} + 12N+36\right)$. Gross weight may not excead 79,800 lbs. Applias to 5 or more axles only.

62 Combination limited to 55' if semitrailer is over 48'.

44Self compacting garbage and refuse trucks 24,000 pounds on single axle, 42,000 pounds on tandem axle, except on interstate.

65 20,000 pound single axle and 34,000 pound tandem axle for buses.
66 Except when the vehicle or combination is equipped with a tridum axle the specified maximum gross vehicle weight is 88,000 lbs. for non-interstate and 83,400 pounds for interstate highways. Maximum load for a tridum axle is 42,000 pounds.

67 Truck-tractor/stinger steered semitrailer combination length of 75 feet allowed if kingpin or other coupling device is located to the rear of the last axle of the towing vehicle.

68 If over 100 psi allowable axle weight is reduced to 17,000 lbs. 69 48 foot trailers may be used if the combination does not exceed 55 feet in New York.

7º When a motor vehicle with an attached trailer or semitrailer has an adjustable fifth wheel placement, such combination

y be adjusted up to twelve (12) inches, but in no event shall such combination exceed fifty-six (56) feet in total length afte adjustment nor shall it exceed fifty-five (55) feet in total length prior to adjustment.

71Vehicles and combinations - gross weight less than 73,280 lbs.: Steering axle 18,000 lbs.; other axles if center-to-center distance between the nearest adjacent axles is: under 6 feet 18,000 lbs. - 18,000 lbs.; 6 to 8 feet 18,000 lbs. - 22,400 lbs.; over 8 feet 22,400 lbs. - 22,400 lbs. Other exceptions are applicable based on registration. Combinations - gross weight in excess of 73,280 lbs.: Steering axle 18,000 lbs.; all other axles: 20,000 lbs. single axle and 34,000 lbs. tandem axle; groups of

 $W=500\left(\frac{LN}{N-1} + (12N + 36)\right)$

⁷²Table applicable provided gross weight is less than 73,280 pounds; formula applicable provided gross weight exceeds 73,280

⁷³Exceptions to Formula apply to certain 3-axle and **4**-axle trucks based on registration; 5-axle group of axles based on formula; and 6-axle combinations based on registration

74No tolerance allowed for gross weight.

75For combinations operating at more than 73,000 pounds the single limit is 20,000 pounds. *Connecticut also has added an option, under Public Act 80-71, of registering in accordance with Federal Bridge Formula "B", thereby adding vehicle weight limitations to those shown. Details may be obtained directly from the State.

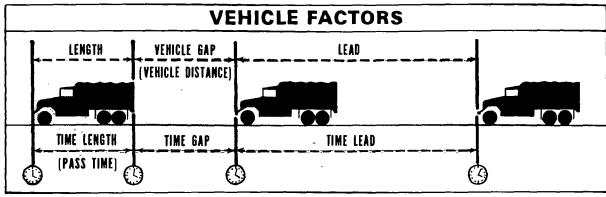
77Figures shown are for gross vehicle weight of 73,000 pounds or less; for heavier gross vehicle weights, the single axle

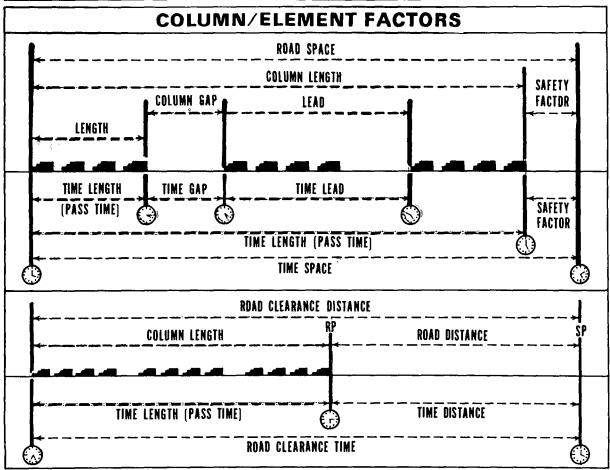
statutory limit including tolerance is 20,000 pounds and the tandem limit is 34,000 pounds. 7aValid only for trailer tandem of 6' or greater; 4' tandem - 35,000 lbs., 4' - 6" tandem - 36,000 lbs., 5' tandem - 37,500 lbs. 79Sizes and weights for New Brunswick may vary due to change to metric units.

F-3

APPENDIX G

DISTANCE AND TIME FACTORS, VEHICLE AND COLUMN/ELEMENT





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APPENDIX H

OPERATOR'S REPORT OF MOTOR VEHICLE ACCIDENT (SF 91)

Whenever military vehicles are involved in any accident, regardless of how trivial the accident may seem, SF 91 will be prepared by the driver.

On-the-spot information will be recorded on the form by the operator involved. If the operator is unable to prepare the report at the scene of the accident, it will be prepared by anyone so directed. The report must be completed and delivered to the operator's immediate supervisor as soon as possible for use in preparing DA Form 285 (Accident Investigation Report).

Whenever state or local regulations require submission of accident reports to their agency, the report will be submitted first to the appropriate claims officer for review to insure that the rights of the United States Government are not prejudiced by admission of liability.

It is essential that personnel be trained to obtain all vital information at the scene of the accident and to complete all entries on the form. Information will often be unavailable after witnesses have left or vehicles have been removed from the scene of an accident.

Each item of the report should be checked to make sure it gives a complete picture of facts leading to the accident and what occurred in the accident. If there is any question as to the validity of information obtained for the report, a notation should be made to this effect.

When another driver is involved in the accident, his name should be obtained from his driver's permit.

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EXAMPLE
OF
FORM (SF91)
FRONT SIDE

REVERSE SIDE



DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

NOTE: FOLD OUT BOTH FACING PAGE AT ONCE. a. This shipment consists of the following: weight and cube are as indicated:

	Weight Each	Total Weight	Cube Each	Total Cube
10 cartons IBM cards	75 lb	750 lb	5.62	56.2
9 boxes auto accessories	400 lb	3,600 lb	36	324
3 boxes office machines	55 lb	165 lb	16	48
		4,515 lb		428.2

DD FORM 1384

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- b. When used as a military truck waybill, DD Form 1384 is completed in accordance with the following instructions. Appendixes and paragraph references in instructions given below are contained in DOD Regulation 4500.32-R, Military Standard Transportation and Movement Procedures.
 - (1) Block 1. Refer to appendix B1. First position is always T, X for shipments not otherwise covered, and I for prime document.
 - (2) Block 2. Leave blank in this instance. When a controlled container is used, enter container number.
 - (3) Block 3. Enter shipping agency designation in code and in the clear.
 - (4) Block 4. Refer to appendix B4. General cargo code is 700. In this instance no special type of cargo is applicable, so enter Z in the fourth position, and no exception handling is required, so enter Z again in the fifth position.
 - (5) Blocks 5, 6, and 7 not applicable.
 - (6) Block 8. Refer to appendix B6. Cargo is being transported by Government truck, so enter 1.
 - (7) Block 9. Refer to appendix B7. Cargo is composed of more than one type of shipping container, so enter MX.
 - (8) Block 10. Refer to appendix B8. Enter transportation control number as prescribed in appendix B8.
 - (9) Block 11. Enter the consignee's designation in code and in the clear.
 - (10) Block 12. Refer to paragraph 3-3. Enter 3 in block 12. In this instance, delivery is required within 20 days.
 - (11) Block 13. Compute the required delivery date (RDD) by adding order shipping time (OST) to date of requisition. (Requisition date was 338, add 20 days OST, and the RDD is 358.)
 - (12) Block 14. Leave blank when not assigned a project code.

APPENDIX I

DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

DD Form 1384 (Transportation Control and Movement Document) is authorized for use as a waybill to document shipments between Army installations by Army vehicles. When a responsible commander prescribes this form for shipments by military motor vehicles, it will be filled out as indicated below. With the exception of the spaces where the driver and consignee acknowledge receipt of the shipment, this form is prepared by the consignor. To insure uniformity and to assist in the training of drivers in documentation procedures, an explanation of DD Form 1384 when used as a truck waybill is covered in the following paragraphs. This simulated shipment originates at US Army Depot Kaiserslautern and is destined for US Army Ordnance Service Center, Wurzburg.

- (13) Block 15. Enter Julian date the shipment was made, in this instance 7 December 79, Julian date 341.
- (14) Block 16. Refer to appendix B10. Enter code for number of days shipment will be in transit. For this shipment it is 1 day, so enter 1 in block 16.
- (15) Block 17. Not applicable.
- (16) Block 18. Enter designation of transporting unit in the clear.
- (17) Block 19. Enter bumper number of transporting vehicles.
- (18) Block 20. Leave blank.
- (19) Block 21. Use as required.
- (20) Block 22. Enter number of pieces of cargo.
- (21) Block 23. Enter total weight of cargo.
- (22) Block 24. Enter total cube of cargo.
- (23) Block 25a. Leave blank.
- (24) Block 25b. Driver enters date he signs for cargo.
- (25) Block 25c. Use is optional.
- (26) Block 25d. Same as 25b.
- (27) Block 25e. Enter "Army truck."
- (28) Block 25f. Enter movement control number when applicable; otherwise, leave blank.
- (29) Blocks 25g, h, i. Leave blank.
- (30) Block 25j. Driver enters condition of shipment. (Additional details may be noted in column 43 of body of form.)
- (31) Block 25k. Driver signs for shipment. When actual count of shipment is not practicable, the driver will note in column 43 "not driver's count."
- (32) Block 26 and 27. Used for transfer of shipment at any transshipment points.

DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

(Continued)

- (33) Block 28. Upon receipt of shipment, consignee enters his activity designation in code and in the clear.
- (34) Block 29. Consignee enters date shipment is received, and signs for shipment. Driver retains a minimum of two copies for return to his parent unit. Parent unit retains one copy and forwards one copy to consignor.
- (35) Block 30. Consignee enters condition of shipment.
- (36) Block 31. Identify specific receiving activity within the installation.
- (37) Column 32. Refer to appendix B1 and paragraph 3-8c(1). This requires an explanation of not otherwise stated (NOS) commodity codes entered in block 4. In this instance enter TX9, which indicates miscellaneous information, e.g., items being shipped.
- (38) Columns 33 and 34. Leave blank.
- (39) Column 35. Refer to appendix B4. Commodity code 737ZZ describes the first item, which is IBM cards, so enter 737ZZ here.
- (40) Blocks 36, 37, 38. Leave blank.
- (41) Block 39. Refer to appendix B7. Since IBM cards are packed in cartons, enter "CT."
- (42) Blocks 40, 41, 42. Leave blank.
- (43) Block 43. To assist the driver in checking packages in shipment, enter a brief description of package contents.
- (44) Block 44a. Enter number of pieces containing a separate commodity.
- (45) Block 44b. Enter total weight of packages containing a separate commodity.
- (46) Block 44c. Enter total cube of packages containing a separate commodity.







GLOSSARY

For the purpose of this manual, the following terms will apply as defined:

The average number of miles traveled per hour calculated over the whole journey, excluding specifically ordered halts. It is expressed in miles per hour (mph).

average speed

A formation in which elements are placed one directly behind the other.

column

The space between two organized elements of a convoy following each other on the same route. It can be calculated in units of length of time as measured from the rear of one element to the front of the following element.

column gap

The length of roadway occupied by a column in movement, including the gaps inside the column, from the front of the leading vehicle to the rear of the last vehicle.

column length

A group of motor vehicles organized for the purpose of control and orderly movement with or without escort protection. For the purpose of this manual, a convoy is any group of six or more vehicles temporarily organized to operate as a column with or without escort, proceeding together under a single commander or the dispatching of 10 or more vehicles per hour to the same destination over the same route.

convoy

convoy commander

The officer or noncommissioned officer in charge of the vehicles and operating personnel or a convoy, designated as such by the person authorizing the movement.

convoy route

The specific route assigned to each convoy by the appropriate routing authority.

express highway

A limited access highway with a minimum of two lanes for traffic in each direction with a median strip separating traffic traveling in opposite directions.

dimension or size

The limitations imposed by state law governing the overall width, length, and height of a vehicle or combination of vehicles or combination of vehicles and the lading.

expressways

High-speed highways, including the Interstate Highway System, freeways, thruways, superhighways and parkways. Expressways are characterized by the following:

controlled access

overpasses and underpasses for cross traffic

center dividing strips

absence or minimum of stop signs or lights

wide lanes

good quality paving

easy curves and grades

long-sight distances

The combined weight of the vehicle and load.

gross weight

The movement of vehicles onto a roadway either in small groups or individually at extended or irregular intervals so as not to provide a concentration of vehicles at any one given area. infiltration

The provision of billets, bivouac areas, meals, POL supplies, and maintenance services at military installations, or the provisions for billets or bivouac areas anywhere along the convoy route.

logistic support

A subordinate element of a serial which moves and halts at the order of one commander.

march unit

A self-propelled, boosted, or towed conveyance for transporting a load on land.

motor vehicle

A vehicle, a combination of vehicles, or a combination of vehicle(s) and lading in which one or more of the dimensions of width, length, or height exceeds the limitations imposed by the laws of the state concerned.

oversize vehicle

A vehicle, a combination of vehicles, or a combination of vehicle(s) and lading in which the gross weight exceeds the legal gross weight limitation, based on a consideration of the various combinations of types of axle spacings in conjunction with the number of wheels and types of tires on the vehicles as imposed by the state concerned.

overweight vehicle

The regulated speed of a column element as set by the pace setter in order to maintain the average speed prescribed.

pace

pass time

The actual time between the moment when the first vehicle passes a given point and the moment when the last vehicle passes the same point.

rate of march

The average number of miles traveled in a given period of time, including all ordered halts. It is expressed in miles in the hour (mih).

road clearance distance The total distance the head of a motor column must travel for the entire column to clear a given section of road.

road clearance time

The total time the head of a motor column must travel for the entire column to clear a given section of road.

serial

An element or group of elements within a series which is given a numerical or alphabetical designation for convenience of planning, scheduling, and control. It is the largest element of a convoy, and it moves and halts at the order of one commander.

special hauling permit

A permit or authority issued by a state highway department or other authorized issuing authority which grants authority to operate a vehicle or vehicle(s) containing hazardous material, vehicles in convoy, or vehicles exceeding legal weight or dimension limitations over the specific public highways over which the vehicle(s) are routed.

special movement

Any vehicle movement which consists of or includes any oversize or overweight vehicle, any cargo or explosives or other dangerous articles, and/or having any requirement for en-route logistical support.

(See expressway.)

Time required for a vehicle to travel between two points at a prescribed rate of speed.

The time which lapses between successive elements of a column as they move past a given point.

The last element of a convoy, normally composed of personnel and equipment that provides services to the convoy.

The distance between the rear of a vehicle to the front bumper of the following vehicle. superhighway

time distance

time gap

trail element

vehicle distance

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10 AUGUST 1981

By Order of the Secretary of the Army:

E. C. MEYER

General, United States Army

Chief of Staff

Official:

ROBERT M. JOYCE Brigadier General, United States Army The Adjutant General

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