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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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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.
• 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.

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

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.

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.
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 compo-
nent of the vehicle.

Example:
Flag must be on the left side of the vehicle, either front or rear.

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

CONVOY CLEARANCE NUMBER

FE9284-01-C

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.
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 (CDOI). 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.

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.

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, fast-moving 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 acceleration 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
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.
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.
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 at-halt 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 (45.7 m) 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.
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.
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.
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 off ignition 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.

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 Military 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 Driver Selection, 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 COMMANDER” will be 8 x 50 inches with a 3/8-inch-wide border inserted 3/8 inch from sign edge.

2. The legend will be 4 inches high.

3. Signs reading “CONVOY AHEAD” and “CONVOY COMMANDER” 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.

DESIGN
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:

<table>
<thead>
<tr>
<th>INCIDENCE DEGREE ANGLE</th>
<th>DIVERGENCE ANGLE</th>
<th>MINIMUM REFLECTIVE INTENSITY VALUES YELLOW</th>
</tr>
</thead>
<tbody>
<tr>
<td>-4</td>
<td>0.2</td>
<td>50</td>
</tr>
<tr>
<td>+30</td>
<td>0.2</td>
<td>22</td>
</tr>
<tr>
<td>+50</td>
<td>0.2</td>
<td>3.5</td>
</tr>
<tr>
<td>-4</td>
<td>0.5</td>
<td>25</td>
</tr>
<tr>
<td>+30</td>
<td>0.5</td>
<td>13</td>
</tr>
<tr>
<td>+50</td>
<td>0.5</td>
<td>2.0</td>
</tr>
<tr>
<td>-4</td>
<td>2.0</td>
<td>5.0</td>
</tr>
<tr>
<td>+30</td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td>+50</td>
<td>2.0</td>
<td>0.7</td>
</tr>
</tbody>
</table>

CONSTRUCTION

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

Unpainted aluminum .064 gage.

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

Galvanized steel .064 gage.
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 tractor-semitrailer 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.

   e. Horizontal CG location of load must be known or calculated. For a semitrailer, locate CG position of payload from centerline 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 axle-weight 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 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.

### PERCENTAGES FOR AXLE WEIGHT DISTRIBUTION

<table>
<thead>
<tr>
<th>Number of Axles per Vehicle</th>
<th>Type of Vehicle</th>
<th>Payload Highway</th>
<th>Axle 1</th>
<th>Axle 2</th>
<th>Axle 3</th>
<th>Axle 4</th>
<th>Axle 5</th>
<th>Axle 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>1-1/4-ton</td>
<td>X</td>
<td>38</td>
<td>31</td>
<td>31</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-1/2-ton</td>
<td>X</td>
<td>25</td>
<td>38</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2-1/2-ton</td>
<td>X</td>
<td>32</td>
<td>34</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-ton</td>
<td>X</td>
<td>26</td>
<td>37</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-ton</td>
<td>X</td>
<td>37</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-ton</td>
<td>X</td>
<td>24</td>
<td>38</td>
<td>38</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Semi-trailer</td>
<td></td>
<td></td>
<td>14</td>
<td>21</td>
<td>21</td>
<td>22</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>6 Semi-trailer</td>
<td></td>
<td></td>
<td>8</td>
<td>22</td>
<td>22</td>
<td>16</td>
<td>16</td>
<td>16</td>
</tr>
</tbody>
</table>

### LEGEND

- $W_1$: wt on axle 1
- $W_2$: wt on axle 2
- $W_T$: wt of trailer
- $W_K$: wt on king pin
- $W_L$: wt of load
- $W_R$: wt on road

**TRUCK TRACTOR**

To find the axle weight distribution on the front axle:

$$W_1 = W_TR + W_K - W_2$$

To find the axle weight distribution on the bogie:

$$W_2 = W_TR (X_1) + W_K (X_3 - X_2)$$

Divide $W_2$ by 2 to find axle weight distribution for axles 2 and 3.

**CARGO TRUCK**

To find the axle weight distribution on the bogie:

$$W_2 = W_TR (X_1) + W_L (X_3)$$

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

$$W_i = W_TR + W_L - W_2$$

**SEMITRAILER**

To find the axle weight distribution on the bogie:

$$W_2 = W_TR (X_1) + W_L (X_3)$$

Divide $W_2$ by the number of axles to find axle weight distribution for each axle.

$$W_K = W_TR + W_L - W_2$$

**NOTE:** Apply $W_K$ to tractor-truck formulas.
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 “Convoys 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.

**SECTION I • GENERAL**

<table>
<thead>
<tr>
<th>Organization</th>
<th>Station</th>
<th>Convoy Commander</th>
</tr>
</thead>
<tbody>
<tr>
<td>508th Trans Co (Mdm Trk)</td>
<td>Fort Eustis, Virginia</td>
<td>John J. Jones</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date and Time</th>
<th>Date and Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 May 79</td>
<td>15 May 79</td>
</tr>
</tbody>
</table>

**SECTION II • CONVOY COMPOSITION**

<table>
<thead>
<tr>
<th>Number of each type of vehicle and special equipment (if required)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 1/2-ton, Trunk, Utility</td>
</tr>
<tr>
<td>20 5-ton, Tractor W/19 Stake and Platform Semitrailers (1 Body)</td>
</tr>
<tr>
<td>1 5-ton Wrecker</td>
</tr>
</tbody>
</table>

**SECTION III • ROUTE DATA**

<table>
<thead>
<tr>
<th>Location</th>
<th>ETA</th>
<th>CTO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 64, State Route 168, State Route 13, Interstate 64, Interstate 95, State Route 201, U. S. 301 to Fort A. P. Hill</td>
<td>0700</td>
<td>0732</td>
</tr>
<tr>
<td>0732</td>
<td>0751</td>
<td></td>
</tr>
<tr>
<td>0751</td>
<td>0835</td>
<td></td>
</tr>
<tr>
<td>0835</td>
<td>0859</td>
<td></td>
</tr>
<tr>
<td>0859</td>
<td>0904</td>
<td></td>
</tr>
<tr>
<td>0904</td>
<td>1002</td>
<td></td>
</tr>
</tbody>
</table>

**SECTION IV • LOGISTICAL DATA**

<table>
<thead>
<tr>
<th>Class</th>
<th>Description of cargo (Irregular description, J. S. organization equipment, etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I</td>
<td>(Packaged rations)</td>
</tr>
</tbody>
</table>

**FOOTNOTES**

#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.
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.

---

**INSTRUCTIONS:**

In cases where bona fide emergencies exist, the information contained in DD Form 1265 and DD Form 1266 may be transmitted by telephone or direct transmission. In the event telephone or direct transmission is not possible, the information shall be made to base营营 in the sequence in which they appear on the form. Forms which do not apply may be left blank.

---

<table>
<thead>
<tr>
<th>CLASS</th>
<th>AMOUNT</th>
<th>DESCRIPTION</th>
<th>NO</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES**

- **DATE**
- **INSTALLATION**
- **IMPM**
- **LOGS**
- **SUPP**
- **OTHER**

- **S/A**

**ETA** is the time the first vehicle clears the referenced point.

**ETD** is the time the last vehicle clears the referenced point.

---

**DIAGRAM:**

- **D-2**
- **FOLDOUT**
REQUEST FOR SPECIAL HAULING PERMIT

**DATE:** 1 May 1979

**SECTION I. ORGANIZATION**

1. Organization requesting special hauling permit: 508th Trans Co (Mdm Trk)
2. Organization's home station: Fort Eustis, Virginia
3. Estimated TIME-DATE group: Starting/Completion: 1 May 1979 to 15 May 1979
4. Vehicles' point of movement origin: Fort Eustis, Virginia
5. Vehicles' destination: Fort A. P. Hill
6. Estimate time of arrival at state lines: 0700
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 BON 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.
10. (a) If no load, enter NONE; if a load, describe in Block 12.
   (b) Enter physical dimensions of load using units of inches and pounds.
11. (a) To compute overall height, select the appropriate method below. All entries are in units of inches.
   (1) Only prime movers without towed equipment or loads enter 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 9C, 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 overall height of the prime mover or trailer, enter the greater overall height of the prime mover or trailer, as appropriate.
13. a-d "N/A" or amount of load overhang in inches.

DD Form 1266

E-1

# (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.

(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 12c 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.

# (Continued)

#12: Appropriate remarks.
#13: a-d "N/A" or amount of load overhang in inches.
NOTE:

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

* #14: Number of appropriate axles.
* #15: Total number of tires per axle.
* #16: Width of tire times total number of tires per axle.
* #17: Tire size.
* #18: Determined by obtaining actual weight of each individual axle. If scales are not available, see appendix C for method of estimating weights. Block 18 is obtained from block 11(h). Multiply the total weight in block 18 by the percentage factor above, divide if required, and round as appropriate. The sum of blocks 18a-h must equal block 18i.
* #19: 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.
* #20: 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.
* #21 & 22: As per load policy.
* #23-28: Self-explanatory.

---

### DD Form 1266 - Request for Special Hauling Permits

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#14</td>
<td>Number of appropriate axles.</td>
</tr>
<tr>
<td>#15</td>
<td>Total number of tires per axle.</td>
</tr>
<tr>
<td>#16</td>
<td>Width of tire times total number of tires per axle.</td>
</tr>
<tr>
<td>#17</td>
<td>Tire size.</td>
</tr>
<tr>
<td>#18</td>
<td>Determined by obtaining actual weight of each individual axle. If scales are not available, see appendix C for method of estimating weights.</td>
</tr>
<tr>
<td>#19</td>
<td>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.</td>
</tr>
<tr>
<td>#20</td>
<td>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.</td>
</tr>
</tbody>
</table>

---

### General Instructions

**GENERAL:** DD Form 1266 "Request for Special Hauling Permits" 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 alone. This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not later than ten (10) working days prior to the starting date of the movement. Letter of transmittal will contain complete itinerary and explanation of the movement. One letter of transmittal is sufficient when several DD Form 1266's involving one (1) movement are forwarded to the appropriate headquarters. In cases where bonafide emergencies exist, the information contained in this form and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or telegraph. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated.

**SPECIFIC:** Item 9A, B, C, and D - Complete nomenclature of vehicle(s) involved. More than 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 standard highway vehicles; road equipment, etc.

Item 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 the manufacturer of equipment, if applicable.

---

### DD Form 1266 Example

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>9A</td>
<td>Complete nomenclature of vehicle(s) involved.</td>
</tr>
<tr>
<td>9B</td>
<td>Note all units other than standard highway vehicles; road equipment, etc.</td>
</tr>
<tr>
<td>9C</td>
<td>Indicate the registration number for each unit or combination of units. Use additional pages if required.</td>
</tr>
<tr>
<td>14</td>
<td>Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.</td>
</tr>
<tr>
<td>21</td>
<td>For movement through the District of Columbia, include the manufacturer of equipment, if applicable.</td>
</tr>
</tbody>
</table>

---

**NOTE:**

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

---

**E-2 FOLDOUT**

---

**Instructions:**

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**E-2 FOLDOUT**
### REQUEST FOR SPECIAL HAULING PERMIT

**DATE:** 1 May 198X

#### SECTION I - GENERAL

<table>
<thead>
<tr>
<th>1. ORGANISATION</th>
<th>2. STATION</th>
<th>3. DATE OF MOVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>508th Trans Co (Md Trk)</td>
<td>Fort Eustis, Virginia</td>
<td>0700 - 1830</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15 May 198X - 16 May 198X</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. POINT OF ORIGIN</th>
<th>5. DESTINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Eustis, Virginia</td>
<td>Fort Drum, New York</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. ARRIVAL AT STATE LINES</th>
<th>7. ROUTING (Specify US Routes, State Routes, etc.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 May 8X</td>
<td>IS 64, VA 168, VA 33, IS 64, IS 95,</td>
</tr>
<tr>
<td>15 May 8X</td>
<td>IS 495E, US 1, IS 695, IS 83, IS 81,</td>
</tr>
<tr>
<td>15 May 8X</td>
<td>US 11</td>
</tr>
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</table>

#### SECTION II - VEHICLE AND LOAD DATA

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE (2-ton mixer)</th>
<th>NO. OF VEHICLES</th>
<th>REGISTRATION NUMBER</th>
<th>HEIGHT (m)</th>
<th>WIDTH (m)</th>
<th>LENGTH (m)</th>
<th>WEIGHT (t)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. VEHICLE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. TRUCK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. TRUCK-TRACTOR</td>
<td>5-ton</td>
<td>30</td>
<td>See Item 12</td>
<td>10.5</td>
<td>98.3</td>
<td>58.3</td>
<td>18,560</td>
</tr>
<tr>
<td>C. TRAILER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. SEMI-TRAILER</td>
<td>12-ton</td>
<td>30</td>
<td>See Item 12</td>
<td>108.3</td>
<td>97.3</td>
<td>38.5</td>
<td>14,240</td>
</tr>
<tr>
<td>E. OTHER (Specify)</td>
<td></td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>10. OVERALL (Vehicle and Load)</th>
<th>11. DESCRIPTION OF LOAD (Brief general description: Organization, impediments, etc.) (With security limitations)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Registration Numbers</td>
</tr>
<tr>
<td>Trac Tlr</td>
<td>Trac Tlr</td>
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<tr>
<td>1A111 - ST8661 2B2221 - ST7771</td>
<td>3D3331 - ST8881</td>
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<tr>
<td>1A112 - ST8662 2B2222 - ST7772</td>
<td>3D3332 - ST8882</td>
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<td>1A113 - ST8663 2B2223 - ST7773</td>
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<td>1A114 - ST8664 2B2224 - ST7774</td>
<td>3D3334 - ST8884</td>
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<td>1A115 - ST8665 2B2225 - ST7775</td>
<td>3D3335 - ST8885</td>
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<tr>
<td>1A116 - ST8666 2B2226 - ST7776</td>
<td>3D3336 - ST8886</td>
</tr>
<tr>
<td>1A117 - ST8667 2B2227 - ST7777</td>
<td>3D3337 - ST8887</td>
</tr>
<tr>
<td>1A118 - ST8668 2B2228 - ST7778</td>
<td>3D3338 - ST8888</td>
</tr>
<tr>
<td>1A119 - ST8669 2B2229 - ST7779</td>
<td>3D3339 - ST8889</td>
</tr>
<tr>
<td>1A120 - ST8670 2B2230 - ST7780</td>
<td>3D3340 - ST8890</td>
</tr>
</tbody>
</table>

12. LOAD OVERHAND

<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
<th>LEFT SIDE</th>
<th>RIGHT SIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
### INSTRUCTIONS

**GENERAL:**

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

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not later than ten (10) working days prior to the starting date of the movement. Letters of transmittal 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 forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be as indicated.

**SPECIFIC:**

- Item 9A, B, C, and D: Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.
- Item 9E: Note all units other than standard highway vehicles, road equipment, guns, etc.
- Item 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.
REQUEST FOR SPECIAL HAULING PERMIT  

SECTION I - GENERAL  

1. ORGANIZATION  
508th Trans Co (Md Trk)  

2. STATION  
Fort Eustis, Virginia  
23601  

3. DATE OF MOVEMENT  

4. STARTING  
0700  
15 May 198X  

5. COMPLETION  
1830  
16 May 198X  

6. POINT OF ORIGIN  
Fort Eustis, Virginia  

7. DESTINATION  
Ft Drum, New York  

6. ARRIVAL AT STATE LINES  

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>STATE LINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 May 8X</td>
<td>1308</td>
<td>Va/Md</td>
</tr>
<tr>
<td>15 May 8X</td>
<td>1440</td>
<td>Md/Pa</td>
</tr>
<tr>
<td>16 May 8X</td>
<td>1145</td>
<td>Pa/NY</td>
</tr>
</tbody>
</table>

7. ROUTING (Specify US Routes, State Routes, etc.)  
IS 64, VA 168, Va 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11  

8. ESCORT REQUIREMENTS  

SECTION II - VEHICLE AND LOAD DATA  

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE (2-ton &amp;c)</th>
<th>NO. OF VEHICLES</th>
<th>REGISTRATION NUMBER</th>
<th>HEIGHT (a)</th>
<th>WIDTH (b)</th>
<th>LENGTH (c)</th>
<th>WEIGHT (d)</th>
</tr>
</thead>
<tbody>
<tr>
<td>VEHICLE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. TRUCK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. TRUCK-TRACTOR</td>
<td>5-ton</td>
<td>8</td>
<td>See Item 12</td>
<td>103.5</td>
<td>98.3</td>
<td>158.3</td>
<td>18,560</td>
</tr>
<tr>
<td>C. TRAILER</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. SEMI-TRAILER</td>
<td>12-ton</td>
<td>8</td>
<td>See Item 12</td>
<td>108.3</td>
<td>97.3</td>
<td>348.5</td>
<td>40,000</td>
</tr>
<tr>
<td>E. OTHER (Specify)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOAD OVERALL (Vehicle and Load)</td>
<td></td>
<td></td>
<td></td>
<td>108.3</td>
<td>98.3</td>
<td>526</td>
<td>37,800</td>
</tr>
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</table>

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (With security limitations)  
Organization impediments.  

Trac Tlr  
5E5551 - ST9991  
5E5552 - ST9992  
5E5553 - ST9993  
5E5554 - ST9994  
5E5555 - ST9995  
5E5556 - ST9996  
5E5557 - ST9997  
5E5558 - ST9998  

13. LOAD OVERHANG  
<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
<th>LEFT SIDE</th>
<th>RIGHT SIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

DD FORM 1 JAN 8X 1266  

E-5
**INSTRUCTIONS**

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

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

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

- Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.
REQUEST FOR SPECIAL HAULING PERMIT

SECTION I - GENERAL

1. ORGANIZATION
508th Trans Co (Mdm Trk)

2. STATION
Fort Eustis, Virginia
23604

3. DATE OF MOVEMENT
4. STARTING
0700
15 May 198X

5. COMPLETION
1830
16 May 198X

6. POINT OF ORIGIN
Fort Eustis, Virginia

7. DESTINATION
Fort Drum, New York

8. ARRIVAL AT STATE LINES

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>STATE LINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 May 8X</td>
<td>1308</td>
<td>Va/Md</td>
</tr>
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<td>1440</td>
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</tr>
<tr>
<td>16 May 8X</td>
<td>1145</td>
<td>Pa/NY</td>
</tr>
</tbody>
</table>


9. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE (2-ton etc.)</th>
<th>NO. OF VEHICLES (x)</th>
<th>REGISTRATION NUMBER</th>
<th>HEIGHT (s)</th>
<th>WIDTH (s)</th>
<th>LENGTH (g)</th>
<th>WEIGHT (h)</th>
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<tbody>
<tr>
<td>B. VEHICLE</td>
<td></td>
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<td></td>
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<tr>
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<td>5-ton</td>
<td>2</td>
<td>1234</td>
<td>103.5</td>
<td>98.3</td>
<td>258.3</td>
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<td>B. TRUCK-TRACTOR</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>C. TRAILER</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. SEMI-TRAILER</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>E. OTHER (Specify)</td>
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<tr>
<td>10. LOAD</td>
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<td></td>
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</tr>
<tr>
<td>11. OVERALL (Vehicle and load)</td>
<td>103.5</td>
<td>98.3</td>
<td>258.3</td>
<td>18,560</td>
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</tbody>
</table>

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (Within security limitations)

13. LOAD OVERHANG

<table>
<thead>
<tr>
<th>4. FRONT</th>
<th>5. REAR</th>
<th>6. LEFT SIDE</th>
<th>7. RIGHT SIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NA</td>
<td>NA</td>
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<td>NA</td>
</tr>
</tbody>
</table>
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---

**TABLE**

<table>
<thead>
<tr>
<th>Item</th>
<th>Number of Axles</th>
<th>Axle 1</th>
<th>Axle 2</th>
<th>Axle 3</th>
<th>Axle 4</th>
<th>Axle 5</th>
<th>Axle 6</th>
<th>Axle 7</th>
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</tr>
</tbody>
</table>

**REMARKS**

- ESSENTIAL TO NATIONAL DEFENSE
- IN THE INTEREST OF NATIONAL DEFENSE

**REQUESTING AGENCY**

508th Trans Co (Mdm Trk)

**APPROVING AGENCY**

**REQUESTED BY** (Typed, name, grade and title)

Charles C. Chestnut, Cpt, TC, Commanding

**APPROVED BY** (Typed, name, grade and title)

**DATE**

1 May 8X

**SIGNATURE**

E-8
REQUEST FOR SPECIAL HAULING PERMIT

SECTION I - GENERAL

1. ORGANIZATION

508th Trans Co (Mdm Trk)

2. STATION

Fort Eustis, Virginia

3. DATE OF MOVEMENT

4. STARTING

0700

15 May 198X

5. COMPLETION

1830

16 May 198X

6. POINT OF ORIGIN

Fort Eustis, Virginia

7. DESTINATION

Fort Drum, New York

8. ARRIVAL AT STATE LINES

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>STATE LINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 May 198X</td>
<td>1308</td>
<td>Va/Md</td>
</tr>
<tr>
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<td>1440</td>
<td>Md/Pa</td>
</tr>
<tr>
<td>16 May 198X</td>
<td>1145</td>
<td>Pa/NY</td>
</tr>
</tbody>
</table>

9. ESCORT REQUIREMENTS

None

SECTION II - VEHICLE AND LOAD DATA

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE (2-ton etc.)</th>
<th>NO. OF VEHICLES</th>
<th>REGISTRATION NUMBER (s)</th>
<th>HEIGHT (s)</th>
<th>WIDTH (s)</th>
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<tr>
<td>B. TRUCK-TRACTOR</td>
<td>5-ton</td>
<td>2</td>
<td>6F6661</td>
<td>103.5</td>
<td>98.3</td>
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<td>C. TRAILER</td>
<td></td>
<td></td>
<td>6F6662</td>
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</tr>
<tr>
<td>D. SEMI-TRAILER</td>
<td>5000-gal Tanker</td>
<td>2</td>
<td>6T9991</td>
<td>107.6</td>
<td>96.8</td>
<td>382</td>
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10. LOAD

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<th>WEIGHT</th>
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11. OVERALL (Vehicle and load)

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<td>107.6</td>
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12. DESCRIPTION OF LOAD (Brief general description; Organization impediments, etc.) (Within security limitations)

5,000 gallons gasoline each tanker.
### INSTRUCTIONS

**GENERAL:**
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 transmittal, will be forwarded through the local transportation 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 transmittal will contain complete itinerary and explanation of the movement. One letter of transmittal is sufficient when several DD Form 1265s involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-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 made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated.

**SPECIFIC:**
- Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.
- Item 9E - Note all units other than standard highway vehicles, road equipment, guns, etc.
- Item 9 (d) - Equipment and equipment may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated.
- Item 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.
REQUEST FOR SPECIAL HAULING PERMIT

SECTION I - GENERAL

1. ORGANIZATION
508th Trans Co (Mdm Trk)

2. STATION
Fort Eustis, Virginia
23604

3. DATE OF MOVEMENT

4. STARTING
0700
15 May 198X

5. COMPLETION
1830
16 May 198X

6. POINT OF ORIGIN
Fort Eustis, Virginia

7. DESTINATION
Fort Drum, New York

8. ARRIVAL AT STATE LINES

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<th>DATE</th>
<th>TIME</th>
<th>STATE LINE</th>
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<td>15 May 8X</td>
<td>1300</td>
<td>Va/MD</td>
</tr>
<tr>
<td>15 May 8X</td>
<td>1440</td>
<td>MD/PA</td>
</tr>
<tr>
<td>16 May 8X</td>
<td>1145</td>
<td>PA/NY</td>
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8A. ROUTING (Specify US Routes, State Routes, etc.)
IS 64, Va 168, Va 33, IS 64, IS 95, IS 495E, US 1, IS 695, IS 83, IS 81, US 11

8B. ESCORT REQUIREMENTS
None

SECTION II - VEHICLE AND LOAD DATA

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<th>DESCRIPTION</th>
<th>TYPE (2-ton etc)</th>
<th>NO. OF VEHICLES</th>
<th>REGISTRATION NUMBER</th>
<th>HEIGHT (ft)</th>
<th>WIDTH (ft)</th>
<th>LENGTH (g)</th>
<th>WEIGHT (h)</th>
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<td>A. TRUCK</td>
<td>5-ton</td>
<td>2</td>
<td>5W1221</td>
<td>114</td>
<td>98</td>
<td>349</td>
<td>34,340</td>
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<td>B. TRUCK-TRACTOR</td>
<td>(Empty)</td>
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<td>C. TRAILER</td>
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<td></td>
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<tr>
<td>E. OTHER (Specify)</td>
<td>(Empty)</td>
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<table>
<thead>
<tr>
<th>LOADING</th>
<th>(Vehicle and load)</th>
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</thead>
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<tr>
<td>10.</td>
<td>114</td>
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<tr>
<td>11. OVERALL</td>
<td>98</td>
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</table>

12. DESCRIPTION OF LOAD (Brief general description: Organization impediments, etc.) (Within security limitations)

13. LOAD OVERHAND

<table>
<thead>
<tr>
<th>13. LOAD OVERHAND</th>
<th>2. FRONT</th>
<th>3. REAR</th>
<th>4. LEFT SIDE</th>
<th>5. RIGHT SIDE</th>
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<td>13A.</td>
<td>NA</td>
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<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

DD FORM 1 JAN 88 1266
INSTRUCTIONS

GENERAL:

DD Form 1265 "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 transmittal, will be forwarded through the local transportation 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 transmittal 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 forwarded to the appropriate headquarters.

In cases where bona-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 made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.

SPECIFIC:

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

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

Item 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.
# REQUEST FOR SPECIAL HAULING PERMIT

**SECTION I - GENERAL**

<table>
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<tr>
<th>Date</th>
<th>1 May 198X</th>
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<table>
<thead>
<tr>
<th>1. ORGANIZATION</th>
<th>508th Trans Co (Mdn Trk)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. STATION</td>
<td>Fort Eustis, Virginia</td>
</tr>
<tr>
<td></td>
<td>23604</td>
</tr>
<tr>
<td>3. DATE OF MOVEMENT</td>
<td></td>
</tr>
<tr>
<td>4. STARTING</td>
<td>0700</td>
</tr>
<tr>
<td>5. COMPLETION</td>
<td>1830</td>
</tr>
<tr>
<td>6. OUTFULL</td>
<td>15 May 198X</td>
</tr>
<tr>
<td>7. OUTFULL</td>
<td>16 May 198X</td>
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<table>
<thead>
<tr>
<th>4. POINT OF ORIGIN</th>
<th>Fort Eustis, Virginia</th>
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</thead>
<tbody>
<tr>
<td>5. DESTINATION</td>
<td>Fort Drum, New York</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6. ARRIVAL AT STATE LINES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Date</td>
<td>Time</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
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<tr>
<td>15 May 198X</td>
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<td>16 May 198X</td>
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| 5. ESCORT REQUIREMENTS  | None                      |

## SECTION II - VEHICLE AND LOAD DATA

### 9. VEHICLE

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE</th>
<th>NO. OF VEHICLES</th>
<th>REGISTRATION NUMBER</th>
<th>HEIGHT</th>
<th>WIDTH</th>
<th>LENGTH</th>
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<tbody>
<tr>
<td>A. TRUCK</td>
<td>10-ton</td>
<td>1</td>
<td>989999</td>
<td>112</td>
<td>122</td>
<td>289</td>
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<tr>
<td>B. TRUCK-TRACTER</td>
<td>25-ton</td>
<td>1</td>
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<td>66.5</td>
<td>115</td>
<td>418.5</td>
<td>16,286</td>
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### 10. LOAD

<table>
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<tr>
<th>WEIGHT</th>
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<tbody>
<tr>
<td>(Empty)</td>
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### 11. OVERALL (Vehicle and load)

<table>
<thead>
<tr>
<th>WEIGHT</th>
</tr>
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<tbody>
<tr>
<td>122.5</td>
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### 12. DESCRIPTION OF LOAD (Brief general description. Organization impediments, etc.) (Within security limitations)

<table>
<thead>
<tr>
<th>WEIGHT</th>
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<tr>
<td>95,194</td>
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### 13. LOAD OVERHang

<table>
<thead>
<tr>
<th>9 inches</th>
<th>9 inches</th>
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**DD FORM 1266**
### INSTRUCTIONS

**GENERAL:**
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**SPECIFIC:**
- Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than 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 standard highway vehicles; road equipment, guns, etc.
- Item 9F - Indicate the registration number for each unit or combination of units. Use additional page if required.
- Item 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.
APPENDIX F

LEGAL MAXIMUM DIMENSIONS AND WEIGHTS OF MOTOR VEHICLES COMPARED WITH AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS' (AASHTO) STANDARDS
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### TableZO—formula21

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</table>
APPENDIX G

DISTANCE AND TIME FACTORS, VEHICLE AND COLUMN/ELEMENT

VEHICLE FACTORS

COLUMN/ELEMENT FACTORS

ROAD SPACE

COLUMN LENGTH

COLUMN GAP

LEAD

SAFETY FACTOR

ROAD CLEARANCE DISTANCE

COLUMN LENGTH

RP

ROAD DISTANCE

SP

TIME LENGTH (PASS TIME)

TIME DISTANCE

ROAD CLEARANCE TIME

G-1
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.
### DD FORM 1384 USED AS A MILITARY TRUCK WAYBILL

a. This shipment consists of the following: weight and cube are as indicated:

<table>
<thead>
<tr>
<th>Description</th>
<th>Weight Each</th>
<th>Total Weight</th>
<th>Cube Each</th>
<th>Total Cube</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 cartons IBM cards</td>
<td>75 lb</td>
<td>750 lb</td>
<td>5.62</td>
<td>56.2</td>
</tr>
<tr>
<td>9 boxes auto accessories</td>
<td>400 lb</td>
<td>3,600 lb</td>
<td>36</td>
<td>324</td>
</tr>
<tr>
<td>3 boxes office machines</td>
<td>55 lb</td>
<td>165 lb</td>
<td>16</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4,515 lb</td>
<td></td>
<td>428.2</td>
</tr>
</tbody>
</table>

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.
Block 15. Enter Julian date the shipment was made, in this instance 7 December 79, Julian date 341.

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.

Block 17. Not applicable.

Block 18. Enter designation of transporting unit in the clear.

Block 19. Enter bumper number of transporting vehicles.

Block 20. Leave blank.

Block 21. Use as required.

Block 22. Enter total weight of cargo.

Block 23. Enter total cube of cargo.

Block 24. Leave blank.

Block 25a. Leave blank.

Block 25b. Driver enters date he signs for cargo.

Block 25c. Use is optional.

Block 25d. Same as 25b.

Block 25e. Enter “Army truck.”

Block 25f. Enter movement control number when applicable; otherwise, leave blank.

Blocks 25g, h, i. Leave blank.

Block 25j. Driver enters condition of shipment. (Additional details may be noted in column 43 of body of form.)

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.”

Blocks 26 and 27. Used for transfer of shipment at any transshipment points.
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).

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

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.

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.

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.

average speed

column

column gap

column length

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 limitations 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.

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.

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.

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

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

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.

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.

The regulated speed of a column element as set by the pace setter in order to maintain the average speed prescribed.
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<th>Definition</th>
</tr>
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<tr>
<td>pass time</td>
<td>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.</td>
</tr>
<tr>
<td>rate of march</td>
<td>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).</td>
</tr>
<tr>
<td>road clearance distance</td>
<td>The total distance the head of a motor column must travel for the entire column to clear a given section of road.</td>
</tr>
<tr>
<td>road clearance time</td>
<td>The total time the head of a motor column must travel for the entire column to clear a given section of road.</td>
</tr>
<tr>
<td>serial</td>
<td>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.</td>
</tr>
<tr>
<td>special hauling permit</td>
<td>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.</td>
</tr>
<tr>
<td>special movement</td>
<td>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.</td>
</tr>
</tbody>
</table>
(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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FM 55-312

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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