APPENDIX F

MILITARY MOVEMENTS ON PUBLIC ROADS

A. GENERAL

1. This appendix supersedes Air Force Joint Instruction (AFJI) 24-216/Army Regulation (AR) 55-162/Defense Logistics Agency Regulation (DLAR) 4540.8/Marine Corps Order (MCO) 4643.5C/ Chief of Naval Operations Instruction (OPNAVINST) 4600.11D, Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States, and AR 55-29, Military Convoy Operations in CONUS.
2. Authority is established by the Department of Defense (DoD) Directive 4510.11, DoD Transportation Engineering, which assigns to the DoD agent the responsibility to ensure effective cooperation between the DoD, the Department of Transportation (DOT), and state DOTs in matters pertaining to defense use of public highways (any roadway owned or controlled by a non-DoD entity, such as a state, county, town, or city).

B. MOVEMENT OF OVERSIZE/OVERWEIGHT MILITARY VEHICLES AND OTHER SPECIAL MILITARY MOVEMENTS

This appendix sets forth procedures and administrative requirements for:

1. The safe and efficient movement of oversize/overweight military vehicles and other special military movements, to include convoys on public highways in the Continental United States (CONUS)
2. Obtaining Convoy Movement Orders (CMO) and securing civil permits for oversize/overweight vehicles
3. Other special movements and procedures for obtaining logistical support for all movements.

C. APPLICABILITY

These procedures apply to all DoD elements, both active and reserve components, traversing public highways in the CONUS, Alaska, Hawaii (HI), District of Columbia (DC), Puerto Rico, United States (U.S.) Virgin Islands, and Guam. See DTR Part II, Cargo Movement, for Hazardous Materials (HAZMAT) procedures.

D. PROCEDURES

1. DoD procedures require that movement of oversized, overweight vehicles, and/or cargo (e.g., M1A1 tank) on public roads should be avoided whenever possible.
2. Vehicular movements exceeding legal limitations or regulations, or subjecting highway users to unusual hazards, will not be made over public highways, bridges, tunnels, and toll facilities without prior approval of state, local, and/or toll authorities who directly control such facilities. The Service will bear all costs of securing permits, exclusive of tax charges. The Service Components will bear the costs of any damages made during a movement of oversize or overweight vehicles or cargo that has not properly obtained prior approval.
3. In an emergency, coordination with state and local permit officials may be effected through expedited methods such as email, telephone, or facsimile (fax) to acquire permits. This is particularly critical for oversize/overweight shipments.

4. Permits requested by units on DD Form 1266, Request for Special Hauling Permit, Figure F-1, are required for movement of HAZMAT only when the shipment is oversize/overweight. DD Form 1265, Request for Convoy Clearance, Figure F-2, may be used in lieu of DD Form 1266 at the discretion of the Transportation Officer (TO)/Mobility Officer (MO) and Defense Movement Coordinators (DMC).

5. The American Association of State Highway and Transportation Officials' Guide for Maximum Dimensions and Weights of Motor Vehicles and for the Operation of Nondivisible Load Oversize and Overweight Vehicles, Chapter 4.00, titled National Defense, indicates the DoD (includes Service authorities listed in the directory mentioned in Paragraph 6 of this section) will be the sole certifying agency during peace time for all movements essential to national defense by any national agency. Defense highway movements will not be determined essential solely as a matter of convenience, cost, or training needs. During a national emergency, movements deemed essential to the national defense, not under direct control of DoD agencies, will be certified by the emergency transportation authority.

6. The authorized service representatives to secure permits for oversize/overweight vehicular movements involving other than commercial carriers are listed in the Military Surface Deployment and Distribution Command (SDDC) Transportation Engineering Agency (TEA) Directory of Highway Permit and Movement Control Official. This directory is updated as necessary. The representatives will determine whether highway movement is essential to the national defense and will make all requests for permits and certification of mission critical need to the state authorities involved. Certification does not guarantee approval for movement by a permitting official.

E. LIMITATIONS

1. Limitations on dimensions, weight, and/or other characteristics of vehicular movement over roads and bridges are necessary to ensure safe passage and prevent damage to highway infrastructure. Other limitations, including hours of movement for oversized, overweight, or other shipments, are predicated on traffic congestion periods and hazardous operating conditions. Limitations are determined by each state and can vary considerably.

2. State laws or local ordinances preclude movement of vehicles over public highways that exceed any legal limitations without prior permission from the state or states concerned.

F. RESPONSIBILITIES

In addition to the following general responsibilities, see Paragraphs G and H below for codified procedures for each type of movement.

1. The Services and other DoD Components will:

   a. Advise the SDDC TEA of their respective positions concerning permit procedures and other highway special defense use matters

   b. Ensure movement of military vehicles on public highways is safe, efficient, and in compliance with federal/state laws and local ordinances

   c. Keep the SDDC TEA advised of officially designated representatives authorized to request permits and certify military necessity of vehicular movements to ensure the Directory of Highway Permit and Movement Control Official is up to date

   d. Provide necessary justification and essential cargo data to SDDC Operations when highway movements are planned by commercial carrier and when the carrier requires assistance in acquiring highway permits

e. Ensure military units use DD Form 1265, Figure F-2, and/or DD Form 1266, Figure F-1, to provide oversize/overweight and convoy movement requirements data in a timely manner to military transportation authorities (i.e., TO/MO, DMC, or Motor Transport Officer).

2. The Commander (CDR) SDDC, through SDDC TEA, and as designated by the CDR, United States Transportation Command (USTRANSCOM), is the DoD executive agent in public highway matters and will:

   a. Assist the Services and the installations with resolving public highway needs through the Highways for National Defense Program. For additional guidance, refer to AR 55-80/OPNAVINST 11210.2/Air Force Manual (AFMAN) 32-1017/MCO 11210.2D/DLAR 4500.19, DoD Transportation Engineering Program or contact SDDC TEA at 618-220-5229 or Defense Switched Network (DSN) 770-5229.

   b. Coordinate highway policy and related matters, including special defense use of public highways, and maintain direct communication liaison with representatives of the Services, other DoD Components, and civil authorities.

   c. Provide coordination and assistance to DoD and civil sector authorities in addressing difficult or unusual permit requests or denials.

   d. Maintain and distribute the Directory of Highway Permit and Movement Control Officials. The directory is composed of the names of individuals in each state to contact for permits, together with a list of officials within DoD who are authorized to request permits. The directory also contains guidelines on limitations of the dimensions and weights of vehicles using public highways. Copies of the directory are furnished to all listed officials and upon request.

   e. Take action to address civil highway issues.

3. SDDC Operations will:

   a. Determine military essentiality of a highway movement by commercial carrier based on declaration received from the military shipper and evaluate the capability of transportation modes, other than highway, to support the military mission

   b. When it is determined that movement by highway is essential to national defense, conduct primary liaison for commercial carrier movements with state and/or other highway regulatory authorities and request permits.

4. The Director of Force Protection and Distribution, Office of the Deputy Chief of Staff for Logistics, as staff TO for HQ, Department of the Army (DA), will:

   a. Coordinate the Army position with the CDR SDDC concerning permit procedures and highway matters related to oversize, overweight movements or other special Army movements on public highways in the United States

   b. Exercise general staff supervision and perform such duties as necessary to ensure lawful, safe, and efficient operation of Army vehicle movements

   c. Develop techniques for improvement of Army convoy operations and coordinate them with DA staff elements, U.S. Army Forces Command (FORSCOM), and SDDC TEA

   d. Coordinate with DA, Deputy Chief of Staff, Operations to activate the State Movement Control Center (SMCC) to support contingency operations, mobilization, and deployment.

5. Commanding Generals of FORSCOM, U.S. Army Training and Doctrine Command (TRADOC), Army Materiel Command, Military District of Washington, U.S. Army Reserve Command, and the State Adjutants General for the Army National Guard (ARNG) will:

   a. Ensure installations or activities under their jurisdiction, which originate convoys, obtain movement orders from the DMC in advance of the movement. Ensure planned movements comply with civil laws, regulations, and local ordinances pertaining to oversize, overweight, or other special military movements over public roads.

   b. Designate installation(s) to provide logistic support for en route military convoys. This support is predicated on available resources and normally will consist of billeting and mess facilities for overnight stops at military installations; approved bivouac sites; medical support; re-supply of petroleum, oil, and lubricants; and emergency repairs.

   c. Ensure each active Army installation maintains a 24-hour point of contact (with telephone number) where police or convoy personnel may call for emergency medical, wrecker, and mortuary service or to report casualties. Personnel manning this telephone will be familiar with procedures for obtaining emergency assistance from designated installations. This service will be coordinated with installations of other Services located within the geographical areas of their command as listed in AR 5-9, Area Support Responsibilities.

6. The Commanding General, FORSCOM, will develop procedures for control of convoys moving in the CONUS. Upon any level of mobilization, all convoy operations will be conducted in accordance with (IAW) procedures published in FORSCOM/ARNG Regulation 55-1, Unit Movement Planning. These procedures, at a minimum, will provide the following:

   a. Mobilization and deployment guidance on the conduct and control of Army road marches

   b. CONUS convoy movement control policies

   c. Procedures for execution/operation of the Transportation Coordinator's Automated Information for Movement System II (TC-AIMS II).

7. The Commanding General, TRADOC, will establish peacetime training guidance to support the FORSCOM TC-AIMS II system and guidance established in FORSCOM/ARNG Regulation 55-1. To fully train for rapid, efficient mobilization and deployment, all peacetime convoy operations will be conducted IAW mobilization standards. The CDR will establish procedures to meet this goal without degrading day-to-day logistics operations.

8. The Director, ARNG will:

   a. Implement and manage day-to-day operational TC-AIMS II procedures

   b. Ensure each State Area Command (STARC) consistently accomplishes certifications of essential need.

9. State Adjutants General will:

   a. Appoint a DMC and establish a SMCC for the purpose of receiving and approving ARNG, United States Army Reserve (USAR), and active component convoy movements on public highways. Within the SMCC, the DMC will schedule and deconflict requests for convoy movements to ensure convoy movements conform to federal, state, and local laws.

   b. Require all convoy movement requests over public highways be submitted on DD Form 1265, Figure F-2, through channels to provide adequate processing time in advance of the movement. Reserve component units will submit requests 45 days prior to movement. Active components will submit requests 10 days prior to movement. Convoys including oversize and/or overweight vehicles will have a DD Form 1266, Figure F-1, for each

oversize, overweight vehicle, attached to the DD Form 1265. For extraordinarily large or heavy equipment as much coordination time as possible should be considered.

c. Provide an automated CMO to CDRs of installations, ARNG, or USAR convoys originating within the state.

10. The DMC appointed by each State Adjutant General is located at the SMCC and is the single approving authority for active Army components/Army Reserves, Reserve Officer Training Corps, and National Guard for highway permits and convoy clearance requests. Other Services may elect, if approved by the DMC, to use the TC-AIMS II program in their respective states. The DMC will:

a. Develop, in coordination with the State Highway Department, a state highway network database that will identify:

(1) Routes suitable for convoy use with speed and route selection factors designated for each

(2) Route restrictions for weight, height, width, length, and cargo type

(3) Convoy rest areas and vehicle capacity and use restrictions on each

(4) Locations and access routes to and from DoD installations within the state, such as Armories, Reserve Centers, active installations, or training areas

(5) Airports, seaports, and major railroading facilities

(6) Secure holding areas

(7) Logistic support facilities for fuel, maintenance, subsistence, and billeting to support convoy operations

b. Receive requests for convoy movement from Army, USAR, and ARNG units originating convoys within the state and approve, schedule, deconflict, and provide a CMO for all convoys that comply with civil laws and military regulations

c. Direct and coordinate all Army highway movements within the state and movements of other Services upon request

d. Monitor military highway movements and provide planning, execution, and visibility data upon request

e. Provide training and assistance upon request to units conducting convoy operations within the state

f. As necessary, act as the senior Army representative in each State Emergency Highway Traffic Regulation organization

g. Receive requests for special hauling permits, verify validity, ensure alternative means of movement are not available, and coordinate with state, local, and toll authorities to obtain civil permits necessary for the requested move

h. Maintain current information concerning any special restrictions and/or regulations to bridges, tunnels, and highways within the CONUS

i. Certify that the movements are essential to the national defense to meet unit mission requirements and verify that alternative means of transport are not available when requesting unit provides justification.

11. Army CONUS installations CDRs will:
    a. Ensure the TO provides information to the DMC to obtain permits required for commercial and/or noncommercial military movements originating within the logistical area of responsibility
    b. Ensure all convoy operations are efficient, safe, and in compliance with local ordinances and state/federal laws.
12. Air Force, Navy, and Marine Corps CDRs of CONUS installations will use state DMCs to process their convoy clearance requests. At a minimum, Air Force, Navy, and Marine Corps CDRs of CONUS installations will provide a DD Form 1265, Figure F-2, and DD Form 1266, Figure F-1, as required, to the state DMC for convoy approval.
13. Convoy CDRs will:
    a. Conduct a reconnaissance of the requested route.
    b. Submit requests for movement and civil permits to arrive at the approval authority IAW Paragraph F.9.(b). Convoy CDRs of other Services are required to submit requests within 30 days of movement.
    c. Verify drivers are properly licensed and vehicles are inspected for safe operation prior departure.
    d. Enforce safe driving rules and traffic regulations on missions under their control (See AR 190-5/DLAR 5720.1/MCO 5110.1C/OPNAVINST 11200.5C/AFI 31-204.)
    e. Cooperate with civil authorities to enforce traffic laws, rules, and regulations in consonance with the limitations described in 18 United States Code (U.S.C.) Section (§) 1385, Use of Army and Air Force as Posse Comitatus. (For Army also see AR 190-5.)
    f. Ensure explosives and HAZMAT are properly secured and all cargo and vehicles are inspected and placarded IAW 49 Code of Federal Regulations (CFR), Part 396, Sections 396.3, Inspection, Repair, Maintenance and 396.11, Driver Vehicle Inspection Report(s). Inspection findings will be recorded on DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials), Figure F-6. A DD Form 2890, DoD Multimodal Dangerous Goods Declaration, Figure F-7, will be completed for each organic vehicle transporting explosives and HAZMAT. Additional information regarding the shipment of HAZMAT can be found in this Regulation, Part II, Cargo Movement, Chapters 204 and 205.
    g. Ensure maintenance support is provided for the convoy.
    h. Conduct an orientation/safety briefing prior to convoy departure. This briefing will stress compliance with designated route and time schedule and prevailing state or local traffic laws, rules, and regulations, including traffic signals and other control devices, except where preempted by civilian police authority.
    i. Designate an advance party to precede the convoy and arrange for police escort at approaches to metropolitan and congested areas.
    j. Maintain operational control and supervision over the convoy while en route.
    k. Ensure compliance with instructions contained in orders.
    l. Prepare convoy CDR's report by a DMC or convoy approval authority. Submit en route progress reports.
    m. Ensure compliance with provisions of this regulation and AR 385-10 (for Army only) during convoy operations.

G. OVERSIZE/OVERWEIGHT MOVEMENTS INVOLVING COMMERCIAL CARRIERS

1. Generally, commercial carriers will acquire oversize/overweight permits. Problems regarding permit approval or certifications that are essential to national defense will be referred to SDDC G9 Operations Help Desk, 800-526-1465. All oversize and overweight freight shipments must be processed and awarded under the Spot Bid program. Those TOs who are unable to use the Spot Bid program (due to system outages or other technology problems) must process their oversize and overweight shipments through SDDC Operations.

2. The following information will be furnished with a request for SDDC assistance for certification for commercial highway movement essential to national defense:

   a. General.

      (1) Reasons why the defense requirements cannot be met using other modes of transportation.

      (2) Shipping characteristics and additional cost if size and/or weight of the vehicles and/or load can be reduced. Sufficient cost data will be provided so SDDC can conduct an economic analysis to support national defense requirements.

      (3) Reasons why size and/or weight of the vehicle and/or load cannot be reduced.

      (4) The impact if requested delivery date is not met.

      (5) Additional information considered helpful for SDDC movement support.

   b. Supporting data. The type of equipment or cargo (within security limitations) include:

      (1) Name and overall weight and dimensions of commodity

      (2) Manufacturer's name

      (3) Pertinent accessories

      (4) Gross weight

      (5) Axle loads and spacing

      (6) Height, width, and length of loaded and unloaded vehicles.

   c. Origin, destination, and proposed date and time of movement.

H. OVERSIZE/OVERWEIGHT MOVEMENTS INVOLVING OTHER-THAN COMMERCIAL CARRIERS (I.E., DOD VEHICLES)

1. DoD elements authorized to act as representatives of their respective Services in securing permits for oversize/overweight movements involving other than commercial carriers are listed in SDDCTEA's Directory of Highway Permit and Movement Control Officials. These representatives will determine whether highway movement is essential to national defense and make all the requests for permits and certification of essential need to state authorities.

2. The designated representatives will coordinate and arrange for formal agreements, including certifications with state and local civil authorities, for recurring oversize, overweight, or other special movements of military-owned and operated vehicles within a limited area. Upon completion of agreements, local military representatives will ensure movements will be made IAW the blanket permit. A copy of the agreements will be furnished to local military and state officials and to the following organizations:

   a. For the Air Force – HQ USAF/A4R, 1030 Air Force Pentagon, Washington, DC 20330-1030

b. For the Army – Director, SDDCTEA, 1 Soldier Way, Scott AFB, IL 62225.

c. For DLA – Director, Defense Logistics Agency, Fort Belvoir, VA 22060-6221.

d. For the Marine Corps – HQ USMC Installations & Logistics (LFD), Washington, DC 20380-1775

e. For the Navy – HQ, Naval Facilities Engineering Command (Code SRL), 1322 Patterson Ave., SE, Suite 1000, Washington, DC 20374-5065.

3. When an oversize/overweight permit is required for a DoD movement by a noncommercial carrier, the shipping activity will furnish to the military representative a DD Form 1266 on the desired movement (see Paragraph H.1 above). The completed DD Form 1266 will contain all the information for the authorized military representative to negotiate with the designated state representative for a permit. In addition, reasons will be given as to why any oversize or overweight vehicle and/or load cannot be reduced and why another mode of transportation is infeasible. For urgent requests, DD Form 1266 can be transmitted by fax.

4. The authorized military representatives/DMC will, when contacting state representatives concerning oversize, overweight, or other special vehicular movements, furnish information to make a reasonable evaluation of impacts the movement will have on highway facilities and forward the information to the state representative in adequate time for a thorough evaluation of routes and/or structures being traversed. Information provided will include, but not be limited to, the:

   a. Equipment type, with the manufacturer's name, pertinent accessories, gross weight, axle, and truck loads and spacing, plus the height, width, and length of the loaded and unloaded vehicle

   b. Origin and destination of movement

   c. Proposed date and time of movement

   d. Nature of cargo (within security limitations).

5. If state authorities require defense highway movements by a noncommercial carrier to be certified as essential to national defense, the military representative will make such a determination based on information supplied by the shipping activity. Normally, information required for a commercial movement (see Paragraph G, above) is sufficient for such a determination on a noncommercial movement. Certifying the move as essential to national defense is a means to inform regulatory authorities of its importance and afford maximum flexibility in approving the permit. It must be recognized infrastructure and/or physical capability will ultimately control issuance of permits. Movements will be certified as essential only after a clear detrimental impact on the military mission is established if a highway movement is not accomplished.

6. For assistance resolving public highway needs see Paragraph F.2.a, above.

I. GENERAL CONVOY OPERATIONS

1. Unless prohibited by state or local law, the following procedures will be implemented by all DoD Components. The DA also will comply with FORSCOM/ARNG Regulation 55-1. All Army convoys will be processed through TC-AIMS II. Paragraph K, below, addresses Army convoys.

2. Safety Equipment and Procedures.

   a. To ensure maximum visibility, convoy vehicles will use low beam headlights while moving on public highways. When halted on road shoulders, vehicles equipped with amber flashing lights and/or emergency systems will also operate these lights. Refer to Rotating Amber Warning Lights System for requirements for first and last vehicles of a convoy (AR 385-10).

b. While moving at night or during periods of reduced visibility, the lead and rear convoy vehicles and those oversize and overweight vehicles separated from the main body and moving by infiltration, will operate hazard lights.

c. Convoy vehicles will display an "L"-shaped symbol composed of a vertical strip, 12 inches long and 2 inches wide, and a horizontal strip, 12 inches long and 2 inches wide using red reflective paint, tape, or other reflective material placed at the lower-rear corners of the vehicles, Figure F-3. If paint is used, it may be applied directly to the vehicle surface or to the surface of removable backing material. The length and placement of strips applied to the rear of small vehicles or towed equipment may be governed by the available flat surface or visibility characteristics of the vehicles. See 49 CFR Part 571.108, Standard No 108; Lamps, Reflective Devices, and Associated Equipment, for specific marking instructions. The convoy CDRs will comply with all precautionary measures required by state or local authorities. Vehicles traversing roadways during a deployment must comply with all safety standards. Vehicles shipped rather than driven may have reflective markings removed according to deployment orders.

d. Convoy vehicles will operate with minimal interference to the normal flow of traffic. When possible, convoys and oversize/overweight vehicles will avoid metropolitan areas during morning and evening peak traffic periods, or during other traffic periods specified by highway authorities. Convoys will be routed around urban, residential, and commercial areas whenever possible. Use of available belt routes is encouraged. If night movement or travel during peak traffic periods is considered essential, submit full justification with the convoy clearance request.

e. Parking on the shoulders of controlled-access highways (and interstate/freeway with entrance and exit ramps and non-graded intersections) or wide median areas is prohibited. The individual making the reconnaissance will determine if the parking area at each rest area site is sufficient to accommodate the number of vehicles in the convoy, which will also leave a reasonable number of spaces for other traffic using the facility.

3. Convoy Identification. Lead or rear convoy vehicles will display warning signs reading "CONVOY FOLLOWS" and "CONVOY AHEAD," Figure F-4. A sign reading "CONVOY COMMANDER" will be used when the convoy CDR deems it necessary to identify the CDR's vehicle to traffic. Signs prepared in this manner will provide a high visual signal to approaching vehicle operators, both day and night. Convoy signs may be applied to unpainted aluminum, exterior grade plywood, or galvanized steel and will be designed and prepared IAW the following:

a. The legend of "CONVOY FOLLOWS" will be 8 inches by 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign's edge. The legend will be 4 inches high, on one line.

b. The legend with "CONVOY AHEAD" or "CONVOY COMMANDER", Figure F-5, will be 16 inches by 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign's edge. The legend will be 5 inches high on two lines.

c. Reflective paint will meet General Services Administration (GSA) specifications.

d. Both signs will have the same color combination. Background for signs will be yellow reflex-reflective paint or sheeting. The legend and sign border will be black, non-reflective material with opaque inks compatible with base material.

4. Speed. Convoy speeds will comply with posted minimum/maximum speed limits or those established by state law for commercial truck traffic. Vehicles unable to maintain posted minimum speed will be routed over an alternate uncontrolled access road. Vehicles will operate

in a safe and efficient manner and will not exceed the vehicle speed specified in operator manuals.

5. Hours of Operation for Drivers. Convoy drivers will be given an opportunity for 8 hours of rest for each 10 hours of driving within a 24-hour period. Rest periods will commence 12 hours prior to the departure of the convoy. Convoy CDRs will ensure driving periods are equally distributed between primary and assistant drivers. Every effort will be made to ensure the relieved driver obtains sufficient rest. Except in justified emergencies, convoys will not be on the roadway for more than 12 hours in a 24-hour period.

6. Driver Qualifications. Only personnel qualified to operate the vehicle to which they are assigned will be permitted to drive in a military convoy. All drivers will have a current Optional Form 346, U.S. Government Motor Vehicle Operator's Identification Card, in their possession, indicating their driving qualifications. Exemption from the Commercial Driver's License requirement is granted by CFR Title 49, Part 383, Commercial Driver's License Standards; Requirements and Penalties, for military personnel on official business and in uniform. (For Army, see Paragraph F.2.a for information pertaining to licensing drivers for heavy vehicles, fuel tankers, and passenger vehicles.)

7. Assistant Drivers. Assistant drivers will not sleep during vehicle operation and will be alert at all times.

8. En Route Reports. Convoy CDRs will provide reports as required by the convoy approval authority.

9. Records. Records of all negotiations with state representatives in connection with permits will be maintained by each authorized representative or DMC of the respective services.

J. ACCIDENT PROCEDURES

1. In the event of an accident, the main part of the column will not stop to provide assistance. Vehicles to the rear will move around the accident. If the accident blocks the convoy route, maximum effort will be made to clear the route to allow the march unit and other traffic to continue. Immediate assistance required for the injured will be provided by personnel of the next following vehicle. The first officer or noncommissioned officer to arrive on the scene will take charge, supervising emergency aid and directing military traffic until the trail officer, medical officer, or other assistance arrives. The trail officer, aided by medical personnel and maintenance personnel, will supervise and direct care of the injured, disposition of vehicles, and clearance of the route in coordination with local law enforcement personnel.

2. Traffic accidents resulting in death, injury, or property damage will be reported immediately to the convoy CDR and, in turn, to both civilian and military police authority. In serious traffic accidents, accident investigations normally will be performed by civilian police with a concurrent or follow-on investigation by military police. Accident reports will be submitted by military installations IAW local requirements (for Army, refer to AR 385-10).

3. When civilian police are not available at the scene of a traffic accident, military personnel and emergency warning devices will be positioned at distances from the accident to caution civilian traffic of a potential hazard.

K. ARMY CONVOY OPERATIONS

The following procedures do not negate instructions found herein, but delineate Army operational procedures.

1. Convoy Operations.

   a. CMO.

      (1) The DMC may grant blanket exemptions to the requirements for CMO and vehicle identification for convoys. Such exemptions apply to moves not on primary convoy routes, are within a travel radius of approximately 50 miles and the total travel time does not exceed 1 hour.

      (2) Once the CMO is issued, last-minute changes may be coordinated via telephone with the DMC.

      (3) The CMO provides convoy CDRs with a detailed route and movement schedule. Rate of speed will be taken from the CMO. Deviation is not authorized without prior coordination with the DMC.

      (4) Oversize and Overweight Vehicles. Convoy CDRs who cannot maintain minimum posted speeds because of large, heavy vehicles may submit a request for exception to minimum posted speeds to the DMC using DD Form 1266, Figure F-1. The DMC will coordinate with the state DOT to determine the best routing for vehicles based on their size, weight, and speed capabilities.

      (5) Requests for CMOs will be processed using DD Form 1265, Figure F-2, and forwarded to the DMC for action/approval.

2. Safety Procedures and Equipment.

   a. Convoy CDRs will ensure drivers are properly trained and licensed to operate heavy vehicles (greater than 26,000 pounds), bulk fuel tankers (1,000 gallons or more), and passenger vehicles (16 passengers or more including driver). Army Commercial Driver's License Computer Assisted Instruction 551-10 program is available Army-wide to assist CDRs with training. Completion of training and testing must be recorded in Section III, DA Form 348-1-R, Equipment Operators Qualification Record, or with the Unit Level Logistics System-generated DA Form 348-E.

   b. Convoy CDRs will complete the Convoy CDR's Checklist prior to movement (FORSCOM/ ARNGR 55-1).

   c. All convoy vehicles, regardless of size, will be equipped with the basic type warning kit, or equilateral triangles with material of iridescent red for daytime use and reflex-reflective properties for nighttime use. As a minimum, this warning kit contains three sets of red reflectors and two red flags or three red reflector triangles and is acceptable in most states. Some states will require items such as flares (fuses) in addition to the above kit. Chemical wands or chemlites may be used. When bent, these will produce a chemical reaction that provides light. Vehicle operators will be instructed in the proper use of warning devices prior to the convoy's departure. In an emergency, warning devices will be placed IAW the provisions of Army Training Circular (TC) 21-305.20, Manual for the Wheeled Vehicle Driver, and 49 CFR Part 392, Section 392.22, Emergency Signals; Stopped Commercial Motor Vehicles. Reflective equilateral triangles are available from GSA schedules and are listed under Class 9905, Signs and Reflectors. Vehicles engaged in transporting compressed gases, explosives, or flammable liquids will use three red electric flashing lanterns in lieu of flares (fuses). Vehicles transporting hazardous cargo will be properly placarded IAW 49

CFR Part 172, Section 172.519, General Specifications for Placards. Rotating caution lights for heavy equipment transporters will be installed, if required by state laws.

3. Each vehicle will have, as a minimum, one set (pair) of tire chains during periods when snow or ice conditions may be encountered.
4. Personnel will not be transported in the cargo compartment of the last vehicle in an element of a convoy.
5. Vehicle operations will be conducted IAW AR 385-10, Army Techniques Publication (ATP) 4-11, Army Motor Transport Operations, and civil laws in a manner that will ensure safety in keeping with road and traffic conditions and reflect credit on the military service.
6. Maintenance, wrecker, and recovery vehicles will be equipped for their missions and will carry emergency quantities of fuels and lubricants.
7. Road guides will wear high-visibility devices such as Traffic Safety Military Police ensembles consisting of vest and sleevelets. Baton type flashlights (amber) will also be provided.
8. Traffic signals and other traffic control means will be obeyed. Only when other safeguards are provided (such as civilian police escorts to control intersections or points of congestion) will such control means be disregarded.
9. Convoy vehicle drivers will be instructed not to give so-called "clearance signals" to civilian vehicle operators.

L. ARMY CONVOY IDENTIFICATION

1. Each convoy march unit will be identified by a blue flag on the leading vehicle and a green flag on the last vehicle of the convoy element. If the leading and last vehicles are control vehicles, flags will be installed on the first and last vehicles occupying static positions in the convoy element. The vehicle of the convoy CDR will display a white and black flag. The size, design, and placement of these flags are as prescribed in AR 840-10, Flags, Guidons, Streamers, Tabards, and Automobile and Aircraft Plates, and TC 21-305.20. Police escort vehicles will not display convoy identification flags.
2. Each convoy will be identified by a convoy number. The approving authority HQ in whose state the convoy originates assigns the number when it approves the convoy clearance request. During emergencies or times when the SMCC is unmanned, the SMCC will have established and published procedures to assign convoy numbers. This number will identify the convoy during the entire movement. It will be placed on both sides and, if possible, on the front of all vehicles of the convoy. Additionally, it will be placed on the top or hood of the lead and trail vehicles of each march unit to ensure identification from the air. It will be composed of two letters indicating the state of origin, the convoy number assigned by that HQ, and a letter or letters indicating the type of movement (i.e., "C"-Convoy, "E"-Explosives, "S"-Outsize, "H"- Hazardous). These letters will be used for individual vehicles or for a convoy containing over dimensional vehicles or load; for example, identification "VA50008C" indicates that the convoy originates in the state of Virginia and was the eighth convoy approved in 2005. The letter "C" indicates there are no explosives, hazardous, or outsize items of equipment included in the convoy. The elements of a convoy may be identified by adding a letter behind the convoy number. Numbers may be applied to vehicles with a chalk crayon of contrasting color.

M. ARMY CONVOY ORGANIZATION

1. Convoy CDR. Each convoy will be organized under the control of a convoy CDR. Since the convoy CDR must be free to supervise the movement, there is no static location prescribed for

him in the column. Maximum use will be made of radio communications. The convoy CDR will have contact with all subordinate element CDRs during movement. Convoy and convoy element CDRs will refrain from infiltrating through the convoy unless absolutely necessary for control.

2. March Units. Convoys may be subdivided into small flexible elements called march units. When the number of vehicles exceeds 25 or when traffic or road conditions dictate, convoys will be divided into march units. This grouping of vehicles will be such that interference with the flow of other traffic is minimized to the extent possible. A leader responsible to the convoy CDR will be appointed for each march unit.

3. Column Gap. A minimum time gap of 5 minutes will be maintained between march units.

4. Size of Convoy Elements. The number of vehicles in convoy elements will not exceed 25. The availability of supervisory personnel and communications equipment, traffic conditions, and the capacity of rest areas, including parking, will frequently influence the size of convoy elements.

5. Trail Element. The trail element is the last element of the convoy. The trail officer represents the convoy CDR in such functions as maintaining march discipline, preventing straggling, and checking final clearance of designated points. Maintenance and medical aid personnel will be included in the trail element and will be equipped to repair vehicles and provide medical aid.

N. ARMY CONVOY PROCEDURES

1. Convoy Vehicle Distances.

   a. For normal operations, an individual vehicle or cargo truck will maintain a minimum interval of four seconds from the vehicle it is following. All trucks towing trailers will maintain a minimum interval of eight seconds. At speeds above 40 mph, during darkness, or when operating in inclement weather or other instances of reduced visibility, the time will be increased.

   b. TC 21-305.20 provides details for managing space between convoy vehicles based on vehicle length.

2. March Discipline. Principles of march discipline will be observed IAW ATP 4-11, Army Motor Transport Operations https://armypubs.army.mil/epubs/DR_pubs/DR_a/ARN30163-ATP_4-11-000-WEB-1.pdf.

3. Police Support. Request for military and/or civilian police support required along the convoy route will be coordinated through the DMC. Military personnel used to guide or direct convoy operations will be instructed in their duties prior to being posted and will not direct control over civilian traffic using public highways, except as mentioned above.

4. Entering Major Highways (not a controlled-access highway, such as a U.S State Route where vehicles do not have to stop for entering vehicles). When police support is available, vehicle operators will enter the highway in compliance with the police officer's signals. When police support is not available, military personnel will be designated to direct military vehicle operators, only to ensure safe and orderly flow onto the highway. In this instance, vehicles may be infiltrated or closed to a distance not less than 20 yards, whichever appears to be in the best interest of traffic safety based on the convoy CDR's evaluation. Vehicle operators will be instructed to use acceleration lanes when available to establish operating speed before entering the traffic lane. Prescribed vehicle distance will be attained after all vehicles are on the highway and will be maintained for safe and efficient convoy operations. Vehicles will not operate on road shoulders to allow civilian traffic to pass.

5. Scheduling Rest Halts. Rest halts will be scheduled for a minimum of 15 minutes at the end of the first hour of convoy movement and for a minimum of 10 minutes at the end of every second

hour thereafter. Departure from this rule is authorized when suitable rest facilities are not available at these intervals. During these rest halts drivers will inspect their vehicles for safety items (i.e., lights, tires, trailer connections, cargo security, blocking, bracing, tiedown, and security). Rest halts and inspections will be IAW TC 21-305.

a. The DMC will maintain current information on rest areas. This information will be made available to convoying units and will include the location and facilities available at each rest area. Pre-convoy planning will include provisions for use of these facilities. Rest halts on controlled-access highways will be made only at rest areas designated by the DMC.

b. Assistance in determining the percentage of truck parking capacity at rest areas that can be occupied by convoy vehicles will be provided by DMC.

c. Sites selected for rest halts will not be located in urban or heavily populated areas. Areas on curves or reverse sides of hills will be avoided. Sufficient room will be available to allow vehicles to park off the paved portion of the road. A distance of at least 3 feet will be maintained between parked vehicles. (Warning kits will be used unless vehicles are completely off the highway including road shoulder.) Exercise caution when resuming movement onto the road. Trail vehicle personnel will post a guard with proper warning devices to alert, but not direct approaching traffic. Vehicles transporting explosives and HAZMATs will not be parked in congested areas.

d. With the exception of guards posted at the head and tail of each halted march element, or personnel performing emergency maintenance, convoy personnel will not be permitted on the traffic side of vehicles.

e. When departing a rest area, road guides or other available personnel will be posted at least 50 yards behind the last vehicle to warn all traffic. (When police support is provided, this guide may not be required.) Convoy vehicles will return to the highway as rapidly and safely as possible. Prescribed vehicle distance will be attained after all vehicles are on the highway.

6. Meal Halts. Restrictions on rest halts also apply to meal halts. Since meal halts usually extend for a minimum period of 30 minutes, phasing all march elements into one rest area in sequence may generate control problems because of excessive gaps between elements. Convoy CDRs will ensure any areas, public or private, furnished free or for fee, used for meal halts, rest halts, or bivouac are properly policed prior to the convoy's departure. Units using the facilities (public or private) are considered guests and as such are expected to maintain sanitary conditions. Failure to comply with these instructions could result in refusal of sites for future use and reflect adversely on the military image.

7. Toll Accessed Roads, Bridges, and Tunnels. Restrictions on toll facilities are frequently at variance with those on other routes. Before approving clearances over toll facilities, the DMC will determine that the type of cargo and vehicles comprising the convoy are authorized to use the route. The requesting agency will be informed of any restrictions on cargo, speed, halts, and size of convoy on toll facilities. When the convoy is unable to conform with imposed restrictions and a waiver cannot be obtained, an alternate route will be used. To ensure uninterrupted convoy movement and minimum congestion at toll facilities, installation or activity representatives planning the movement will contact officials of each toll facility in advance of movement to coordinate an acceptable method of payment (i.e., credit card, pre-purchased toll tickets, or payment by an appointed Class "A" agent officer).

8. Refueling. Refueling must be coordinated with the DMC in advance to determine if any state or federal restrictions apply to the proposed site.

9. Recovery Operations. Vehicles will be recovered by the maintenance element in the trail party or through commercial sources. The convoy CDR will brief all members of the convoy on correct procedures for recovery operations. Other vehicles in the convoy will not pull over to render assistance as this could cause accidents or other problems with traffic flow. If there is no trail party, the mechanic stationed in the last vehicle of the convoy will stop to assist the disabled vehicle.

O. ARMY EN ROUTE REPORTS

The DMC in each state, in coordination with the state DOT, will establish en route reporting requirements for the state. Section 3 of the CMO provides detailed en route reporting requirements for a specific convoy.

REQUEST FOR SPECIAL HAULING PERMIT	1. CONVOY NUMBER	2. UIC	3. DATE *(YYYYMMDD)*

SECTION I - GENERAL

4. ORGANIZATION	5. STATION	6. DATE OF MOVEMENT *(YYYYMMDD)*	
		a. STARTING	b. COMPLETION

7. POINT OF ORIGIN	8. DESTINATION

9. ARRIVAL AT STATE LINES			10. ROUTING *(Stipulate US Routes, State Routes; etc.)*
a. DATE *(YYYYMMDD)*	b. TIME	c. STATE LINE	

11. ESCORT REQUIREMENTS

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION a.	TYPE *(2-ton, etc.)* b.	NO. OF VEHICLES c.	REGISTRATION NUMBER d.	HEIGHT e.	WIDTH f.	LENGTH g.	WEIGHT h.
12. VEHICLE							
(1) TRUCK							*(Empty)*
(2) TRUCK-TRACTOR							*(Empty)*
(3) TRAILER							*(Empty)*
(4) SEMI-TRAILER							*(Empty)*
(5) OTHER *(Specify)*							*(Empty)*
13. LOAD							
14. OVERALL *(Vehicle and load)*							

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

16. LOAD OVERHANG

a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE

DD FORM 1266, SEP 1998 PREVIOUS EDITION IS OBSOLETE.

Figure F-1. DD Form 1266, Request for Special Hauling Permit

17. NUMBER OF AXLES	(1) A	(2) B	C	D	E	F	G	H	
	AXLE 1 a.	AXLE 2 b.	AXLE 3 c.	AXLE 4 d.	AXLE 5 e.	AXLE 6 f.	AXLE 7 g.	AXLE 8 h.	TOTAL i.
18. NUMBER OF TIRES									0
19. TIRE WIDTH *(Inches)*									0
20. TIRE SIZES									
21. AXLE LOAD *(Empty)*									0
22. AXLE LOAD *(Loaded)*									0
23. AXLE SPACING *(See Item 17 for identification)*	A SPACING	B SPACING	C SPACING	D SPACING	E SPACING	F SPACING	G SPACING	H SPACING	

24. REMARKS

25. MOVEMENT BY HIGHWAY IS

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

26. REQUESTING AGENCY		27. APPROVING AGENCY	
28. REQUESTED BY		29. APPROVED BY	
a. NAME *(Last, First, Middle Initial)*		a. NAME *(Last, First, Middle Initial)*	
b. GRADE	c. TITLE	b. GRADE	c. TITLE
d. SIGNATURE	e. DATE *(YYYYMMDD)*	d. SIGNATURE	e. DATE *(YYYYMMDD)*

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 (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 electronic 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 12.a, 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 12.e. - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 12.d. - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 17 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 24 - For movement through the District of Columbia, include name of manufacturer of equipment.

DD FORM 1266 (BACK), SEP 1998

Figure F-1. DD Form 1266, Request for Special Hauling Permit (Cont'd)

REQUEST FOR CONVOY CLEARANCE	1. CONVOY NUMBER	2. UIC	3. DATE *(YYYYMMDD)*

SECTION I - GENERAL

4. ORGANIZATION	5. STATION	6. CONVOY COMMANDER
7. PERSONNEL STRENGTH a. OFFICER / b. ENLISTED	8. POINT OF ORIGIN	9. DESTINATION
10. DATE AND TIME a. DEPARTURE	b. ARRIVAL	11. RATE OF MARCH

SECTION II - CONVOY COMPOSITION

12. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION *(Include towed equipment)*

13. TOTAL NUMBER OF VEHICLES	14. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	15a. NO. OF SERIALS	b. TIME INTERVAL	16a. NO. OF MARCH UNITS	b. TIME INTERVAL

SECTION III - ROUTE DATA

17. PROPOSED ROUTING *(Indicate US Routes, State Routes, etc.)*

18. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES *(Continue on a separate sheet if additional space is required)*

a. LOCATION	b. ETA	c. DATE *(YYYYMMDD)*	d. ETD	e. DATE *(YYYYMMDD)*

SECTION IV - LOGISTICAL DATA

19. BRIEF GENERAL DESCRIPTION OF CARGO *(Brief general description; i.e., organizational impediments, etc.) (Within security limitations)*

DD FORM 1265, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Reset

Figure F-2. DD Form 1265, Request for Convoy Clearance

20. ARE EXPLOSIVES TO BE TRANSPORTED? ☐ YES ☐ NO *(If YES, describe below)*

a. CLASS	b. AMOUNT	c. DESCRIPTION	d. VEHICLES TO BE USED	
			(1) NO.	(2) TYPE

21. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALLY *(Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)*

22. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? ☐ YES ☐ NO

(If YES, complete the following) (Use separate sheet if additional space is required)

a. DATE *(YYYYMMDD)*	b. INSTALLATION	c. GAS *(gals)*	d. OIL *(gals)*	e. RATIONS	f. BILLETS	g. OTHER

23. REMARKS

24. REQUESTING AGENCY	25. APPROVING AGENCY

26. REQUESTED BY			27. APPROVED BY		
a. NAME *(Last, First, Middle Initial)*			a. NAME *(Last, First, Middle Initial)*		
b. GRADE	c. TITLE		b. GRADE	c. TITLE	
d. SIGNATURE		e. DATE *(YYYYMMDD)*	d. SIGNATURE		e. DATE *(YYYYMMDD)*

INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electronic 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.

DD FORM 1265 (BACK), SEP 1998

Reset

Figure F-2. DD Form 1265, Request for Convoy Clearance (Cont'd)

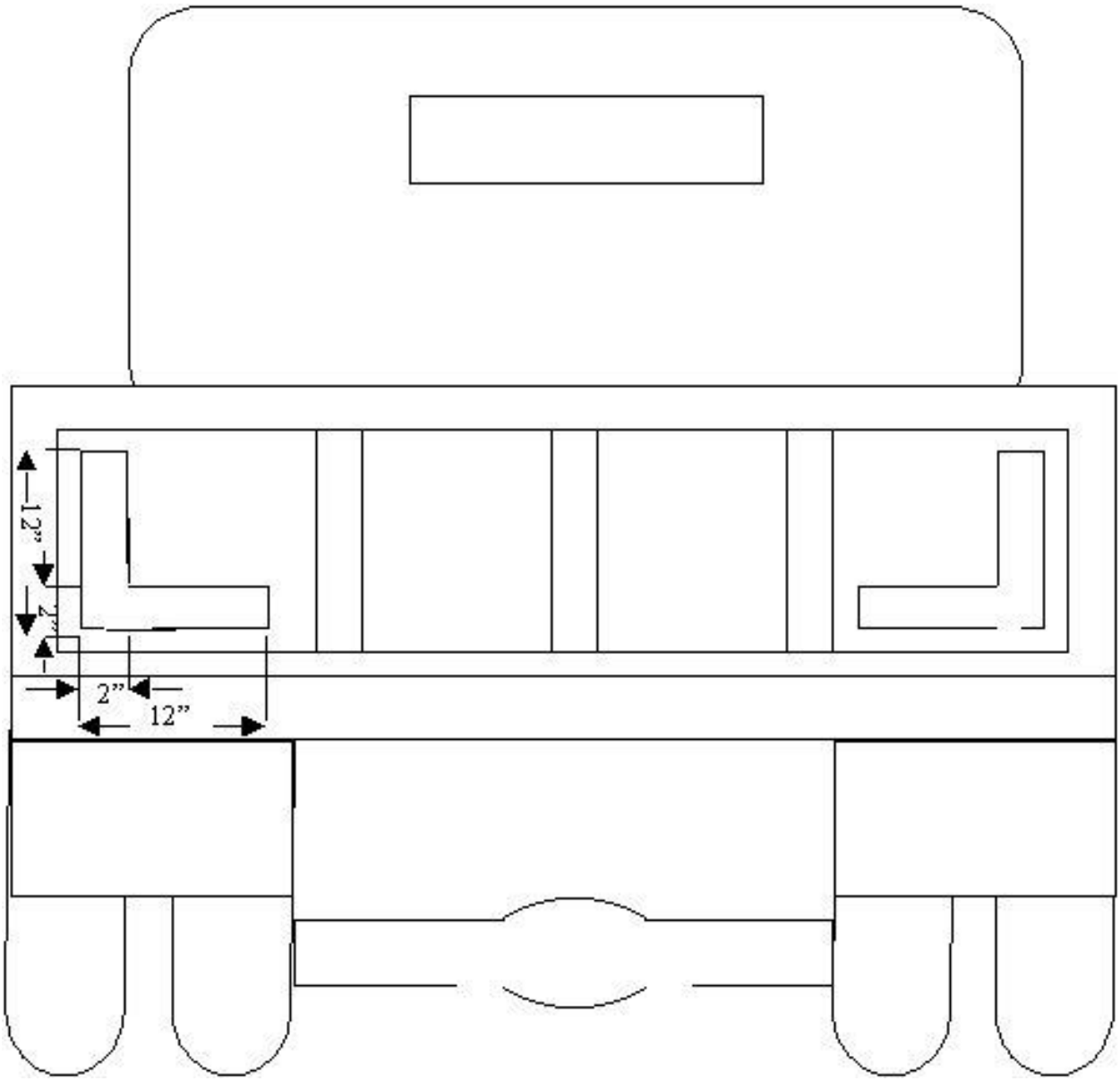
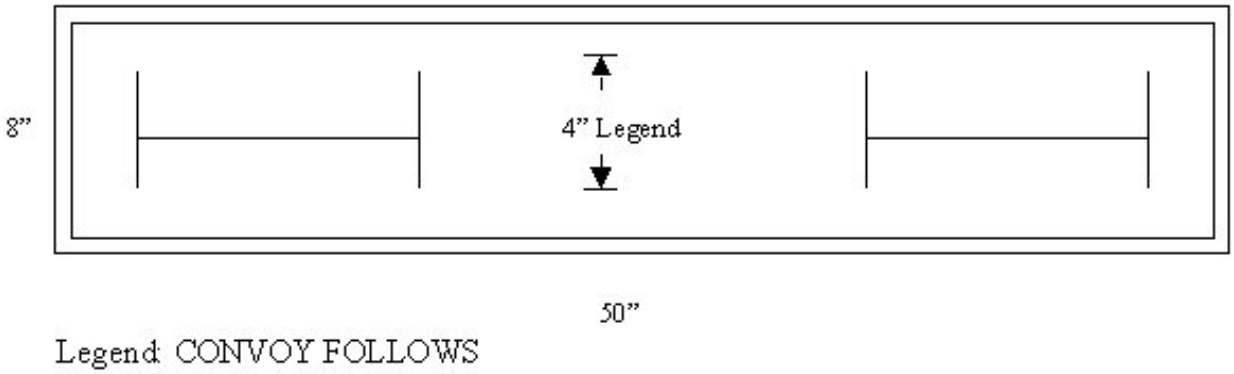


Figure F-3. Sample of Convoy Vehicle Marking

Convoy Sign. Front of First Vehicle of an Element



Convoy Sign. Rear of Last Vehicle of an Element

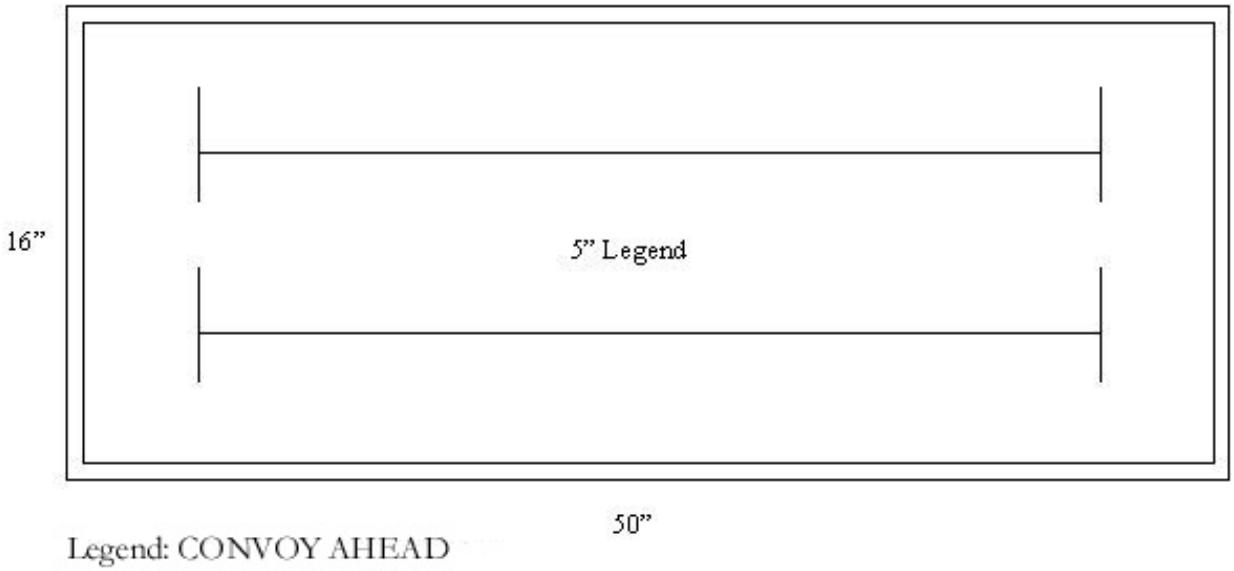
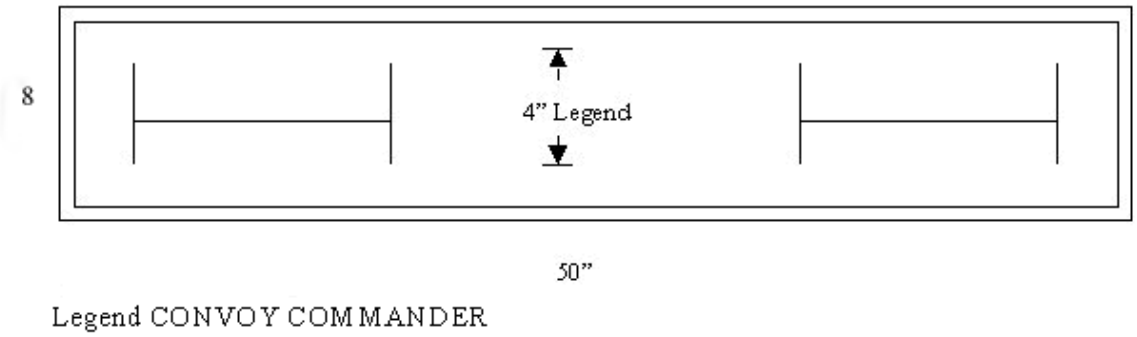
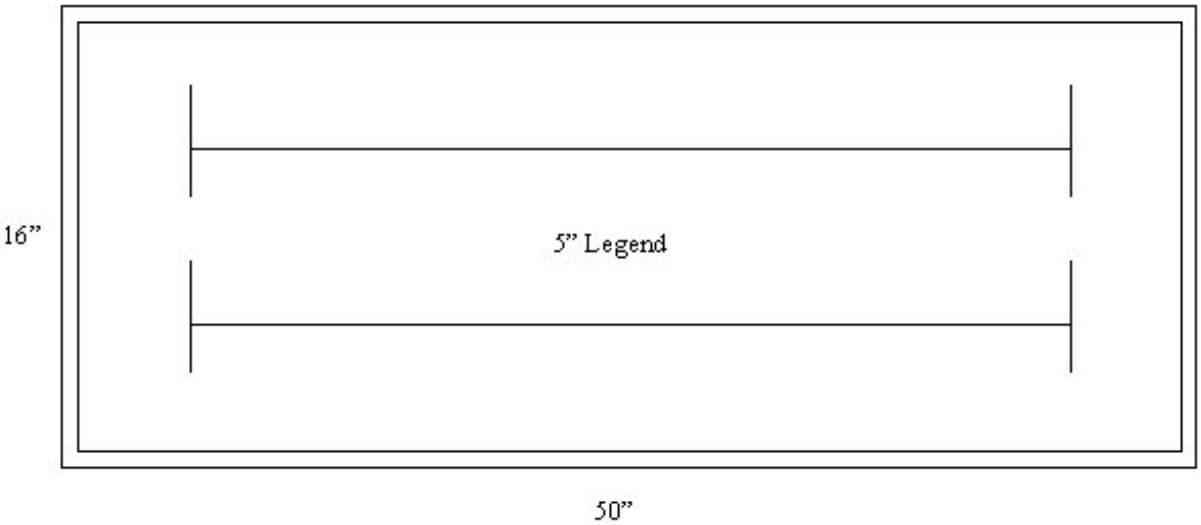


Figure F-4. Sample of Convoy Signs, Front and Rear



Legend CONVOY COMMANDER

Convoy Commander Sign – Front of Vehicle



Legend CONVOY COMMANDER

Convoy Commander Sign – Rear of Vehicle

Figure F-5. Sample of Convoy Commander Sign, Front and Rear

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)
(Read Instructions before completing this form.)

This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.	1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER TCN: W26DDJ54320111XXX

SECTION 1 - DOCUMENTATION	ORIGIN a.	DESTINATION b.
2. CARRIER/GOVERNMENT ORGANIZATION	HHC 1/198 AVN	
3. DATE/TIME OF INSPECTION	DEFAULT TO "TODAY"	
4. LOCATION OF INSPECTION	HHC 1/198th AVN motorpool	
5. OPERATOR(S) NAME(S)	*Check list of qualified operators*	
6. OPERATOR(S) LICENSE NUMBER(S)	*Check driver qualifications*	
7. MEDICAL EXAMINER'S CERTIFICATE*	N/A	

8. *(X if satisfactory at origin)*

a. HAZMAT ENDORSEMENT	X	d. ERG OR EQUIVALENT COMMERCIAL:	X	YES		NO		9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*	YES	NO
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*					X	a. TRUCK/TRACTOR		
c. ROUTE PLAN	X	f. COPY OF 49 CFR PART 397					X	b. TRAILER		

SECTION II - MECHANICAL INSPECTION
All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.

10. TYPE OF VEHICLE(S)	11. VEHICLE NUMBER(S)
M978, Truck, Tank, 8x8 w/w	K-20

12. PART INSPECTED *(X as applicable)*	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT		ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
a. SPARE ELECTRICAL FUSES	X				k. EXHAUST SYSTEM	X				
b. HORN OPERATIVE	X				l. BRAKE SYSTEM*	X				
c. STEERING SYSTEM	X				m. SUSPENSION	X				
d. WINDSHIELD/WIPERS	X				n. COUPLING DEVICES	X				
e. MIRRORS	X				o. CARGO SPACE	X				
f. WARNING EQUIPMENT	X				p. LANDING GEAR*					
g. FIRE EXTINGUISHER*	X				q. TIRES, WHEELS, RIMS	X				
h. ELECTRICAL WIRING	X				r. TAILGATE/DOORS*	X				
i. LIGHTS AND REFLECTORS	X				s. TARPAULIN*					
j. FUEL SYSTEM*	X				t. OTHER *(Specify)*	X				PUMPING ASSEMBLY

13. INSPECTION RESULTS *(X one)* ACCEPTED [ ] REJECTED [ ]
(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)

14. SATELLITE MOTOR SURVEILLANCE SYSTEM: *(X one)* ACCEPTED [ ] REJECTED [ ]

15. REMARKS
N/A

16. INSPECTOR SIGNATURE *(Origin)*	17. INSPECTOR SIGNATURE *(Destination)*

SECTION III - POST LOADING INSPECTION
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.

	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR	X				
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT	X				
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT	X				
21. PROPER PLACARDS APPLIED	X				
22. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS	X				
23. COPY OF DD FORM 626 FOR DRIVER	X				
24. SHIPPED UNDER DOT SPECIAL PERMIT 868					

25. INSPECTOR SIGNATURE *(Origin)*	26. DRIVER(S) SIGNATURE *(Origin)*
27. INSPECTOR SIGNATURE *(Destination)*	28. DRIVER(S) SIGNATURE *(Destination)*

DD FORM 626, OCT 2011 PREVIOUS EDITION IS OBSOLETE. Reset Page 1 of 3 Pages Adobe Professional 8.0

Figure F-6. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

INSTRUCTIONS

SECTION I - DOCUMENTATION

General Instructions.

All items (2 through 9) will be checked at origin prior to loading. Items with an asterisk (*) apply to commercial operators or equipment only. Only Items 2 through 7 are required to be checked at destination.

Items 1 through 5. Self explanatory.

Item 6. Enter operator's Commercial Driver's License (CDL) number or Military OF-346 License Number. CDL and OF-346 must have the HAZMAT and other appropriate endorsements IAW 49 CFR 383.

Item 7. *Enter the expiration date listed on the Medical Examiner's Certificate.

Item 8.a. Hazardous Materials Certification. In accordance with applicable service regulations, ensure operator has been certified to transport hazardous materials. Check the expiration date on driver's HAZMAT Certification.

b. *Valid Lease. Shipper will ensure a copy of the appropriate contract or lease is carried in all leased vehicles and is available for inspection. (49 CFR 376.12 and 376.11(c)(2)).

c. Route Plan. Prior to loading any Hazard Class/Division 1.1, 1.2, or 1.3 (Explosives) for shipment, ensure that the operator possesses a written route plan in accordance with 49 CFR Part 397. Route Plan requirements for Hazard Class 7 (Radioactive) materials are found in 49 CFR 397.101.

d. Emergency Response Guidebook (ERG) or Equivalent. Commercial operators must be in possession of an ERG or equivalent document. Shipper will provide applicable ERG page(s) to military operators.

e. *Driver's Vehicle Inspection Report. Review the operator's Vehicle Inspection Report. Ensure that there are no defects listed on the report that would affect the safe operation of the vehicle.

f. Copy of 49 CFR Part 397. Operators are required by regulation to have in their possession a copy of 49 CFR Part 397 (Transportation of Hazardous Materials Driving and Parking Rules). If military operators do not possess this document, shipper will provide a copy to operator.

Item 9. *Commercial Vehicle Safety Alliance (CVSA) Decal. Check to see if equipment has a current CVSA decal and mark applicable box. Vehicles without CVSA, check documentation of the last vehicle periodic inspection and perform DD Form 626 inspection.

SECTION II - MECHANICAL INSPECTION

General Instructions.

All items (12.a. through 12.t.) will be checked on all incoming empty equipment prior to loading. All UNSATISFACTORY conditions must be corrected prior to loading. Items with an asterisk (*) shall be checked on all incoming loaded equipment. Unsatisfactory conditions that would affect the safe off-loading of the equipment must be corrected prior to unloading.

SECTION II *(Continued)*

Item 12.a. Spare Electrical Fuses. Check to ensure that at least one spare fuse for each type of installed fuse is carried on the vehicle as a spare or vehicle is equipped with an overload protection device (circuit breaker). (49 CFR 393.95)

b. Horn Operative. Ensure that horn is securely mounted and of sufficient volume to serve purpose. (49 CFR 393.81)

c. Steering System. The steering wheel shall be secure and must not have any spokes cracked through or missing. The steering column must be securely fastened. Universal joints shall not be worn, faulty or repaired by welding. The steering gear box shall not have loose or missing mounting bolts or cracks in the gear box mounting brackets. The pitman arm on the steering gear output shaft shall not be loose. Steering wheel shall turn freely through the limit of travel in both directions. All components of a power steering system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The power steering system shall not be leaking. (49 CFR 396 Appendix G)

d. Windshield/Wipers. Inspect to ensure that windshield is free from breaks, cracks or defects that would make operation of the vehicle unsafe; that the view of the driver is not obscured and that the windshield wipers are operational and wiper blades are in serviceable condition. Defroster must be operative when conditions require. (49 CFR 393.60, 393.78 and 393.79)

e. Mirrors. Every vehicle must be equipped with two rear vision mirrors located so as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall not be cracked or dirty. (49 CFR 393.80)

f. Warning Equipment. Equipment must include three bidirectional emergency reflective triangles that conform to the requirements of FMVSS No. 125. FLAME PRODUCING DEVICES ARE PROHIBITED. (49 CFR 393.95)

g. Fire Extinguisher. Military vehicles must be equipped with one serviceable fire extinguisher with an Underwriters Laboratories rating of 10 BC or more. (Commercial motor vehicles must be equipped with one serviceable 10 BC Fire Extinguisher). Fire extinguisher must be located so that it is readily accessible for use and securely mounted on the vehicle. The fire extinguisher must be designed, constructed and maintained to permit visual determination of whether it is fully charged. (49 CFR 393.95)

h. Electrical Wiring: Electrical wiring must be clean and properly secured. Insulation must not be frayed, cracked or otherwise in poor condition. There shall be no uninsulated wires, improper splices or connections. Wires and electrical fixtures inside the cargo area must be protected from the lading. (49 CFR 393.28)

DD FORM 626, OCT 2011 Page 2 of 3 Pages

Figure F-6. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) (Cont'd)

INSTRUCTIONS

SECTION II *(Continued)*

i. Lights/Reflectors. (Head, tail, turn signal, brake, clearance, marker and identification lights, Emergency Flashers). Inspect to see that all lighting devices and reflectors required are operable, of proper color and properly mounted. Ensure that lights and reflectors are not obscured by dirt or grease or have broken lenses. High/Low beam switch must be operative. Emergency Flashers must be operative on both the front and rear of vehicle. (49 CFR 393.24, 25, and 26)

j. Fuel System. Inspect fuel tank and lines to ensure that they are in serviceable condition, free from leaks, or evidence of leakage and securely mounted. Ensure that fuel tank filler cap is not missing. Examine cap for defective gasket or plugged vent. Inspect filler necks to see that they are in completely serviceable condition and not leaking at joints. (49 CFR 393.83)

k. Exhaust System. Exhaust system shall discharge to the atmosphere at a location to the rear of the cab or if the exhaust projects above the cab, at a location near the rear of the cab. Exhaust system shall not be leaking at a point forward of or directly below the driver compartment. No part of the exhaust system shall be located where it will burn, char or damage electrical wiring, fuel system or any other part of the vehicle. No part of the exhaust system shall be temporarily repaired with wrap or patches. (49 CFR 393.83)

l. Brake System (to include hand brakes, parking brakes and Low Air Warning devices). Check to ensure that brakes are operational and properly adjusted. Check for audible air leaks around air brake components and air lines. Check for fluid leaks, cracked or damaged lines in hydraulic brake systems. Ensure that parking brake is operational and properly adjusted. Low Air Warning devices must be operative. (49 CFR 393.40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, and 55)

m. Suspension. Inspect for indications of misaligned, shifted or cracked springs, loosened shackles, missing bolts, spring hangers unsecured at frame and cracked or loose U-bolts. Inspect for any unsecured axle positioning parts, and sign of axle misalignment, broken torsion bar springs (if so equipped). (49 CFR 393.207)

n. Coupling Devices (Inspect without uncoupling). Fifth Wheels: Inspect for unsecured mounting to frame or any missing or damaged parts. Inspect for any visible space between upper and lower fifth wheel plates. Ensure that the locking jaws are around the shank and not the head of the kingpin. Ensure that the release lever is seated properly and safety latch is engaged. Pintle Hook, Drawbar, Towbar Eye and Tongue and Safety Devices: Inspect for unsecured mounting, cracks, missing or ineffective fasteners (welded repairs to pintle hook is prohibited). Ensure safety devices (chains, hooks, cables) are in serviceable condition and properly attached. (49 CFR 393.70 and 71)

o. Cargo Space. Inspect to ensure that cargo space is clean and free from exposed bolts, nuts, screws, nails or inwardly projecting parts that could damage the lading. Check floor to ensure it is tight and free from holes. Floor shall not be permeated with oil or other substances. (49 CFR 393.84)

p. Landing Gear. Inspect to ensure that landing gear and assembly are in serviceable condition, correctly assembled, adequately lubricated and properly mounted.

SECTION II *(Continued)*

q. Tires, Wheels and Rims: Inspect to ensure that tires are properly inflated. Flat or leaking tires are unacceptable. Inspect tires for cuts, bruises, breaks and blisters. Tires with cuts that extend into the cord body are unacceptable. Thread depth shall not be less than: 4/32 inches for tires on a steering axle of a power unit, and 2/32 inches for all other tires. Mixing bias and radial on the steering axle is prohibited. Inspect wheels and rims for cracks, unseated locking rings, broken, loose, damaged or missing lug nuts or elongated stud holes. (49 CFR 393.75)

r. Tailgate/Doors. Inspect to see that all hinges are tight in body. Check for broken latches and safety chains. Doors must close securely. (49 CFR 177.835(h))

s. Tarpaulin. If shipment is made on open equipment, ensure that lading is properly covered with fire and water resistant tarpaulin. (49 CFR 177.835(h))

t. Other Unsatisfactory Condition. Note any other condition which would prohibit the vehicle from being loaded with hazardous materials.

Item 14. For AA&E and other shipments requiring satellite surveillance, ensure that the Satellite Motor Surveillance System is operable. The DTTS Message Display Unit, when operative, will display the signal "DTTS ON". The munitions carrier driver, when practical, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipping personnel to observe the "DTTS ON" message without climbing aboard the cab of the motor vehicle.

SECTION III - POST LOADING INSPECTION

General Instructions.

All placarded quantities items will be checked prior to the release of loaded equipment. Shipment will not be released until deficiencies are corrected. All items will be checked on incoming loaded equipment. Deficiencies will be reported in accordance with applicable service regulations.

Item 18. Check to ensure shipment is loaded in accordance with 49 CFR Part 177.848 and the applicable Segregation or Compatibility Table of 49 CFR 177.848.

Item 19. Check to ensure the load is secured from movement in accordance with applicable service outload drawings.

Item 20. Check to ensure seal(s) have been applied to closed equipment; fire and water resistant tarpaulin applied on open equipment.

Item 21. Check to ensure each transport vehicle has been properly placarded in accordance with 49 CFR 172.504.

Item 22. Check to ensure operator has been provided shipping papers that comply with 49 CFR 172.201 and 202. For shipments transported by Government vehicle, shipping paper will be DD Form 2890.

Item 23. Ensure operator(s) sign DD Form 626, are given a copy and understand the hazards associated with the shipment.

Item 24. Applies to Commercial Shipments Only. If shipment is made under DOT Special Permit 868, ensure that shipping papers are properly annotated and copy of Special Permit 868 is with shipping papers.

Item 26. Ensure driver/operator signs DD Form 626 at origin.

Item 28. Ensure driver/operator signs DD Form 626 at destination.

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Figure F-6. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) (Cont'd)

DOD MULTIMODAL DANGEROUS GOODS DECLARATION

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, Chapter VII, regulation 54; MARPOL 79/78, Annex III, Regulation 4.

1. SHIPPER/CONSIGNOR/SENDER	2. TRANSPORT DOCUMENT NUMBER	3. PAGE 1 OF PAGES	4. SHIPPER'S REFERENCE (TCN)

5. FREIGHT FORWARDER'S REFERENCE	6. CONSIGNEE	7. CARRIER *(To be completed by the carrier)*

24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:

DOD NON-EXPLOSIVE HAZMAT: **(800) 851-8061/ (804) 279-3131** AT SEA: COLLECT: **(804) 279-3131**	DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: COLLECT: **(703) 695-4695/4696** or DSN: **225-4695/4696** (Watch Officer)	CHEMICAL/BIOLOGICAL WARFARE MATERIAL: **(410) 436-6200** DSN: **584-6200**	DOD SECURE HOLDING: **(800) 826-0794** *(For TSPs/drivers emergency secure holding issues, accidents, delays, and incidents)* OIL/CHEMICAL SPILLS: NRC & TERRORIST HOTLINE: **(800) 424-8802** AT SEA: COLLECT: **(202) 267-2675**	DOD RADIOACTIVE MATERIALS: COLLECT ARMY: **(703) 695-4695/4696** USAF: **(301) 981-5058** DLA: **(800) 851-8061** AT SEA: COLLECT: **(804) 279-3131** USN/MC: Use 24-hour emergency response number provided by activity.

8. THIS SHIPMENT IS WITHIN THE LIMITATIONS PRESCRIBED FOR: *(X as applicable)* ☐ MILITARY VESSEL ☐ COMMERCIAL VESSEL ☐ HIGHWAY/RAIL		9. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION, DD FORM 2781, IS ATTACHED *(X if applicable)*
10. VOYAGE DOCUMENT NUMBER AND SAILING DATE *(To be completed by the carrier)*	11. PORT/PLACE OF LOADING	

12. PORT/PLACE OF DISCHARGE	13. DESTINATION

14. SHIPPING MARKS	DESCRIPTION OF GOODS *(UN No., PSN, HC, SHC, PG, number and kind of package, and additional information as required by regulations)*	NET MASS/QTY *(kg/l)*	GROSS MASS *(kg)*

15. CONTAINER IDENTIFICATION NO./ VEHICLE REGISTRATION NO.	16. SEAL NUMBER(S)	17. CONTAINER/VEHICLE AND TYPE	18. TARE MASS *(kg)*

19. ADDITIONAL HANDLING INFORMATION

20. RECEIVING ORGANIZATION RECEIPT

Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon:

a. RECEIVING ORGANIZATION REMARKS

b. HAULER'S NAME	c. VEHICLE REGISTRATION NO.	d. SIGNATURE AND DATE	e. DRIVER'S SIGNATURE

21. SHIPPER PREPARING THIS FORM

SHIPPER'S DECLARATION. I hereby declare that the contents of this consignment are fully and accurately described above by the Proper Shipping Name, and are classified, packaged, marked, and labeled/placarded and are in all respects in proper condition for transport according to applicable international and national government regulations.

a. NAME OF COMPANY/MILITARY UNIT	b. NAME/STATUS OF DECLARANT/CERTIFIER
c. PLACE AND DATE	d. SIGNATURE OF DECLARANT/CERTIFIER

DD FORM 2890, SEP 2015 PREVIOUS EDITION IS OBSOLETE. Adobe Designer 9.0

Figure F-7. DD Form 2890, DoD Multimodal Dangerous Goods Declaration

INSTRUCTIONS FOR COMPLETING DD FORM 2890,
DOD MULTIMODAL DANGEROUS GOODS DECLARATION

Item 1. Shipper/Consignor/Sender. Enter the address and telephone number where the HAZMAT was certified.

Item 2. Transport Document Number (Ocean container shipments only). The vessel manifest number to which the Multimodal Dangerous Goods Declaration will be attached may be entered in this block. The shipper need not enter this number. The accepting operator may enter it at the time it is assigned. Leave blank for breakbulk shipments. Shipper enters container "V" number.

Item 3. Page __ of __ Pages. Enter the page number and total number of pages. Example: Page 1 of 1.

Item 4. Shipper's Content Reference Number (TCN). Enter the 17-character TCN.

Item 5. Freight Forwarder's Reference. Leave blank.

Item 6. Consignee. Enter the six-digit DODAAC and/or the in-the-clear geographical location of the ultimate consignee (if known). For shipments of infectious substances, enter also the full address, name and telephone number of a responsible person for contact in an emergency.

Item 7. Carrier. Enter Vessel Carrier Name. To be completed by the carrier.

24 Hour Assistance Telephone Number(s). Circle applicable emergency number(s).

Item 8. Shipment Within the Limitations Prescribed for Military Vessel/ Commercial Vessel/Highway/Rail. Mark X in the appropriate block.

Item 9. Container Certification/Vehicle Declaration. Declarant must mark X if applicable. U.S. Coast Guard or port officials may require verification of the container certification/vehicle declaration. DD Form 2781 is a detailed checklist which meets USCG/Customs requirements. DD Form 2781 must be signed and attached to DD Form 2890.

Item 10. Voyage Document Number and Sailing Date (To be completed by the carrier). Enter the voyage document number and the date of sail.

Item 11. Port/Place of Loading. Enter the three-digit POE code and/or the in-the-clear geographical location of the port of embarkation.

Item 12. Port/Place of Discharge. Enter the three-digit POD code and/or the in-the-clear geographical location of the port of debarkation.

Item 13. Destination (in the clear). Enter destination address.

Item 14. Shipping Marks.
1. The identification number prescribed for the material as shown in Column (4) of the Section 49 CFR 172.101 table;
2. The proper shipping name prescribed for the material in Column (2) of the Section 172.101 table;
3. The hazard class or division number prescribed for the material, as shown in Column (3) of the Section 172.101 table. The subsidiary hazard class or division number is not required to be entered when a corresponding subsidiary hazard label is not required. Except for combustible liquids, the subsidiary hazard class(es) or subsidiary division number(s) must be entered in parentheses immediately following the primary hazard class or division number. In addition: The words "Class" or "Division" may be included preceding the primary and subsidiary hazard class or division numbers. The hazard class need not be included for the entry "Combustible liquid, N.O.S." For domestic shipments, primary and subsidiary hazard class or division names may be entered following the numerical hazard class or division, or following the basic description.
4. The packing group in Roman numerals, as designated for the hazardous material in Column (5) of the Section 172.101 table. Class 1 (explosives) materials; self-reactive substances; batteries other than those containing lithium, lithium ions, or sodium; Division 5.2 materials; and entries that are not assigned a packing group (e.g., Class 7) are excepted from this requirement. The packing group may be preceded by the letters "PG" (for example, "PGII");
5. Enter additional information from the IMDG, chapter 5.4, as required (i.e. Marine Pollutant, Flashpoint, Toxin Inhalation Hazard, RQ, etc.).
6. Enter the number and kind of packaging.

Item 14. Shipping Marks (Continued).
7. Except for transportation by aircraft, the total quantity of hazardous materials covered by the description must be indicated (by mass or volume, or by activity for Class 7 materials) and must include an indication of the applicable unit of measurement, for example, "200 kg" (440 pounds) or "50L" (13 gallons). The following provisions also apply: For Class 1 materials, the quantity must be the net explosive mass. For an explosive that is an article, such as Cartridges, small arms, the net explosive mass may be expressed in terms of the net mass of either the article or the explosive materials contained in the article.
8. Ammunition transported by Government Vehicle, Unit will enter the total net quantity for non-explosive material in metric measure. U.S. measure may be added in parentheses underneath the metric measure. For ammunition, enter the total number of rounds/articles and NEW in kg. Exception: Net total quantity is not required for bulk packages, empty packages and cylinders of Class 2.
9. Radioactive material. The description for a shipment of a Class 7 (radioactive) material must include the following additional entries as appropriate:
a. The name of each radionuclide in the Class 7 (radioactive) material that is listed in Section 173.435 of this subchapter. For mixtures of radionuclides, the radionuclides required to be shown must be determined in accordance with Section 173.433(g) of this subchapter. Abbreviations, e.g., "99 Mo," are authorized.
b. A description of the physical and chemical form of the material, if the material is not in special form (generic chemical description) is acceptable for chemical form).
c. The activity contained in each package of the shipment in terms of the appropriate SI units (e.g. Becquerels (Bq), Terabecquerels (TBq), etc.). The activity may also be stated in appropriate customary units (Curies (Ci), milliCuries (mCi), microCuries (uCi), etc.) in parentheses following the SI units. Abbreviations are authorized. Except for plutonium-239 and plutonium-241, the weight in grams or kilograms of fissile radionuclides may be inserted instead of activity units. For plutonium-239 and plutonium-241, the weight in grams of fissile radionuclides may be inserted in addition to the activity units.

Item 15. Container ID Number/Vehicle Registration Number. Enter ID number of the container or vehicle registration number. A dash (-) or blank space is acceptable before the check digit.

Item 16. Seal Number(s). Enter seal number installed on container.

Item 17. Container/Vehicle and Type. Enter type and size of container (20 or 40 ft.) or vehicle description (e.g., HUMVEE).

Item 18. Tare Mass (kg). Enter tare weight of the container.

Item 19. Additional Handling Information.
If applicable, provide additional handling instructions.
Enter the Emergency Response Guide (ERG) Number(s) of the HAZMAT and attach the specific ERG page to DD Form 2890.
If applicable, drivers transporting regulated HAZMAT on European highways must be provided Transport Emergency Cards (TREMCARDS) in the host nation language which must be attached to the shipping papers.

Item 20. Receiving Organization Receipt. Leave blank as this will be filled out by the receiving organization. Signing this block states that the shipment is in good order, unless otherwise noted.

Item 21. Shipper Preparing This Form.
a. Name of Company/Military Unit. Enter the name of company.
b. Name/Status of Declarant/Certifier. Enter the name and status of the person signing the form.
c. Place and Date. Enter the place and date the material was certified.
d. Signature of Declarant/Certifier. The person who certifies on behalf of DoD that the shipment complies with the applicable regulatory requirements must sign the form.

DD FORM 2890 (BACK), SEP 2015

Figure F-7. DD Form 2890, DoD Multimodal Dangerous Goods Declaration (Cont'd)

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