

APPENDIX F

PERMITS FOR MILITARY MOVEMENTS ON UNITED STATES PUBLIC HIGHWAYS AND ARMY CONVOY OPERATIONS AND PROCEDURES

A. GENERAL

1. This appendix supersedes Air Force Joint Instruction 24-216/AR 55-162/DLAR 4540.8/MCO 4643.5C/ 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 Department of Defense (DOD) Directive 4510.11, DOD Transportation Engineering, which assigns to the DOD agent the responsibility to ensure effective cooperation between DOD, Department of Transportation (DOT), and State DOTs in matters pertaining to defense use of public highways.

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

This appendix sets forth policies, procedures, and administrative requirements for:

1. Safe and efficient movement of oversize/overweight military vehicles and other special military movements, include convoys on public highways in the Continental United States (CONUS).
2. Obtaining convoy movement orders 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 CONUS, Alaska, Hawaii (HI), District of Columbia (DC), Puerto Rico, United States (US) Virgin Islands, and Guam. The Mobilization Movement Control (MOBCON) program addressed herein does not provide for Defense Movement Coordinators (DMCs) in HI, Puerto Rico, US Virgin Islands, and Guam. See this Regulation, Part II, Cargo Movement, for Hazardous Materials (HAZMAT) procedures and Department of Defense Deployment of Hazardous Materials Field Guide (http://dsc.mtmc.army.mil/HAZMAT/table_of_guides.htm).

D. REGULATIONS

The following regulations identify specific operational procedures related to the safe and efficient movement of military motor vehicles on public highways:

1. AR 190-5/DLAR 5720.1/MCO 5110.1C/OPNAVINST 11200.5C, Motor Vehicle Traffic Supervision.
2. AR 385-55, Prevention of Motor Vehicle Accidents (Department of the Army only).

E. POLICIES

1. DOD policy requires movement of oversized, overweight vehicles and/or cargo, i.e., M1A1 tank, by alternate modes (other than highway) or commercial carriers 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 military Service will bear all costs of securing permits, exclusive of tax charges.
3. In an emergency, coordination with State and local permit officials may be effected through telephone contact and facsimile 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. For MOBCON users, 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 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 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. During a national emergency, movements essential to the national defense, not under direct control of DOD agencies, would be certified by the emergency transportation authority.
6. DOD elements authorized to act as representatives of their respective Services 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 MOBCON Officials. This directory is updated biannually. Representatives will determine whether highway movement is essential to national defense and will make all requests for permits and certification of mission critical need to the state authorities involved.

F. 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.

REQUEST FOR SPECIAL HAULING PERMIT			1. CONVOY NUMBER	2. UIC	3. DATE (YYMMDD)		
SECTION I – GENERAL							
4. ORGANIZATION			5. STATION			6. DATE OF MOVEMENT (YYMMDD)	
						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 (YYMMDD)	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 (EG)

PREVIOUS EDITION IS OBSOLETE.

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

17. NUMBER OF AXLES	 A	 B	 C	 D	 E	 F	 G	 H	
	AXLE 1 a.	AXLE 2 a.	AXLE 3 b.	AXLE 4 c.	AXLE 5 d.	AXLE 6 e.	AXLE 7 f.	AXLE 8 g.	TOTAL i.
18. NUMBER OF TIRES									
19. TIRE WIDTH (Inches)									
20. TIRE SIZES									
21. AXLE LOAD (Empty)									
22. AXLE LOAD (Loaded)									
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									
<input type="checkbox"/> ESSENTIAL TO NATIONAL DEFENSE					<input type="checkbox"/> IN THE INTEREST OF NATIONAL DEFENSE				
26. REQUESTING AGENCY					27. APPROVING AGENCY				
28. REQUESTED BY					29. APPROVED BY				
a. NAME (<i>Last, First, Middle Initial</i>)					a. NAME (<i>Last, First, Middle Initial</i>)				
b. GRADE		c. TITLE			b. GRADE		c. TITLE		
d. SIGNATURE			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 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 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 2.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 CDR	
7. PERSONNEL STRENGTH		8. POINT OF ORIGIN		9. DESTINATION	
a. OFFICER	b. ENLISTED				
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 <i>(Include towed equipment)</i>					
13. TOTAL NUMBER OF VEHICLES	14. NUMBER OF OVERSIZE/OVER WEIGHT VEHICLES	15a. NO. OF SERIALS	b. TIME INTERVAL	16a. NO. OF MARCH UNITS	b. TIME INTERVAL
SECTION III – ROUTE DATA					
17. PROPOSED ROUTING <i>(Indicate US Routes, State Routes, etc.)</i>					
18. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES <i>(Continue on a separate sheet if additional space is required)</i>					
a. LOCATION		b. ETA	c. DATE (YYYYMMDD)	d. ETD	e. DATE (YYYYMMDD)
SECTION IV – LOGISTICAL DATA					
19. BRIEF GENERAL DESCRIPTION OF CARGO <i>(Brief general description; i.e., organization impediments, etc.) (Within security limitations)</i>					

DD FORM 1265, SEP 1998 (EG)

PREVIOUS EDITION IS OBSOLETE.

Designed using Perform Pro., WHS/DIOR, Sep 98

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

20. ARE EXPLOSIVES TO BE TRANSPORTED?		Yes		No		
a. CLASS	b. AMOUNT	c. DESCRIPTION		d. VEHICLES TO BE USED		
				(1) NO.	(2) TYPE	
21. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALY <i>(Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)</i>						
22. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? <input type="checkbox"/> YES <input type="checkbox"/> NO <i>(If yes, complete the following) (Use separate sheet if additional space is required)</i>						
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

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

G. RESPONSIBILITIES

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

1. The military Services and other DOD Components will:
 - a. Advise the SDDC Operations Center 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 Operations Center advised of officially designated representatives authorized to request permits and certify military necessity of vehicular movements to ensure the Directory of Highway Permit and MOBCON Officials is up to date.
 - d. Provide necessary justification and essential cargo data to the SDDC Operations Center 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 SDDCTEA, and as designated by the CDR, United States Transportation Command (USTRANSCOM), is the DOD executive agent in public highway matters and will:
 - a. Coordinate highway policy and related matters, including special defense use of public highways, and maintain direct communication liaison with representatives of the military services, other DOD Components, and civil authorities.
 - b. Take action to resolve denial of permits including coordination with the DOD Component Headquarters (HQ).
 - c. Maintain and distribute the Directory of Highway Permit and MOBCON 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.
 - d. Take action to resolve civil highway issues.
 - e. Coordinate the policy/interface of the MOBCON program with the civil authorities, resolve coordination problems, and identify state executive-level MOBCON counterparts/points of contact.

- f. Serve as the military focal point for coordination of the Emergency Highway Traffic Regulation program with the Federal Highway Administration, the states, and defense components.
3. The SDDC Operations Center 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. Conduct primary liaison for commercial carrier movements with State and/or other highway regulatory authorities and request permits, when it is determined movement by highway is essential to national defense.
4. The Director of Force Project 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 US
 - b. Exercise general staff supervision and perform such duties necessary to ensure lawful, safe, and efficient operation of Army vehicle movements.
 - c. Maintain oversight of the MOBCON program.
 - d. Develop techniques for improvement of Army convoy operations and coordinate them with DA staff elements, US Army Forces Command (FORSCOM), and SDDCTEA.
 - e. Coordinate with DA, Deputy Chief of Staff, Operations to activate the State Movement Control Center (SJMOC) to support contingency operations, mobilization, and deployment.
5. Commanding Generals of FORSCOM, US Army Training and Doctrine Command (TRADOC), Army Materiel Command, Military District of Washington, US 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 military services located within the geographical areas of their command as listed in AR 5-9, Area Support Responsibilities.

6. 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. Policy for execution/operation of MOBCON.
7. Commanding General, TRADOC, will establish peacetime training guidance to support the required FORSCOM MOBCON 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. Director, ARNG will:
 - a. Implement and manage day-to-day operational MOBCON procedures.
 - b. Ensure each State Area Command (STARAC) consistently accomplishes certifications of essential need.
9. State Adjutants General will:
 - a. Appoint a DMC and establish an SJMOC for the purpose of receiving and approving ARNG, United States Army Reserve (USAR), and active component convoy movements on public highways. Within the SJMOC, 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.
 - c. Provide an automated Convoy Movement Order (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 SJMOC 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 military services may elect, if approved by the DMC, to use the MOBCON 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) Air and sea ports 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. 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. 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 requested move.
 - h. Maintain current information concerning any special restrictions and/or regulations to bridges, tunnels, and highways within CONUS.
 - i. Certify movements essential to national defense to meet unit mission requirements, and 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 may, with STARC approval, use the DMC to process their convoys. Air Force, Navy, and Marine Corps CDRs of CONUS installations who do not use the state DMC for convoy approval will designate a convoy approval authority who will:
 - a. Receive, validate, and approve DD Form 1265, (Figure F-2) and DD Form 1266, (Figure F-1).
 - b. After coordinating with state highway officials, approve valid requests, assign a convoy control number, provide special instructions necessary for safe and efficient operation of the convoy, and monitor convoy operations.
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 G.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 his/her control (See AR 190-5/DLAR 5720.1/MCO 5110.1C/OPNAVINST 11200.5C, Motor Vehicle Traffic Supervision.)
 - e. Cooperate with civil authorities to enforce traffic laws, rules, and regulations in consonance with the limitations described in 18 U.S.C. § 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, Section 396.3, Inspection, Repair, Maintenance/396.11 Driver Vehicle Inspection Report(s). Inspection findings will be recorded on DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) (Figure J-6). A DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles, (Figure J-3) 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. (For Army see FM 55-15 Transportation Reference Data.) For MOBCON users, submit en route progress reports.
- m. Ensure compliance with provisions of this regulation and AR 385-55 (for Army only) during convoy operations.

H. OVERSIZE/OVERWEIGHT MOVEMENTS INVOLVING COMMERCIAL CARRIERS

- 1. Generally, commercial carriers will acquire oversize/overweight permits. Problems regarding permit approval or certification as essential to national defense will be referred to the SDDC Operations Center, Commercial: 757 878 8540 or DSN: 826-8540. All oversize and overweight freight shipments must be processed and awarded under Spot Bid. 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 the SDDC Operations Center.
- 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 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) Impact if requested delivery date is not met.
 - (5) Additional information considered helpful for SDDC movement support.
 - b. Supporting data. Type of equipment or cargo (within security limitations) include: (a) name and overall weight and dimensions of commodity, (b) manufacturer's name, (c) pertinent accessories, (d) gross weight, (e) axle loads and spacing, and (f) height, width, and length of loaded and unloaded vehicles.
 - c. Origin, destination, and proposed date and time of movement.

I. 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 MOBCON Officials. These representatives will determine whether highway movement is essential to national defense and make all necessary requests for permits and certification of essential need to state authorities.
2. 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/ILGD, 1030 Air Force Pentagon, Washington, DC 20330-1030
 - b. For the Army -- Director, SDDCTEA, Attn: SDTE-SA, 720 Thimble Shoals Blvd., Suite 130, Newport News, VA 23606-4537
 - c. For DLA -- Director, Defense Logistics Agency, Ft Belvoir, VA 22060-6221.
 - d. For the Marine Corps -- HQ USMC Installations & Logistics (LFT), 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 I.1. above.) The completed DD Form 1266 will furnish all 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 not feasible. For urgent requests, DD Form 1266 can be transmitted by facsimile. (Figure F-1.)
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. Forwarding 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 following:
 - a. Equipment type, with the manufacturer's name, pertinent accessories, gross weight, axle and truck loads and spacing; plus height, width, and length of 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 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 H, 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.

J. GENERAL CONVOY OPERATIONS

1. Unless prohibited by state or local law, the following procedures will be implemented by all DOD Components. DA also will comply with FORSCOM/ARNG Regulation 55-1, through the MOBCON program and DMC. All Army convoys will be processed through the MOBCON software. Paragraph L, 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 385-55).
 - 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 two inches wide, and a horizontal strip, 12 inches long and two 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. 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 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.

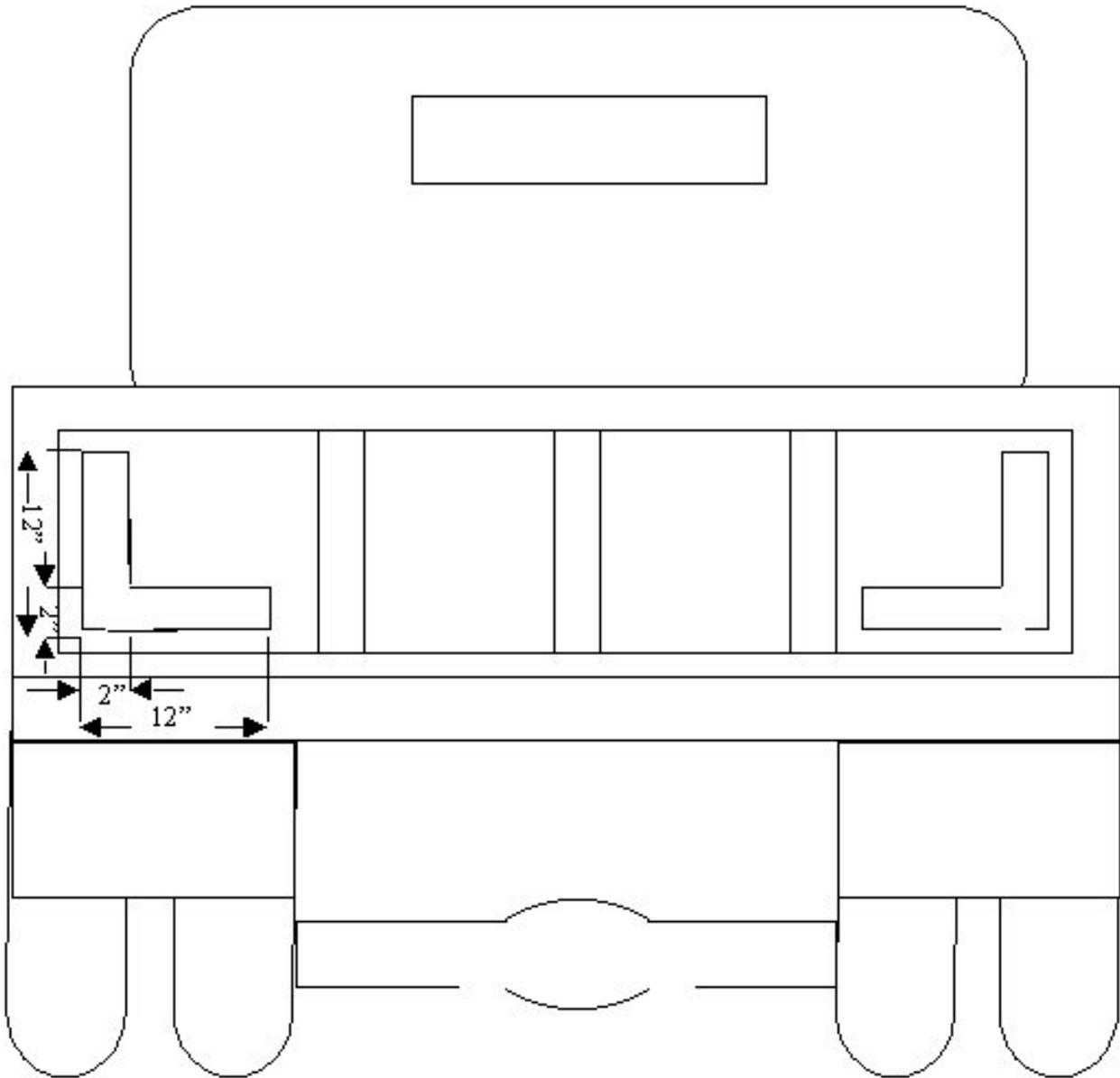
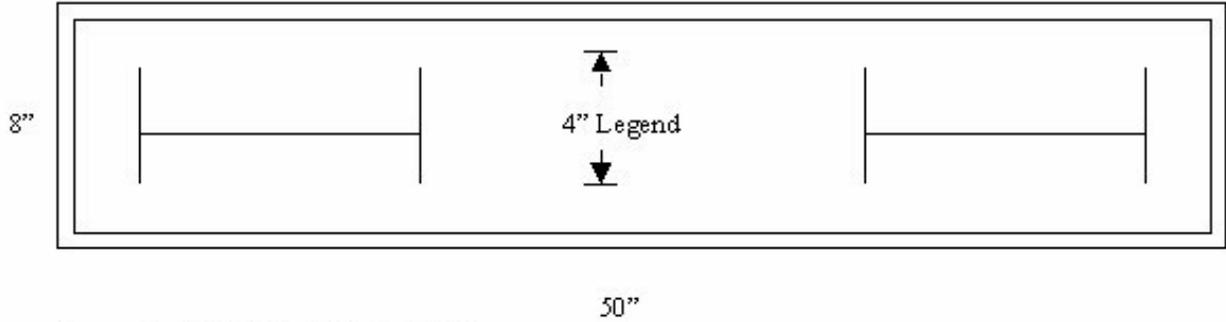


Figure F-3. Sample of Convoy Vehicle Marking

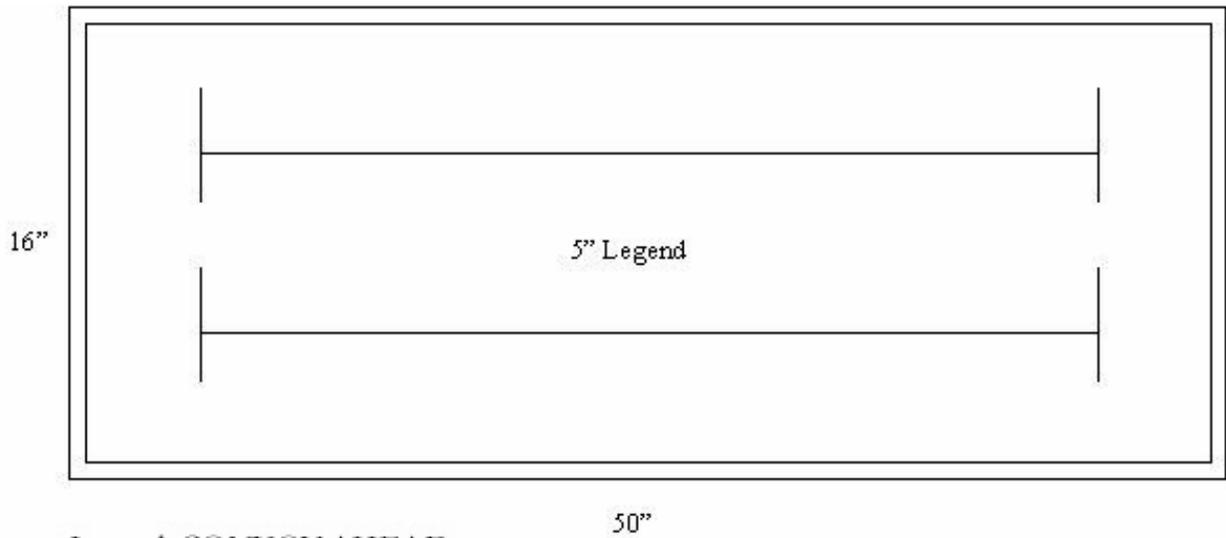
3. Convey Identification. Lead or rear convey vehicles will display warning signs reading “CONVOY FOLLOWS” and “CONVOY AHEAD”, Figure F-4. A sign reading “CONVOY CDR” will be used when the convoy CDR deems it necessary to identify the CDR’s vehicle to traffic. Signs prepared in this manner will provide a high visual signal to approaching vehicle operators, both day and night. Convey signs may be applied to unpainted aluminum, exterior grade plywood, or galvanized steel, and will be designed and prepared IAW the following:
 - a. Legend of “CONVOY FOLLOWS” will be eight inches by 50 inches with a 3/8-inch-wide border inserted 3/8 inch from the sign’s edge. The legend will be four inches high, on one line.
 - b. Legend with “CONVOY AHEAD” or “CONVOY CDR”, 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. Legend will be five 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. Legend and sign border will be black non-reflective material with opaque inks compatible with base material.
4. Speed. Convey 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. Convey drivers will be given an opportunity for eight hours of rest for each 10 hours of driving within a 24-hour period. Rest periods will commence 12 hours prior to departure of the convoy. Convey 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, US 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 Public Law 99-570, Commercial Driver's License Program, for military personnel on official business and in uniform. (For Army see Paragraph L.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. Convey 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.

Convoy Sign. Front of First Vehicle of an Element



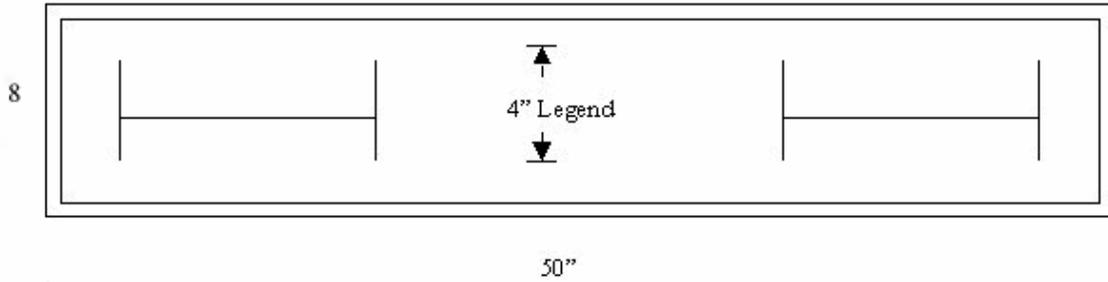
Legend: CONVOY FOLLOWS

Convoy Sign. Rear of Last Vehicle of an Element



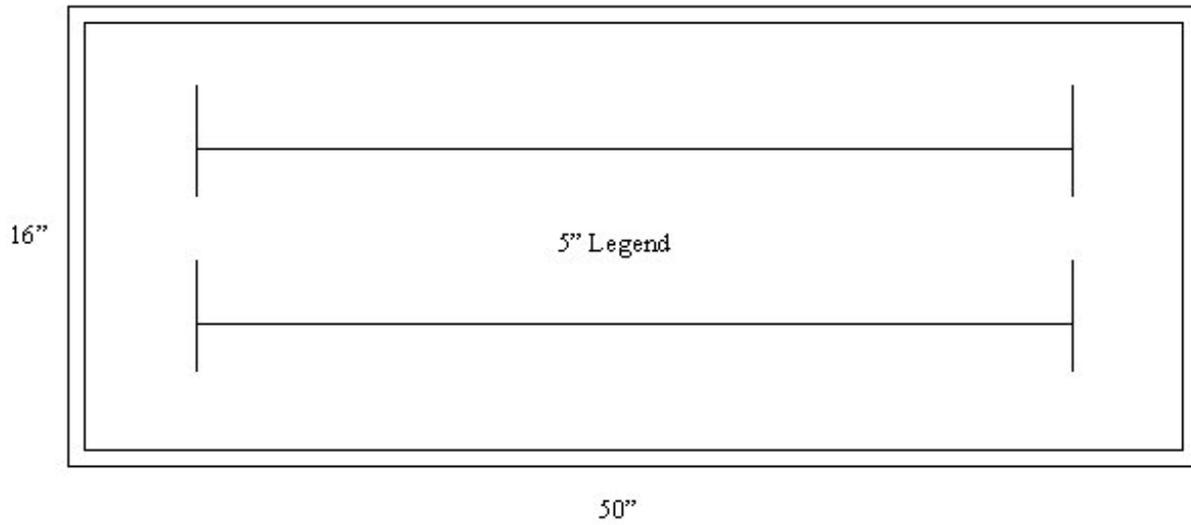
Legend: CONVOY AHEAD

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



Legend CONVOY COMMANDER

Convoy CDR Sign – Front of Vehicle



Legend CONVOY COMMANDER

Convoy CDR Sign – Rear of Vehicle

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

K. 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 and local requirements (For Army, refer to AR 385-40, Accident Reporting and Records).

L. ARMY CONVOY OPERATIONS

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

1. Convoy Operations.
 - a. CMO.
 - b. 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 and are within a travel radius of approximately fifty miles.
 - c. Once the CMO is issued, last minute changes may be coordinated via telephone with the DMC.
 - d. The maximum time length of any convoy is limited to one hour.
 - e. 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.
 - f. 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) or DD Form 1265 (Figure F-2). The DMC will coordinate with the State Department of Transportation to determine the best routing for vehicles based on their size, weight, and speed capabilities.

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 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, FM 55-15).
 - 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 FM 21-305, 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 385-55, FM 55-30, Army Motor Transport Units and 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.

M. 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 FM 21-305. 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 SJMOC is unmanned, the SJMOC 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, convoy number assigned by that headquarters, and a letter or letters indicating 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 1995. The letter “C” indicates that 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.

N. 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 five 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.

O. 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. FM 21-305 provides details for managing space between convoy vehicles based on vehicle length.
2. March Discipline. Principles of march discipline will be observed.
3. Police Support. Request for military and/or civilian police support required along the convoy route will be coordinated through the DMC. 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 support is not available at the scene of a traffic accident and caution civilian traffic of a potential hazard. 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. 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 fifteen 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 stops and inspections will be IAW FM 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 three 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.

P. ARMY EN ROUTE REPORTS

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