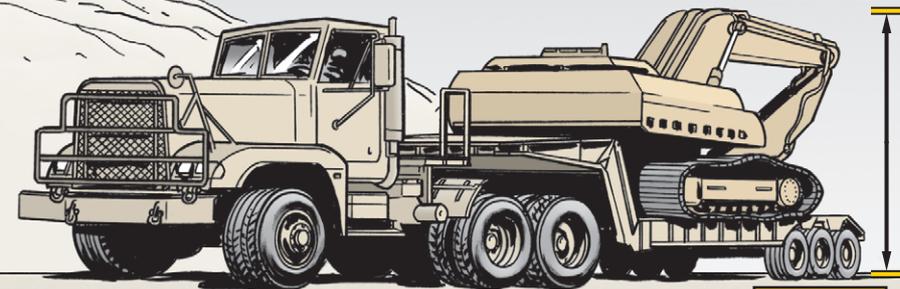


TRANSPORTING A LOAD

OPERATORS... MAKE SURE YOU KNOW THE DISTANCE FROM...

...HERE...

...TO HERE.

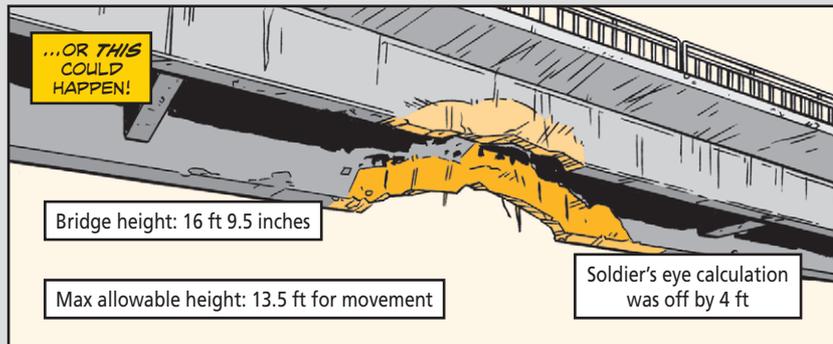


...OR THIS COULD HAPPEN!

Bridge height: 16 ft 9.5 inches

Max allowable height: 13.5 ft for movement

Soldier's eye calculation was off by 4 ft



WHAT EXACTLY IS THE DRIVER OF A TRACTOR AND SEMITRAILER RIG RESPONSIBLE FOR WHEN HE HEADS OUT FOR THE DAY'S RUN?



You'll find the answer in Para 10-1e of FM 55-30, *Army Motor Transport Units and Operations*. It says, "The **driver** supervises the loading of his vehicle and ensures that his cargo is properly loaded and secured against movement. He further ensures that the load is balanced and does not exceed the vehicle capacity as noted on the data plate. He uses the vehicle tarpaulin to protect the load from the weather and pilferage.

Once the driver accepts the load from the shipper, he alone is responsible for its safe delivery! The **driver should not accept an unsafe load and must resolve any dispute before moving.**"

Nevertheless, when an accident happens, it gets the attention of everyone—all the way up the chain of the command.

Some time back, an M916A3 tractor was hauling a hydraulic excavator on an M870A1 semitrailer. The excavator's boom collided with a pedestrian overpass. The collision backed up traffic on the five-lane interstate for 14 hours. About a million bucks in damages was the final result!

The investigation report revealed the rig's load height was almost 4 feet over the maximum allowable limit!

Listen up! The restriction limit of a load height is 13 feet 5 inches for CONUS, and 13 feet 1 inch for OCONUS. The width of the load in both CONUS and OCONUS is restricted to 8 feet. You'll find this info spelled out in the Military Surface Deployment and Distribution Command Transportation Engineering Agency's (SDDCTEA) TEA PAM 70-1, *Transportability for Better Deployability*.

SO HOW DO YOU MEASURE LOAD HEIGHT ACCURATELY? ONCE THE LOAD IS POSITIONED FOR TRANSPORT AND SECURED TO THE TRAILER'S PLATFORM, DO THIS...



Using an adjustable-length measuring pole or a 25-ft retractable measuring tape, measure from the ground straight up to the highest point of the vehicle or load. This measurement cannot exceed 13 feet 5 inches. If any part of the vehicle or load exceeds these limits, reconfigure the load before movement. Or see the Oversize Cargo section on the next page.



PS MORE

Avoid a Load Tip Over



HERE ARE SOME THINGS TO KEEP IN MIND TO HELP PREVENT A LOAD FROM TIPPING OVER...

- Place the heaviest items at the bottom of the load.
- Avoid stacking heavy items too high.
- Slow the vehicle before turning.
- Watch and listen for possible load shifting.

Oversize Cargo

Before operating a rig with a heavy or odd-sized load, check with your unit movement officer to determine if the load complies with local, state or foreign government laws for movement on public highways. That way he can issue any special permits that may be needed to move the load off the installation. Measure both the height and width of the trailer with its cargo. A load that exceeds the maximum measurements **must** be reported to the Battalion Movement Officer for the necessary clearance and permits.

When you have further questions or need help, get a copy of AR 55-162, *Permits for Oversize Overweight, or other Special Military Movements on Public Highways in the United States*.

Overhead Clearance

What it comes down to is this: know the overhead clearance needed for your vehicle. Signs on most overpasses show the clearance in feet and inches.

When transporting a load and you're not sure your load will clear a bridge or overpass, approach the bridge slowly enough that you can stop before a collision occurs if the cargo will not clear.

You also need to pay attention to other hazards, such as low hanging objects, electrical wires, traffic lights and tree limbs.

Publications

The following publications should be available in the motor pool and you should use them when you have questions or need more info on transport operations:

AR 385-55, *Prevention of Motor Vehicle Accidents*

AR 600-55, *The Army Driver and Operator Standardization Program (Selection, Training, Testing and Licensing)*

FM 4-01.40, *Army Transport Units and Operations*

FM 21-305, *Manual for the Wheeled Vehicle Driver, Trucks, Tractors, Semitrailers and Special Purpose Vehicles*

FM 55-15, *Transportation Reference Data*

SDDC MTMC TEA PAM 55-20, *Tiedown Handbook for Truck Movements*

STP 55-88M14-SM-TG, *Soldier's Manual and Trainer's Guide 88M, Motor Transport Operator—Skill Levels 1, 2, 3, and 4*

TC 21-305-20, *Training Program for Wheeled Vehicle Accident Avoidance*

TEA PAM 70-1, *Transportability for Better Deployability*

(Take a close look at the Vehicle Sizes and Weights Chart in TEA PAM 70-1.)

