



STATE OF WEST VIRGINIA
OFFICE OF THE ADJUTANT GENERAL
1703 COONSKIN DRIVE
CHARLESTON, WEST VIRGINIA 25311-1085

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OFFICE OF WEST VIRGINIA
SECRETARY OF STATE

Series 88

Joseph J. Skaff
Major General, WVARNG
The Adjutant General

June 19, 1991

Chief of Staff

Honorable Ken Hechler
Secretary of State
State of West Virginia
Charleston, West Virginia 25305

Dear Mr Hechler:

The Adjutant General's Department of West Virginia respectfully submits to your office, change 1 to West Virginia Military Regulation (Army) 55-312, Motor Transportation, Military Vehicle/Convoy Operations.

Acknowledgment of receipt of above change is requested.

Sincerely,

Manuel G. Goble
Colonel, GS, WVARNG
Chief of Staff

Enclosure



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CHANGE
 NUMBER 1

Series 88

**MOTOR TRANSPORTATION
 MILITARY VEHICLE/CONVOY OPERATIONS**

WVMR (Army) 55-312, dated 15 December 1989 is changed as follows:

Para 9, subparagraph b, is changed as follows:

b. Additionally, each convoy will be identified by a convoy clearance number. The approving authority headquarters in whose area the convoy originates assigns the number at the time it approves the request for convoy clearance. This number will identify the convoy during the entire movement. It will be placed on both sides and if possible on the front and rear of all vehicles in the convoy. Additionally, it will be placed on the hood of the lead and trail vehicles to insure identification from the air. It will be composed of an abbreviation which identifies the approving headquarters in which the movement originates. This is followed by a five digit control number and a one-digit type-of-movement designator. The types of movement designators are outsize/overweight vehicles - "S"; explosives - "E"; hazardous cargo's - "H"; and all other convoys - "C". For example, identification WV00001-C will indicate that the convoy originated in West Virginia and is a normal convoy containing no explosives or oversize vehicles. Numbers may be applied to vehicles with a chalk crayons of contrasting color.

Para 11, subparagraph b, is changed as follows:

b. CONVOY VEHICLE DISTANCE. A simple rule to use is the "4-second rule." (FM 55-312) This will establish an interval of 4-seconds and can be maintained regardless of speed. It also allows for vehicle distance adjustments based on rate of march.

FOR THE GOVERNOR:

for *Manuel G. Goble, Col 9/5*
 JOSEPH J. SKAFF
 Major General, WVARNG
 The Adjutant General

DISTRIBUTION:
 "A"

STATE OF WEST VIRGINIA
ADJUTANT GENERAL'S DEPARTMENT
CHARLESTON, WV 25311-1085

FILED

1991 JUN 25 AM 11:21 December 1989

WV MILITARY REGULATION (ARMY)
NUMBER 55-312

OFFICE OF WEST VIRGINIA
SECRETARY OF STATE

MOTOR TRANSPORTATION
MILITARY VEHICLE/CONVOY OPERATIONS

REFERENCE.....	1
PURPOSE.....	2
APPLICABILITY.....	3
RESPONSIBILITY.....	4
DOMICILE-TO-DUTY POLICY FOR COMMERCIALY DESIGNED TACTICAL VEHICLES AND APPROVING AUTHORITY.....	5
MOVEMENT OF OVERSIZE VEHICLES.....	6
CONVOY MOVEMENT AUTHORITY.....	7
CONVOY OPERATIONS.....	8
CONVOY IDENTIFICATION.....	9
CONVOY ORGANIZATIONS.....	10
CONVOY PROCEDURES.....	11
ACCIDENT PROCEDURES.....	12
WRECKER AND/OR EMERGENCY ROADSIDE REPAIR SERVICE.....	13
TRANSPORTATION OF HAZAROUS MATERIALS BY MOTOR VEHICLE.....	14

1. REFERENCES

- a. FORSCOM Reg 55-1
- b. AR 55-80
- c. AR 55-162
- d. AR 55-355
- e. AR 385-40
- f. AR 385-55
- g. AR 600-55
- h. AR 746-1
- i. FM 5-36
- j. FM 55-30
- k. FM 55-312
- l. TB 55-46-1
- m. TB 746-93-1
- n. TM 38-250

2. PURPOSE. This regulation sets forth policies, procedures, and administrative requirements essential to the safe and efficient movement of convoy vehicles and individual military vehicles. It also includes instructions for obtaining convoy clearances, permits for oversize/overweight vehicles and transportation of hazardous materials.

3. APPLICABILITY. This regulation applies to all West Virginia Army National Guard Units.

4. RESPONSIBILITIES.

a. The State Defense Movement Coordinator (WVAR L-MC):

(1) Approves all convoy movements for West Virginia Army National Guard units and USAR units originating within the boundaries of the state.

(2) Obtains approval for the movement of oversize and overweight vehicles through coordination with state/federal agencies.

(3) Coordinates all convoy movements and movement of oversize/overweight vehicles with other states.

b. Commanders

(1) Request convoy clearances as per paragraph 6 of this regulation.

(2) Request oversize/overweight permits as per paragraph 7 of this regulation.

(3) Ensure that all motor vehicle drivers are qualified and licensed in accordance with the provisions of AR 600-55 and are capable of carrying out assigned missions.

(4) Brief personnel prior to departure concerning routes, speed, traffic regulations, driver responsibilities and other special technical information deemed necessary.

(5) Make arrangements with the Transportation Office, USPFO for West Virginia to get toll tickets/script in all cases where the vehicle will use out of state toll roads /bridges. The West Virginia Turnpike Credit Card will be used on the West Virginia Turnpike. Detailed guidance is found in the USPFO SOP.

c. Convoy Commanders.

(1) Will conduct a reconnaissance of the approved route.

(2) Prepare the Convoy Commander's Checklist (Sample in FM 55-30)

(3) Ensure that each driver has in his possession a valid OF 346 (US Government Motor Vehicle Operator's Identification Card) for the type of vehicle he is scheduled to operate in the convoy and that each operator of an oversize/overweight vehicle has in his possession the special hauling permit for the specific vehicle operated.

(4) Enforce safe driving rules and traffic regulations on missions under his control (AR 55-80).

(5) Cooperate with civil authorities to enforce traffic laws, rules, and regulations in consonance with the limitations described in the Posse Comitatus Act (18 U.S.C. 1385) and AR 55-80.

(6) Ensure that explosives and hazardous materials are properly secured and that vehicles are inspected and marked (AR 385-55, AR 55-355). See paragraph 14 of this regulation for more specific instructions.

(7) Ensure that maintenance support is provided for the convoy.

(8) Conduct an orientation/safety briefing prior to convoy departure. This briefing will stress compliance with prevailing State or local traffic laws, rules and regulations, including traffic signals.

(9) Designate, as required, an advance party to precede the convoy, to arrange for police escort at approaches to metropolitan and congested areas.

(10) Maintain operational control and supervision over the convoy while enroute.

(11) Ensure compliance with instructions contained in appropriate orders.

(12) Ensure compliance with the provisions of FORSCOM Reg 55-1, AR 55-162 and AR 55-355 as applicable, during convoy operations.

5. DOMICILE-TO-DUTY POLICY FOR COMMERCIALLY DESIGNED TACTICAL VEHICLES, TACTICAL VEHICLES AND APPROVING AUTHORITY

a. Commercially designed tactical vehicles (such as CUCVs) will not be used for transportation by individuals or groups to and from domicile and place of duty or kept overnight at places other than the motor pool or sub-pool except when in TDY status and the vehicle is required to get to and from place of lodging/ meals.

b. The same policy applies to tactical (non-commercially designed) vehicles.

c. The designated approving authority for the policy as addressed above is limited to group/squadron/battalion/activity commanders or the Administrative Officer of the command or activity.

6. CONVOY MOVEMENT AUTHORITY

a. No convoy movement will be made over public highways, bridges, or tunnels, including toll facilities, without prior permission from the Department of Highways or toll facility concerned. If getting normal clearance would delay a mission during an emergency, (IAW AR 55-80) a movement may be made before permission is received. However, the Defense Movement Coordinator will inform appropriate State authorities first.

b. Convoy Movement Clearance will be obtained from the State Defense Movement Coordinator for all

convoy movements. Initiate and submit through their respective headquarters to TAG-WV, ATTN: WVAR-L-MC, one copy of DD Form 1265 (Request for Convoy Clearance) so as to arrive NLT 60 days prior to the planned movement. In cases where a convoy will include over-size/overweight vehicles one copy of DD Form 1266 (Request for Special Hauling Permit) will accompany DD Form 1265.

7. MOVEMENT OF OVERSIZE MOTOR VEHICLES

a. No vehicle exceeding legal weight or dimensions will be moved over public highways without approval from the state officials concerned. Movement of vehicles exceeding legal weight and dimensions will require submission of DD Form 1266 (Request for Special Hauling Permit). Any movement involving one or more vehicles that require the submission of DD Form 1266 will constitute a convoy (FORSCOM Reg 55-1). When a special Hauling permit is required the unit will prepare one copie of DD Form 1265 and DD Form 1266. The completed forms will be submitted to TAG-WV, ATTN: WVAR-L-MC NLT 60 days prior to movement. This office will obtain the necessary permits from the Department of Highways. It will not be necessary to submit DD Form 1265 and DD Form 1266 for the movement of oversize vehicles in the State of West Virginia if the vehicle has a permit that has not expired and is not moving in a convoy. It will always be necessary to submit DD Form 1265 and DD Form 1266 for the movement of vehicles outside the State of West Virginia.

b. Efforts will be made to schedule the movement of oversize and/or overweight vehicles during daylight hours only. No movement of oversize/overweight vehicles may be made over public highways, on weekends or holidays without a permit stating that movement during those periods is approved.

8. CONVOY OPERATIONS

a. **SPEED.** Convoy speeds will not exceed posted speed limits or those established by state law for commercial truck traffic. The speed limit of the lead vehicle in any convoy will not exceed 50 miles per hour when operating over controlled access highways (interstate and other high speed multi-lane expressways and free-ways). These highways will be used when:

(1) All vehicles in the convoy can maintain a speed at least equivalent to the posted minimum speed or 40 mph if not posted;

(2) The use of such facilities is limited to off-peak traffic hours.

(3) The convoy's normal travel will be in the right lane only, except at points where the right lane is for exit only or as local conditions dictate. If these conditions cannot be met, an alternate route will be used, if available. On other than controlled access highways (conventional roadways), and when authorized by the convoy commander, the driver of the lead convoy vehicle will attempt to maintain a speed equivalent to the prevailing speed of other users of the highway or 45 mph, whichever is less. At no time will the speed of a convoy or any vehicle connected therewith exceed 50 mph. Irrespective of the type roadways used, the pace vehicle speed will be predicated on the speed capability of the slowest vehicle in the convoy.

(4) Maximum speed limits on public highways for individually dispatched vehicles will be as posted or as indicated on the vehicle caution plate.

b. **OVERSIZE AND OVERWEIGHT VEHICLES.** Oversize, overweight, and other vehicles unable to maintain the minimum speed prescribed by civil authorities, or vehicles whose low rate of speed required in the permit might create a traffic hazard, may be dispatched individually over an alternate route where high speed or high volume traffic is not likely to be encountered. When it is not practical to dispatch slow moving vehicles over an alternate route, the Interstate System or other limited access routes may be used providing clearance has been obtained from the appropriate civil authority (AR 55-162) and the prescribed warning devices and escort vehicles are used.

c. **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 departure of the convoy. Convoy commanders will ensure that driving periods are equally distributed between primary and assistant drivers. Every effort will be exerted to insure that the relieved driver is obtaining as much rest as possible. Except in justified emergencies, convoys will not be on the roadway for more than 12 hours in a 24-hour period.

d. **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 OF 346 (US Government Motor Vehicle Operators Identification Card) in their possession indicating driving qualifications.

e. SAFETY EQUIPMENT AND PROCEDURES.

(1) 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 reflective properties for nighttime use. Vehicle operators will be instructed in the proper use of warning devices prior to departure of the convoy. In the event of an emergency, warning devices will be placed in accordance with the provisions of FM 55-312.

(2) A basic vehicle highway warning kit containing a minimum, three sets of red reflectors and two red flags or three red reflective triangles is acceptable in most states. Some states will require items such as flares (fusees) in addition to the above kit. Vehicles engaged in transporting compressed gases, explosives or flammable liquids will utilize three red electric flashing lanterns in lieu of the flares (fuses). Vehicles transporting hazardous cargo will be properly placarded to warn all persons. Example: EXPLOSIVE A, EXPLOSIVE B. (IAW CFR 49, parts 100-177 or TM 38-250 for military moves).

(3) Convoy vehicles required to operate at night or during periods of reduced visibility will be marked with an "L" shaped symbol at the lower corners of their tailgates. The symbol will be composed of a vertical stripe (12" long and 2" wide) and a horizontal stripe (12" long and 2" wide) (FM 55-312). The symbol may be applied with reflective paint, tape, or other reflective material. If paint is used, it may be applied directly to the vehicle surface or to some removable backing material such as masking tape.

(4) Buses with a seating capacity of nine passengers or more will be equipped with a hand axe and an approved first aid kit.

(5) Military vehicles used for the purpose of transporting personnel, other than sedans and 1/4-ton trucks, will carry an approved first aid kit.

(6) Vehicle operations will be conducted in accordance with FORSCOM Reg 55-1, FM 55-30, and FM 55-312 and civil laws in a manner that will ensure safety in keeping with road and traffic conditions and reflect credit on the military service.

(7) Maintenance, wrecker, and recovery vehicles will be equipped for their missions and will carry emergency quantities of fuels and lubricants.

(8) Road guides will wear high visibility devices such as Traffic Safety MP Ensembles consisting of vest and sleevelets. Baton type flashlights should also be provided.

f. Traffic signals and other traffic control means will be obeyed. Only when other safeguards are provided (such as civilian police escorts who control intersections or points of congestion) will such control means be disregarded.

g. Convoy vehicle drivers will be instructed not to give "clearance signals" to civilian vehicle operators. Responsibility to determine safe passing conditions rests with the driver desiring to pass.

h. Troops will not be transported in the rear vehicle of a convoy.

9. CONVOY IDENTIFICATION

a. Each serial of the convoy will be identified by a blue flag on the leading vehicle and a green flag on the last vehicle in the convoy element.

NOTE: 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 commander will display a white and black flag. The size, design and placement of those flags will be as prescribed in FM 55-312, Police escort vehicles will not display convoy identification flags.

b. Additionally, each convoy will be identified by a ~~convoy clearance number~~. The approving authority headquarters in whose area the convoy originates assigns the number at the time it approves the request for convoy clearance. 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 hood of the lead and trail vehicles to ensure identification from the air. It will be composed of an abbreviation which identifies the approving headquarters in which the movement originates. This is followed by figures indicating the year

See Change #1
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and day of the year on which the movement is to commence. ~~The last number will be the number of the convoy. Last will be a letter which indicates the type of movement, "C" - Convoy; "E" - Explosives or "S" - Outsize (Vehicle or Load). For example, identification WV-9005-01-C will indicate that the convoy originated in West Virginia, movement commenced on 5 January 1989 it was the first convoy and is a normal convoy containing no explosives or oversize vehicles. Numbers may be applied to vehicles with a chalk crayon of contrasting color.~~

c. The first vehicle of each convoy element, other than the control vehicle, will bear on its front, directly below the windshield or other conspicuous location, a sign reading "Convoy Follows". The last vehicle of each convoy element, other than the control vehicle, will bear on its rear a sign reading "Convoy Ahead". In addition, when required to operate at night or during periods of reduced visibility, and unless prohibited by State or local law, the drivers of the lead and rear vehicles of each convoy element will operate their integral vehicular 4-way flashers.

d. Convoy signs will be prepared in accordance with FM 55-312.

e. Vehicles moving in convoy will operate with their headlights on low beam. When halted on road shoulders, vehicles equipped with amber flashing lights and/or emergency flasher systems will also operate these lights.

10. CONVOY ORGANIZATION

a. **CONVOY COMMANDER.** Each convoy will be organized under the control of a convoy commander. Since the convoy commander 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 commander should have contact with all subordinate commanders during movement. Convoy and convoy element commanders should refrain from infiltrating through the convoy unless absolutely necessary for control.

b. **SERIALS AND/OR MARCH UNITS.** Convoys should be organized into small flexible elements. When the number of vehicles exceeds 20 or when traffic conditions dictate, convoys normally will be divided into

serial and/or march units. This grouping of vehicles should be such that interference with the flow of other traffic is minimized to the extent possible. A leader responsible to the serial commander will be appointed for each march unit.

c. **COLUMN GAP.** A minimum time gap of 5 minutes will be maintained between march units and a minimum time gap of 10 minutes between serials on the open road.

d. **SIZE OF CONVOY ELEMENTS.** The number of vehicles in convoy elements will be determined by the availability of supervisory personnel, communications, and traffic conditions. The capacity of rest areas, including parking, will frequently influence the size of convoy elements.

e. **TRAIL ELEMENT.** The trail element is the last element of the convoy. The trail officer represents the convoy commander 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 as required. Trail element vehicles will be marked identically with all other vehicles in the convoy.

11. CONVOY PROCEDURES

a. **SCHEDULING CONVOYS.** Convoys will not operate on Saturdays, Sundays, or holidays, unless the successful accomplishment of annual or weekend training requires such movement or unless such movement is determined to be a military necessity by the CONVOY clearance authorities identified in paragraph 6. Metropolitan areas should be avoided during the morning and evening rush hours or during other peak traffic periods specified by highway or other authority. Convoy operations are to be avoided during the hours of darkness. If night movement is considered essential, full justification will be submitted with the request for convoy clearance. Convoys should be routed around urban, residential, and commercial areas when possible. Use of available beltways will be emphasized.

b. ~~CONVOY VEHICLE DISTANCE.~~ The convoy commander must specify the speedometer multiplier (SM) to be used by the convoy (FM 55-30) based on

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~~road and weather conditions. The approving authority may impose Distances between vehicles based on safety guidance or instructions from states the convoy must pass through.~~

c. MARCH DISCIPLINE. Principles of march discipline will be observed (FM 55-30).

d. POLICE ESCORT. When a police escort is required through cities, convoy commanders will dispatch an advance detail to contact police at least 2 hours in advance of expected convoy arrival time. When civilian police support is not available at the scene of a traffic accident, military personnel and emergency warning devices will be positioned at an appropriate distance from the accident to caution civilian traffic of a potential hazard. Military personnel used to guide and direct convoy operations will direct civilian traffic using public highways, except as indicated in the preceding sentence.

e. ENTERING MAJOR HIGHWAYS. When police support is available, vehicle operators will enter the highway in compliance with the signals of the police officer. When police support is not available, responsible 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 commander's evaluation. Vehicle operators will be instructed to use acceleration lanes when available in order to establish speed before entering the traffic lane. Prescribed vehicle distance will be attained after all vehicles are on the highway, all vehicles will maintain minimum prescribed speed after entering on the highway.

f. REST HALTS ON CONTROLLED ACCESS HIGHWAYS.

(1) Rest halts on controlled access highways will be made only at designated rest areas and will not be used for overnight stops or multi-hour stopping.

(2) Parking on the shoulders of controlled access highways is prohibited and wide median areas will not be used for rest stops. The officer making the reconnaissance will determine that the parking area at each rest area site is sufficiently large to accommodate the num-

ber of vehicles in the convoy, keeping in mind that a reasonable number of spaces must be available for commercial traffic desiring to use the facility.

(3) The time gap between convoy elements will be sufficient to allow the occupying element to clear the rest area before the arrival of the following element.

g. REST HALTS ON OTHER THAN CONTROLLED ACCESS HIGHWAYS.

(1) Rest halts on conventional highways normally will be scheduled for 15 minutes at the end of the first hour of convoy movement and 10 minutes at the end of every second hour thereafter. When a suitable area is not available at these time periods, departure from this schedule is authorized.

(2) 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 the 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 utilized unless the vehicles are completely off the highway including road shoulder.) Caution will be exercised when resuming movement onto the road. Trail vehicle personnel will post a guard with proper warning to alert, but not direct approaching traffic. Vehicles transporting explosives and hazardous materials will not be parked in congested areas.

(3) 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.

(4) When departing a rest area, road guides or other available personnel will be posted at least 50 yards behind the last vehicles 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 will maintain minimum prescribed speed after entering on the highway.

h. MEAL HALTS. The 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 commanders will ensure that any areas, public or private, used for meal halts, rest halts, or bivouac are properly policed prior to departure of the convoy. 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.

I. TOLL ROADS, BRIDGES, AND TUNNELS. Restrictions on toll facilities are frequently at variance with those on other routes. Before approving clearances over toll facilities, convoy clearance approving authorities (paragraph 6) will determine that the type of cargo and vehicles comprising the convoy are authorized to use the route. The requesting agency will be informed on 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.

j. Prior to use of toll roads, bridges and tunnels, approval must be obtained from the convoy clearance authorities (paragraph 6) and, in addition, approval and certification of availability of funds for payment of tolls, with written verification, must be obtained from the USPFO.

12. ACCIDENT PROCEDURES

a. 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 convoy route is blocked by the accident, maximum effort will be made to clear the route in order that the march unit and other traffic may continue. Immediate assistance required for the injured will be provided by personnel of the next following vehicle. The first officer or NCO to arrive on the scene will take charge, supervising emergency aid and directing military traffic (para 11d) until the trail officer, medical officer, or other competent assistance arrives. The trail officer, aided by medical personnel (when available) and maintenance personnel, will supervise and direct care of the injured, disposition of vehicles, and clearance of the route.

b. All accidents will be reported through command channels by telephone to the WV-STARC Safety Office. Traffic accidents resulting in death, injury, or property damage will be reported immediately to the convoy

commander and, in turn, to both civilian and military police authority. In serious traffic accidents (death, injury, or property damage exceeding \$100), accident investigation normally will be performed by civilian police with a concurrent or follow-up investigation by military police. Accident reports will be submitted as required by AR 385-40.

13. WRECKER AND/OR EMERGENCY ROADSIDE REPAIR SERVICE

a. Recovery or emergency roadside repair of disabled tactical wheel and commercial vehicles which is beyond the capability of the convoy maintenance support element should be requested from the nearest National Guard maintenance facility or other military installation or activity, to include installations of other services, US Army and USAR centers. Installation commanders at point of origin should provide convoy commanders or individual vehicle operators with information as to POCs and locations on the route of march that should be contacted for required service. Emergency purchases are authorized for EMERGENCY roadside vehicle repair parts or services, not to exceed \$150.00 per action (See SOP, USPFO for WV.). Approval of costs exceeding \$150.00 must be obtained from the Surface Maintenance Manager for West Virginia.

b. Organization commanders are responsible for planning and providing wrecker and emergency roadside repair service from organization maintenance units.

c. Specific plans should be formulated and advance arrangements made for emergency repair assistance and evacuation of disabled vehicles.

14. TRANSPORTATION OF HAZARDOUS MATERIAL BY MOTOR VEHICLE

a. Clearance for the movement of Class "C" explosives by military vehicles within this Army area is not required. Unit of the West Virginia National Guard are authorized to transport Class "C" explosives for accomplishment of the military mission.

b. Military vehicles will not be used to transport explosives and other hazardous material over public highways when adequate and economical commercial transportation can be utilized within the time frame imposed by military necessity. Military necessity is defined as


emergency supply, i.e., lateral transfer between installations or from distribution depot in order to meet those requirements caused by suspension of ammunition, civil disturbances, or operations requiring a high degree of security.

c. When military transport of hazardous material by motor vehicle is necessary, table 4-1 and chapter 13 of TM 38-250 must be consulted for proper labeling and placarding of the material and the vehicle. All motor vehicles used to transport Class "A" or "B" ammunition, explosives, poisons, or radioactive Yellow III materials over public highways will be inspected by the shipper for compliance with 49 CFR and DOD safety regulations.

DD Form 626 (Motor Vehicle Inspection) will be used for this purpose. Any deficiencies will be corrected before the vehicle may transport hazardous materials. If the deficiencies can not be immediately corrected, another vehicle which meets the standards of DD Form 626 will be used.

d. When it is necessary to use DD Form 626, it is also necessary to use DD Form 836 (Special Instructions for Motor Vehicle Drivers). DD Form 836 will be used to provide emergency response instructions to drivers of all commercial and military vehicles transporting explosive or certain other hazardous material. Emergency response instructions inform the driver of how to protect himself, the lading, the vehicle and other life and property in case of accident, fire or vehicular breakdown.

FOR THE GOVERNOR:


JOSEPH J. SKAFF
Major General, WVARNG
The Adjutant General