



# DTTS Driver Message Guide



DTTS Phone Number: 1-800-826-0794 Email: [usarmy.scott.sddc.mbx.dtts@mail.mil](mailto:usarmy.scott.sddc.mbx.dtts@mail.mil) TGIS: <https://tgis.sddc.army.mil/>

## “L” Load Message

Sent when shipment is loaded to identify new SNS-tracked shipment

Outbound

### Message must include:

- Shipment identification (i.e., BOL number)
- Trailer number
- Dromedary number (if applicable)
- Origin and destination for each SNS shipment loaded, to include military facility name & state, or commercial company name, city and state
- Statement “DCS Required” for shipments requiring DCS

Note: If the required information exceeds one text message in length, you must send additional “L” messages until all required information is provided.

## “D” Depart Message

Sent when departing a protected environment such as origin, secure hold, approved TSP terminal or from a location due to delay status

### Message must include:

- Location shipment is departing from
- If shipment requires DCS, drivers will include statement “DCS Required” and “trailer number”

Note: When departing secure hold with the same tractor, drivers will enter BOL numbers(s) on the vehicle in a “D” message.

If a shipment placed in secure hold departs with a different tractor, drivers will use “L” and “D” message procedures.

## “A” Arrive Message

Sent when shipment has arrived at destination and is awaiting offload

Inbound

### Message must include:

- Activity name
- Phone number where driver can be reached
- Drivers must maintain signal with DTTS unless inside a gated and guarded DOD Military Installation

Note: If inside a gated and guarded DOD Military Installation, drivers may turn off SNS until offload is complete and offload message is received by DTTS. Drivers will then re-enable SNS and send offload message.

## “O” Offload Message

Sent upon shipment offload at destination

### Message must include:

- Activity name
- Each BOL offloaded at the activity
- Disable SNS when empty and before departing



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## “C” Message

Sent to report any in-transit shipment transfers to different TSP equipment. Messages must be sent from both losing and gaining tractors to identify shipment(s) being transferred

**Message must include:**

- Identification number of the new tractor/trailer and BOL information for each BOL that transferred
- Reason for the transfer, and the location the change will occur
- If needed, send multiple “C” messages to ensure DTTS receives all required information on the transfer
- The driver of the receiving tractor must send “L” and “D” messages once a transfer is complete
- If no SNS shipments remain on the losing tractor, DTTS service is terminated

## “U” Message

Sent to explain an unusual delay that occurs during shipment transit or to provide DTTS with other information not covered by one of the other messages. Delays include but are not limited to:

- Severe weather
- Unexpected road closures
- Traffic accidents involving other vehicles that shut down or delay traffic
- Mechanical breakdowns\*
- Other in-transit incidents Fuel, DOT break, Food etc.

**Message must include:**

- Applicable reason or factual circumstances for the delay
- Exact location of the vehicle/shipment

\* Breakdown messages must include the highway number, mile marker, and maintenance problem. The driver will immediately notify TSP dispatcher who in turn will notify SDDC DTTS regarding the breakdown.

## “M” Message

Sent when entering an in-transit military secure holding area. “M” messages are not used when entering secure holding areas at origin or destination

**Message must include:**

- Activity name
- List each BOL going into secure holding
- Phone number (to include area code) where driver can be reached
- Whether the load remains with the vehicle or is dropped/offloaded

## “T” Message

Sent upon entering an SDDC-approved TSP terminal

**Message must include:**

- Location of the terminal
- Telephone number (to include area code) where driver can be reached
- Driver must send “L” and “D” messages when departing terminal